SOUTH GATE CITY COUNCIL
REGULAR MEETING AGENDA

Tuesday, May 27, 2025 at 6:30 p.m.

SOUTH GATE COUNCIL CHAMBERS
8650 CALIFORNIA AVE
SOUTH GATE, CA 90280

VIEW MEETING LIVE ONLINE AT:
HTTPS://YOUTUBE.COM/@SOUTHGATECA90280

City Officials

MAYOR, Maria Davila	**CITY CLERK,** Yodit Glaze
VICE MAYOR, Joshua Barron	**CITY TREASURER,** Jose De La Paz
COUNCIL MEMBER, Maria del Pilar Avalos	**CITY MANAGER,** Rob Houston
COUNCIL MEMBER, Gil Hurtado	**CITY ATTORNEY,** Raúl F. Salinas
COUNCIL MEMBER, Al Rios	

If you would like to participate in this meeting, you can participate via the following options:

1. VIEW THE MEETING LIVE ONLINE AT: https://youtube.com/@SouthGateCA90280
Please allow up to 24 hours after the meeting for the archive to be available.
2. PARTICIPATE BEFORE THE MEETING by emailing the City Clerk at: yglaze@sogate.org no later than 4:00 p.m. on the day of the meeting. Please write "Public Comment" in the subject line.
3. ATTEND THE MEETING IN PERSON
***The disruption in service of any alternative method does not prelude the City Council or other legislative**
body from taking further action and moving forward on the agenda.

Meeting Schedule

The regular meetings of the City Council are held on the second and fourth Tuesday of each month,

closed session business will usually commence at 5:30 p.m., when scheduled, and general business session will commence at 6:30 p.m.

Brown Act

Agendas are drafted to accurately state what the legislative body is being asked to consider. The legislative body can take action on "all items" listed on the agenda and be in compliance with the open meeting laws. Under the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The governing body may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.

City's Vision Statement

We envision a thriving, safe and inclusive community where everyone has the opportunity to access exceptional services, education and support to be resilient and live full, vibrant lives.

Public Communications

Public Comments on agenda items are limited to three (3) minutes. All comments are to be addressed directly to the Agency Members not to the members of the public.

Emails for public comment received prior to 4:00 pm on the day of the Council Meeting will be summarized by the City Clerk, not read in its entirety. A copy of the email will be provided to the City Council and will also be available at the City Clerk's Office for public review. A copy of each email will be recorded for public record and noted on the official minutes of tonight's meeting.

Call to Order/Roll Call With Invocation & Pledge

CALL TO ORDER: Maria Davila, Mayor

INVOCATION: Pastor Raul Flores, Ministerio Monte De Alabanza

PLEDGE OF ALLEGIANCE: Luis Frausto, Director of Admin. Services

ROLL CALL: Yodit Glaze, City Clerk

City Council Appointments to Outside Boards and Agencies

1. City Council Appointments to Outside Boards and Agencies

The City Council will consider: (CM)

a. Ratifying the appointment by Council Member Maria del Pilar Avalos of Margarita Valenzuela to the Planning Commission. (CM)

Documents:

Item 1 Report 05272025.pdf

Public Hearings

2. Resolution Ordering the Levy of Annual Assessment for FY 2025/26 for Street

Lighting and Landscape Maintenance District No. 1

The City Council will consider: (PW)

a. Adopting a Resolution ordering the levy of the Fiscal Year 2025/26 Annual Assessment for the Street Lighting and Landscaping Maintenance District No. 1.

Documents:

Item 2 Report 05272025.pdf

3. Appeal – City Ventures Presentation

The City Council will consider: (CD)

a. Determine that in accordance with the California Environmental Quality Act ("CEQA"), the project qualifies for a categorical exemption under CEQA Guidelines Section 15332, (Class 32) "In-Fill Development Projects", and is thereby exempt from CEQA. The project site is surrounded by urban uses and the proposed residential condominium subdivision will be compatible with surrounding existing development.

b. Uphold the action taken by the Planning Commission at its March 18, 2025, meeting, by adopting a Resolution attached hereto (Attachment A), approving Vesting Tentative Tract Map No. 84531 associated with the 54-unit townhome development at 10130 Adella Avenue.

Documents:

Item 3 Report 05272025.pdf
Item 3 - Attachment A.pdf
Item 3 - Attachment B.pdf
Item 3 - Attachment C.pdf
Item 3 - Attachment C1.pdf
Item 3 - Attachment D.pdf
Item 3 - Attachment E.pdf
Item 3 - Attachment F.pdf
Item 3 - Attachment G.pdf

Comments From The Audience - Non-Agenda Items

During this time, members of the public may address the City Council regarding any items not listed on the agenda and within the subject matter jurisdiction of the City Council and not on this agenda. Comments from the audience will be limited to three (3) minutes per speaker; unless authorized by the Mayor, the time limit may not be extended by utilizing another member's time. There will be no debate or action on items not listed on the agenda unless authorized by law. The collective initial period of time for comments from the audience shall be limited to 45 minutes. Any speaker that did not get a chance to speak during this segment due to the 45-minute limitations will be able to speak at the end of the meeting prior to adjournment.

Note: The City Council desires to provide all members of the public with the opportunity to address the Council. Nevertheless, obscene language, comments intended to disrupt/interfere, other actions which disrupt the progress of the meeting or slanderous comments will not be tolerated and may result in ejection and/or may constitute a violation of South Gate Municipal Code Section1.04.110.

Reports And Comments From City Officials

During this time, members of the City Council will report on matters pertaining to their service on various intergovernmental boards and commissions as a representative of the City pursuant to Assembly Bill 1234. City Council Members will also have an opportunity to comment on matters not on the agenda.

Consent Calendar Items

Agenda Items **4, 5, 6, 7, 8, 9, 10,** and **11** are Consent Calendar Items. All items including Ordinances, Resolutions and Contracts, may be approved by adoption of the Consent Calendar, individually and collectively by one (1) motion. There will be no separate discussion of these items unless Members of the City Council, the public, or staff request that specific items be removed from the Consent Calendar for separate discussion and action. Members of the public are permitted to speak on any item listed but their time period is limited to three (3) minutes in total.

Any motion to introduce or adopt an Ordinance on the Consent Calendar shall be: (1) a motion to waive the reading of the Ordinance and introduce the Ordinance or (2) a motion to waive the reading of the Ordinance and adopt the Ordinance, as appropriate.

4. Approve Tweedy Mile Advisory Board Annual Report for Fiscal Year 2025/26 and Resolution to Collect Assessments for the Parking and Business Improvement Area

The City Council will consider: (CM)

a. Approving the Tweedy Mile Advisory Board's Annual Report for Fiscal Year 2025/26; and

b. Adopting a Resolution declaring the City's intention to levy and collect assessments for Fiscal Year 2025/26 for the Parking and Business Improvement Area (known as the Tweedy Mile Business District) Business License, and scheduling a Public Hearing for June 24, 2025

Documents:

Item 4 Report 05272025.pdf

5. Approve Amendment No. 1 to Contract No. 2024-96-AC w/ and Hinderliter De Llamas & Associates, Inc., for Business License Administration and Business License Discovery/Compliance Services

The City Council will consider: (AS)

a. Approving Amendment No. 1 to Contract No. 2024-96-AC with Hinderliter De Llamas & Associates ("Agreement"), through December 31, 2027, for Business License Administration and Business License Discovery/Compliance Services to add business license permit administration services, with an estimated additional annual cost of $6,000, and a one-time $1,500 implementation fee;

b. Appropriating $7,500 from the General Fund balance to expenditure account number 100-302-12-6101 (Professional Services) to fund the Business License Administration and Business License Discovery/Compliance Services; and

c. Authorizing the Mayor to execute Amendment No. 1 in a form acceptable to the City Attorney.

Documents:

Item 5 Report 05272025.pdf

6. Approve Agreement w/ Superior Pavement Markings, Inc., for Construction of the Thermoplastic Striping of Streets Citywide, Phase II, #735-ST

The City Council will consider: (PW)

a. Approving an Agreement with Superior Pavement Markings, Inc. ("Agreement"), for the construction of the Thermoplastic Striping of Streets Citywide Project Phase II, City Project No. 735-ST, in an amount not-to-exceed $94,511;

b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney;

c. Authorizing the City Manager to execute change order in the amount of $37,400 for additional striping of streets citywide;

d. Declaring the Thermoplastic Striping of Streets Citywide Project Phase II, City Project No. 735-ST, categorically exempt under Title 14 of the California Code of Regulations, Section 15301 of the California Environmental Quality Act ("CEQA"); and

e. Approving the Notice of Exemption for the construction of the Thermoplastic Striping of Streets Citywide Phase II, City Project No. 735-ST and directing the City Clerk to file it with the Los Angeles County Registrar Recorder's Office.

Documents:

Item 6 Report 05272025.pdf

7. Approve a Lease Agreement w/ Lease Servicing Center, Inc., dba NCL Government Capital for one 2025 Ford Maverick vehicle to replace aging Parking Enforcement vehicles for the Police Department

The City Council will consider: (PD)

a. Approving a 5-year Lease Agreement with Lease Servicing Center, Inc. dba NCL Government Capital ("NCL") for the lease of one 2025 Ford Maverick vehicle to be used as a Parking Enforcement vehicle for the Police Department in the amount of $7,785 per year for a total amount of $39,425, including a $500 closing fee;

b. Approving lease payments in the amount of $7,785 to be budgeted annually for five (5) years in the General Fund starting in Fiscal Year 2024/2025 and a $500 closing fee in Fiscal Year 2024/2025;

c. Approving a Purchase Order Agreement with Commline Inc., for the purchase and installation of necessary emergency equipment and MDC to outfit the Parking Enforcement vehicle in the amount of $14,035; and

d. Authorizing the Mayor to execute the lease Agreement and any other documents that may be necessary to acquire the vehicles in a form acceptable to the City Attorney.

Documents:

Item 7 Report 05272025.pdf

8. Approve the use of 2023 Homeland Security Grant Program Subrecipient Agreement Grant Funds

The City Council will consider: (PD)

a. Authorizing utilization of 2023 Homeland Security Grant Program Funds in the amount of $40,000 for law enforcement equipment to address civil unrest, crowd control and active shooters; and

b. Increasing the Fiscal Year 2025/26 revenue projection in Account Number 232-541 (Law Enforcement Grants – Homeland Security Grant) to $40,000; and

c. Amending the Fiscal Year 2025/26 Law Enforcement Grants Fund Budget by appropriating $40,000 to Account Number 232-541-21-6204 (Law Enforcement Grants-Homeland Security Grant – Small Tools and Equipment); and

d. Authorizing the City Manager to execute the State Homeland Security Grant Program Subrecipient Agreement for Grant Year 2023.

Documents:

Item 8 Report 05272025.pdf

9. Approve Change Order No. 2 to Contract No. 2023-66-CC w/ WGJ Enterprises, Inc., for the Construction of the Thermoplastic Striping of Streets Citywide Project, #654-ST

The City Council will consider: (PW)

a. Approving Contract Change Order 2 to Contract No. 2023-66-CC ("Agreement") with WGJ Enterprises, Inc., dba PCI ("WGJ"), to re-stripe additional crosswalks and pavement markings under the Thermoplastic Striping of Streets Citywide, City Project No. 654-ST, in the amount of $56,600; and

b. Authorizing the Assistant City Manager/Director of Public Works to execute Contract Change Order No. 2.

Documents:

Item 9 Report 05272025.pdf

10. Approve Purchase Order to LA County Public Works for Emergency Call Out at the Intersection of Santa Ana Street and Palm/Seville

The City Council will consider: (PW)

a. Approving a Purchase Order for the Los Angeles County Department of Public Works ("County"), Service Request No. 272919 to fund emergency call-out traffic signal repairs at the intersection of Santa Ana Street and Palm/Seville, for an amount not to exceed $60,500; and

b. Authorizing the City Manager to execute the Purchase Order, in a form approved by the City Attorney.

Documents:

Item 10 Report 05272025.pdf

11. Approve Minutes for the Special and Regular Council Meetings of April 8, 22 & 29, 2025

The City Council will consider: (CLERK)

a. Approving the Special and Regular Meeting minutes of April 8, 2025;

b. Approving the Special and Regular Meeting minutes of April 22, 2025; and

c. Approving the Special Meeting minutes of April 29, 2025.

Documents:

Item 11 Report 05272025.pdf

Reports, Recommendations And Requests

12. The South Gate Forward Land Use Study

The City Council will consider: (CD)

a. Approving an Agreement with De Novo for planning and environmental services; and
b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney.

Documents:

Item 12 Report 05272025.pdf
Item 12 - Attachment A.pdf
Item 12 - Attachment B.pdf
Item 12 - Attachment C.pdf
Item 12 - Attachment D.pdf
Item 12 - Attachment E.pdf

13. Approve warrant register for May 27, 2025

The City Council will consider: (SVCS)

a. Approving the Warrant Register for May 27, 2025.

Total of Checks:	$4,260,535.89
Less: Voids	$ (228,678.47)
Less: Employee Payroll Deductions	$ (460,716.97)
Grand Total:	$3,571,140.45

Cancellations: 2892, 110108, 110239

Documents:

Item 13 Report 05272025.pdf

Adjournment

I, Yodit Glaze, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda was posted on May 22, 2025, at 4:16 p.m., as required by law.

Yodit Glaze
City Clerk

GENERAL NOTICE TO THE PUBLIC

The City Council adopted new rules relating to the conduct of the public meetings, proceedings, and business in the City of South Gate on July 12, 2022, (Resolution 2022-38-CC) and go into effect on August 1, 2022. Resolution #2022-38-CC is available at the City Clerk's Office.

MEETING SCHEDULE

Regular meetings of the City Council are held on the second and fourth Tuesday of each month, closed session meetings will commence at 5:30 p.m. unless posted otherwise on its agenda. The regular City Council meetings will commence at 6:30 p.m. Agendas are available at the following locations: City Clerk Office, Public Notice Boards at City Hall, and on the City's web page at https://www.cityofsouthgate.org

The Public can sign up to receive automatic notices of postings of agendas for the City Council or any other Commission or Board of the City of South Gate. Visit the City webpage and click on the Agenda & Minutes icon. That will take you the page where an individual can enter their email in the "Email Updates" box to register.

PUBLIC COMMENT/PARTICIPATION

Any person may request to address a legislative body during a public meeting. The Presiding Officer will call upon those present in the Council Chambers.

Speakers are limited to three (3) minutes on any item listed on the agenda, including public hearings. Under Comments from the Audience portion, speakers are also limited to a single three (3) minutes time limit. Comments from the Audience is initially limited to 45 minutes at each meeting. Any speaker still wishing to speak, that did not speak, will have an addition Comments from the Audience opportunity after the last business item is finished. The Presiding Officer may extend the time limit as long as there is no objection from the City Council as a body.

To ensure that the public is able to participate, the City provides the opportunity to submit their comments in person, email, mail. Methods of participation may be subject to change during other such times when a State of Emergency, Health Order or State Executive Order limits in-person participation.

CURFEW

In absence of a motion duly adopted by majority vote of the City Council, the Presiding Officer may adjourn the City Council meetings at 10:30 p.m. The Presiding Officer may ask the City Council if any agenda items listed should be continued or dealt with during the meeting. For those items to be continued, the City Council can direct the item be placed on the next City Council agenda or the current meeting may be adjourned to a time certain at which time the meeting shall be reconvened as an Adjourned Regular Meeting of the City Council and action upon the published agenda continued.

STAFF REPORTS

As a general rule, staff reports. or other written documentation are prepared/organized with respect to each item of business listed on the agenda. Meeting agendas and staff reports are available at least 72-hours prior to the scheduled regular City Council meeting and a minimum of 24-hours prior to a Special City Council meeting. There are times when the City Council receives written material. revised material after the posting of agendas, these materials are become a public record and will be available for public view within 72-hours after the meeting in which they were received. Those materials and any other public document can be inspected in the City Clerk's Office located at 8650 California Avenue, South Gate.

SERVICES TO FACILITATE ACCESS TO PUBLIC MEETINGS

In compliance with the American with Disabilities Act, if you need special assistance to participate in the City Council Meetings, please contact the Office of the City Clerk. Notification 48 hours prior to the City

Council Meeting will enable the City to make reasonable arrangements to assure accessibility. For further information, please contact the Office of the City Clerk at (323) 563-9510 or via email at yglaze@sogate.org.

Office of the
South Gate City Clerk

MAY 22 2025 8:05am
FILED

Item No. 1

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**
Originating Department: **City Manager's Office**

City Manager: _____ ***City Manager:*** _____
Rob Houston *Rob Houston*

SUBJECT: CITY COUNCIL APPOINTMENTS TO THE VARIOUS CITY COMMISSIONS, COMMITTEES AND BOARDS

PURPOSE: This item was added to the Agenda of May 27, 2025, at the request of Council Member Maria del Pilar Avalos to make an appointment to the Planning Commission.

RECOMMENDED ACTION: The City Council will consider: (CM)

a. Ratifying the appointment by Council Member Maria del Pilar Avalos of Margarita Valenzuela to the Planning Commission.

FISCAL IMPACT: None

ANALYSIS: This appointment would be effective May 27, 2025, if approved by the City Council. The appointment must be ratified by a majority vote of the City Council.

BACKGROUND: Currently, Councilmember Maria del Pilar Avalos has a vacancy on the Planning Commission. In accordance with the MADDY Act, the City posted the opening of the position and entertained applications from the public for the required 20 days prior to appointment. Council Member Avalos has selected Margarita Valenzuela as her appointee and the City Council will vote on this selection for ratification.

The City Council may appoint at their individual discretion a representative to serve on the Planning Commission, Parks & Recreation Commission, Citizens Advisory Committee and the Tweedy Mile Advisory Board, Pursuant to Ordinance No. 2286, adopted on September 27, 2011. All appointments must be ratified by a majority vote of the City Council.

ATTACHMENT: Current Commission, Committee and Board Member Roster

Council Member	Planning Commission $125/Meeting 1st & 3rd Tuesday at 6:30 pm	Parks & Recreation Commission $75/Meeting 2nd Thursday at 7 pm	South Gate Tweedy Mile Advisory Board 1st Monday at 5 pm	Citizens Advisory Committee $25/Meeting Meets as needed	
Maria del Pilar Avalos 2739 Glenwood Place Cell: (562) 719-1337 Elected: 03-03-2020 End of Term: Nov 2028	**VACANT**	**VACANT**	**VACANT**	**Lorena Morales** 10420 Garfield Ave Cell: (323) 387-5196 lemorales@yahoo.com Appointed: 09-24-2024 **Araceli Macias** 9721 Annetta Ave Cell: (562) 673-4294 shelly90280@gmail.com Appointed: 09-12-2023	**Ana Zavala** 9222 San Vincente Ave, Unit B Cell: (310) 704-6949 analuzav1@gmail.com Appointed: 09-12-2023 **VACANT**
Joshua Barron 8819 Beaudine Avenue Cell: (323) 791-5126 Joshb90280@yahoo.com Elected: 11-08-2022 End of Term: Nov 2026	**Daisy Prieto** 9731 Bryson Avenue Cell: (323) 707-3629 daisyprieto@att.net Appointed: 01-24-2023	**Lizette Ruiz** 10226 Kauffman Ave Cell: (323) 253-9417 Iruuiz@yahoo.com Appointed: 01-24-2023	**Andres Gonzalez** 10509 San Carlos Ave (323) 434-6894 andres.gonzalezsn@gmail.com Appointed: 09-24-2024	**Andres Gonzalez** 10509 San Carlos Ave (323) 434-6894 andres.gonzalezsn@gmail.com Appointed: 02-14-2023 **Rosa Delgado** 8829 Firestone Plaza Cell: (626) 246-5793 rposada21@yahoo.com Appointed: 02-14-2023	**Mayra Castaneda** 5740 Taft Ave (562) 454-7949 mmcastaneda99@aol.com Appointed: 02-14-2023 **Daysi N. Alonzo** 9406 Kauffman Ave (323) 404-7634 dnalonzo@gmail.com Appointed: 09-24-2024
Maria Davila 10035 San Luis Avenue Cell: (323) 243-9947 Elected: 01-28-2003 End of Term: Nov 2028	**Lizette Ruiz** 10226 Kauffman Ave Cell: (323) 253-9417 Iruuiz@yahoo.com Appointed: 05-28-2024	**Cynthia Esquivel** 4730 Tweedy Blvd cell: (323) 747-0076 cynesquivel5@gmail.com Appointed: 05-14-2024	**Angela Lucero** 10300 San Jose Ave (323) 540-3426 angela_lucero@sbcgobal.com Appointed :10-08-2024	**Marie De Lourdes Castillo** 10036 San Antonio Ave (323) 567-5572 titomi6281@sbcglobal.net Appointed: 02-18-2003 **VACANT**	**Anthony Zepeda** 5218 McCallum Avenue Cell: (323) 405-2006 anthonyzepeda10@yahoo.com Appointed: 05-27-2014 **VACANT**

Al Rios 10406 Orange Avenue Cell: (323) 974-3540 Elected: 03-07-2017 Re-elected: 11-08-2022 End of Term: Nov 2026	**Jimmy Ozaeta** 2541 Kansas Avenue Cell: (213) 400-0897 jimmyozaeta@hotmail.com Appointed: 01-10-2023	**Edgar Pelayo** 10207 Mallison Avenue Cell: (323) 816-2904 ejp64p@gmail.com Appointed: 01-10-2023	**Victor Zamudio** vmzamudio@hotmail.com Appointed: 04-12-2022	**Susan F. Janer** 5314 Batavia Road (323) 717-4243 Rosyallday@sbcglobal.net Appointed: 01-23-24 **Richard Gonzales** 10328 Walnut Avenue (626) 673-2571 rsgonzales60@aol.com Appointed: 01-23-24	**Angelica Martinez** 10129 Orange Ave (323) 566-0214 xalosangie@yahoo.com Appointed: 01-23-24 **VACANT**
Gil Hurtado 10001 W. Frontage Road, Space 215 Cell: (323) 893-5728 Elected: 03-03-2020 End of Term: Nov 2028	**Mayra Castaneda** 5740 Taft Avenue Cell: (562) 454-7949 mmcastaneda99@aol.com Appointed: 3/25/25	**Alan D. Flores, II** 5255 Almira Road Cell: (213) 280-2672 laxxxii@yahoo.com Appointed: 05-12-2020	**Sylvia Masushige** 8416 Beechwood Ave (562) 755-6159 grandmasyl01@hotmail.com Appointed: 09-24-2024	**Andrea Martinez** 10509 San Carlos Ave martinezand13@gmail.com Appointed: 01-24-2023 **VACANT**	**Norma Mendoza** 8691 San Gabriel Avenue Cell: (562) 277-2992 Appointed: 05-12-2020 Norma.mendoza9@gmail.com **VACANT**

4.

Item No. 2

Office of the
South Gate City Clerk

MAY 22 2025
FILED
11:24am

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**
Originating Department: **Public Works**

Department Director: *Arturo Cervantes* ***City Manager:*** *Rob Houston*

SUBJECT: RESOLUTION ORDERING THE LEVY OF THE FISCAL YEAR 2025/26 ANNUAL ASSESSMENT FOR THE STREET LIGHTING AND LANDSCAPING MAINTENANCE DISTRICT NO. 1

PURPOSE: To adopt a Resolution ordering the levy of the Fiscal Year 2025/26 Annual Assessment within the Street Lighting and Landscaping Maintenance District No. 1.

RECOMMENDED ACTION: Following the conclusion of the public hearing, the City Council will consider adopting a Resolution ordering the levy of the Fiscal Year 2025/26 Annual Assessment for the Street Lighting and Landscaping Maintenance District No. 1.

FISCAL IMPACT: None, however, the cost of preparing the Engineer's Report was $8,307, and it was funded with Street Lighting and Landscaping Funds budgeted in the Fiscal Year 2024/25 Municipal Budget.

NOTICING PROCEDURE: A Public Hearing Notice was duly published in the *Los Angeles Wave*, a local newspaper of general circulation, on May 1, 2025.

ANALYSIS: The assessment amount is currently set at $2.38 per adjusted front footage. The total revenue produced from this assessment has remained constant over the years while the total cost of maintaining the District has increased, leaving an operating shortfall. The revenue for Fiscal Year ("FY") 2025/26 is estimated to be $1,994,154, while the cost of maintaining the District is estimated to be $3,041,636. The operating budget deficit is $1,184,010, which is planned to be funded with restricted funds including Measure R, Gas Tax and Proposition A. This amount includes $136,528 for the maintenance of the landscaped medians on Long Beach Blvd and Garfield Avenue recently constructed, which amount added to the deficit.

As a part of these proceedings, staff is not proposing an increase to the assessment rates. On April 26, 2016, the City Council authorized a financial analysis to identify alternatives to minimize the funding deficit which would be needed if the City Council wished to conduct Proposition 218 Ballot proceedings for new or increased assessments. A consultant conducted the analysis to determine the feasibility of increasing the assessment within the existing District to cover the revenue shortfall. Feasible alternatives recommended included creating new districts

to supplement the revenue from the subject District. New districts are created via separate and independent proceedings.

BACKGROUND: Formed in 1981, the District operates under the Landscaping and Lighting Act of 1972 (California Streets and Highways Code). It authorizes the City of South Gate ("City") to levy assessments on parcels receiving a direct "special benefit" from public improvements. Since the District encompasses the entire City, the assessment applies to all parcels citywide.

District revenue is restricted to its original purpose: maintaining and operating landscaping and lighting systems citywide and along City streets. Eligible expenditures include the operation and maintenance of: (a) Landscaping—trees, shrubs, grass, ornamental vegetation, irrigation, and drainage systems. (b) Lighting systems—illuminated signs, decorative fixtures, street furniture, streetlights, and traffic signals. These expenses cover both labor and materials.

Each year, the Los Angeles County Assessor's Office ("LA County") levies and collects the District's funds through the property tax roll on the City's behalf. To authorize this process, the City Council must take specific actions in compliance with the county's requirements and state law. The actions before the City Council are part of the required proceedings to grant this authority.

On February 28, 2025, the City Council adopted Resolution No. 2025-03-CC, initiating the proceedings for FY 2025/26 and directing the Engineers Report to be prepared. On April 22, 2025, the City Council adopted Resolution No. 2025-11-CC approving the Engineer's Report and Resolution No. 2025-12-CC declaring the City's intention to levy and collect assessments and setting a public hearing on May 27, 2025. The final steps in the proceedings can be achieved by conducting a public hearing and adopting the proposed Resolution ordering the levy of the assessments. The schedule for the assessment proceedings is as follows:

Date	Council Action
2/28/2025	City Council adopted Resolution No. 2025-03-CC initiating proceedings to levy assessments and to order the preparation of the Engineer's Report.
4/22/2025	City Council adopted the following Resolutions: 1. Resolution No. 2025-11-CC approving the Engineer's Report. 2. Resolution No. 2025-12-CC declaring the City's intention to levy and collect assessments and setting a public hearing on May 27, 2025.
5/27/2025	Conduct a public hearing and adopt a Resolution confirming the area boundary and ordering the levy of annual assessments.
8/07/2025	Deadline for filing assessment roll.

An Assessment District authorizes the City to levy fees on specific parcels of land that receive a direct "special benefit" from public improvements. This District allows the City to provide enhanced landscape maintenance and street lighting along its streets, benefiting properties within its boundaries. Funding for these services comes from annual assessments paid by the benefiting property owners. To continue levying and collecting assessments for FY 2025/26, the City must prepare an Annual Report and hold a public hearing, as required by the Landscaping and

Lighting Act of 1972.

ATTACHMENTS:
- A. Proposed Resolution
- B. Notice of Public Hearing
- C. Resolution No. 2025-03-CC*
- D. Resolution No. 2025-11-CC*
- E. Resolution No. 2025-12-CC*

*Each document is available for review through the City Clerk's Office.

KT:lc

RESOLUTION NO. ____

CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, ORDERING THE LEVY OF THE FISCAL YEAR 2025/26 ANNUAL ASSESSMENT FOR THE STREET LIGHTING AND LANDSCAPING MAINTENANCE DISTRICT NO. 1

WHEREAS, the City Council previously formed a special maintenance district pursuant to the terms of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2 of the Streets and Highways Code of the State of California, such special maintenance district known and designated as Street Lighting and Landscape Maintenance District No. 1 (hereinafter referred to as the "Maintenance District");

WHEREAS, on February 28, 2025, the City Council adopted Resolution No. 2025-03-CC initiating proceedings for the annual levy of the Fiscal Year 2025/26 assessments and ordering preparation of an Engineer's Report for the District;

WHEREAS, on April 22, 2025, the City Council adopted Resolution No. 2025-11-CC preliminarily approving the Engineer's Report dated April 22, 2025 ("Engineer's Report") which is necessary to set the assessments for Fiscal Year 2025/26 within the Maintenance District; and

WHEREAS, on April 22, 2025, the City Council adopted Resolution No. 2025-12-CC to declare its intention to levy and collect the assessments for Fiscal Year 2025/26 in the Maintenance District, as well as to set a public hearing for May 27, 2025, as a part of the proceedings, and did in fact conduct a public hearing on May 27, 2025;

WHEREAS, based upon the Engineer's Report, the following is hereby determined:

1. No new improvements and no substantial changes to existing improvements or zones are proposed for the next fiscal year;
2. Facilities to be maintained are those lighting and landscaping maintenance activities that take place within existing public streets and sidewalk rights-of-ways of the City;
3. The assessments shall remain the same as those to be levied in FY 2025/26; and

WHEREAS, at this time all notice and public hearing requirements have been met relating to the subject proceedings, and the City Council is now satisfied with the assessment and all other matters as contained in the Engineer's Report;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby declare that the above recitals are all true and correct and incorporated herein by reference.

SECTION 2. The City Council does hereby declare that all protests and objections of every kind and nature be, and the same hereby are, overruled and denied.

SECTION 3. The City Council does hereby approve the Engineer's Report and orders it to be filed in the Office of the City Clerk as a permanent record which is to remain open for public inspection.

SECTION 4. The City Council does hereby confirm that the diagram referenced at Appendix A to the Engineer's Report, and the assessment roll referenced at Appendix B to the Engineer's Report, are as set forth in the Engineer's Report.

SECTION 5. The City Council does hereby acknowledge that the adoption of this Resolution constitutes the Fiscal Year 2025/26 annual assessment for the Maintenance District.

SECTION 6. The City Council does hereby order that the assessments authorized by this Resolution be used to fund the City's expenditures for the operation, maintenance and servicing of the landscaping, including trees, shrubs, grass and other ornamental vegetation and appurtenant facilities, including irrigation systems and drainage devices, and public lighting facilities, including street lighting improvements, traffic signals and appurtenant facilities, located in public places within the boundaries of the City of South Gate, and for other incidental expenses authorized by the Act.

SECTION 7. The City Clerk shall certify the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and **ADOPTED** this **27th** day of **May 2025**.

CITY OF SOUTH GATE:

By: _____
Maria Davila, Mayor

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raúl F. Salinas, City Attorney

Attachment B

Office of the
South Gate City Clerk

APR 29 2025

FILED

CITY OF SOUTH GATE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of South Gate, California will conduct a public hearing for the purpose of adopting a Resolution confirming the diagram and assessment and ordering the levy for Fiscal Year 2025-2026 Street Lighting and Landscaping Special Maintenance District No. 1. A copy of the Engineer's Report may be requested at the City Clerk's office during normal business hours. The Public Hearing is scheduled for:

DATE:	May 27, 2025
TIME:	6:30 p.m.
LOCATION:	COUNCIL CHAMBERS SOUTH GATE CITY HALL 8650 CALIFORNIA AVENUE SOUTH GATE, CA 90280

The Public Hearing meeting will be conducted in person or through videoconferencing. Any comments may be made in person at the hearing or in writing to the City Clerk or the City Council prior to the hearing.

NOTICE IS HEREBY GIVEN that any and all persons interested in the matter hereinabove set forth are privileged to attend said hearing and then and there testify or present evidence upon any matter relating thereto.

THIS NOTICE IS GIVEN by the order of the City Clerk of said City and is dated this April 29, 2025.

Yodit Glaze, City Clerk

Publication date: Thursday, May 1, 2025

Account No.: 251-714-25-6302

Office of the
South Gate City Clerk
MAY 22 2025 11:50am
FILED

Item No. 3

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular meeting of **May 27, 2025**

Originating Department: **Community Development**

Department Head: *Gabriel Perez* ***City Manager:*** *Rob Houston*

SUBJECT: AN APPEAL OF THE PLANNING COMMISSION'S DECISION APPROVING VESTING TENTATIVE TRACT MAP NO. 84531 TO ALLOW THE SUBDIVISION OF ONE PARCEL INTO A 54-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 10130 ADELLA AVENUE, WITHIN THE INDUSTRIAL FLEX (IF) ZONE IN THE TWEEDY BOULEVARD SPECIFIC PLAN, AND FINDING THE ACTION CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

PURPOSE: To take public testimony and review evidence at a public hearing to determine whether to uphold or overturn the Planning Commission's decision regarding Vesting TTM No.84531; and whether to uphold the Planning Commission's recommendation by resolving to adopt the proposed Resolution; or take other such action as may be determined by the City Council.

RECOMMENDED ACTION: Following the conclusion of the public hearing, it is recommended that the City Council:

a. Determine that in accordance with the California Environmental Quality Act ("CEQA"), the project qualifies for a categorical exemption under CEQA Guidelines Section 15332, (Class 32) "In-Fill Development Projects", and is thereby exempt from CEQA. The project site is surrounded by urban uses and the proposed residential condominium subdivision will be compatible with surrounding existing development.

b. Uphold the action taken by the Planning Commission at its March 18, 2025, meeting, by adopting a Resolution attached hereto (Attachment A), approving Vesting Tentative Tract Map No. 84531 associated with the 54-unit townhome development at 10130 Adella Avenue.

FISCAL IMPACT: There will be no fiscal and/or resource impact on the City of South Gate ("City").

PUBLIC NOTIFICATION: Advertising and notification of the public hearing was conducted in compliance with Chapter 11.50.020, of the South Gate Municipal Code. Notice of the hearing was originally posted and published in the "*South Gate Press*" newspaper and was mailed to the surrounding properties on May 15, 2025.

ENVIRONMENTAL ANALYSIS: An environmental (air quality, noise, and traffic impact) analysis (Attachment F) was conducted for the proposed development, and based on the studies, it has been determined the proposed project would qualify for a Categorical Exemption under CEQA Guidelines Section 15332 (Class 32 – Infill Development Projects) and would not have a significant environmental impact.

PROJECT OVERVIEW

- Project Location: 10130 Adella Avenue
- Assessor's Parcel Number: 6221-026-020
- Request: Subdivision of one parcel into a 54-unit residential condominium development
- Project Applicant: Nick Patterson (City Ventures), South Gate 1 Inv, LLC
- Appellant: Jose Morales, on behalf of South Gate Progress Partners

BACKGROUND: On March 18, 2025, during a regular Planning Commission meeting, the Planning Commission adopted Resolution No. 2025-03 (Attachment B) involving the following action by a vote of 2-1:

- Approval of Vesting Tentative Tract Map ("TTM") No. 84531 to allow the subdivision of one parcel into a 54-unit residential condominium development located at 10130 Adella Avenue.

The Planning Commission Agenda Bill for these actions is attached as Attachment E.

The Planning Commission meeting was well attended with eight speakers commenting on the subject project and four written correspondences received. Issues discussed involved the K-rail barrier on Adella Avenue, traffic, and environmental concerns. It should be noted that the development plan was approved by staff administratively and the only matter considered by the Planning Commission involved the TTM to subdivide the property for condominium purposes.

Following the Commission's decision, a group of residents expressed concerns about the project's potential impacts, particularly regarding the proposed replacement of the existing K-rail barrier on Adella Avenue. In response, City staff engaged in a series of meetings with concerned residents to better understand and address their concerns. During these meetings, staff provided clarification that Adella Avenue would remain closed to regular vehicular traffic and that the intent of Condition No. 60 was not to re-open the street, but rather to support emergency access and City maintenance operations only.

To further address the residents' feedback, staff worked closely with the project applicant to revise the conditions of approval, specifically Condition No. 60, to more clearly reflect the City's intent and to ensure that any public improvements would be developed through the City's standard review and public outreach processes. However, the revised condition was not accepted by the residents and remains in its original form.

Despite efforts to address residents' concerns, an appeal was filed on April 7, 2025, by Jose Morales, on behalf of South Gate Progress Partners, challenging the Planning Commission's decision to approve Vesting Tentative Tract Map No. 84531 and to classify the project as categorically exempt from CEQA.

On May 19, 2025, City Ventures submitted a letter addressing concerns, which included the site's traffic, circulation, and access. A traffic report (Attachment G) was also prepared by City Ventures' consultant.

ANALYSIS:

Appeal filed against the Planning Commission's Decision

The appeal filed by the appellant (Attachment C) challenges the Planning Commission's March 18, 2025, approval of Vesting Tentative Tract Map (TTM) No. 84531 and the corresponding Class 32 CEQA Categorical Exemption. The appeal asserts that the project does not satisfy all five criteria for the exemption and is subject to the "unusual circumstances" exception due to its proximity to a high school, unresolved traffic safety issues, and a history of site contamination.

Staff has reviewed the appeal in detail, including the accompanying legal memorandum, and offers the following responses to each primary area of concern:

1. **Traffic and Pedestrian Safety Near Legacy High School**

   Appeal Concern: The project site is adjacent to Legacy High School, and the appeal argues that this proximity creates unique and unresolved traffic and pedestrian safety issues. The replacement of a concrete K-rail with an emergency access gate, and the deferral of a comprehensive traffic study under Condition No. 60, are cited as improper under CEQA case law.

   Staff Response: A preliminary traffic evaluation, including a Vehicle Miles Traveled (VMT) analysis consistent with CEQA Guidelines, determined that the project falls below established thresholds for significant traffic impacts. Therefore, the project qualifies for a CEQA Categorical Exemption (Class 32 - Infill development).

   Condition No. 60, imposed by the Planning Commission, is independent of CEQA and is not intended as mitigation for any CEQA-identified impact. Rather, it will serve to evaluate future improvements that could enhance emergency vehicle access and facilitate City maintenance operations in the project vicinity.

   Adella Avenue will continue to remain closed to regular vehicular traffic. As part of the City's broader circulation planning and public safety efforts, Condition No. 60 requires the replacement of the existing K-rail barrier with a decorative-style barrier. This new barrier will maintain the current traffic restrictions while providing controlled access for emergency and maintenance vehicles. The barrier's final design and functionality will be determined through the City's standard review process.

   To support this effort, staff has worked with the project proponent to revise Condition No. 60 to clarify both the City's intent to maintain the existing street closure and the funding mechanism for future public improvements. However, the revised condition was not accepted, and it remains in its original form.

2. **Air Quality and Noise Impacts**

   Appeal Concern: The appeal raises the issue of cumulative air quality impacts, especially near a school and residential area already burdened by freeway traffic and argues for a full Health

Risk Assessment. Noise impacts, particularly during construction, are also flagged as a concern.

Staff Response: Air quality and noise assessments were prepared in accordance with applicable professional standards and regional environmental guidelines and concluded that the project's anticipated construction and operational emissions, as well as projected noise levels, will not exceed recognized significance thresholds. Although the project is categorically exempt from CEQA and not subject to formal mitigation requirements, standard conditions of approval and best management practices will help minimize temporary construction impacts, such as requirements for dust control and restricted work hours. There is no substantial evidence in the record indicating that the project would result in significant impacts related to air quality or noise.

3. Soil Contamination and Site Safety

Appeal Concern: The appeal references the site's industrial history and alleges insufficient analysis of soil contamination and vapor intrusion risks. It argues that CEQA requires a Phase II Environmental Site Assessment and full disclosure of hazardous materials risks before project approval.

Staff Response: The site has undergone appropriate environmental review and remediation, and correspondence from the Los Angeles County Fire Department's Hazardous Materials Division confirms that the site has been adequately cleaned. This oversight ensures that the project does not pose a significant risk related to hazardous materials.

Furthermore, the project site is not listed on the Cortese List, which would otherwise trigger additional CEQA requirements. However, the applicant remains subject to the oversight of all applicable outside regulatory agencies. Any future work at the site must continue to comply with strict requirements and standards established by those agencies, including monitoring, reporting, and response protocols related to contamination. Based on the documented regulatory oversight, there is no substantial evidence in the record indicating the presence of environmental conditions that would preclude the use of a Class 32 categorical exemption.

4. Unusual Circumstances and CEQA Exceptions

Appeal Concern: The appellant invokes CEQA Guidelines §15300.2(c), claiming that the combination of school adjacency, deferred traffic analysis, and soil contamination constitutes "unusual circumstances" requiring disqualification from the Class 32 exemption.

Staff Response: The Class 32 exemption applies to infill projects in urbanized areas that meet five specific criteria, all of which this project satisfies. The "unusual circumstances" exception applies only if a fair argument can be made, supported by substantial evidence that a specific impact would result from the project's unique features.

In this case, there is no substantial evidence in the record demonstrating that these conditions rise to the level of a reasonably foreseeable significant impact. Although the project is near a school and on a formerly industrial site, these factors are not uncommon in urban infill development and are mitigated through standard regulatory procedures. The existence of community concern does not itself meet the legal threshold for triggering this CEQA exception.

CONCLUSION:

All applicable procedures in reviewing and approving Vesting TTM No. 84531 have been followed, including a thorough analysis of environmental factors consistent with CEQA requirements. The appeal does not present substantial evidence of significant environmental impacts or "unusual circumstances" that would invalidate the use of the Class 32 categorical exemption.

As such, staff recommends that the City Council uphold the Planning Commission's approval and affirm the CEQA exemption for the project by adopting a Resolution. Alternatively, City Council could consider upholding the Planning Commission's approval with a revised condition clarifying that Adella Avenue will remain closed to regular vehicular traffic and establishes the applicant's financial contribution toward future public safety and emergency access improvements to be implemented at the City's discretion.

The approval of Vesting TTM No. 84531 will become valid only if the City Council upholds the Planning Commission's action and exemption finding by adopting Resolution No. 2025-03. Alternatively, if the City Council decides to overturn the Planning Commission's action, a Resolution (Attachment D) will need to be adopted accordingly.

ATTACHMENTS:

A. Draft Resolution upholding the Planning Commission action with revised conditions of approval
B. Planning Commission Resolution No. 2025-03
C. Appellant's Appeal Letter dated April 7, 2025, and supporting documents
D. Draft Resolution overturning the Planning Commission action and denying the request for Vesting TTM No.84531
E. Planning Commission Agenda Bill, March 18, 2025
F. CEQA Exemption Report
G. Letter and traffic study from City Ventures dated May 19, 2025

RESOLUTION NO._____

CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, UPHOLDING THE ACTION OF THE PLANNING COMMISSION TO APPROVE VESTING TENTATIVE TRACT MAP NO. 84531 TO ALLOW THE SUBDIVISION OF ONE PARCEL INTO A 54-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 10130 ADELLA AVENUE, WITHIN THE INDUSTRIAL FLEX (IF) ZONE IN THE TWEEDY BOULEVARD SPECIFIC PLAN, AND FINDING THE ACTION CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

WHEREAS, Nick Patterson, on behalf of City Ventures (the "Applicant"), filed a complete application requesting approval of a Vesting Tentative Tract Map ("TTM") to allow the subdivision of one parcel into 54 condominium units in connection with a proposed residential development located at 10130 Adella Avenue (the "Project"); and

WHEREAS, the Project site comprises approximately 2.02 acres, identified as Assessor's Parcel Number 6221-026-020, and is located within the Industrial Flex ("IF") zone of the Tweedy Boulevard Specific Plan (TBSP) area; and

WHEREAS, the Project involves new construction of 54 residential condominium units (for sale), comprising three-story attached townhomes in six buildings, and six (12 percent) of the units will be provided to moderate-income buyers; and

WHEREAS, Pursuant to South Gate Municipal Code (SGMC) Section 12.10.060, the Vesting TTM shall be heard by the Planning Commission at a scheduled hearing; and action shall be taken to approve, conditionally approve, or disapprove such TTM; and

WHEREAS, The Planning Commission conducted a duly-noticed public hearing to consider the matter on March 18, 2025, and after considering a presentation by the Community Development Department and listening to public comments, the Planning Commission adopted Resolution No. 2025-03 to approve Vesting TTM No.84531; and

WHEREAS, on April 7, 2025, a timely appeal was filed by Jose Morales ("Appellant"), on behalf of South Gate Progress Partners, challenging the Planning Commission's decision to approve Vesting Tentative Tract Map No. 84531 and to classify the project as categorically exempt from CEQA; and

WHEREAS, the appeal was filed based on concerns regarding the Project's proximity to Legacy High School, particularly related to traffic and pedestrian safety, and cited the replacement of a concrete K-rail with an emergency access gate and the deferral of a comprehensive traffic study under Condition No. 60 as improper under CEQA; and

WHEREAS, City staff reviewed the concerns and affirmed that the Project qualifies for a Class 32 Categorical Exemption under CEQA based on a preliminary traffic evaluation, including a Vehicle Miles Traveled ("VMT") analysis, and clarified that Condition No. 60 is not CEQA mitigation but rather a planning tool to evaluate future public improvements; and

WHEREAS, in response to the appeal and to further clarify the City's intent, staff has coordinated with the Applicant to revise Condition No. 60, but to no avail; and

WHEREAS, on May 27, 2025, this City Council conducted a duly noticed public hearing to consider the matter, at which this City Council considered information presented by the Community Development Department, Applicant and Appellant, and listened to public comments about the issue. Notice of the hearing was originally posted and published in the "South Gate Press" newspaper and was mailed to surrounding properties on May 15, 2025; and

WHEREAS, the City Council reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code Section 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations Section 15000, et seq., the "CEQA Guidelines") and finds the project to be exempt under a Class 32 Categorical Exemption pursuant to Section 15332 (Class 32 – Infill Development Projects) of the CEQA Guidelines; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by this reference.

SECTION 2. After considering the information and public comments presented at the duly noticed City Council hearing on May 27, 2025, the City Council hereby upholds the Planning Commission's March 18, 2025 approval of Vesting Tentative Tract Map No. 84531, including the adoption of Resolution No. 2025-03, as modified by the revised Conditions of Approval attached hereto as Exhibit "A". The City Council finds that the issues raised in the appeal regarding traffic and pedestrian safety, including those related to the proximity of the Project to Legacy High School and Condition No. 60, do not present substantial evidence of a significant environmental impact under CEQA. The Council affirms that the Project qualifies for a Class 32 Categorical Exemption and that Condition No. 60 is a planning requirement unrelated to CEQA mitigation. All findings previously made by the Planning Commission in support of the Project approval and environmental determination are hereby affirmed, and all conditions, as revised, shall remain in effect.

SECTION 3. The City Council does hereby declare that if any section, subsection, sentence, clause, phrase or portion of this Resolution or its application thereof is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision

shall not affect the validity of the remaining portions of the Resolution. The City Council hereby declares that it would have adopted this Resolution, and each and every section, subsection, sentence, clause, phrase, or portion thereof not declared invalid or unconstitutional without regard to whether any portion of the Resolution would be declared invalid or unconstitutional.

SECTION 4. The City Clerk shall certify the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED, and **ADOPTED** on this **27th** day of **May 2025**.

CITY OF SOUTH GATE:

By: _____
Maria Davila, Mayor

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raúl F. Salinas, City Attorney

DRAFT

Exhibit "A"

CONDITIONS OF APPROVAL (Tentative Tract Map No. 84531)

Violation of, or noncompliance with, any of these conditions shall constitute grounds for revocation of this permit:

Planning Division

1. The Applicant shall agree to defend, indemnify and hold harmless the City of South Gate, its agents, officers, and employees from any claim, action, or proceeding against the City of South Gate or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of South Gate, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of South Gate will promptly notify the Applicant of any such claim, action, or proceeding against the City of South Gate and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of South Gate fails to promptly notify the Applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of South Gate. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the Application, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The approval for this Vesting Tentative Tract Map shall expire two years following the date of approval by the Planning Commission, consistent with the provisions of the Subdivision Map Act, as it exists or may be subsequently amended in Title 7, Division 2 of the Government Code, state of California, commencing with Section 66410.

5. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

6. This Vesting Tentative Tract Map approval shall be contingent upon obtaining approval of Administrative Plan Review and Design Review for the proposed Project.

7. The Applicant and property owner shall agree in writing to the above conditions.

Public Works Department

General Conditions

8. Prepare street, drainage, water, sewer, grading, lighting, landscaping, irrigation, signing and striping improvement plans showing all existing and proposed public works improvements and dry utilities as outlined below. Said plans shall be prepared by a registered Civil Engineer on City approved title blocks.

9. Provide an engineer's estimate for all public works improvements and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.

10. Developer shall deposit $5,000 with the City to cover the City's cost for review of pre-development submittals such as preliminary plans, including traffic, civil, planning and environmental consultants, etc.

11. The developer shall pay Road Mitigation fees in accordance with the latest fee schedule. Residential Development fee is calculated at $2,492 per dwelling unit, unless otherwise exempt from the Road Mitigation Ordinance or waived by the City Council.

12. The developer shall pay LID Plan Check fees. Review is done by City's Environmental Consultant, John Hunter & Associates.

13. Pay permit, construction management and inspection fees associated with this project in accordance with the latest Public Improvement Plan Check fee schedule at the time of permit issuance and inspection.

14. Coordinate all Public Works improvements inspection with the Public Works Department at least 48 hours prior to commencing work. Contact Jose Loera at (323) 563-9578 to arrange for a Public Works Inspection.

15. Developer's contractor, subcontractors, and consultants working on this project must obtain and pay City Business License and permits fees.

16. Prior to the City's acceptance of the public improvements, developer shall submit a refundable deposit in the amount of $3,000, which will be refunded upon receipt of "Record Drawings" for all the required improvements on approved Mylar(s) and AutoCAD files on a CD.

17. Comply with the requirements of the Americans with Disabilities Act (ADA compliance) in regards to access ramps, sidewalks, driveway and any public access pathways.

18. Comply with the City's Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.

19. Developer to contact the City's Waste Hauling Company (Universal Waste System) at (562) 334-3660 and obtain approval for the location of waste disposal container(s), including facilities for recycling.

20. The developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations.

21. Developer to coordinate with Southern California Edison Company for any improvements within their right-of-way.

Streets

22. Remove and reconstruct any and all damaged/or deficient existing improvements including but not limited to driveways, access ramps, curb and gutter, sidewalk within the parkway along the perimeter of the proposed development. Existing sidewalks with non-compliant ADA cross slopes exceeding 2% shall be replaced.

23. Construct new driveways at least 3 feet (for residential streets) away from any above-ground obstructions in the public right-of-way to the top of the driveway. Otherwise, the obstruction shall be relocated at the developer's expense. Ensure that each driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the review and approval of the City Engineer.

24. Proposed new driveways will meet the classification of commercial driveways (Minimum width required is 26 feet).

25. Slurry seal existing asphalt from the edge of the property line to the center of the street along the property frontage on Lagacy Lane and Adella Avenue. Restore signing and striping as needed. Limits of work to be identified on the civil improvement plans and approved by the City.

26. Developer shall execute a landscape maintenance agreement for the off- site landscape and irrigation system.

27. Construct new tree wells and plant new 48-inch boxed street trees on Legacy Lane and Adella Avenue. Install and weld decorative cast iron tree well covers. The species of any new street trees shall be in accordance with the Citywide Tree Master Plan. All tree wells shall be irrigated with dedicated irrigation line.

28. Proposed landscape shall be designed to incorporate water conservation techniques through application of xeriscape landscaping principles. Landscape plan to include low-water demanding plants with limited turf, efficient irrigation system and use of California native plants.

29. Limits of work to be identified on the civil improvement plans and approved by the City Engineer.

30. Any damages done to existing public improvements during construction shall be removed and replaced to original condition per the satisfaction of the City Engineer.

31. Any cross flow drainage from the property over the sidewalks is not permitted. Construct parkway drains as required.

32. Where utility cuts on concrete pavement are proposed, the entire concrete panel shall be removed and reconstructed from scoreline to scoreline.

33. Centerline ties, property corners and benchmark monument shall be preserved in the public right of way. In the event that ties, property corners and benchmark monuments are disturbed or removed, a licensed surveyor shall re-establish and file required corner record survey with the Los Angeles County Surveyors office. All recorded copies of the documents shall be submitted to the City along with the final set of as-built plans.

34. In order to meet the City's Lighting Master Plan, developer shall verify that the frontage of the proposed development meets the Illuminating Engineering Society (IES) minimum standards for streetlight illumination for Legacy Lane and Adella Avenue. If deemed insufficient, developer shall design and construct the necessary lighting improvements. Provide a photometric analysis for Legacy Lane and Adella Avenue. Install new streetlights if lighting distribution is inadequate.

35. Paint property address on the curb, in front of the proposed development, to the City and Fire Departments satisfaction.

36. Close existing driveway(s) on Adella Avenue and Legacy Lane, which will no longer be in use as part of the new development and replace with new curb and gutter and full-width sidewalk to match existing.

Right-Of-Way Easements and Tract map

37. Developer shall prepare and process documents for a Tract Map. The Tract Map shall be effective when the certificate of compliance and deed(s) has/have been recorded. No permit will be issued prior to recordation.

38. Additional dedication may be required at the proposed driveways to meet and comply with ADA requirements. Proposed driveways should provide pedestrian access across it with cross slope not exceeding 2% and maintain minimum width of 4-foot.

39. Developer shall submit the required document for the roadway dedication or any proposed easements. Comply with all requirements of the Subdivision Map Act, the City of South Gate Municipal Code and all the applicable state and local laws.

Grading and Drainage

40. Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which establishes regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit.

41. Comply with the City's Storm Water Management Ordinance. Implement all NPDES requirements and Best Management Practices during and after construction. Provide and obtain approval of a site-specific Erosion Control Plan.

42. Submit a Grading and Drainage plans prepared by a Registered Civil Engineer to the satisfaction of the Public Works Department and Building Division. Show all existing and proposed driveways, curb & gutter, sidewalks, curb ramps, street trees, tree wells, street lights, street signs, power poles, fire hydrants, utility boxes, meters, curb drains, etc. on the plans. Provide LID Plan and calculations required to address storm water discharge and NPDES requirements by City's Environmental Consultant, John Hunter and Associates (See attached requirements).

43. Submit Geotechnical reports, including but not limited to infiltration, percolation reports.

44. All on-site parking and circulation areas shall be paved as required by a pavement engineering or geotechnical report prepared by a Registered Civil Engineer, subject to the review and approval of the Public Works and Community Development Departments.

45. Provide a final detailed drainage study (prepared by a registered/licensed civil engineer) for review and approval. The study shall include existing and proposed hydrologic conditions as well as hydraulic calculations (per Los Angeles County format) for all drainage control devices and storm drain lines.

46. Grading plan will include geotechnical and geologist certification, stating that grading plan has been reviewed and found to be in conformance with the recommendations as outlined in the soils and geological report.

47. Historical or existing storm water flow from adjacent lots must be received and directed by gravity to the street, a public drainage facility, or an approved drainage easement.

48. Dust control operations shall be performed by the developer at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The developer is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).

Sewer

49. The developer shall prepare a comprehensive Sewer Capacity Study signed and stamped by a registered Civil Engineer addressing the sewer needs of the new proposed site and pay all required review fees. Initial deposit of $761 is required to initiate the plan check. Actual costs of the review will be billed to the developer as the plan check progresses. Based on the Sewer Capacity Study, the developer might be required to pay for any necessary sewer upgrades. The limits of the upgrades shall be to the downstream point of connection to where sufficient capacity exists. If in case the sewer connection is made to Los Angeles County sewer system, the developer may need to coordinate and get approval from Los Angeles County Sanitation District and pay any associated County fees.

50. Install adequate sewer lateral(s) to serve the proposed development, and abandon any existing sewer laterals at the main line and sewer cleanouts that will not be used, to the satisfaction of the Public Works and Building & Safety Departments. Sewer laterals will be abandoned in place with either cement slurry backfill or concrete bulkhead plug per City Standard Plans.

51. The developer shall consult the City Engineer to determine the sewer location and design requirements. Relocation of any public sewer lines shall be subject to approval by the City Engineer. Pavement moratorium applies.

Water

52. Conduct a Water System Capacity Study and provide a copy of the report to the City for review and approval. If higher water needs are determined, then the developer will pay for any water upgrade needed to meet the demand. Developer to pay for all costs incurred for the review of the capacity study.

53. The developer shall submit water calculation for the City to run the calculations in the City's water module. The developer shall pay the water module capacity study at cost.

54. All proposed improvements shall be served by adequately sized to accommodate the total domestic, landscape and fire flows. Plans shall include size, type and location of the proposed fire hydrants approved by the Los Angeles Fire Department (LAFD). Provide fire flow calculations to justify the size and the velocity in the pipe (not to exceed 10 ft/sec)

55. Coordinate with the City's Water Division regarding removal of all existing water meters that will not be used by the development.

56. Existing water meter needs to be relocated or abandoned. Water meters are not allowed along driveways.

57. Abandon existing water meters shall be capped at the main line.

58. Developer shall pay Water Development Impact Fees per the latest City Fee Schedule. Fee is dependent on water meter sizes. Development Water Impact fees are paid at the time of obtaining the building permit.

59. Relocation of any public water lines shall be subject to approval by the City Engineer.

60. The developer shall prepare a traffic study, signed and stamped by a registered Civil or Traffic Engineer, evaluating public health and safety issues, as well as traffic circulation and operations for both pedestrian and vehicular traffic within a 300-foot radius of the development. The analysis shall address student and pedestrian safety, traffic flow, emergency and non-emergency access, line of sight and internal circulation to assure for appropriate design for trash removal, on-site maneuvering, etc. within the site design as presented. As part of the project, the applicant is required to replace the existing "K-rail" barrier near the intersection of Adella and Legacy Lane with an automated arm gate, or like device (Automated Unit) to allow emergency vehicle access and non-restricted access at designated times, as determined by the City. The Automated Unit's design and installation shall be subject to the review and approval of the Director of Public Works and will be maintained and operated by the City. Additionally, the analysis shall determine whether additional safety measures are needed to enhance student and pedestrian safety, such as signage, crosswalks, and traffic striping. New traffic signals, traffic signal modifications and/or traffic signal synchronization improvements are not a requirement of this project.

61. Internal circulation, particularly where there are trash pick-ups should be shown accommodating the vehicles that will serve the development.

62. Clear unobstructed sight distance lines shall meet AASHTO guidelines and shall be shown on the improvement plans at intersections and/or driveways.

63. Upon completion of construction, developer shall remove temporary construction markings (USA marking).

64. All public and private signage and markings for vehicular traffic shall conform to the provisions of the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Utilities

65. Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site.

66. All existing on-site utility lines and existing utility lines serving the proposed development, that conflict with the project, shall be relocated, removed, or abandoned at the developer's expense to the satisfaction of the City Engineer. Pavement moratorium shall apply.

67. For all electrical needs the developer will coordinate with SCE Planner.

68. Any significant proposed utility underground vaults or meter shall be located away from the

proposed driveways.

69. Remove any abandoned above ground utilities within the Parkway area including but not limited service pedestals, pull boxes, etc.

70. All proposed on-site sewer, water, and drainage facilities shall be private system(s) maintained by the property owner.

71. All new utilities serving the property (Power, telephone, and cable television services, etc.) shall be underground. Pavement moratorium shall apply.

Use and Occupancy

72. Complete Public Works improvements prior to issuance of certificate of occupancy. Developer may consult the Department of Public Works to request approval to implement and/or construct public improvements required in the conditions of approval after the certificate of occupancy is issued. The Department of Public Works may approve and/or deny approval of the request, partially or in its entirety, at the full discretion of the Assistant City Manager/Director of Public Works. Any public improvements not completed prior to issuance of certificate of occupancy shall require the developer to enter into a development agreement and post the necessary securities in the amount approved by the Assistant City Manager/Director of Public Works and in a form approved by the City Attorney. All public improvements shall be completed at the developer's cost.

73. The City reserves the right to add additional conditions as deemed necessary to comply with health and safety requirements.

RESOLUTION NO. 2025-03

A RESOLUTION OF THE CITY OF SOUTH GATE PLANNING COMMISSION APPROVING VESTING TENTATIVE TRACT MAP NO. 84531 TO ALLOW THE SUBDIVISION OF ONE PARCEL INTO A 54-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 10130 ADELLA AVENUE, AND FINDING THE PROJECT CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, Nick Patterson, on behalf of City Ventures (the "Applicant"), filed a complete application requesting approval of a Vesting Tentative Tract Map (TTM) to allow the subdivision of one parcel into 54 condominium units in connection with a proposed residential development located at 10130 Adella Avenue (the "Project"); and

WHEREAS, the Project site comprises approximately 2.02 acres, identified as Assessor's Parcel Number 6221-026-020, and is located within the Industrial Flex (IF) zone of the Tweedy Boulevard Specific Plan (TBSP) area; and

WHEREAS, the Project involves new construction of 54 residential condominium units (for sale), comprising three-story attached townhomes in six buildings, and six (12 percent) of the units will be provided to moderate-income buyers; and

WHEREAS, *Pursuant to South Gate Municipal Code (SGMC) Section 12.10.060,* the Vesting TTM shall be heard by the Planning Commission at a scheduled hearing; and action shall be taken to approve, conditionally approve, or disapprove such TTM; and

WHEREAS, notice of the Planning Commission public hearing of March 18, 2025, was published in compliance with State law in a local newspaper of general circulation. In addition, a public notice was mailed 10 days in advance of the hearing to each property owner, occupants and resident within a 1,000-foot radius of the project site, indicating the date and time of the public hearing in accordance with California Government Code 65091; and

WHEREAS, on March 18, 2025 the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Vesting TTM, including without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, the Planning Commission reviewed the Project's environmental impacts under the California Environmental Quality Act (CEQA) and determined the Project qualifies for a Categorical Exemption under Section 15332 (Class 32 – Infill Development Projects) of the CEQA Guidelines; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met.

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission finds that the approval of the Vesting TTM is consistent with the General Plan and zoning regulations, promotes the orderly development of the area, and supports housing opportunities in accordance with City policies and State laws.

SECTION 3. The Planning Commission reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines") and finds the project to be exempt under a Class 32 Categorical Exemption pursuant to Section 15332 (Class 32 – Infill Development Projects) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

SECTION 4. The Planning Commission hereby approves the Vesting Tentative Tract Map No. 84531 to allow the subdivision of one parcel into 54 residential condominium units for a development located at 10130 Adella Avenue, subject to the execution and fulfillment of Conditions of Approval set forth in Exhibit "A" attached to this Resolution.

SECTION 5. The Secretary of the Planning Commission shall certify the adoption of this Resolution and shall maintain a copy in the official records of the City.

This recommendation was adopted by the following vote at the Planning Commission meeting of March 18, 2025.

AYES: Ruiz, Ozaeta

NOES: Prieto

Approved and ADOPTED this 18th of March 2025.

John F. Signo, AICP
Planning Manager

APPROVED:

Jimmy Ozaeta
Chairperson
City Planning Commission

Exhibit "A"
CONDITIONS OF APPROVAL (Tentative Tract Map No. 84531)

Violation of, or noncompliance with, any of these conditions shall constitute grounds for revocation of this permit:

Planning Division

1. The Applicant shall agree to defend, indemnify and hold harmless the City of South Gate, its agents, officers, and employees from any claim, action, or proceeding against the City of South Gate or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of South Gate, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of South Gate will promptly notify the Applicant of any such claim, action, or proceeding against the City of South Gate and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of South Gate fails to promptly notify the Applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of South Gate. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the Application, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The approval for this Vesting Tentative Tract Map shall expire two years following the date of approval by the Planning Commission, consistent with the provisions of the Subdivision Map Act, as it exists or may be subsequently amended in Title 7, Division 2 of the Government Code, state of California, commencing with Section 66410.

5. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

6. This Vesting Tentative Tract Map approval shall be contingent upon obtaining approval of Administrative Plan Review and Design Review for the proposed Project.

7. The Applicant and property owner shall agree in writing to the above conditions.

Public Works Department

General Conditions

8. Prepare street, drainage, water, sewer, grading, lighting, landscaping, irrigation, signing and striping improvement plans showing all existing and proposed public works improvements and dry utilities as outlined below. Said plans shall be prepared by a registered Civil Engineer on City approved title blocks.

9. Provide an engineer's estimate for all public works improvements and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.

10. Developer shall deposit $5,000 with the City to cover the City's cost for review of pre-development submittals such as preliminary plans, including traffic, civil, planning and environmental consultants, etc.

11. The developer shall pay Road Mitigation fees in accordance with the latest fee schedule. Residential Development fee is calculated at $2,492 per dwelling unit, unless otherwise exempt from the Road Mitigation Ordinance or waived by the City Council.

12. The developer shall pay LID Plan Check fees. Review is done by City's Environmental Consultant, John Hunter & Associates.

13. Pay permit, construction management and inspection fees associated with this project in accordance with the latest Public Improvement Plan Check fee schedule at the time of permit issuance and inspection.

14. Coordinate all Public Works improvements inspection with the Public Works Department at least 48 hours prior to commencing work. Contact Jose Loera at (323) 563-9578 to arrange for a Public Works Inspection.

15. Developer's contractor, subcontractors, and consultants working on this project must obtain and pay City Business License and permits fees.

16. Prior to the City's acceptance of the public improvements, developer shall submit a refundable deposit in the amount of $3,000, which will be refunded upon receipt of "Record Drawings" for all the required improvements on approved Mylar(s) and AutoCAD files on a CD.

17. Comply with the requirements of the Americans with Disabilities Act (ADA compliance) in regards to access ramps, sidewalks, driveway and any public access pathways.

18. Comply with the City's Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.

19. Developer to contact the City's Waste Hauling Company (Universal Waste System) at (562) 334-3660 and obtain approval for the location of waste disposal container(s), including facilities for recycling.

20. The developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations.

21. Developer to coordinate with Southern California Edison Company for any improvements within their right-of-way.

Streets

22. Remove and reconstruct any and all damaged/or deficient existing improvements including but not limited to driveways, access ramps, curb and gutter, sidewalk within the parkway along the perimeter of the proposed development. Existing sidewalks with non-compliant ADA cross slopes exceeding 2% shall be replaced.

23. Construct new driveways at least 3 feet (for residential streets) away from any above-ground obstructions in the public right-of-way to the top of the driveway. Otherwise, the obstruction shall be relocated at the developer's expense. Ensure that each driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the review and approval of the City Engineer.

24. Proposed new driveways will meet the classification of commercial driveways (Minimum width required is 26 feet).

25. Slurry seal existing asphalt from the edge of the property line to the center of the street along the property frontage on Lagacy Lane and Adella Avenue. Restore signing and striping as needed. Limits of work to be identified on the civil improvement plans and approved by the City.

26. Developer shall execute a landscape maintenance agreement for the off- site landscape and irrigation system.

27. Construct new tree wells and plant new 48-inch boxed street trees on Legacy Lane and Adella Avenue. Install and weld decorative cast iron tree well covers. The species of any new street trees shall be in accordance with the Citywide Tree Master Plan. All tree wells shall be irrigated with dedicated irrigation line.

28. Proposed landscape shall be designed to incorporate water conservation techniques through application of xeriscape landscaping principles. Landscape plan to include low-water demanding plants with limited turf, efficient irrigation system and use of California native plants.

29. Limits of work to be identified on the civil improvement plans and approved by the City Engineer.

30. Any damages done to existing public improvements during construction shall be removed and replaced to original condition per the satisfaction of the City Engineer.

31. Any cross flow drainage from the property over the sidewalks is not permitted. Construct parkway drains as required.

32. Where utility cuts on concrete pavement are proposed, the entire concrete panel shall be removed and reconstructed from scoreline to scoreline.

33. Centerline ties, property corners and benchmark monument shall be preserved in the public right of way. In the event that ties, property corners and benchmark monuments are disturbed or removed, a licensed surveyor shall re-establish and file required corner record survey with the Los Angeles County Surveyors office. All recorded copies of the documents shall be submitted to the City along with the final set of as-built plans.

34. In order to meet the City's Lighting Master Plan, developer shall verify that the frontage of the proposed development meets the Illuminating Engineering Society (IES) minimum standards for streetlight illumination for Legacy Lane and Adella Avenue. If deemed insufficient, developer shall design and construct the necessary lighting improvements. Provide a photometric analysis for Legacy Lane and Adella Avenue. Install new streetlights if lighting distribution is inadequate.

35. Paint property address on the curb, in front of the proposed development, to the City and Fire Departments satisfaction.

36. Close existing driveway(s) on Adella Avenue and Legacy Lane, which will no longer be in use as part of the new development and replace with new curb and gutter and full-width sidewalk to match existing.

Right-Of-Way Easements and Tract map

37. Developer shall prepare and process documents for a Tract Map. The Tract Map shall be effective when the certificate of compliance and deed(s) has/have been recorded. No permit will be issued prior to final submittal and subject to the limitations of the Subdivision Map Act.

38. Additional dedication may be required at the proposed driveways to meet and comply with ADA requirements. Proposed driveways should provide pedestrian access across it with cross slope not exceeding 2% and maintain minimum width of 4-foot.

39. Developer shall submit the required document for the roadway dedication or any proposed easements. Comply with all requirements of the Subdivision Map Act, the City of South Gate Municipal Code and all the applicable state and local laws.

Grading and Drainage

40. Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which establishes regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit.

41. Comply with the City's Storm Water Management Ordinance. Implement all NPDES requirements and Best Management Practices during and after construction. Provide and obtain approval of a site-specific Erosion Control Plan.

42. Submit a Grading and Drainage plans prepared by a Registered Civil Engineer to the satisfaction of the Public Works Department and Building Division. Show all existing and proposed driveways, curb & gutter, sidewalks, curb ramps, street trees, tree wells, street lights, street signs, power poles, fire hydrants, utility boxes, meters, curb drains, etc. on the plans. Provide LID Plan and calculations required to address storm water discharge and NPDES requirements by City's Environmental Consultant, John Hunter and Associates (See attached requirements).

43. Submit Geotechnical reports, including but not limited to infiltration, percolation reports.

44. All on-site parking and circulation areas shall be paved as required by a pavement engineering or geotechnical report prepared by a Registered Civil Engineer, subject to the review and approval of the Public Works and Community Development Departments.

45. Provide a final detailed drainage study (prepared by a registered/licensed civil engineer) for review and approval. The study shall include existing and proposed hydrologic conditions as well as hydraulic calculations (per Los Angeles County format) for all drainage control devices and storm drain lines.

46. Grading plan will include geotechnical and geologist certification, stating that grading plan has been reviewed and found to be in conformance with the recommendations as outlined in the soils and geological report.

47. Historical or existing storm water flow from adjacent lots must be received and directed by gravity to the street, a public drainage facility, or an approved drainage easement.

48. Dust control operations shall be performed by the developer at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The developer is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).

Sewer

49. The developer shall prepare a comprehensive Sewer Capacity Study signed and stamped by a registered Civil Engineer addressing the sewer needs of the new proposed site and pay all required review fees. Initial deposit of $761 is required to initiate the plan check. Actual costs of the review will be billed to the developer as the plan check progresses. Based on the Sewer Capacity Study, the developer might be required to pay for any necessary sewer upgrades. The limits of the upgrades shall be to the downstream point of connection to where sufficient capacity exists. If in case the sewer connection is made to Los Angeles County sewer system, the developer may need to coordinate and get approval from Los Angeles County Sanitation District and pay any associated County fees.

50. Install adequate sewer lateral(s) to serve the proposed development, and abandon any existing sewer laterals at the main line and sewer cleanouts that will not be used, to the satisfaction of the Public Works and Building & Safety Departments. Sewer laterals will be abandoned in place with either cement slurry backfill or concrete bulkhead plug per City Standard Plans.

51. The developer shall consult the City Engineer to determine the sewer location and design requirements. Relocation of any public sewer lines shall be subject to approval by the City Engineer. Pavement moratorium applies.

Water

52. Conduct a Water System Capacity Study and provide a copy of the report to the City for review and approval. If higher water needs are determined, then the developer will pay for any water upgrade needed to meet the demand. Developer to pay for all costs incurred for the review of the capacity study.

53. The developer shall submit water calculation for the City to run the calculations in the City's water module. The developer shall pay the water module capacity study at cost.

54. All proposed improvements shall be served by adequately sized to accommodate the total domestic, landscape and fire flows. Plans shall include size, type and location of the proposed fire hydrants approved by the Los Angeles Fire Department (LAFD). Provide fire flow calculations to justify the size and the velocity in the pipe (not to exceed 10 ft/sec)

55. Coordinate with the City's Water Division regarding removal of all existing water meters that will not be used by the development.

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63. Upon completion of construction, developer shall remove temporary construction markings (USA marking).

64. All public and private signage and markings for vehicular traffic shall conform to the provisions of the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Utilities

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66. All existing on-site utility lines and existing utility lines serving the proposed development, that conflict with the project, shall be relocated, removed, or abandoned at the developer's expense to the satisfaction of the City Engineer. Pavement moratorium shall apply.

67. For all electrical needs the developer will coordinate with SCE Planner.

68. Any significant proposed utility underground vaults or meter shall be located away from the proposed driveways.

69. Remove any abandoned above ground utilities within the Parkway area including but not limited service pedestals, pull boxes, etc.

70. All proposed on-site sewer, water, and drainage facilities shall be private system(s) maintained by the property owner.

71. All new utilities serving the property (Power, telephone, and cable television services, etc.) shall be underground. Pavement moratorium shall apply.

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73. The City reserves the right to add additional conditions as deemed necessary to comply with health and safety requirements.

April 7, 2025

South Gate
Progress Partners

Office of the South Gate City Clerk
APR - 7 2025
FILED

City of South Gate
Community Development Department – Planning Division
8650 California Avenue
South Gate, CA 90280

RE: Appeal of Planning Commission's CEQA Exemption Determination for 10130 Adella Avenue – Vesting Tentative Tract Map No. 84531

To Whom It May Concern:

On behalf of South Gate Progress Partners and the undersigned concerned residents, this letter serves as a formal appeal of the Planning Commission's March 18, 2025 approval of Vesting Tentative Tract Map No. 84531 and the associated CEQA Class 32 Categorical Exemption for the proposed 54-unit residential condominium project at 10130 Adella Avenue.

We respectfully submit that the CEQA exemption is legally and factually unsupported. Specifically, the project fails to meet the criteria of CEQA Guidelines §15332(d), which requires that the project not result in significant effects relating to traffic, noise, air quality, or water quality. Further, the exemption is precluded by CEQA Guidelines §15300.2(c), the 'unusual circumstances' exception. (See full analysis in the attached Exhibit A - Memorandum re: CEQA Class 32 Categorical Exemption)

The site is directly adjacent to Legacy High School, which creates unique traffic and pedestrian safety concerns not typical of ordinary infill projects. The City deferred evaluation of these impacts to a post-approval study under Condition No. 60, a deferral that violates established CEQA law (see *Sundstrom v. County of Mendocino* (1988)). The removal or modification of the K-rail barrier on Adella Avenue further exacerbates traffic circulation concerns and may result in increased emissions, noise, and safety risks to students and residents (See letters of opposition from community residents)

South Gate
Progress Partners

Residents have raised serious concerns about the site's history of industrial use and potential soil and vapor contamination. Under CEQA Guidelines §15126.2, environmental risks from site contamination must be disclosed and analyzed prior to project approval.

The exemption relied upon does not account for these known risks, nor does it provide evidence of a completed Phase II Environmental Site Assessment or a comprehensive risk mitigation plan.

In light of the above, substantial evidence exists to support a 'fair argument' that the project may result in significant environmental effects. This standard, well established in CEQA case law (*Berkeley Hillside Preservation v. City of Berkeley* (2015)), requires the City to withdraw the exemption and prepare a full Environmental Impact Report (EIR).

We urge the City to act in accordance with CEQA's intent and legal obligations by revoking the current exemption and initiating environmental review. The health, safety, and quality of life of South Gate's residents—particularly families and students near the project site—depend on a thorough and transparent review process.

Sincerely,
South Gate Progress Partners
southgateprogresspartners@gmail.com
Tel: (213) 460-0082
Concerned Residents of South Gate

EXHIBIT A

Memorandum re: CEQA Class 32 Categorical Exemption – 10130 Adella Avenue Project

Introduction

This memorandum analyzes whether the City of South Gate properly determined that the proposed 54-unit residential condominium project at 10130 Adella Avenue qualifies for a Class 32 "infill development" categorical exemption under the California Environmental Quality Act (CEQA). It examines the project's consistency with the five criteria in CEQA Guidelines §15332 and evaluates potential exceptions that could preclude use of the exemption. In particular, this analysis focuses on the criterion requiring no significant effects related to traffic, noise, air quality, or water quality, and the "unusual circumstances" exception in CEQA Guidelines §15300.2(c) given the project's unique features (e.g. proximity to a high school, deferred traffic analysis, emergency access design, and soil contamination issues). The goal is to provide a clear, objective assessment of why the City's exemption determination is improper and an environmental impact report (EIR) is warranted under CEQA.

Issue

Issue: *Did the City of South Gate correctly conclude that the 10130 Adella Avenue 54-unit residential project meets all requirements for a Class 32 categorical exemption from CEQA, or do the project's characteristics and potential impacts (particularly regarding traffic safety, noise, air quality, water quality, and nearby sensitive receptors) trigger the need for further environmental review under CEQA (e.g., preparation of an EIR) due to an applicable exception such as "unusual circumstances"?*

Summary of Facts

The project proposes construction of 54 three-story, townhome-style condominium units on an approximately 2.02-acre infill site located at 10130 Adella Avenue. The site is currently vacant but was previously used for industrial purposes and has a documented history of soil contamination. It is situated in an urbanized area of South Gate, immediately adjacent to Legacy High School's campus and near established residential neighborhoods. The site is zoned Industrial Flex (IF) within the Tweedy Boulevard Specific Plan's "Tweedy Education District," which allows medium-high density residential development in proximity to educational uses. The City's General Plan designates the area for residential and educational mixed use; the proposed density of approximately 26.7 dwelling units/acre is consistent with the General Plan and Specific Plan standards. A portion of the units will be set aside as affordable housing under California's Density Bonus Law (which required a few minor development standard waivers).

The project went through local planning reviews (Administrative Plan Review and Design Review), and on March 18, 2025, the Planning Commission approved Vesting Tentative Tract Map No. 84531 for the subdivision. In conjunction with project approval, the City filed a Notice of Exemption (NOE) asserting that the development qualifies for a Class 32 categorical exemption under CEQA Guidelines §15332 (the infill development exemption). The City did not prepare an initial study or negative declaration; instead, it relied on the categorical exemption to conclude no further CEQA review was required.

Several specific aspects of the project and its setting are noteworthy:

- **High School Proximity & Traffic Circulation:** The project site borders Legacy High School, meaning there is substantial daily pedestrian traffic (students) and vehicle congestion during school drop-off and pick-up times in the immediate vicinity. Adella Avenue, which provides access to the project, is currently bifurcated by a "K-rail" concrete barrier near the school. This barrier was installed to control traffic flow and enhance student safety by preventing cut-through traffic next to the campus. The approved project plans involve **replacing the fixed K-rail barrier with an automated gate** for emergency vehicle access. There is community concern that opening this barrier (even if only during certain hours or for emergencies) could alter local traffic patterns, potentially introducing new traffic through residential streets and around the school. The City recognized outstanding traffic and circulation issues – notably, **it deferred a full traffic circulation and pedestrian safety analysis until after project approval**, as memorialized in Condition of Approval #60 requiring a post-approval traffic study. That future study is intended to evaluate **student pedestrian safety, sight lines, vehicle circulation, and emergency access design** related to the project. Until that study is completed, the precise traffic management measures (and any needed mitigations) remain undetermined.
- **Noise and Air Quality:** The project's construction and operation will contribute incrementally to noise and air emissions in the area. During operation, the primary noise and air quality impacts would stem from increased vehicle trips and residential activities. The City's records indicate that a noise study was conducted, concluding the project's noise levels would remain below local significance thresholds (and no substantial evidence to the contrary was presented during approval). An air quality analysis or modeling was also performed, showing emissions below South Coast Air Quality Management District (SCAQMD) significance thresholds. However, residents have voiced concerns about **increased traffic leading to higher noise levels and air pollution**, especially given **existing air quality burdens** from nearby traffic corridors and the sensitive receptor of the school. Specifically, if the Adella Avenue barrier is opened to regular traffic, idling or cut-through vehicles could introduce pollutants (particulate

matter, NOx, VOCs, etc.) into a neighborhood that already experiences pollution from major roads. Neighbors have requested a more **comprehensive air quality and health risk assessment** to evaluate these potential impacts.

- **Soil Contamination and Health Risks:** The project site's prior industrial use has left a legacy of soil and possibly groundwater contamination. Community members cite a *documented history of soil contamination on the site and potential for soil vapor intrusion (SVI) into nearby residences*. The groundwater table in the area is shallow, which can exacerbate vapor intrusion concerns. Before construction, the project will require soil remediation and cleanup under regulatory oversight. Indeed, the City imposed conditions that **construction permits will not be issued until clearance is obtained from the Los Angeles County Fire Department (LACFD) Hazardous Materials unit** (indicating the Fire Department must approve the remediation of soil contaminants). During the Planning Commission hearing, **residents raised health concerns about exposure to contaminants and dust** during grading and remediation. They requested additional environmental site assessment (e.g. an updated Phase II investigation) and ongoing monitoring to ensure safety. These issues remain only partially addressed at the time of the NOE filing – detailed hazardous materials analysis and mitigation would normally be evaluated in an environmental review, but were not fully explored due to the categorical exemption reliance.

In summary, the City's position is that the project fits within CEQA's infill exemption criteria and will not cause significant environmental effects. The community's position (as reflected in a draft appeal letter and technical comments) is that the project's **traffic/pedestrian safety issues, proximity to a school, and contamination risks** are unique and could lead to significant impacts, such that the categorical exemption is improper and a full EIR is required. These factual points set the stage for the legal analysis below.

Legal Standards

Class 32 "Infill Development" Categorical Exemption (CEQA Guidelines §15332)

Under CEQA, certain categories of projects presumed to have minimal environmental impact are exempt from further review. The Class 32 categorical exemption (infill development projects) is defined in **CEQA Guidelines §15332**. To qualify, a project must **meet all five criteria** specified in §15332(a)–(e):

- **(a) Consistency with General Plan & Zoning:** The project must be *"consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations."*

- **(b) Occurs Within City Limits on Small Site:** The project must occur *"within city limits on a project site of no more than five acres substantially surrounded by urban uses."*
- **(c) No Habitat Value:** The site must *"have no value as habitat for endangered, rare or threatened species."*
- **(d) No Significant Effects Related to Traffic, Noise, Air Quality, or Water Quality:** *"Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality."*
- **(e) Utilities and Public Services Available:** *"The site can be adequately served by all required utilities and public services."*

If a project fails to satisfy any one of these conditions, the Class 32 exemption cannot be used and the project would require at least an initial study/negative declaration or an EIR under CEQA. Even if a project facially meets all five criteria, public agencies must also consider the **exceptions in CEQA Guidelines §15300.2**, which can bar the use of categorical exemptions in special circumstances (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal. 4th 1086).

Unusual Circumstances Exception (CEQA Guidelines §15300.2(c))

CEQA Guidelines §15300.2(c) provides that a **categorical exemption cannot be used "where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances."** (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal. 4th 1086) In other words, even if a project fits squarely within an exempt category, the exemption is inapplicable if *unusual circumstances* differentiate the project from the typical class of minor projects that are generally exempt, and those unusual features create a reasonable possibility of a significant environmental impact.

The California Supreme Court in *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086 clarified the analytical approach for this exception. The Court established a **two-part test: (1)** determine whether an *unusual circumstance* is present (i.e., does the project have a feature or occur in a situation that distinguishes it from the ordinary circumstances of an infill project?); and **(2)** if so, examine whether there is a *reasonable possibility of a significant environmental effect due to that unusual circumstance*. The proponent of the exemption (here, the City) bears the burden to show that the exception does not apply. Courts have emphasized the "low threshold" for finding a significant effect: if substantial evidence in the record supports a *fair argument* that the project may result in a significant impact due to the unusual circumstance, the exemption must be disallowed. In *Berkeley Hillside*, the Supreme Court noted that the usual deferential standard for agency decisions is modified in this context – a challenger need only show a fair argument of potential impact when unusual circumstances exist, rather than proving the impact will occur.

Importantly, "unusual" does not necessarily mean "extremely rare" – it means that the project has some characteristic that is not typical for projects in the exempt class *and that characteristic could result in a significant impact*. For example, a project's location next to a sensitive resource or its inclusion of a hazardous activity might be considered unusual even if the project is otherwise an infill housing development. The *Berkeley Hillside* decision instructs that both prongs must be considered: there must be an unusual circumstance *and* a reasonable potential for a significant effect caused by it. If both are found, the agency cannot rely on the categorical exemption.

Other CEQA Exceptions and Requirements

Other exceptions in §15300.2 include **cumulative impacts** (subd. (b)), scenic highways (subd. (d)), hazardous waste sites (subd. (e)), and historical resources (subd. (f)). These may apply regardless of unusual circumstances. Notably, §15300.2(e) **precludes use of a categorical exemption if the project site is on a list of hazardous waste or contaminated sites compiled pursuant to Gov. Code §65962.5.** In this case, if the 10130 Adella site is formally listed as a contaminated site (often called the Cortese List), the exemption would be prohibited. It is unclear from the record whether the site is on such a list; however, the **known soil contamination and required remediation** suggest this exception needed careful consideration.

Beyond the categorical exemption context, CEQA's general mandate is that an **EIR is required if substantial evidence supports a "fair argument" that the project may have a significant environmental effect** (Pub. Res. Code §21080(d)). This *fair argument standard* is applicable when determining the need for an EIR in lieu of a negative declaration, and it parallels the standard used in the unusual circumstances exception analysis. Case law underlines that CEQA is interpreted to afford the fullest protection to the environment within the reasonable scope of the statutory language. For instance, *Protect Niles v. City of Fremont* (2018) 25 Cal.App.5th 1129 reiterates CEQA's fundamental purpose of informing decision-makers and the public of potential environmental consequences **before project approval**. Likewise, *Communities for a Better Environment v. S. Coast Air Quality Mgmt. Dist.* (2010) 48 Cal.4th 310 and many other cases emphasize that CEQA's process of disclosure and analysis must occur at the earliest feasible stage, and that agencies may not evade this by segmenting or deferring review.

Finally, **CEQA forbids deferring environmental analysis or necessary mitigation until after project approval** when that deferral prevents informed decision-making. The leading case *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296 held that an agency may not postpone studying an impact or formulating mitigation measures to a future time if the project may cause a significant effect; doing so can invalidate a negative declaration or exemption. A later case, *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, echoed this principle, finding that deferring a required study or mitigation measure violates

CEQA when there is no clear performance standard or enforceable guarantee that impacts will be mitigated. These authorities guide the analysis of the City's actions, especially regarding the deferred traffic study in Condition #60.

In summary, the legal framework requires that the City demonstrate the project meets all Class 32 criteria and that no exceptions apply. If substantial evidence suggests the project may have significant effects (for example, on traffic safety, or from unusual site conditions like contamination), CEQA would mandate a higher level of review (typically an EIR) rather than a categorical exemption. With these standards in mind, we turn to the specific criteria and exceptions as applied to the facts of this project.

Analysis

Applicability of Class 32 Exemption Criterion (d) to the Project

Criterion (d) – No Significant Effects Related to Traffic, Noise, Air Quality, or Water Quality: This criterion is critical, as it is where the most serious questions arise. CEQA Guidelines §15332(d) requires that the project *would not result in any significant effects* in the areas of **traffic, noise, air quality, or water quality.** The City's determination that the project would have no significant impacts in these categories is challenged by substantial evidence and outstanding analyses. Each sub-issue is addressed in turn:

- **Traffic and Pedestrian Safety:** The project's traffic impacts are a central concern. As described, the site's only full access is via Adella Avenue in a location immediately next to Legacy High School. During peak school hours, this area experiences intense pedestrian activity (hundreds of students) and vehicle congestion. Introducing 54 new homes will generate additional daily traffic and trips during the morning and afternoon peaks, potentially exacerbating congestion and creating new conflict points between project-related vehicles and school pedestrians. Neighbors fear cut-through traffic if the Adella barrier is opened, which could introduce school-related traffic into the residential street network.

  The City did conduct a Vehicle Miles Traveled (VMT) analysis for CEQA purposes (likely screening out the project as below VMT thresholds) and possibly a basic Level of Service review, finding the project did not exceed numeric traffic thresholds for significance ***despite the presence of a high school nearby***. However, **the City expressly *deferred* a detailed traffic safety and circulation analysis until after project approval,** via Condition #60. Condition #60 requires the developer to prepare a full traffic study addressing on-site circulation, sight distance at driveways, **student pedestrian safety measures, and emergency access coordination with the school,** in consultation with the public works and public safety departments. This study is to be completed in the future, and any

needed traffic control measures would presumably be implemented as conditions of final occupancy.

This approach – approving the project as exempt *before* understanding its site-specific traffic safety impacts – is problematic under CEQA. The law is clear that an agency **cannot defer analysis of a potentially significant impact to a future date.** In *Sundstrom v. County of Mendocino* (1988), the court invalidated an approval where a hydrological study was required after project approval, holding that CEQA **"prohibits agencies from deferring analysis of potentially significant impacts until after project approval."** The agency must evaluate and disclose impacts *before* making its decision, so that mitigation can be identified and the public and decision-makers are fully informed. Here, the deferred traffic study in Condition #60 suggests the City lacked sufficient evidence at the time of approval to conclude there would be *no* significant traffic or safety effects. By postponing the analysis, the City effectively put off determining whether pedestrian safety impacts (for example) might be significant. CEQA case law (including *Keep Our Mountains Quiet* (2015)) emphasizes that deferring a study or mitigation is only permissible if the agency sets specific performance standards to ensure impacts will be mitigated. In this case, Condition #60 does not impose any clear performance standard (e.g. "ensure project traffic does not cause queues extending to X street" or "achieve a certain level of service"); it simply requires analysis and coordination. **This means any mitigation is uncertain and unenforceable at present.**

Given these facts, there is a strong *fair argument* that the project **may have significant traffic-related effects**, especially concerning **traffic safety and circulation near the school.** Potential impacts include increased risk of vehicle-pedestrian collisions, unsafe driveway sight lines, congestion spilling onto arterial roads, or impaired emergency access if queues block the gated entry. The City's exemption finding under §15332(d) is on tenuous ground because it is not supported by *substantial evidence* in the record as of approval – the crucial evidence is deferred. *Protect Niles v. City of Fremont* (2018) provides that substantial evidence of traffic problems can invalidate a mitigated negative declaration, and by extension, if such evidence exists, a categorical exemption would likewise be improper. In *Protect Niles*, the court found a fair argument of significant traffic impact (in combination with aesthetic impacts) and ordered an EIR. Similarly here, testimony from residents and the imposition of Condition 60 itself constitute substantial evidence that non-trivial traffic safety issues exist. Thus, **absent the completion of the traffic/pedestrian safety study, the City cannot guarantee that the project will have no significant traffic effects.** **This calls into question compliance with criterion (d).**

- **Noise:** The threshold question is whether noise generated by the project (both construction and operation) could significantly impact nearby sensitive receptors. Sensitive receptors in this context include the adjacent school and existing homes. The City's noise analysis concluded that the project's operational noise (e.g. from additional cars, residents, outdoor activity) would not exceed local noise ordinance standards or general plan noise compatibility guidelines. The new residences themselves are a compatible use next to a school and other homes. No contrary expert evidence was submitted to challenge the City's noise study. However, residents have general concerns that more traffic and activity could increase noise levels, and it remains unclear whether increased traffic would cause ambient noise to exceed the noise threshold.

- **Air Quality:** The project's air emissions would come from construction activities (dust, equipment exhaust) and from additional vehicle traffic when occupied. According to the City, **modeled emissions were below regional significance thresholds** set by the air district. For a 54-unit housing project, it is reasonable that criteria pollutant emissions (ROG, NOx, PM10, etc.) would not exceed thresholds that typically apply to much larger developments. However, the community's concern is more localized: **the cumulative air quality effect** of adding traffic to an area already impacted by pollution, and **the health risk to sensitive receptors (students and residents)** from any increase in toxic air contaminants or particulate matter.

  One specific issue is the dust and emissions during **soil remediation and construction.** Disturbing contaminated soil can release hazardous dust (e.g., containing volatile organic compounds or other toxics). Neighbors have understandably requested a detailed Air Quality & Health Risk Assessment to analyze this risk. The City's approach has been to rely on standard conditions: they require that before grading, the developer obtain clearance from LACFD that remediation is properly completed, and during construction, dust control measures (watering, tarps, etc.) must be implemented per South Gate's standard conditions. While these measures provide some safeguards, **the health risk to students** (e.g., from diesel construction equipment or any vapor release) was not quantified in the exemption process. CEQA Guidelines §15064 and §15126 (cited by residents) call for evaluating the **intensity of health risks** to nearby individuals, especially sensitive populations.

  The key question for criterion (d) is whether air quality or health impacts rise to a level of "significant effect." Based on regional thresholds, the City concluded they do not, and no numerical evidence to the contrary is in the record. Yet, if we consider the localized context (a polluted corridor and a school), **a fair argument could be made that even a moderate increase in emissions might be significant in this specific location.** Moreover,

cumulative impact concerns arise – CEQA's categorical exemption cannot be used if *successive projects of the same type in the same place will have a significant cumulative impact* (Guidelines §15300.2(b)). The South Gate community points out that their neighborhood already endures poor air quality; adding even a relatively small project could cumulatively contribute to a significant health risk when viewed against that baseline. In *Communities for a Better Environment v. SCAQMD*, the California Supreme Court stressed the importance of considering existing environmental conditions (the baseline) to determine impact significance (48 Cal.4th at 321–322). Here, the baseline near the I-710 freeway and other pollution sources is already stressed.

In conclusion, while the City's quantitative air analysis supports a finding of no significant impact (thus seemingly satisfying criterion (d) for air quality), there remains *qualitative evidence of potential health risk* that was not fully explored. **At minimum, this issue contributes to the "unusual circumstances" analysis** (discussed below) since a housing project on a contaminated site next to a school is not a routine scenario for which the default emission thresholds might suffice to evaluate health impacts.

- **Water Quality:** This element of criterion (d) primarily concerns whether the project could cause significant water pollution or runoff problems. Because the project will replace largely pervious vacant land with impervious surfaces (roofs, pavement), stormwater runoff will increase. South Gate, like all municipalities in the region, requires developers to implement Low Impact Development (LID) features and best management practices (BMPs) to capture and treat stormwater on-site. The project must adhere to a standard **LID Plan to manage runoff and prevent pollutants from leaving the site.** There are no streams or water bodies on or adjacent to the site, so the concern is mainly about urban runoff water quality. As long as the project includes required features (catch basins, bio-filtration planters, etc.), it is unlikely to *violate any water quality standard or waste discharge requirement*. One potential issue could be if **contaminated groundwater** is encountered during construction de-watering, but that would be handled by remediation protocols under oversight (and again relates more to hazardous materials management than surface water quality).

In summary, the project's consistency with **criterion (d) is questionable at best, and is likely unmet**. While noise and water quality impacts may appear less-than-significant with mitigation measures in place, the **traffic/pedestrian safety impacts** are unresolved and potentially significant, and the **air quality/health risk impacts** in a sensitive location are at least debatable. CEQA requires that *all* of the §15332 criteria be met for the exemption to be valid. Here, the lack of substantial evidence **demonstrating no significant traffic safety impact** (and the deferral of analysis) indicates that criterion (d) was not conclusively

established at the time of project approval. This alone is a strong legal basis to invalidate the exemption.

Unusual Circumstances Exception (Guidelines §15300.2(c))

Even if one were to assume, arguendo, that the project meets all the Class 32 criteria above, the **"unusual circumstances" exception** in CEQA Guidelines §15300.2(c) must be considered. This exception asks: is there something unusual about the project or its location, such that a significant environmental impact *might* occur, in spite of the exemption's general applicability to infill projects? If yes, the exemption cannot be used.

Here, the record reveals **multiple unusual circumstances** that distinguish the 10130 Adella Project from the common infill project:

- **Immediate Proximity to a High School (Sensitive Receptor):** The project borders a high school campus, which means it interfaces with ***a uniquely sensitive population and traffic situation.*** Most infill residential projects are not sited directly adjacent to a school with 1,000+ students. The daily influx and exodus of students on foot and in vehicles creates an environmental setting that is not typical. This proximity raises the stakes for traffic safety, air quality (children are more sensitive to pollution), and noise concerns during school events. Courts have considered proximity to sensitive receptors as a factor that can constitute an unusual circumstance – essentially, the context of the project can make its impacts more significant than they would be elsewhere. Here, the **heavy student pedestrian traffic and concentration of young pedestrians** immediately next to the project's sole access point is an unusual circumstance that elevates the risk of significant traffic accidents or other impacts.
- **Unique Traffic Barrier/Emergency Access Configuration:** The presence of the **K-rail barrier and its proposed modification to an automated emergency gate is an atypical design feature.** Most residential streets are not physically divided by barriers that must be managed or altered. The need to coordinate an emergency-only access (versus potentially opening the road to general traffic) adds complexity to the project's design and operation. It also introduces uncertainty: if emergency responders or the school administration decide at some point to open the gate (for example, to alleviate congestion or for evacuation), the traffic pattern in the neighborhood would abruptly change. This kind of contingent traffic circulation plan is not a standard aspect of infill housing projects. It qualifies as an unusual circumstance because the project's impacts on circulation are highly dependent on a non-standard infrastructure decision (keeping a road closed except via a movable barrier). The City's own acknowledgment that it may

need to modify the emergency gate design in the future (as hinted in project conditions) underscores the unusual nature of this situation.

- **Deferred Traffic/Pedestrian Safety Analysis:** As discussed, the City approved the project with unresolved traffic safety questions, to be studied later (Condition #60). The very need for such a condition signals that **significant impacts are reasonably possible** – otherwise, the study would not be needed at all. CEQA case law (e.g., *Sundstrom* and *Keep Our Mountains Quiet*) treats this scenario as an indication that an impact could be significant. The incomplete analysis at approval is unusual; ordinarily, an infill project relying on an exemption would have no glaring outstanding issues. Here, the **incomplete circulation design and pending safety mitigations** make the project unlike a typical small development. This unusual procedural circumstance (impact analysis deferred) is directly tied to potential significant effects, and thus fits squarely within §15300.2(c). A court would likely view the City's post-approval study requirement as a tacit admission that the project *may have significant impacts* that were not yet ruled out – precisely what the unusual circumstances exception is meant to catch.

- **Contamination and Soil Vapor Risk:** The site's **history of soil contamination** and the need for remediation constitute another unusual circumstance. While infill sites can often have some level of contamination (common in urban areas), the combination of factors here is concerning: a shallow groundwater table, proximity of homes (and the school) to the contamination, and the risk of vapor intrusion migrating off-site. This goes beyond the norm for a vacant lot. The Department of Toxic Substances Control (DTSC) has a specific program for school sites due to the heightened concern for children's exposure to toxics; the presence of such issues right next door to the high school and underneath residential yards is not a routine situation for a housing project. If, for example, benzene or other volatile chemicals are in the soil, construction could release them, or they could intrude into buildings if not mitigated. The CEQA Guidelines (e.g., §15126.2) require that known hazardous conditions be meaningfully investigated and addressed. The need for ongoing monitoring or a vapor barrier might arise, which are significant considerations. In short, the **site's contamination and health risk profile is an unusual circumstance** that could lead to significant effects (exposure of residents or students to hazardous materials). This factor was explicitly highlighted by the community as an unusual circumstance warranting an EIR.

- **Cumulative Context – Already Stressed Environment:** Though not an "unusual circumstance" in the strict definitional sense, it is worth noting that the project is proposed in a community already facing environmental burdens (air pollution, traffic). This raises the possibility of **cumulative impacts** that might not occur in less impacted

areas. CEQA's categorical exemption exceptions include cases where "successive projects of the same type in the same place over time" would have a significant cumulative effect. Here, the project by itself might be considered small, but South Gate residents point to ongoing development and heavy traffic in their area such that the **incremental impact of this project could be cumulatively considerable.** While this is formally a separate exception (§15300.2(b)), it aligns with the spirit of unusual circumstances: the environmental context is out of the ordinary (in that it's already saturated with impacts). This further cautions against using a categorical exemption without analysis.

Given these unusual circumstances, the second step is to ask whether there is a **reasonable possibility of a significant effect** due to them. The answer appears to be yes. Each "unusual" factor identified is causally linked to one or more potential significant impacts:

- High school adjacency → potential for significant **traffic safety impacts** (pedestrian collisions) and **health risk impacts** (air quality) affecting sensitive receptors.
- K-rail emergency gate design → potential for **significant traffic circulation impacts** if mismanaged (e.g., causing cut-through traffic or impeding emergency response).
- Deferred analysis → indicates potential **significant impacts were not ruled out** (safety, traffic) and could materialize if study finds problems.
- Contamination → potential for **significant hazardous material exposure** (a significant impact on human health and water/soil quality if not properly mitigated).

Under the *Berkeley Hillside* test, one need only show that these circumstances make it reasonably possible that a significant impact may occur. There is substantial evidence in the record for such a fair argument: community members, including the school community, have submitted comments attesting to traffic dangers and health concerns; the City's own conditions acknowledge potential issues. This satisfies the low threshold needed to invoke the exception.

For example, if a lawsuit were filed, a court could find that having a school next door and a to-be-determined traffic plan is an unusual situation, and given evidence of heavy pedestrian use, one can *fairly argue* the project may cause a traffic accident or endanger pedestrians – a significant impact on public safety. Under CEQA, public safety effects (like traffic hazards) are environmental impacts (CEQA Guidelines Appendix G includes transportation safety as a criterion). Similarly, a resident's testimony about lingering contamination odors or health worries, combined with known data about site contamination, can support a fair argument of potentially significant health risk – which is an environmental effect (hazards to people, per Appendix G).

In *Berkeley Hillside*, the California Supreme Court noted that if there is any substantial evidence of a potential significant effect due to unusual aspects of the project, the exemption must be set aside. Here, we have multiple such strands of evidence. Thus, the **unusual circumstances exception in §15300.2(c) likely applies**, meaning the City should not rely on the Class 32 exemption. Instead, the City would need to prepare at least an initial study and likely an EIR to fully examine these issues.

It is worth reinforcing that CEQA is interpreted in favor of environmental review when reasonable doubts exist. **"When there is substantial evidence of a fair argument that a project may have a significant effect, an EIR is required"**, even if the agency believes impacts can be mitigated. In this case, the combination of site-specific factors constitutes more than a reasonable possibility – it suggests real potential for significant impacts unless properly mitigated through the EIR process. An EIR would provide the vehicle to develop and mandate such mitigation (for example, traffic signals, crosswalk improvements, vapor barriers, or relocation of certain access points) in a way that a categorical exemption cannot.

Conclusion

In conclusion, the City of South Gate's determination that the 10130 Adella Avenue project is categorically exempt under CEQA Class 32 is **legally and factually vulnerable**. While the project does meet several elements of the infill exemption (appropriate location, density, urban context, and available services), **it fails to convincingly satisfy the requirement that it have no significant effects related to traffic, etc.** due to the outstanding traffic safety issues. Moreover, the presence of **unusual circumstances – particularly the adjacency to Legacy High School, the atypical traffic circulation constraints, and the site's contamination – provides substantial evidence of a fair argument that significant environmental effects could occur**. Under CEQA Guidelines §15300.2(c) and pertinent case law, these factors preclude the use of a categorical exemption.

By deferring the traffic/pedestrian study and glossing over contamination concerns, the City did not fulfill CEQA's requirement of conducting a full, good-faith environmental evaluation *before* project approval. As a result, the exemption finding is not supported by substantial evidence. Courts have consistently held that CEQA exemptions are to be narrowly construed, and agencies must strictly adhere to the conditions for their use. Here, those conditions were not met in full. If challenged, a court would likely invalidate the NOE and require the preparation of an appropriate CEQA document (likely an EIR) to address traffic safety, air quality/health risks, noise, and water quality impacts, as well as to develop any necessary mitigation measures.

For the purposes of an administrative appeal, the above analysis supports the argument that the City should **withdraw the Class 32 exemption and undertake a proper CEQA review**. The

project's benefits and infill nature do not excuse compliance with CEQA's mandate to disclose and mitigate environmental harms. At minimum, an initial study leading to a mitigated negative declaration would be the next step – but given the **fair argument standard** and community evidence, an **EIR is the legally prudent path**. This will ensure that issues like student pedestrian safety, traffic circulation design, and soil remediation are thoroughly studied and addressed in the project's plans.

Ultimately, the intent of CEQA is not to stop development, but to ensure that decision-makers and the public are fully informed and that feasible measures to protect the community's health and safety are implemented. In this case, treating the project as exempt short-circuited that process. Therefore, to uphold the letter and spirit of CEQA, the City's reliance on the Class 32 categorical exemption should be re-examined and likely overturned. The evidence indicates that this project *may have significant environmental effects* and occurs under unusual circumstances, mandating a higher level of environmental review prior to any further project approvals or construction.

Recommendation: The City Council, on appeal, should direct that an EIR be prepared for the 10130 Adella Avenue project, or at least require a detailed initial study, because the Class 32 exemption findings cannot withstand scrutiny. This course of action aligns with CEQA's requirements and will ultimately lead to a safer, environmentally sound project through proper mitigation of the identified concerns. The health and safety of residents and students, as well as the integrity of the City's planning process, depend on this careful compliance with CEQA.

Prepared by legal counsel for South Gate Progress Partners,

Nicholas L. D'Amico, Esq.

Law Office of Nicholas L. D'Amico

Link to Bio

Name: ALINA J. NELSON
Address: 5277 ALDRICH RD, SOUTH GATE, CA 90280
Date: 03-25-2025

To whom it may concern,

I am writing to you as a concerned member of our community regarding the tragic incident involving the death of a child due to drag racing in our neighborhood that took place many years back. This event had a profound impact on all of us and highlighted the urgent need for safety measures in our area.

It was my understanding that the K-rail currently in place of Adella was installed in direct response to this devastating incident. It serves as a crucial barrier to prevent reckless behaviors, such as drag racing, and to ensure the safety of our families, especially children who are always playing in our neighborhood.

As discussions arise about replacing the K-rail or potentially opening it during certain times, I implore our community and local authorities to reconsider the implications of such changes. The K-rail is vital for maintaining a secure environment, and its presence has helped reduce the risks we face.

I believe that we must prioritize the safety of our neighborhood to prevent any further tragedies. Thank you for taking this matter seriously and considering our collective need for security and protection.

Sincerely,

A Jnelson

phone (213) 400-7315
ALINANELSON997@GMAIL.COM.

PS- I AM DISABLED/BED RIDDEN AND UNABLE TO ATTEND THE MEETINGS BUT YOU CAN CONTACT ME AT THE ADDRESS, PHONE OR EMAIL ABOVE REFERENCED.

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Pedro Cervantes me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Pedro C Cervantes — Firma

3-26-25 — Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Josefina J. Cervantes me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Josefina Cervantes
Firma

3-26-25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Andrew Cervantes am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03/26/25
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo WALTER CABRERA me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Walter Cabrera
Firma

03/24/2025
Fecha

47

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo ISABEL CABRERA me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Isabel Cabrera
Firma

03/24/2025
Fecha

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OPPOSITION TO 10130 ADELLA PROJECT

I Daisy A Capora am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Ezineo Pinzon am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Ezineo Pinzon
Signature

3/23/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jesse Saucedo am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Jesse Saucedo
Signature

3-23-25
Date:

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OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Rosana Cruz me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

5205 Almira Ave
South Gate 90280

Fecha 3/22/25

OPPOSITION TO 10130 ADELLA PROJECT

I Stephanie Pimentel am opposing the 10130 Adella Project (the "Project"). Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3.24.25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I I Marian Menendez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Marian Menendez
Signature

03/23/2025
Date

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OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Saul A Ramirez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

March 23, 2025
Fecha

55

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Armando Navarro me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Armando Navarro
Firma

3-24-25
Fecha

56

OPPOSITION TO 10130 ADELLA PROJECT

I Andrew Rivas am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Andrew Rivas
Signature

5/23/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Moises Navarro am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Patricia Navarro am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

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OPPOSITION TO 10130 ADELLA PROJECT

I Andrea Okamoto am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Lupe Perez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature Lupe Perez

Date: 03/23/2025

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OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Maria Ramirez Perez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

MRP
Firma

03/25/25
Fecha

63

OPPOSITION TO 10130 ADELLA PROJECT

I Andrea Ramirez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03-25-2025
Date:

64

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Juan Manuel Casillas me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Juan M Casillas
Firma

03/25/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Elsa Casillas me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Elsa Casillas
Firma

03-25-2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Lesly Villalobos me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Lesly Villalobos
Firma

03-25-25
Fecha

67

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Jose Calixto Villa me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Jose Calixto

Firma

03/25/25

Fecha

68

OPPOSITION TO 10130 ADELLA PROJECT

I Jazmin Ayala-Cuevas am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date

69

OPPOSITION TO 10130 ADELLA PROJECT

I Rosana Cuevas am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Rosana Cuevas
Signature

3/24/25
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Brigido Ayon me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecídamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Brígido Ayon
Firma

8/24/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Miguel Ayon me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Miguel Ayon — Firma

3/24/25 — Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Gilbert Negrete me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3-26-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Elias Villalba me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Elias Villalba
Firma

03-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Simon Vasquez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Simon Vasquez
Firma

3-24-2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Leslie. R. Zavala am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Leslie R. Zavala
Signature

3-25-2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Rafael Banuelos am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Rafael Banuelos
Signature

3-25-2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Vanessa R. Ledger am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/23/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Bridgette Ledger am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature: [signature]

Date: 3/23/25

6232 ALMIRA RD
SOUTH GATE, CA 90280

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo GUILLERMO NAVARRO & FABIOLA CAE me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma _____ Fecha 3/23/2025

80

OPPOSITION TO 10130 ADELLA PROJECT

I Guillermo 5132 almira rd south gate am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/23/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Jesus Ubiña me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3/23/2023
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I URBIETA, MONICA am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03/23/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Itzia Salgado am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/23/2025

OPPOSITION TO 10130 ADELLA PROJECT

I Robert Kantaeng am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

R. Kantaeng
Signature

3-23-2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo SERGIO FERNANDEZ me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

S Fdz
Firma

03/23/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo ALINA NELSON me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

A Nelson
Firma

03/23/2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Anielka Salorzano am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/23/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Wilson Menendez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 03/23/2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Alma R Silva me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Alma R Silva
Firma

3-23-2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Adeliana O Chavez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Adeliana Chavez
Firma

3/23/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Rosa M Chavez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma Rosa M Chavez

Fecha 3/23/25

OPPOSITION TO 10130 ADELLA PROJECT

I Maria Castillo am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Maria Castillo
Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Pedro Acosta am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 03/24/2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Zulema González Ojeda. me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

03-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Antonio Lopez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

03-24-2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Adrain Verdi am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/27/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Kimberly Mazin am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

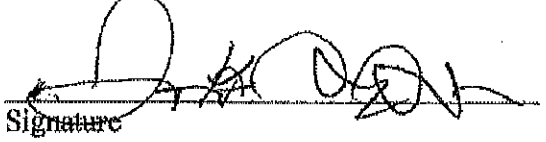
3/27/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jack Marin am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.



Signature

3/27/2025

Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Bobby Ledger am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/20/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Peter Leffler am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 2/26/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Guadalupe Cenicéros me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Guadalupe Cenicéros 3/24-25

Firma Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Jose Bustos am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-26-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Carlos E. Ruvalcaba am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 03/26/2025

OPPOSITION TO 10130 ADELLA PROJECT

I Margarita Ruvalcaba am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Margarita Ruvalcaba
Signature

Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Katherine Bustos am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Katherine Bustos
Signature

3/26/24
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Rocio Robles am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 03/25/2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo _____ me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Juliana Vela
Firma

3/24/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo _____ me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Lillian Vela
Firma

3/24/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo _____ me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

M. Alejandra Vela
Firma

03-24-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo _____ me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Manuel Vela
Firma

3/24/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo _____ me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Francia Ruiz
Firma

03/24/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo OSCAR OKAMOTO Y. me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3-25-25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Joseph Valencia am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

JV

Signature

3/24/25

Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Alma Arvalcaba am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/26/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Irene Gonzalez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature: Irene Gonzalez

Date: 03/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Alonzo Dimayuga am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 7/11/2024

- Request for traffic study
- Additionally, request for traffic study

OPPOSITION TO 10130 ADELLA PROJECT

I Kenneth Richee am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Kenneth Richee
Signature

4-5-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Manuel Perea am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Manuel Perea
Signature

03/24/2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Sandra Rios me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Sandra Rios
Firma

3/24/2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I MIGUEL A. OROZCO am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Lilia Ramirez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Lilia Ramirez
Signature

3/24/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Juan R. Ponce am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Juan Ponce
Signature

3/24/2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Monica Ayon me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Monica Ayon
Firma

3/25/25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Jose Calles am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Jose Calles
Signature

3/24/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Lilia Perea am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Lilia Perea
Signature

03/24/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Maribel Perea am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 03/24/2025

OPPOSITION TO 10130 ADELLA PROJECT

I _____ am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Jack Foust
Signature

MARCH 25, 2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Bertha L Vasquez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Bertha L Vasquez
Firma

03-24-25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I ARTURO ALVAREZ am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/25/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Vanessa Jones am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/25/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Alicia Sanchez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Alicia Sanchez
Firma

3-24-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Teresa Romero Moreno me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3-24-25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Angel E. Delgado am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Angel E Delgado
Signature

3/25/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jeanette Delgado am opposing the 10130 Adelia Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature: _____ Date: 3/25/2025

OPPOSITION TO 10130 ADELLA PROJECT

I Doris Delgado am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/25/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Andrew Serrano am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Andrew Serrano
Signature

3/25/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Alberto Serrano am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Alberto Serrano
Signature

3/25/2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Evangeline Castellanos me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Evangeline Castellanos
Firma

02-24-25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Darla Castellanos am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Darla Castellanos
Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Mario Castellanos am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03/24/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Marisa Delgado am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 8/25/25

OPPOSITION TO 10130 ADELLA PROJECT

I Ruben Serrano am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Ruben Serrano
Signature

3/25/2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Isabel Gonzalez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Isabel Gonzalez 3-29-25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Valencia Avalos me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Valencia Avalos
Firma

03-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Imelda Serrano me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Imelda Serrano
Firma

3-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Blanca Bravo me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Blanca Bravo
Firma

03-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Veronica Bravo me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Veronica Bravo
Firma

03-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Angel Hernandez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma _____ Fecha 3/25/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Griselda Hidalgo me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3-25-2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Prusella L. Padden me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Prusella L. Padden
Firma

3-25-2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Beatriz Segovia me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3/25/25
Fecha

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OPPOSITION TO 10130 ADELLA PROJECT

I Brigido Ayon J.R. am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Brigida Ayon
Signature

3/25/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Cinthia Ayon am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/25/25

OPPOSITION TO 10130 ADELLA PROJECT

I Leonel Robles am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-25-2025
Date:

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OPPOSITION TO 10130 ADELLA PROJECT

I Kylean Robles am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature Kylean Robles

Date: 3/25/25

154

OPPOSITION TO 10130 ADELLA PROJECT

I Christopher Robles-Flores am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3.25.25
Date:

157

OPPOSITION TO 10130 ADELLA PROJECT

I Mario Vasquez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - ✗ I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - ✗ I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - ✗ I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - ✗ I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - ✗ I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/25/25
Date:

150

OPPOSITION TO 10130 ADELLA PROJECT

I Jaureen Eaves am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/25/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Natalija Eives am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/25/25

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OPPOSITION TO 10130 ADELLA PROJECT

I Martha Machado am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/25/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Elsa Ramirez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Elsa Ramirez
Signature

03-25-2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Angel Delgado me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Angel Delgado.
Firma

3/25/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Dora Delgado me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Dora Delgado
Firma

3-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Teresa Rios me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Teresa Ríos
Firma

3-25-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Javier Rios me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Javier Rios
Firma

3-25-2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Andrea Sidoti am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo María Soledad Arriaga me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

María Soledad Arriaga
Firma

3/24/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Catalina Adona Lucas Gomez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Catalina Adona Lucas Gomez
Firma

Marzo-24-2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Catalina Gomez and Jacob Lopez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave, permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Catalina Gomez and Jacob Lopez
Firma

March - 24 - 2025.
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Giovanni Perez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03/24/2025
Date

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Carmen me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Luz del Carmen
Firma

3-24-25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I FABIAN ALVIZO am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03/24/25
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Oscar Perez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma _____ Fecha 3/24/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Yuri Martinez Perez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

02/24/25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Virginia Mendez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03-24-2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Rafael Nevarez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

03-24-2025.
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Olivia Esparza me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Olivia Esparza
Firma

3-24-25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Linda Davis am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Linda Davis
Signature

March 24th 2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Maria L Gonzalez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature MLgonzalez

Date: 03.24.2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Veronica Gonzalez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Veronica Gonzalez
Firma

3/24/25
Veronica Gonzalez
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Diane Munillo me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adelln Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3/23/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Vanessa Morillo me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Vanessa Morillo
Firma

3/23/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Dorian Murillo me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3/23/25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Rosa L. Hernandez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Rosa L. Hernandez
Firma

March 23, 2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo JUAN ANTENERO me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3-24-2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo PATRICIA SUAZO me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Patricia Suazo
Firma

3/24/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo GRICELDA GUZMAN me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma Griselda Guzmán Fecha 3/.24/25

OPPOSITION TO 10130 ADELLA PROJECT

I SUSAN F. JANER am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo [signature] me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

[signature]
Firma

3-25-2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Maribel Gonzalez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature Maribel Gonzalez Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Maricela Flores am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

M Flores
Signature

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Clemencio Nunez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Clemencio Nunez
Signature

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Maria Nevarez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Paula Gonzalez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature Paula Gonzalez Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Leticia Flores am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Ronald Flores am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jocelyn Perez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature: _____ Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Jennifer Reed am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Hector Pena am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Laura A. Orozco am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Michelle Gutierrez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

michelle
Signature

3/24/25
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Bertha Limongi me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis motivos para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Bertha Limongi
Firma

3/25/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Lilia B. SAPIENS me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Lilia B. Sapiens — Firma

03-25-2025 — Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Jose Sapiens me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Jose Sapiens
Firma

03/25/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Aldo Saglens me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma _____ Fecha 3/25/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Oscar Nunez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3/25/25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Sandra Ponce am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Luis Villela me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

03/24/2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Alicia Gonzalez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature A Gonzalez

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Danny Delgado am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jesse M Chaidez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/23/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo María Reynoso me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

María Esther Reynoso
Firma

03/24/25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Adrian Jimenez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Cristina Marin am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Fabio Marin am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Alex Mari am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Alex Mari

Signature

03/24/25

Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Brian Rodriguez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Maria A. Franco am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

M. A. Franco
Signature

03-24-2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I JAIME LANDAVAZO am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3-24-25

OPPOSITION TO 10130 ADELLA PROJECT

I Carlos Ballegos am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

C. C.

Signature

03-24-2025

Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Veronica Yanez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature V. Yanez

03-23-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jaqueline Yañez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature Jacqueline Yañez

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I David Garcia am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Manuel Castillo me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Manuel Castillo
Firma

3-24-2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Ivette Garcia am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Luis Garcia am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Rene Lopez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Rene Lopez

Signature

3/24/2025

Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Hilda N. Roque am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

March 24, 2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Tatiana Roque am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature T Roque

Date: 03/24/2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Rosa Moreno me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

9-24-2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Perla Belem Urzua am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 03/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Jose Hernandez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Jose Hernandez
Signature

03/24/25
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Moises Lopez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3/24/25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Moises Caro am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03-24-2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jimena Perez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jose A. Aguino am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature _____ Date: 3-24-2025

OPPOSITION TO 10130 ADELLA PROJECT

I Jose Morales am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03-24-2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Viviann Soto am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/25/25

OPPOSITION TO 10130 ADELLA PROJECT

I Leticia Robles am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/2026

OPPOSITION TO 10130 ADELLA PROJECT

I Alfonso Romero am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Diana C. Romero am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.



Signature

3/24/25

Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Waldrano Pio me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Waldrano Pio
Firma

3 2025
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Vianney Navarro am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Vianney Navarro
Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Lisette Saucedo am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Lisette Saucedo
Signature

3-23-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Jose Becerra am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature: Jose Becerra

Date: 3/23/25

OPPOSITION TO 10130 ADELLA PROJECT

I Patrick Yañez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/23/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Ronald Vecchia am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/23/2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Iris Martinez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Iris Martinez
Signature

03-24-2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Ryan Hernandez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 03/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Jaylene am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature Jaylene C

Date: 3/24/25

OPPOSITION TO 10130 ADELLA PROJECT

I Saul Martinez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
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   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Saul Martinez
Signature

9/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Henry Hernandez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

March 24, 2025
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I DOUGLAS RYAN FARR am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/29/2025

OPPOSITION TO 10130 ADELLA PROJECT

I _____ am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

03/24/25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Aaron Dingson am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

Date: 3/24/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Julia Amezcua me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Julia Amezcua
Firma

3.24.25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Felipe Reynoso me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

03/24/25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Irene Leung am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3-24-25
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Zulema Gonzalez Ojeda me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Zulema
Firma

05-24-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Maria Gonzalez Ojeda me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma

3/24/25
Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Eder Robles am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.

2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.

3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.

4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.

5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

E Robles
Signature

3/24/2024
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo ERIKA CORTAS me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
    - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
    - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
    - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
    - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
    - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

x [signature] 3/24/2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Ernesto Perez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
    - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
    - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
    - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
    - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
    - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

3/24/25

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Clemente Muñoz me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**

   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**

   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**

   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**

   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**

   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

X _____ 03/24/2025

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Victorino Miranda me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Victorino Miranda

3-24-25

OPPOSITION TO 10130 ADELLA PROJECT

I Christian A. Perea am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Christian O.
Signature

3-24-25
Date:

OPPOSITION TO 10130 ADELLA PROJECT

I Leah Farr am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Leah M. Farr
Signature

3-24-2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Ana Georgina Ochoa me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Ana Georgina Ochoa
Firma

3-24-25
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Carlos Alfredo Vazquez me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.

2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.

3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.

4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.

5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

CV

Firma

3.24.25

Fecha

OPPOSITION TO 10130 ADELLA PROJECT

I Aida Perez am opposing the 10130 Adella Project (the "Project") Below, I have outlined my reasons for opposing and corresponding requests to consider changing my opposition:

1. **Comprehensive Environmental Testing:**
   - I request that the developer conduct a thorough Environmental Impact Assessment (EIA) before the Project is approved. This assessment should evaluate all potential environmental effects, including air quality, noise pollution, and traffic impacts. I believe that the project should not be qualified as exempt under CEQA Categorical Exemption under section 15332 (Class 32-Developmental Projects). Approval of the project may result in significant effects relating to traffic, noise, air quality, or water quality. If this is not true, I would like to receive the comprehensive report that proves the above untrue.
2. **Transparency on Contamination Issues:**
   - I seek detailed reports on past contamination issues associated with the project site and how these will be addressed. Specifically, I would like to know what tests will be conducted, which substances are of concern, and how clean-up measures will ensure soil and groundwater safety. As the Geo Tracker does not show further testing done after 8/17/2021.
3. **Ongoing Environmental Monitoring:**
   - I propose the establishment of a plan for ongoing environmental monitoring throughout the construction and operational phases. This plan should outline how soil vapor monitoring will be conducted post-construction and include contingency plans if vapor issues are detected during testing at the building permit stage. Protecting the health of children, vulnerable populations, and all community members is of utmost importance.
4. **Accountability in Decision-Making:**
   - I request the establishment of a community advisory board that includes residents, environmental experts, and city officials to oversee the environmental aspects of the project. This will ensure accountability and provide residents with a voice in monitoring the project's impacts.
5. **Adella Ave. Concrete Barrier (K Rail) to remain in place:**
   - I strongly urge the city to keep the K rail closed to all traffic. Removing the K barrier will likely lead to increased vehicle emissions, further degrading air quality. I request a comprehensive air quality assessment to understand the potential health impacts on residents. Additionally, I advocate for noise level testing to evaluate the effects of increased traffic flow and for ongoing monitoring of air and noise pollution levels if the barrier is removed. Engaging health and environmental experts to analyze these impacts is essential.

I trust that you will give these concerns the attention they deserve.

Signature

3/24/2025
Date:

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Mario Batres me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Firma MB

3/24/2025
Fecha

OPOSICIÓN AL PROYECTO 10130 ADELLA

Yo Lissette Batres me opongo al Proyecto 10130 Adella (el "Proyecto"). A continuación, he expuesto mis razones para oponerme y las solicitudes correspondientes para considerar cambiar mi oposición:

1. **Pruebas Ambientales Exhaustivas:**
   - Solicito que el desarrollador realice una Evaluación de Impacto Ambiental (EIA) exhaustiva antes de que se implemente cualquier unidad automatizada. Esta evaluación debe evaluar todos los posibles efectos ambientales, incluyendo la calidad del aire, la contaminación acústica y los impactos en el tráfico. Creo que el proyecto no debería calificar como exento bajo la Exención Categórica de la CEQA, según la sección 15332 (Clase 32 - Proyectos de Desarrollo). La aprobación del proyecto podría tener efectos significativos en el tráfico, el ruido, la calidad del aire o la calidad del agua. De no ser así, me gustaría recibir el informe completo que lo demuestre.
2. **Transparencia sobre Problemas de Contaminación:**
   - Busco informes detallados sobre problemas de contaminación anteriores asociados con el sitio del proyecto y cómo se abordarán. Específicamente, me gustaría saber qué pruebas se realizarán, cuáles sustancias son preocupantes y cómo las medidas de limpieza asegurarán la seguridad del suelo y del agua subterránea. Dado que el Geo Tracker no muestra pruebas adicionales realizadas después del 17/08/2021.
3. **Monitoreo Ambiental Continuo:**
   - Propongo el establecimiento de un plan para el monitoreo ambiental continuo durante las fases de construcción y operación. Este plan debe detallar cómo se realizará el monitoreo de vapor de suelo después de la construcción e incluir planes de contingencia si se detectan problemas de vapor durante las pruebas en la etapa de permiso de construcción. Proteger la salud de los niños, las poblaciones vulnerables y todos los miembros de la comunidad es de máxima importancia.
4. **Responsabilidad en la Toma de Decisiones:**
   - Solicito el establecimiento de un consejo asesor comunitario que incluya a residentes, expertos en medio ambiente y funcionarios de la ciudad para supervisar los aspectos ambientales del proyecto. Esto garantizará la rendición de cuentas y brindará a los residentes una voz en el monitoreo de los impactos del proyecto.
5. **La barrera (K Rail) de Adella Ave. permanecerá en su lugar:**
   - Urjo encarecidamente a la ciudad a mantener el K rail cerrado a todo tráfico. Levantar la barrera del K probablemente conducirá a un aumento en las emisiones de vehículos, degradando aún más la calidad del aire. Solicito una evaluación integral de la calidad del aire para comprender los posibles impactos en la salud de los residentes. Además, abogo por realizar pruebas de niveles de ruido para evaluar los efectos del aumento en el flujo de tráfico y por un monitoreo continuo de los niveles de contaminación del aire y del ruido si se levanta la barrera. Es esencial involucrar a expertos en salud y medio ambiente para analizar estos impactos.

Confío en que darán a estas preocupaciones la atención que merecen.

Lissette Batres
Firma

3/24/2025
Fecha

RESOLUTION NO._____

CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, REVERSING THE ACTION OF THE PLANNING COMMISSION AND DENYING VESTING TENTATIVE TRACT MAP NO. 84531

WHEREAS, Nick Patterson, on behalf of City Ventures (the "Applicant"), filed a complete application requesting approval of a Vesting Tentative Tract Map ("TTM") to allow the subdivision of one parcel into 54 condominium units in connection with a proposed residential development located at 10130 Adella Avenue (the "Project"); and

WHEREAS, the Project site comprises approximately 2.02 acres, identified as Assessor's Parcel Number 6221-026-020, and is located within the Industrial Flex ("IF") zone of the Tweedy Boulevard Specific Plan ("TBSP") area; and

WHEREAS, the Project involves new construction of 54 residential condominium units (for sale), comprising three-story attached townhomes in six buildings, and six (12 percent) of the units will be provided to moderate-income buyers; and

WHEREAS, Pursuant to South Gate Municipal Code ("SGMC") Section 12.10.060, the Vesting TTM shall be heard by the Planning Commission at a scheduled hearing; and action shall be taken to approve, conditionally approve, or disapprove such TTM; and

WHEREAS, The Planning Commission conducted a duly noticed public hearing to consider the matter on March 18, 2025, and after considering a presentation by the Community Development Department and listening to public comments, the Planning Commission adopted Resolution No. 2025-03 to approve Vesting TTM No.84531; and

WHEREAS, on April 7, 2025, an appeal was filed by Jose Morales ("Appellant"), on behalf of South Gate Progress Partners, challenging the Planning Commission's decision to approve Vesting Tentative Tract Map No. 84531 and to classify the project as categorically exempt from CEQA; and

WHEREAS, on May 27, 2025, this City Council conducted a duly noticed public hearing to consider the matter, at which this Council considered information presented by the Community Development Department, Applicant and Appellant, and listened to public comments about the issue. Notice of the hearing was originally posted and published in the "South Gate Press" newspaper and was mailed to surrounding properties on May 15, 2025.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and incorporated herein by this reference.

SECTION 2. After considering the information and comments presented at the May 27, 2025, City Council hearing on this matter, this City Council hereby resolves to reverse the action taken by the Planning Commission on March 18, 2025, and denies Vesting Tentative Tract Map No.84531 based on the following findings:

- The issues raised in the appeal regarding traffic and pedestrian safety, including those related to the proximity of the Project to Legacy High School and Condition No. 60, present substantial evidence of a significant environmental impact under CEQA.
- A Class 32 Categorical Exemption does not address traffic and pedestrian impacts generated by the proposed project and does not properly mitigate traffic impacts to neighboring residences.
- Findings previously made by the Planning Commission in support of the Project and environmental determination are insufficient to support approval of the Project.

SECTION 3. The City Council does hereby declare that if any section, subsection, sentence, clause, phrase or portion of this Resolution or its application thereof is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Resolution. The City Council hereby declares that it would have adopted this Resolution, and each and every section, subsection, sentence, clause, phrase, or portion thereof not declared invalid or unconstitutional without regard to whether any portion of the Resolution would be declared invalid or unconstitutional.

[The remainder of this page left blank intentionally]

SECTION 4. The City Clerk shall certify the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED, and **ADOPTED** on this **27th** day of **May 2025**.

CITY OF SOUTH GATE:

By: _____
Maria Davila, Mayor

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

DRAFT

City of South Gate

PLANNING COMMISSION

AGENDA BILL

For the Regular Meeting of: ***March 18, 2025***

Senior Planner: *Rodrigo Pelayo* ***Planning Manager***: *John F. Signo, AICP*

SUBJECT: Tentative Tract Map No. 84531

PROJECT PROPOSAL/REQUEST
Consideration of a Vesting Tentative Tract Map (TTM) to allow the subdivision of one parcel into a 54-unit residential condominium development located at 10130 Adella Avenue, within the Industrial Flex (IF) zone in the Tweedy Boulevard Specific Plan.

PROJECT OVERVIEW

- General Plan Designation: Industrial
- Zoning: Tweedy Boulevard Specific Plan (TBSP); Industrial Flex (IF)
- Project Location: 10130 Adella Avenue
- Assessor's Parcel Number: 6221-026-020
- Applicant: Nick Patterson (City Ventures), on behalf of South Gate 1 Inv, LLC

BACKGROUND
Site Characteristics: The subject property is a vacant lot measuring approximately 2.02 acres, located at the intersection of Adella Avenue and Legacy Lane, within the Tweedy Boulevard Specific Plan area. The subject site is a relatively flat, rectangular shaped undeveloped property, and primarily comprised of ruderal vegetation and coarse fill. Fencing currently surrounds the subject site.

Surroundings: The site is surrounded by a mix of residential, commercial, and institutional uses, with Adella Avenue and Legacy Lane providing primary access. Legacy High School and the Legacy High School Softball Fields are located directly north of the subject property, across the street from Legacy Lane. There is an adjoining light industrial/commercial-truck yard directly east of the subject property, and the Los Angeles River and 710 Freeway further east. Directly south of the subject property, there is a Southern California Edison (SCE) utility easement with overhead power lines in place, and single-family residential uses are located south of the SCE easement, within the TBSP. Immediately west of the Project site are Legacy Lane and Adella Avenue. North of Legacy Lane and west of Adella Avenue are undeveloped lots within the Legacy High School Complex. South of Legacy Lane and west of Adella Avenue are single-family residential uses.

Proposed Vesting TTM and Associated Development: The applicant is requesting approval of a Vesting TTM (Attachment B) to allow the subdivision of one parcel (2.02 acres) into 54 condominium units in connection with a proposed residential development located at 10130 Adella Avenue.

The proposed development involves the construction of 54 new residential condominium units (for sale), comprising three-story attached townhomes in six buildings. Each building would contain nine dwelling units and have a maximum height of approximately 37 feet. The units would consist of a mix of floor plans

with three-to four-bedroom options, ranging in size from 1,304 to 1,705 square feet. Six (12 percent) of the units would be provided at the moderate-income level.

Administrative Plan Review & Design Review: The proposed (54-unit townhome) development project associated with the requested Vesting TTM is deemed a "Multifamily Residential" use in accordance with the provisions of the Zoning Code. "Multifamily Residential" uses are permitted by-right with the approval of an Administrative Plan Review. In addition, Design Review is required for the proposed development since it involves a parcel measuring greater than 15,000 square feet. Administrative Plan Review and Design Review are discretionary procedures conducted by staff. Therefore, the overall design of the proposed development is not subject to review by the Planning Commission. The Planning Commission may only take action on the TTM as it relates to the proposed subdivision of a parcel for condominium purposes to accommodate the proposed development.

ANALYSIS:
Municipal Code Requirements for Vesting TTM Approval: Pursuant to South Gate Municipal Code (SGMC) Section 12.10.060, the TTM shall be heard by the Planning Commission at a scheduled hearing; and action shall be taken to approve, conditionally approve, or disapprove such TTM. Subsequently, a Final Map shall be prepared and forwarded to the City Council for final review, in which they shall approve, deny, or modify the Planning Commission's action.

ENVIRONMENTAL ANALYSIS:
An environmental (air quality, noise, and traffic impact) analysis (Attachment C) was conducted for the proposed development, and based on the studies, it has been determined the proposed project would qualify for a Categorical Exemption under CEQA Guidelines Section 15332 (Class 32 – Infill Development Projects) and would not have a significant environmental impact.

COMMENTS FROM OTHER DEPARTMENTS:
Staff routed the project for comments to several City Departments, including the Public Works Department. If the project is approved, the comments received from the Public Works Department would be incorporated as conditions of approval.

RECOMMENDATION:
Based on the evidence presented, Staff recommends that the Planning Commission find that the project is Categorically Exempt from the CEQA under Section 15332, (Class 32) "Infill Development Projects", make the required findings and requirements set forth in the South Gate Municipal Code, and adopt a Resolution to approve Vesting Tentative Tract Map No. 84531 associated with the 54-unit townhome development at 10130 Adella Avenue, subject to the recommended conditions of approval stipulated in the proposed Resolution and/or other conditions that the Planning Commission may wish to impose.

ATTACHMENTS:
A. Resolution No. 2025-03
B. Proposed Vesting Tentative Tract Map
C. CEQA Exemption Report

ATTACHMENT A

RESOLUTION NO. 2025-03

A RESOLUTION OF THE CITY OF SOUTH GATE PLANNING COMMISSION APPROVING VESTING TENTATIVE TRACT MAP NO. 84531 TO ALLOW THE SUBDIVISION OF ONE PARCEL INTO A 54-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT LOCATED AT 10130 ADELLA AVENUE, AND FINDING THE PROJECT CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, Nick Patterson, on behalf of City Ventures (the "Applicant"), filed a complete application requesting approval of a Vesting Tentative Tract Map (TTM) to allow the subdivision of one parcel into 54 condominium units in connection with a proposed residential development located at 10130 Adella Avenue (the "Project"); and

WHEREAS, the Project site comprises approximately 2.02 acres, identified as Assessor's Parcel Number 6221-026-020, and is located within the Industrial Flex (IF) zone of the Tweedy Boulevard Specific Plan (TBSP) area; and

WHEREAS, the Project involves new construction of 54 residential condominium units (for sale), comprising three-story attached townhomes in six buildings, and six (12 percent) of the units will be provided to moderate-income buyers; and

WHEREAS, Pursuant to South Gate Municipal Code (SGMC) Section 12.10.060, the Vesting TTM shall be heard by the Planning Commission at a scheduled hearing; and action shall be taken to approve, conditionally approve, or disapprove such TTM; and

WHEREAS, notice of the Planning Commission public hearing of March 18, 2025, was published in compliance with State law in a local newspaper of general circulation. In addition, a public notice was mailed 10 days in advance of the hearing to each property owner, occupants and resident within a 1,000-foot radius of the project site, indicating the date and time of the public hearing in accordance with California Government Code 65091; and

WHEREAS, on March 18, 2025 the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Vesting TTM, including without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, the Planning Commission reviewed the Project's environmental impacts under the California Environmental Quality Act (CEQA) and determined the Project qualifies for a Categorical Exemption under Section 15332 (Class 32 – Infill Development Projects) of the CEQA Guidelines; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met.

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission finds that the approval of the Vesting TTM is consistent with the General Plan and zoning regulations, promotes the orderly development of the area, and supports housing opportunities in accordance with City policies and State laws.

SECTION 3. The Planning Commission reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines") and finds the project to be exempt under a Class 32 Categorical Exemption pursuant to Section 15332 (Class 32 – Infill Development Projects) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

SECTION 4. The Planning Commission hereby approves the Vesting Tentative Tract Map No. 84531 to allow the subdivision of one parcel into 54 residential condominium units for a development located at 10130 Adella Avenue, subject to the execution and fulfillment of Conditions of Approval set forth in Exhibit "A" attached to this Resolution.

SECTION 5. The Secretary of the Planning Commission shall certify the adoption of this Resolution and shall maintain a copy in the official records of the City.

This recommendation was adopted by the following vote at the Planning Commission meeting of March 18, 2025.

AYES:

NOES:

Approved and ADOPTED this 18th of March 2025.

_____
John F. Signo, AICP
Planning Manager

APPROVED:

_____
Jimmy Ozaeta
Chairperson
City Planning Commission

Exhibit "A"
CONDITIONS OF APPROVAL (Tentative Tract Map No. 84531)

Violation of, or noncompliance with, any of these conditions shall constitute grounds for revocation of this permit:

Planning Division

1. The Applicant shall agree to defend, indemnify and hold harmless the City of South Gate, its agents, officers, and employees from any claim, action, or proceeding against the City of South Gate or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of South Gate, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of South Gate will promptly notify the Applicant of any such claim, action, or proceeding against the City of South Gate and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of South Gate fails to promptly notify the Applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of South Gate. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the Application, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The approval for this Vesting Tentative Tract Map shall expire two years following the date of approval by the Planning Commission, consistent with the provisions of the Subdivision Map Act, as it exists or may be subsequently amended in Title 7, Division 2 of the Government Code, state of California, commencing with Section 66410.

5. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

6. This Vesting Tentative Tract Map approval shall be contingent upon obtaining approval of Administrative Plan Review and Design Review for the proposed Project.

7. The Applicant and property owner shall agree in writing to the above conditions.

Public Works Department

General Conditions

8. Prepare street, drainage, water, sewer, grading, lighting, landscaping, irrigation, signing and striping improvement plans showing all existing and proposed public works improvements and dry utilities as outlined below. Said plans shall be prepared by a registered Civil Engineer on City approved title blocks.

9. Provide an engineer's estimate for all public works improvements and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.

10. Developer shall deposit $5,000 with the City to cover the City's cost for review of pre-development submittals such as preliminary plans, including traffic, civil, planning and environmental consultants, etc.

11. The developer shall pay Road Mitigation fees in accordance with the latest fee schedule. Residential Development fee is calculated at $2,492 per dwelling unit, unless otherwise exempt from the Road Mitigation Ordinance or waived by the City Council.

12. The developer shall pay LID Plan Check fees. Review is done by City's Environmental Consultant, John Hunter & Associates.

13. Pay permit, construction management and inspection fees associated with this project in accordance with the latest Public Improvement Plan Check fee schedule at the time of permit issuance and inspection.

14. Coordinate all Public Works improvements inspection with the Public Works Department at least 48 hours prior to commencing work. Contact Jose Loera at (323) 563-9578 to arrange for a Public Works Inspection.

15. Developer's contractor, subcontractors, and consultants working on this project must obtain and pay City Business License and permits fees.

16. Prior to the City's acceptance of the public improvements, developer shall submit a refundable deposit in the amount of $3,000, which will be refunded upon receipt of "Record Drawings" for all the required improvements on approved Mylar(s) and AutoCAD files on a CD.

17. Comply with the requirements of the Americans with Disabilities Act (ADA compliance) in regards to access ramps, sidewalks, driveway and any public access pathways.

18. Comply with the City's Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.

19. Developer to contact the City's Waste Hauling Company (Universal Waste System) at (562) 334-3660 and obtain approval for the location of waste disposal container(s), including facilities for recycling.

20. The developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations.

21. Developer to coordinate with Southern California Edison Company for any improvements within their right-of-way.

Streets

22. Remove and reconstruct any and all damaged/or deficient existing improvements including but not limited to driveways, access ramps, curb and gutter, sidewalk within the parkway along the perimeter of the proposed development. Existing sidewalks with non-compliant ADA cross slopes exceeding 2% shall be replaced.

23. Construct new driveways at least 3 feet (for residential streets) away from any above-ground obstructions in the public right-of-way to the top of the driveway. Otherwise, the obstruction shall be relocated at the developer's expense. Ensure that each driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the review and approval of the City Engineer.

24. Proposed new driveways will meet the classification of commercial driveways (Minimum width required is 26 feet).

25. Slurry seal existing asphalt from the edge of the property line to the center of the street along the property frontage on Lagacy Lane and Adella Avenue. Restore signing and striping as needed. Limits of work to be identified on the civil improvement plans and approved by the City.

26. Developer shall execute a landscape maintenance agreement for the off- site landscape and irrigation system.

27. Construct new tree wells and plant new 48-inch boxed street trees on Legacy Lane and Adella Avenue. Install and weld decorative cast iron tree well covers. The species of any new street trees shall be in accordance with the Citywide Tree Master Plan. All tree wells shall be irrigated with dedicated irrigation line.

28. Proposed landscape shall be designed to incorporate water conservation techniques through application of xeriscape landscaping principles. Landscape plan to include low-water demanding plants with limited turf, efficient irrigation system and use of California native plants.

29. Limits of work to be identified on the civil improvement plans and approved by the City Engineer.

30. Any damages done to existing public improvements during construction shall be removed and replaced to original condition per the satisfaction of the City Engineer.

31. Any cross flow drainage from the property over the sidewalks is not permitted. Construct parkway drains as required.

32. Where utility cuts on concrete pavement are proposed, the entire concrete panel shall be removed and reconstructed from scoreline to scoreline.

33. Centerline ties, property corners and benchmark monument shall be preserved in the public right of way. In the event that ties, property corners and benchmark monuments are disturbed or removed, a licensed surveyor shall re-establish and file required corner record survey with the Los Angeles County Surveyors office. All recorded copies of the documents shall be submitted to the City along with the final set of as-built plans.

34. In order to meet the City's Lighting Master Plan, developer shall verify that the frontage of the proposed development meets the Illuminating Engineering Society (IES) minimum standards for streetlight illumination for Legacy Lane and Adella Avenue. If deemed insufficient, developer shall design and construct the necessary lighting improvements. Provide a photometric analysis for Legacy Lane and Adella Avenue. Install new streetlights if lighting distribution is inadequate.

35. Paint property address on the curb, in front of the proposed development, to the City and Fire Departments satisfaction.

36. Close existing driveway(s) on Adella Avenue and Legacy Lane, which will no longer be in use as part of the new development and replace with new curb and gutter and full-width sidewalk to match existing.

Right-Of-Way Easements and Tract map

37. Developer shall prepare and process documents for a Tract Map. The Tract Map shall be effective when the certificate of compliance and deed(s) has/have been recorded. No permit will be issued prior to recordation.

38. Additional dedication may be required at the proposed driveways to meet and comply with ADA requirements. Proposed driveways should provide pedestrian access across it with cross slope not exceeding 2% and maintain minimum width of 4-foot.

39. Developer shall submit the required document for the roadway dedication or any proposed easements. Comply with all requirements of the Subdivision Map Act, the City of South Gate Municipal Code and all the applicable state and local laws.

Grading and Drainage

40. Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which establishes regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit.

41. Comply with the City's Storm Water Management Ordinance. Implement all NPDES requirements and Best Management Practices during and after construction. Provide and obtain approval of a site-specific Erosion Control Plan.

42. Submit a Grading and Drainage plans prepared by a Registered Civil Engineer to the satisfaction of the Public Works Department and Building Division. Show all existing and proposed driveways, curb & gutter, sidewalks, curb ramps, street trees, tree wells, street lights, street signs, power poles, fire hydrants, utility boxes, meters, curb drains, etc. on the plans. Provide LID Plan and calculations required to address storm water discharge and NPDES requirements by City's Environmental Consultant, John Hunter and Associates (See attached requirements).

43. Submit Geotechnical reports, including but not limited to infiltration, percolation reports.

44. All on-site parking and circulation areas shall be paved as required by a pavement engineering or geotechnical report prepared by a Registered Civil Engineer, subject to the review and approval of the Public Works and Community Development Departments.

45. Provide a final detailed drainage study (prepared by a registered/licensed civil engineer) for review and approval. The study shall include existing and proposed hydrologic conditions as well as hydraulic calculations (per Los Angeles County format) for all drainage control devices and storm drain lines.

46. Grading plan will include geotechnical and geologist certification, stating that grading plan has been reviewed and found to be in conformance with the recommendations as outlined in the soils and geological report.

47. Historical or existing storm water flow from adjacent lots must be received and directed by gravity to the street, a public drainage facility, or an approved drainage easement.

48. Dust control operations shall be performed by the developer at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The developer is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).

Sewer

49. The developer shall prepare a comprehensive Sewer Capacity Study signed and stamped by a registered Civil Engineer addressing the sewer needs of the new proposed site and pay all required review fees. Initial deposit of $761 is required to initiate the plan check. Actual costs of the review will be billed to the developer as the plan check progresses. Based on the Sewer Capacity Study, the developer might be required to pay for any necessary sewer upgrades. The limits of the upgrades shall be to the downstream point of connection to where sufficient capacity exists. If in case the sewer connection is made to Los Angeles County sewer system, the developer may need to coordinate and get approval from Los Angeles County Sanitation District and pay any associated County fees.

50. Install adequate sewer lateral(s) to serve the proposed development, and abandon any existing sewer laterals at the main line and sewer cleanouts that will not be used, to the satisfaction of the Public Works and Building & Safety Departments. Sewer laterals will be abandoned in place with either cement slurry backfill or concrete bulkhead plug per City Standard Plans.

51. The developer shall consult the City Engineer to determine the sewer location and design requirements. Relocation of any public sewer lines shall be subject to approval by the City Engineer. Pavement moratorium applies.

Water

52. Conduct a Water System Capacity Study and provide a copy of the report to the City for review and approval. If higher water needs are determined, then the developer will pay for any water upgrade needed to meet the demand. Developer to pay for all costs incurred for the review of the capacity study.

53. The developer shall submit water calculation for the City to run the calculations in the City's water module. The developer shall pay the water module capacity study at cost.

54. All proposed improvements shall be served by adequately sized to accommodate the total domestic, landscape and fire flows. Plans shall include size, type and location of the proposed fire hydrants approved by the Los Angeles Fire Department (LAFD). Provide fire flow calculations to justify the size and the velocity in the pipe (not to exceed 10 ft/sec)

55. Coordinate with the City's Water Division regarding removal of all existing water meters that will not be used by the development.

56. Existing water meter needs to be relocated or abandoned. Water meters are not allowed along driveways.

57. Abandon existing water meters shall be capped at the main line.

58. Developer shall pay Water Development Impact Fees per the latest City Fee Schedule. Fee is dependent on water meter sizes. Development Water Impact fees are paid at the time of obtaining the building permit.

59. Relocation of any public water lines shall be subject to approval by the City Engineer.

60. The developer shall prepare a traffic study, signed and stamped by a registered Civil or Traffic Engineer, evaluating public health and safety issues, as well as traffic circulation and operations for both pedestrian and vehicular traffic within a 300-foot radius of the development. The analysis shall address student and pedestrian safety, traffic flow, emergency and non-emergency access, line of sight and internal circulation to assure for appropriate design for trash removal, on-site maneuvering, etc. within the site design as presented. As part of the project, the applicant is required to replace the existing "K-rail" barrier near the intersection of Adella and Legacy Lane with an automated arm gate, or like device (Automated Unit) to allow emergency vehicle access and non-restricted access at designated times, as determined by the City. The Automated Unit's design and installation shall be subject to the review and approval of the Director of Public Works and will be maintained and operated by the City. Additionally, the analysis shall determine whether additional safety measures are needed to enhance student and pedestrian safety, such as signage, crosswalks, and traffic striping. New traffic signals, traffic signal modifications and/or traffic signal synchronization improvements are not a requirement of this project.

61. Internal circulation, particularly where there are trash pick-ups should be shown accommodating the vehicles that will serve the development.

62. Clear unobstructed sight distance lines shall meet AASHTO guidelines and shall be shown on the improvement plans at intersections and/or driveways.

63. Upon completion of construction, developer shall remove temporary construction markings (USA marking).

64. All public and private signage and markings for vehicular traffic shall conform to the provisions of the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Utilities

65. Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site.

66. All existing on-site utility lines and existing utility lines serving the proposed development, that conflict with the project, shall be relocated, removed, or abandoned at the developer's expense to the satisfaction of the City Engineer. Pavement moratorium shall apply.

67. For all electrical needs the developer will coordinate with SCE Planner.

68. Any significant proposed utility underground vaults or meter shall be located away from the proposed driveways.

69. Remove any abandoned above ground utilities within the Parkway area including but not limited service pedestals, pull boxes, etc.

70. All proposed on-site sewer, water, and drainage facilities shall be private system(s) maintained by the property owner.

71. All new utilities serving the property (Power, telephone, and cable television services, etc.) shall be underground. Pavement moratorium shall apply.

Use and Occupancy

72. Complete Public Works improvements prior to issuance of certificate of occupancy. Developer may consult the Department of Public Works to request approval to implement and/or construct public improvements required in the conditions of approval after the certificate of occupancy is issued. The Department of Public Works may approve and/or deny approval of the request, partially or in its entirety, at the full discretion of the Assistant City Manager/Director of Public Works. Any public improvements not completed prior to issuance of certificate of occupancy shall require the developer to enter into a development agreement and post the necessary securities in the amount approved by the Assistant City Manager/Director of Public Works and in a form approved by the City Attorney. All public improvements shall be completed at the developer's cost.

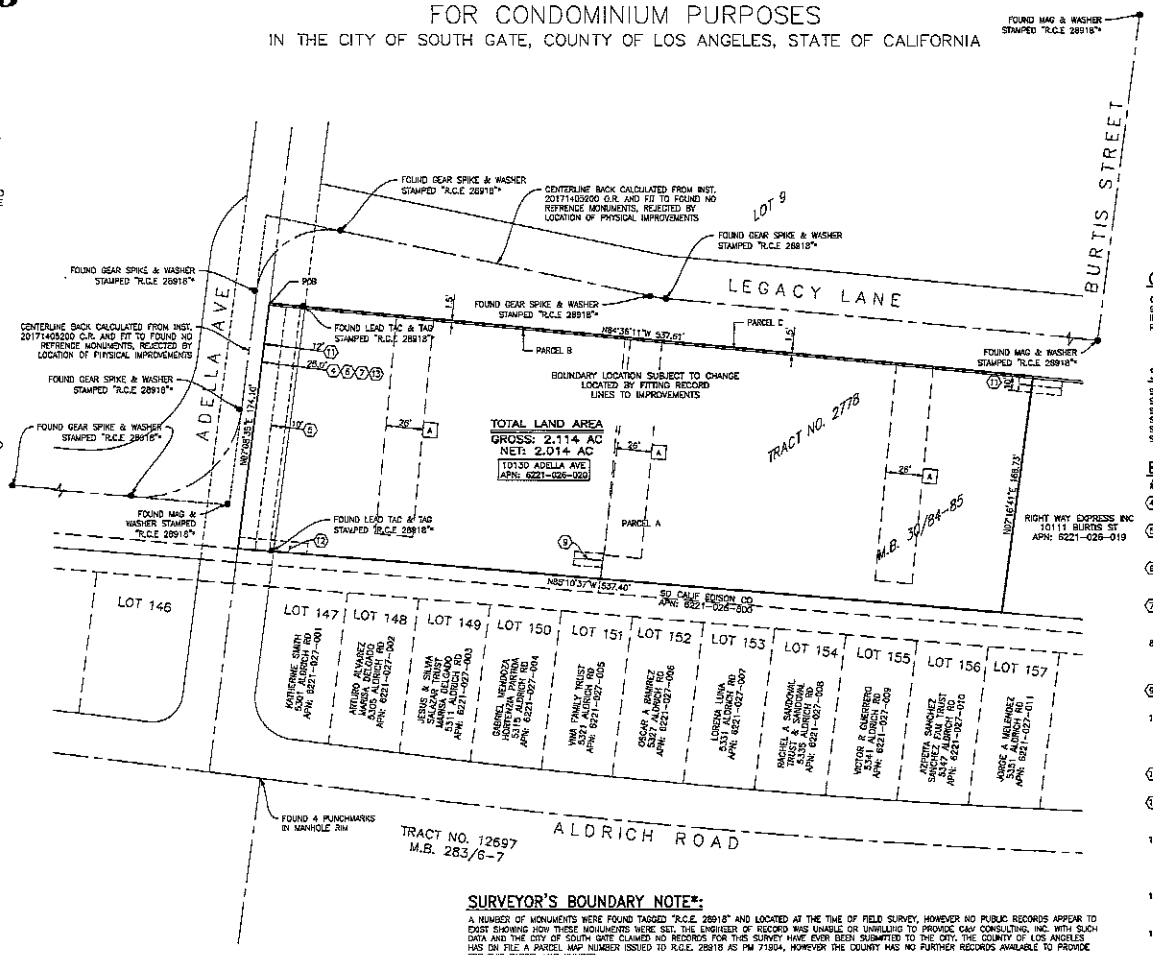
73. The City reserves the right to add additional conditions as deemed necessary to comply with health and safety requirements.

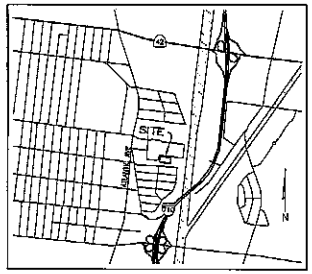
ATTACHMENT B

VESTING TENTATIVE TRACT MAP NO. 84531

FOR CONDOMINIUM PURPOSES

IN THE CITY OF SOUTH GATE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA





VICINITY MAP
N.T.S

LEGAL DESCRIPTION:

PARCEL A:
THAT PORTION OF LOT 9 OF TRACT NO. 2778, IN THE CITY OF SOUTH GATE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30 PAGES 84 AND 85 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT 9, DISTANT SOUTH 0° 155' 30" WEST 517.68 FEET FROM THE NORTHWESTERLY CORNER OF SAID LOT 9; THENCE SOUTH 84° 47' 20" EAST 537.61 FEET; THENCE SOUTH 7° 05' 32" WEST 197.19 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF A 10.00 FOOT STRIP OF LAND WHICH IS THE PROPERTY OF SOUTHERN CALIFORNIA EDISON COMPANY, AS RECORDED IN BOOK 5954, PAGE 384 OFFICIAL RECORDS OF SAID COUNTY; THENCE NORTH 89° 21' 30" WEST ALONG THE NORTHERLY LINE OF SAID 10.00 FOOT STRIP, 537.32 FEET TO THE WESTERLY LINE OF SAID LOT 9; THENCE NORTH 0° 55' 55" SOUTH EAST ALONG THE WESTERLY LINE OF SAID LOT 9, 172.57 FEET TO THE POINT OF BEGINNING.

PARCEL B:
THAT PORTION OF LOT 9 OF TRACT NO. 2778, IN THE CITY OF SOUTH GATE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30, PAGES 84 AND 85 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
THE SOUTHERLY 1.50 FEET OF PARCEL 2 OF THE PROPERTIES DESCRIBED IN A CORPORATION GRANT DEED TO DONALD RAWLINS, MARIAN F. RAWLINS, AND THE CROCKER BANK AS TRUSTEES OF THE RAWLINS FAMILY TRUST UNDER TRUST INSTRUMENT DATED NOVEMBER 15, 1983, RECORDED ON SEPTEMBER 11, 1984 AS INSTRUMENT NO. 84-1090427 OFFICIAL RECORDS, IN THE OFFICE OF SAID COUNTY RECORDER. TOGETHER WITH THE SOUTHERLY 1.50 FEET OF THE LAND DESCRIBED IN PARCEL 3 OF THE DEED RECORDED ON AUGUST 31, 1981 AS INSTRUMENT NO. 81-872668 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER.

PARCEL C:
THAT PORTION OF LOT 9 OF TRACT NO. 2778, IN THE CITY OF SOUTH GATE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30, PAGES 84 AND 85 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
THE SOUTHERLY 1.50 FEET OF THE LAND DESCRIBED IN PARCEL 1 OF THE DEED RECORDED ON AUGUST 31, 1981 AS INSTRUMENT NO. 81-872668 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER.
APN: 6221-026-020

VESTED OWNER:

10130 ADELLA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AS TO PARCELS A AND C; AND GREG SOLASS, A MARRIED MAN AS HIS SOLE AND SEPARATE PROPERTY AS TO 50% INTEREST AND PETER J. POLOS AND KRISTIE C. POLOS, AS TRUSTEE OF THE PETER AND KRISTIE POLOS FAMILY TRUST, U/D/T SEPTEMBER 11, 2017 AS TO 50% INTEREST, ALL AS TENANTS IN COMMON AS TO PARCEL B

SITE ADDRESS:

10130 ADELLA AVE,
SOUTH GATE, CA 90280

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING N68°22'17.1"W BETWEEN CALIFORNIA SPATIAL REFERENCE CENTER, CSRC, CONTINUOUSLY OPERATING REFERENCE STATIONS, CORS, "SGIS" AND "WHMS"

DATUM STATEMENT:

ALL COORDINATES SHOWN HEREON ARE GRID VALUES BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE V,(2017.5 EPOCH), IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTION 8801-8819. ALL DISTANCES SHOWN HEREON ARE GROUND VALUES IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED. A COMBINATION SCALE FACTOR OF 0.9999778830 WAS USED FOR THIS PROJECT AT NEWTHING 1810422.704, EASTING 6508474.051. TO OBTAIN GRID DISTANCES, MULTIPLY GROUND DISTANCES BY THE COMBINATION SCALE FACTOR

	NORTHING	EASTING
BGIS	1810453.394	6513246.632
WHMS	1800292.278	6487819.932
DYH2	1799957.152	6523006.366

BENCHMARK STATEMENT:

LOS ANGELES COUNTY BENCHMARK NO. FY10721

ELEV: 93.578 (NAVD88)

DESCRIBED AS: LOS ANGELES COUNTY BENCHMARK TAG IN NORTH CURB 1 FOOT WEST OF BEGIN CURB RETURN @ NORTH EASTERLY CORNER IMPERIAL HWY & ATLANTIC BLVD (TABLE A-5)

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X, AREA WITH REDUCED FLOOD RISK DUE TO LEVEE" PER FEMA MAP NO. 06037C1610F, A PRINTED PANEL, EFFECTIVE SEPTEMBER 26, 2008 (TABLE A-3).

LAND USE SUMMARY:

GROSS AREA: 2.114 AC
NET AREA: 2.014 AC
TOTAL PROPOSED LOTS: 1
TOTAL PROPOSED DWELLING UNITS: 54

SURVEYOR'S STATEMENT:

THE SURVEY ON WHICH THIS VESTING TENTATIVE MAP IS BASED WAS DONE BY ME, OR UNDER MY DIRECTION. FIELDWORK WAS COMPLETED ON DECEMBER 14, 2023.

DANE P. MCDOUGALL, L.S. 9297

ENGINEER'S STATEMENT:

THIS VESTING TENTATIVE MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION ON JUNE 12, 2024.

RYAN J. BITTENER, R.C.E. 88167

PROPOSED EASEMENTS:

[A] INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES DEDICATED TO THE CITY OF SOUTH GATE

NOTE:

1) PURSUANT TO SUBDIVISION MAP ACT SECTION 66456.1(a), MULTIPLE FINAL MAPS MAY BE FILED ON THIS TENTATIVE MAP.

SURVEYOR'S BOUNDARY NOTE*:

A NUMBER OF MONUMENTS WERE FOUND TAGGED "R.C.E. 28918" AND LOCATED AT THE TIME OF FIELD SURVEY, HOWEVER NO PUBLIC RECORDS APPEAR TO EXIST SHOWING HOW THESE MONUMENTS WERE SET. THE ENGINEER OF RECORD WAS UNABLE OR UNWILLING TO PROVIDE C&V CONSULTING, INC. WITH SUCH DATA AND THE CITY OF SOUTH GATE CLAIMED NO RECORDS FOR THIS SURVEY HAVE EVER BEEN SUBMITTED TO THE CITY. THE COUNTY OF LOS ANGELES HAS ON FILE A PARCEL MAP NUMBER ISSUED TO R.C.E. 28918 AS PM 71904, HOWEVER THE COUNTY HAS NO FURTHER RECORDS AVAILABLE TO PROVIDE FOR THIS PARCEL MAP NUMBER.

A TITLE SEARCH WAS ABLE TO LOCATE THE RECORD DOCUMENT WHICH CREATED LEGACY LANE AS INSTRUMENT NO. 20171405200 O.R. SAID DOCUMENT CONTAINS A LEGAL DESCRIPTION STAMPED BY R.C.E. 28918 WHICH MAKES REFERENCE TO THE FILING OF PARCEL MAP NO. 71904 AND HOW ONCE THE MAP IS RECORDED, IT SHALL SUPERCEDE THE RECORDED DESCRIPTION. FROM THIS DOCUMENT A RECONSTRUCTION OF HOW THESE MONUMENTS MAY CONTROL THE STREET EASEMENT WAS PUT TOGETHER WHICH IS SHOWN HEREON.

THE CITY OF SOUTH GATE WAS ABLE TO PROVIDE C&V CONSULTING, INC. WITH THE AS-BUILT DRAWINGS FOR LEGACY LANE'S CONSTRUCTION. USING THIS INFORMATION AND PHYSICAL EVIDENCE OBSERVED AND LOCATED AT THE TIME OF THE FIELD SURVEY WE HAVE CONCLUDED THAT THE FOUND MONUMENTS "R.C.E. 28818" ARE SIGNIFICANTLY OFF FROM THE PHYSICALLY BUILT IMPROVEMENTS AND THEREFORE HAVE UNIVERSALLY BEEN REJECTED BY THIS SURVEY.

AN EXTENSIVE SEARCH FOR OTHER SURROUNDING MONUMENT MONUMENTS WAS MADE THROUGHOUT THE AREA TO CORROBORATE THE REJECTION OF THE FOUND "R.C.E. 28918" MONUMENTS, HOWEVER A VERY LIMITED NUMBER OF OTHER MONUMENTS PRESENTLY EXIST. THEREFOR THIS SURVEY'S BOUNDARY IS ESTABLISHED BY BEST FITTING RECORD INFORMATION TO THE OBSERVED PHYSICAL LOCATION OF IMPROVEMENTS, WHICH RESULTS IN THE RECORD DATA OF ADELLA AVENUE AND ALDRICH ROAD ALIGNING WITH THE INTERSECTION OF 4 PUNCH MARKS FOUND ON A MANHOLE RIM AT THAT CENTERLINE INTERSECTION.

CIVIL ENGINEER:

C&V CONSULTING, INC.
9530 IRVINE CENTER DRIVE
IRVINE, CA 92618
PHONE: (949) 445-1833

SUBDIVIDER:

CITY VENTURES HOMEBUILDING, LLC
3121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7515

SHEET INDEX:

SHEET NO.	
SHEET 1	TENTATIVE TRACT MAP
SHEET 2	PRELIMINARY SITE PLAN
SHEET 3	PRELIMINARY GRADING
SHEET 4	PRELIMINARY UTILITY PLAN
SHEET 5	PRELIMINARY ERE ACCESS & HYDRANT LOCATION PLAN

LEGEND:

-℄- CENTERLINE
SUBDIVISION BOUNDARY
EASEMENT
EX. LOT LINE
EX. R/W
TIE

EXISTING EASEMENTS:

DENOTES PLOTTED ITEM.

(4) AN EASEMENT FOR ROAD PURPOSES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 21675 PAGE 346 OF OFFICIAL RECORDS.

(5) AN EASEMENT FOR POLE LINES, GUYS, ANCHORS AND INCIDENTAL PURPOSES, RECORDED MARCH 29, 1945 AS INSTRUMENT NO. 1681 IN BOOK 21851, PAGE 22 OF OFFICIAL RECORDS.

(6) AN EASEMENT FOR ROAD AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED APRIL 12, 1945 AS INSTRUMENT NO. 135 IN BOOK 21853, PAGE 227 OF OFFICIAL RECORDS.

(7) AN EASEMENT FOR PUBLIC STREET, ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1946 AS INSTRUMENT NO. 2505 IN BOOK 23393, PAGE 267 OF OFFICIAL RECORDS.

8 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JANUARY 6, 1955 AS INSTRUMENT NO. 3460 OF OFFICIAL RECORDS.

EASEMENT PLOTS OUT OF AREA AND WAS QUITCLAIMED BY INST. 20181156744

(9) AN EASEMENT FOR AN ELECTRIC LINE AND INCIDENTAL PURPOSES, RECORDED APRIL 5, 1955 AS INSTRUMENT NO. 2315 OF OFFICIAL RECORDS.

10 AN EASEMENT FOR POLE AND APPURTENANT ELECTRICAL FACILITIES AND INCIDENTAL PURPOSES.
RECORDED NOVEMBER 4, 1955 AS INSTRUMENT NO. 3845 OF OFFICIAL RECORDS.

NO PLOTTABLE LEGAL DESCRIPTION

(11) AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES. RECORDED MAY 1, 1956 AS INSTRUMENT NO. 4288 IN BOOK 51054, PAGE 208 OF OFFICIAL RECORDS.

(12) AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH AND COMMUNICATION STRUCTURES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 16, 1965 AS INSTRUMENT NO. 3191 OF OFFICIAL RECORDS.

13 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SOUTH GATE APPROVING LOT LINE ADJUSTMENT NO. 69, A CERTIFIED COPY OF WHICH RECORDED NOVEMBER 27, 1986 AS INSTRUMENT NO. 86-1917935 OF OFFICIAL RECORDS.

NO MATERIAL DISCREPANCY

15 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED JANUARY 12, 2009 IN BOOK 220, PAGE 59 OF RECORD OF SURVEYS.
NO MATERIAL DISCREPANCY

16 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED JULY 26, 2010 IN BOOK 253, PAGE 99 OF RECORD OF SURVEYS.

SAME AS ITEM 15.

UTILITY PURVEYORS & SERVICES:

WATER & SEWER:	CITY OF SOUTH GATE	(323) 563-8566
ELECTRIC:	SOUTHERN CALIFORNIA EDISON	(800) 655-4555
GAS:	THE SOUTHERN CALIFORNIA GAS COMPANY	(800) 427-2200
CABLE TV AND TELEPHONE:	SPECTRUM	(855) 840-7357
TRASH/RECYCLING:	UNIVERSAL WASTE SYSTEM	(562) 334-3690

SCALE: 1" = 40'
0 20 40 80

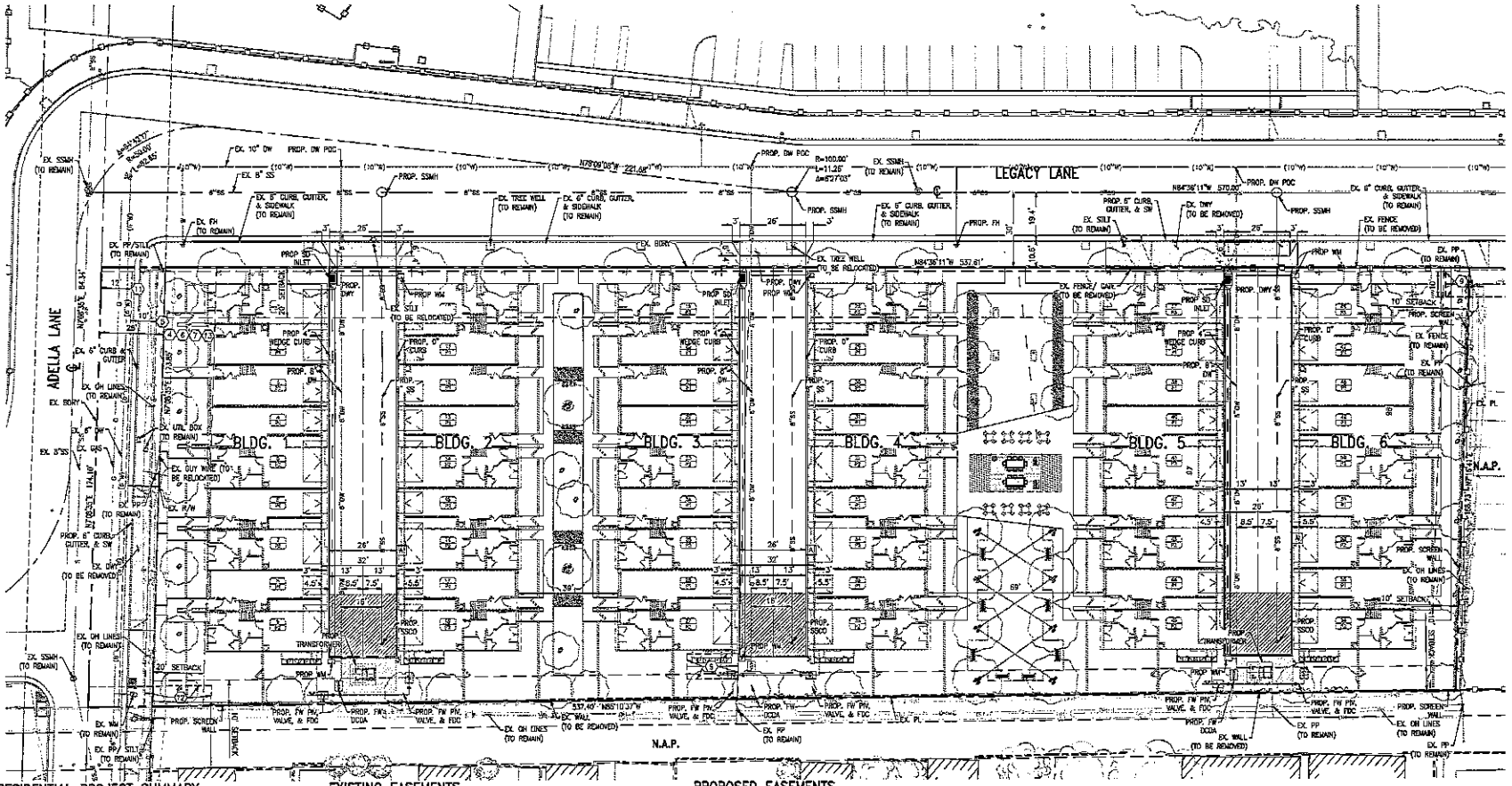
PREPARED BY:
C&V CONSULTING, INC.
CIVIL ENGINEERING
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9530 IRVINE CENTER DRIVE
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PREPARED FOR:
City Ventures
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF SOUTH GATE
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84531
VESTING TENTATIVE TRACT MAP
10130 ADELLA AVENUE
SOUTH GATE, CALIFORNIA 90280

PROJECT NO. CVEN-180
SHEET 1 OF 5



LEGEND:

- LOT LINE
- SETBACK LINE
- EASEMENT LINE
- CENTERLINE
- EX. R/W
- EX. BOUNDARY
- 8" DW — PROP. DW MAIN
- DW — PROP. DW LATERAL
- 6" SS — PROP. SS MAIN
- SS — PROP. SS LATERAL
- SD — PROP. SD
- G — EX. GAS
- 8" SS — EX. SS
- 12" W — EX. DW
- SD — EX. SD

ABBREVIATIONS:

BNDY	BOUNDARY
CB	CATCH BASIN
CF	CURB FACE
CLF	CHAIN LINK FENCE
CO	CLEANOUT
DCDA	DOUBLE CHECK DETECTION ASSEMBLY
DI	DROP INLET
DW	DOMESTIC WATER
DWY	DRIVEWAY
ELEC	ELECTRIC
ESMT	EASEMENT
EVCS	ELECTRIC VEHICLE CHARGING STATION
EX.	EXISTING
FG	FINISHED GRADE
FL	FLOW LINE
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FS	FINISHED SURFACE
FW	FIRE WATER
GM	GAS METER
INV	INVERT
LP	LOW POINT
MH	MANHOLE
MWS	MODULAR WETLANDS SYSTEM
NTS	NOT TO SCALE
OH	OVERHEAD WIRES
PB	PULL BOX
PED	PEDESTAL
PKWY	PARKWAY
PL	PROPERTY LINE
POC	POINT OF CONNECTION
PP	POWER POLE
PROP.	PROPOSED
R	RADIUS
RFM	RESIDENTIAL FIRE METER
R/W	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FEET
SS	SANITARY SEWER
STD	STANDARD
STLT	STREETLIGHT
TC	TOP OF CURB
TE	TRASH ENCLOSURE
TG	TOP OF GRATED INLET
TYP.	TYPICAL
WM	WATER METER
WV	WATER VALVE

RESIDENTIAL PROJECT SUMMARY

54 UNITS TOTAL
CURRENT/ PROPOSED ZONING – INDUSTRIAL FLEX
25.5 DU/ACRE
2 CAR ATTACHED GARAGES

CONSTRUCTION TYPE
3-STORY TOWNHOMES R2 OCCUPANCY
VB CONSTRUCTION TYPE

PLAN SUMMARY

30	PLAN 1 @	1364 SF	3 BD
18	PLAN 2 @	1658 SF	4 BD
6	PLAN 3 @	1681 SF	4 BD

PARKING SUMMARY

30 U @ 1.5 SPACES	= 45 SPACES
24 U @ 2.5 SPACES	= 60 SPACES
	= 105 SPACES REQUIRED
54 GARAGES X 2 STALLS	= 108 STALLS PROVIDED

SETBACKS

	REQUIRED	PROVIDED
FRONT:	20'	4'-6"
STREET:	20'	15'-24"
INTERIOR:	10'	15'-20"
REAR:	10'	15'-20"

OPEN SPACE

20% TOTAL LOT SIZE	= 18,417 SF (COMMON)
20% OF UNITS NEED 36 SF	= 972 SF (PRIVATE)
	= 19,389 SF (REQUIRED)
240 SF/UNIT	= 13,386 SF (COMMON)
3,982 DECKS + 10,049	= 13,331 SF (PRIVATE)
	= 26,716 SF (PROVIDED)
RESIDENTIAL SITE COVERAGE	= 23%

EXISTING EASEMENTS

(V) DENOTES PLOTTED ITEM

(4) AN EASEMENT FOR ROAD PURPOSES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 21675 PAGE 346 OF OFFICIAL RECORDS.

(5) AN EASEMENT FOR POLE LINES, GUYS, ANCHORS AND INCIDENTAL PURPOSES, RECORDED MARCH 29, 1945 AS INSTRUMENT NO. 1681 IN BOOK 21851, PAGE 22 OF OFFICIAL RECORDS.

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8 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JANUARY 6, 1955 AS INSTRUMENT NO. 3482 OF OFFICIAL RECORDS. EASEMENT PLOTS OUT OF AREA AND WAS QUITCLAIMED BY INST. 20181158744

(9) AN EASEMENT FOR AN ELECTRIC LINE AND INCIDENTAL PURPOSES, RECORDED APRIL 5, 1955 AS INSTRUMENT NO. 2345 OF OFFICIAL RECORDS.

10 AN EASEMENT FOR POLE AND APPURTENANT ELECTRICAL FACILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 4, 1955 AS INSTRUMENT NO. 3846 OF OFFICIAL RECORDS. NO PLOTTABLE LEGAL DESCRIPTION

(11) AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED MAY 1, 1956 AS INSTRUMENT NO. 4260 IN BOOK 51054, PAGE 208 OF OFFICIAL RECORDS.

(12) AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH AND COMMUNICATION STRUCTURES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 16, 1965 AS INSTRUMENT NO. 3191 OF OFFICIAL RECORDS.

13 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SOUTH GATE APPROVING LOT LINE ADJUSTMENT NO. 96. A CERTIFIED COPY OF WHICH RECORDED NOVEMBER 27, 1996 AS INSTRUMENT NO. 96-1917325 OF OFFICIAL RECORDS. NO MATERIAL DISCREPANCY

15 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED JANUARY 12, 2009 IN BOOK 220, PAGE 59 OF RECORD OF SURVEYS. NO MATERIAL DISCREPANCY

16 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED JULY 28, 2010 IN BOOK 233, PAGE 80 OF RECORD OF SURVEYS. SAME AS ITEM 15.

PROPOSED EASEMENTS

[A] INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SECURITY VEHICLE PURPOSES DEDICATED TO THE CITY OF SOUTH GATE

PROJECT AREA

GROSS TOTAL LAND AREA: 2.114 AC
NET TOTAL LAND AREA: 2.014 AC

SCALE: 1" = 20'
0 10 20 40

PREPARED BY:
C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING
9550 IRVINE CENTER DRIVE, IRVINE, CALIFORNIA 92618
(949) 916-3800 INFO@CVCINC.NET WWW.CVCINC.NET

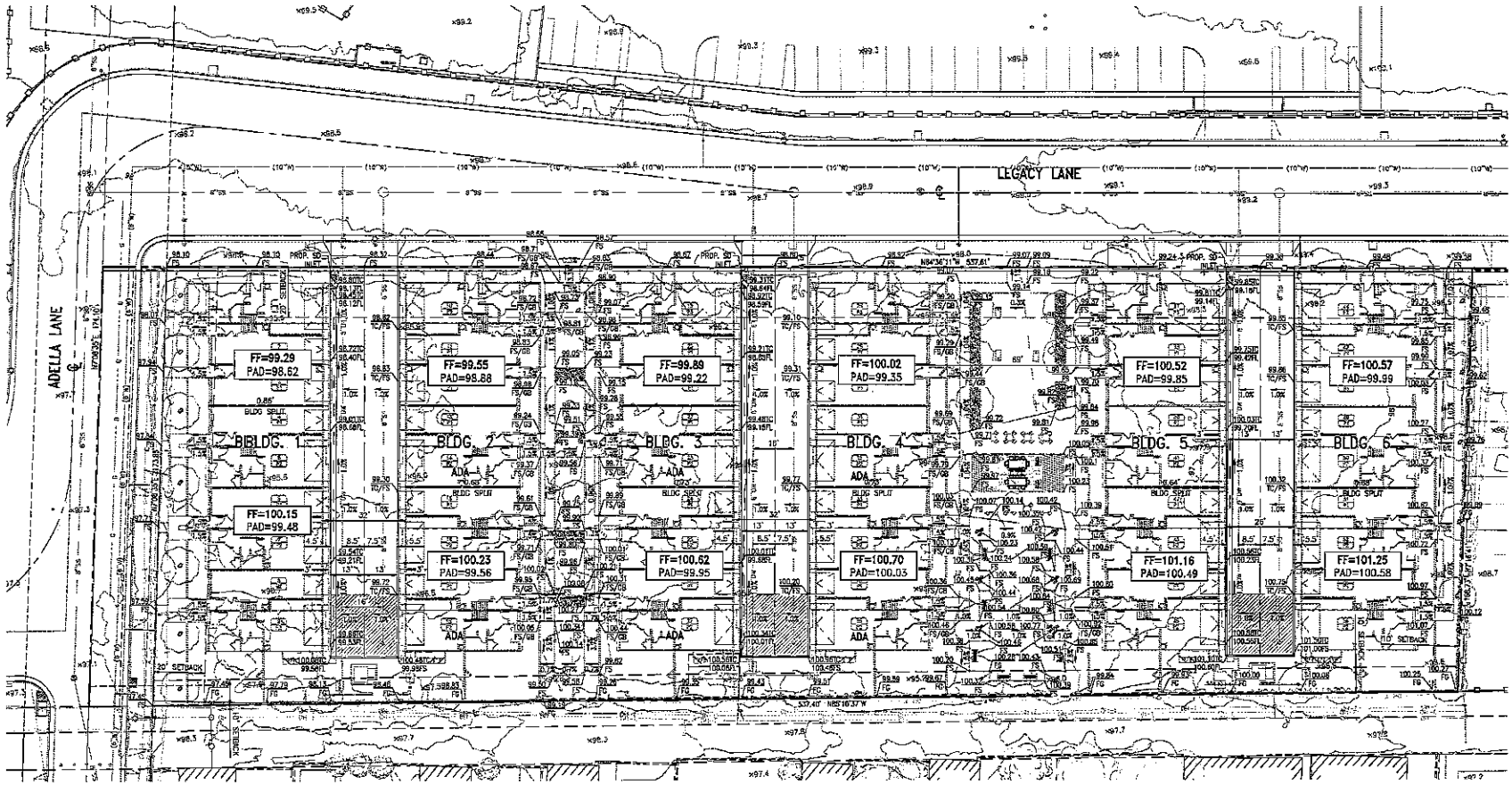
PREPARED FOR:
City Ventures
CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF SOUTH GATE
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84531
PRELIMINARY SITE PLAN
10130 ADELLA AVENUE
SOUTH GATE, CALIFORNIA 90280

PROJECT NO. CVEN-180
SHEET 2 OF 5

294



LEGEND:

- LOT LINE
- SETBACK LINE
- EASEMENT LINE
- CENTERLINE
- EX. R/W
- EX. BOUNDARY
- 8" DW — PROP. DW MAIN
- DW — PROP. DW LATERAL
- 8" SS — PROP. SS MAIN
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LP	LOW POINT
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NTS	NOT TO SCALE
OH	OVERHEAD WIRES
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PKWY	PARKWAY
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POC	POINT OF CONNECTION
PP	POWER POLE
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	RADIUS
RPM	RESIDENTIAL FIRE METER
R/W	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FEET
SS	SANITARY SEWER
STD	STANDARD
STLT	STREETLIGHT
TC	TOP OF CURB
TE	TRASH ENCLOSURE
TG	TOP OF GRATED INLET
TYP.	TYPICAL
WM	WATER METER
WV	WATER VALVE

SCALE: 1" = 20'

0 10 20 40

PREPARED BY:

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CIVIL ENGINEERING
LAND PLANNING & SURVEYING
9620 IRVINE CENTER DRIVE
IRVINE, CALIFORNIA 92618
(949) 916-0600
INFO@CVG-INC.NET
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PREPARED FOR:

City Ventures

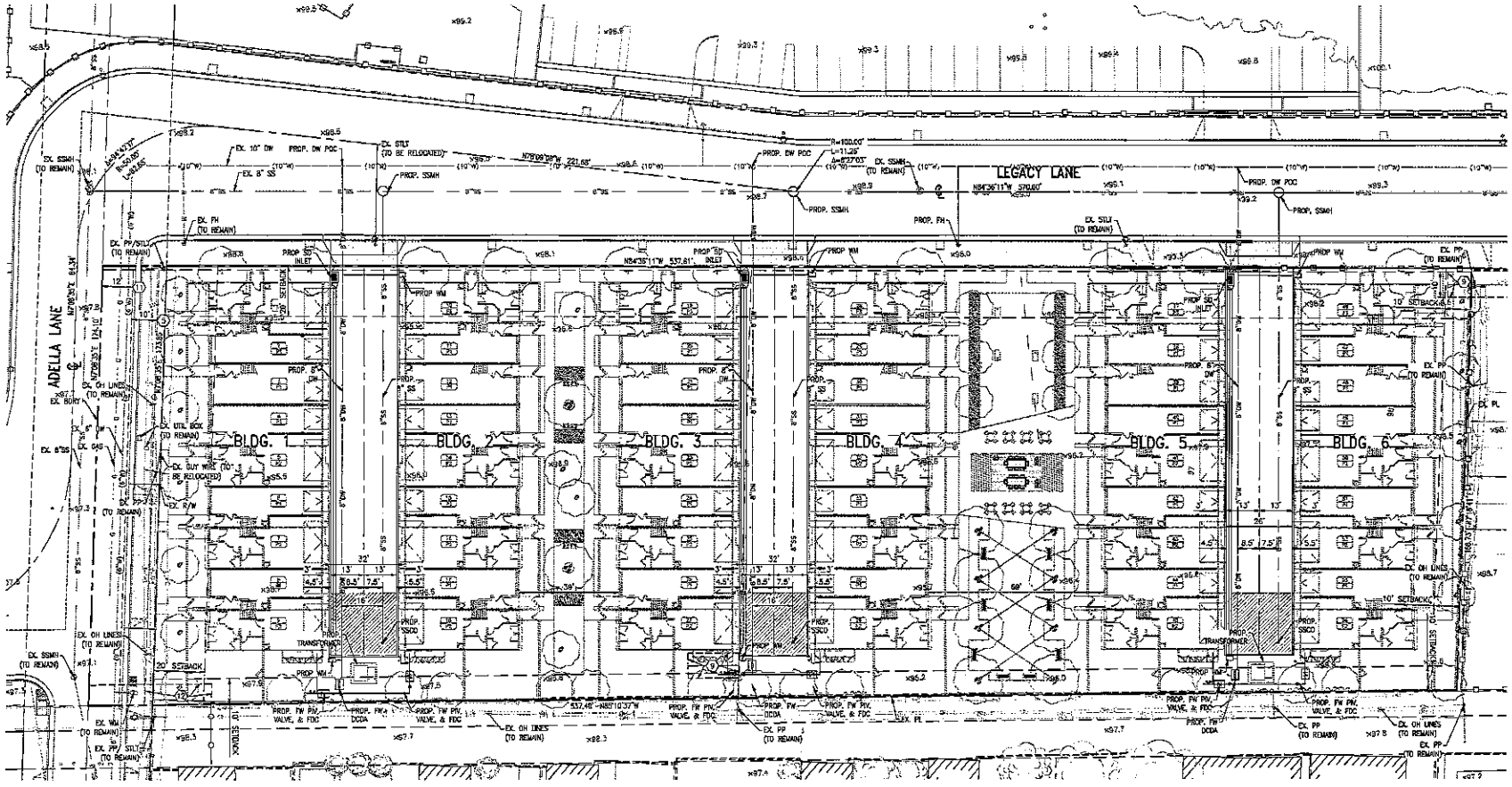
CITY VENTURES HOMEBUILDING, LLC
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CITY OF SOUTH GATE
DEPARTMENT OF PLANNING AND DEVELOPMENT

PROJECT NO. CVEN-180

VESTING TENTATIVE TRACT MAP NO. 84531
PRELIMINARY GRADING PLAN
10130 ADELLA AVENUE
SOUTH GATE, CALIFORNIA 90280

SHEET 3 OF 5



LEGEND:

- LOT LINE
- SETBACK LINE
- EASEMENT LINE
- CENTERLINE
- EX. R/W
- EX. BOUNDARY
- 8" DW — PROP. DW MAIN
- DW — PROP. DW LATERAL
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- G — EX. GAS
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ABBREVIATIONS:

BNDY	BOUNDARY
CB	CATCH BASIN
CF	CURB FACE
CLF	CHAIN LINK FENCE
CO	CLEANOUT
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
	DROP INLET
DW	DOMESTIC WATER
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ELEC	ELECTRIC
ESMT	EASEMENT
EVCS	ELECTRIC VEHICLE CHARGING STATION
EX.	EXISTING
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	FLOW LINE
	FINISHED FLOOR
FH	FIRE HYDRANT
	FINISHED SURFACE
FW	FIRE WATER
GM	GAS METER
INV	INVERT
LP	LOW POINT
MH	MANHOLE
MWS	MODULAR WETLANDS SYSTEM
NTS	NOT TO SCALE
OH	OVERHEAD WIRES
PB	PULL BOX
PED	PEDESTAL
PKWY	PARKWAY
PL	PROPERTY LINE
POC	POINT OF CONNECTION
PP	POWER POLE
PROP.	PROPOSED
	RADIUS
RPM	RESIDENTIAL FIRE METER
R/W	RIGHT OF WAY
SD	STORM DRAIN
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STD	STANDARD
STLT	STREETLIGHT
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7 AN EASEMENT FOR PUBLIC STREET, ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1946 AS INSTRUMENT NO. 2506 IN BOOK 23393, PAGE 287 OF OFFICIAL RECORDS.

8 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JANUARY 6, 1955 AS INSTRUMENT NO. 3480 OF OFFICIAL RECORDS. EASEMENT PLOTS OUT OF AREA AND WAS QUITCLAIMED BY INST. 20181158244

(9) AN EASEMENT FOR AN ELECTRIC LINE AND INCIDENTAL PURPOSES, RECORDED APRIL 5, 1955 AS INSTRUMENT NO. 2315 OF OFFICIAL RECORDS.

10 AN EASEMENT FOR POLE AND APPURTENANT ELECTRICAL FACILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 4, 1955 AS INSTRUMENT NO. 3848 OF OFFICIAL RECORDS. NO PLOTTABLE LEGAL DESCRIPTION

(11) AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED MAY 1, 1956 AS INSTRUMENT NO. 4269 IN BOOK 51054, PAGE 206 OF OFFICIAL RECORDS.

(12) AN EASEMENT FOR UNDERGROUND TELEPHONE, TELEGRAPH AND COMMUNICATION STRUCTURES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 18, 1965 AS INSTRUMENT NO. 3191 OF OFFICIAL RECORDS.

13 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SOUTH GATE APPROVING LOT LINE ADJUSTMENT NO. 88, A CERTIFIED COPY OF WHICH RECORDED NOVEMBER 27, 1996 AS INSTRUMENT NO. 96-1917935 OF OFFICIAL RECORDS. NO MATERIAL DISCREPANCY

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16 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED JULY 26, 2010 IN BOOK 233, PAGE 90 OF RECORD OF SURVEYS. SAME AS ITEM 15.

SCALE: 1" = 20'

0 10 20 40

PREPARED BY:

C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING
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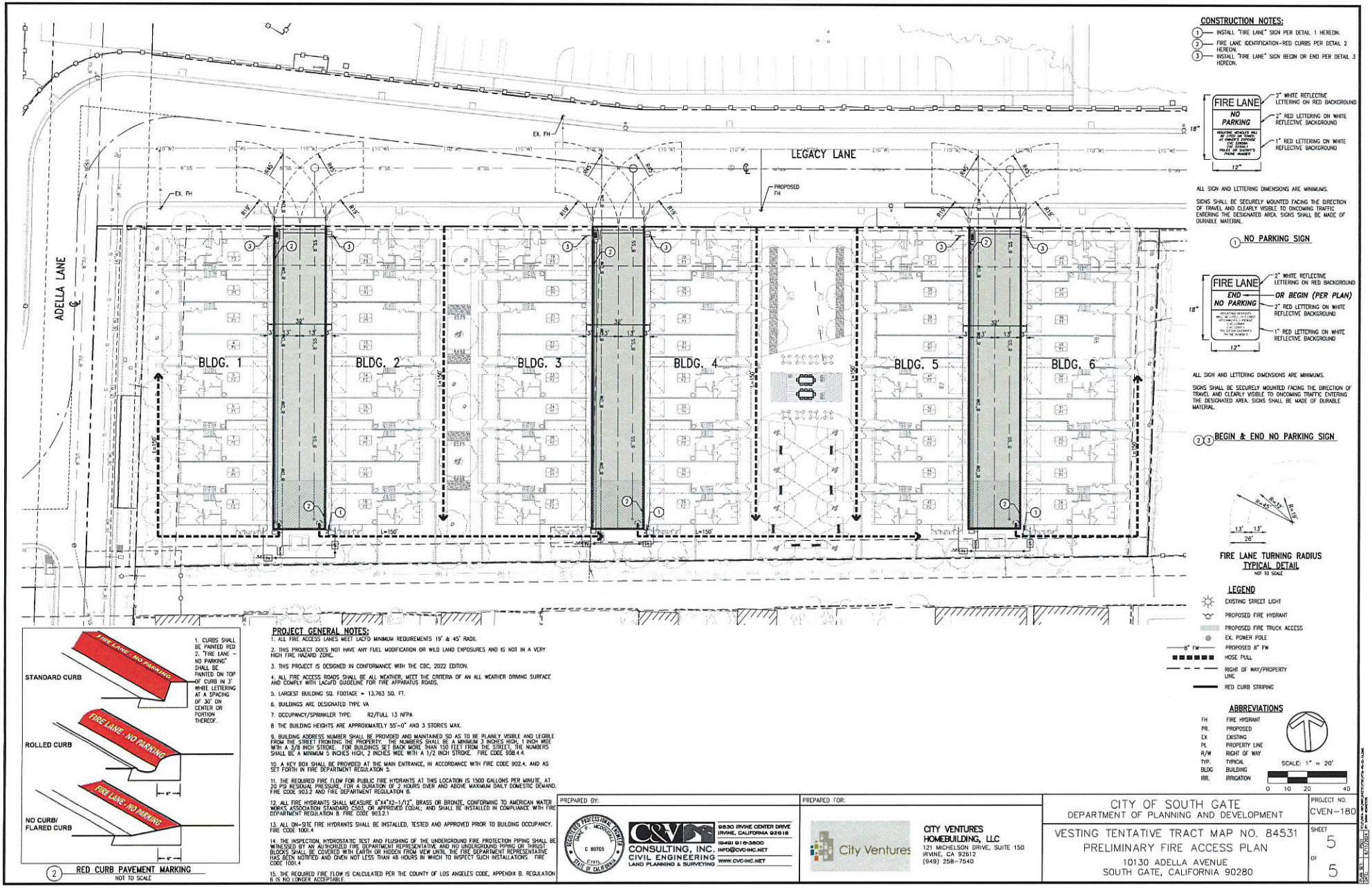
CITY OF SOUTH GATE
DEPARTMENT OF PLANNING AND DEVELOPMENT

PROJECT NO. CVEN-180

VESTING TENTATIVE TRACT MAP NO. 84531
PRELIMINARY UTILITY PLAN
10130 ADELLA AVENUE
SOUTH GATE, CALIFORNIA 90280

SHEET 4 OF 5

291



CONSTRUCTION NOTES:

1. INSTALL "FIRE LANE" SIGN PER DETAIL 1 HEREON.
2. FIRE LANE IDENTIFICATION-RED CURBS PER DETAIL 2 HEREON.
3. INSTALL "FIRE LANE" SIGN BEGIN OR END PER DETAIL 3 HEREON.

ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

① NO PARKING SIGN

ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

②③ BEGIN & END NO PARKING SIGN

FIRE LANE TURNING RADIUS
TYPICAL DETAIL
NOT TO SCALE

LEGEND

- EXISTING STREET LIGHT
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE TRUCK ACCESS
- EX. POWER POLE
- 8" FW — PROPOSED 8" FW
- HOSE PULL
- RIGHT OF WAY/PROPERTY LINE
- RED CURB STRIPING

ABBREVIATIONS

FH	FIRE HYDRANT
PR.	PROPOSED
EX	EXISTING
PL	PROPERTY LINE
R/W	RIGHT OF WAY
TYP.	TYPICAL
BLDG	BUILDING
IRR.	IRRIGATION

SCALE: 1" = 20'

0 10 20 40

② RED CURB PAVEMENT MARKING
NOT TO SCALE

PROJECT GENERAL NOTES:

1. ALL FIRE ACCESS LANES MEET LACFD MINIMUM REQUIREMENTS 19' & 45' RADII.
2. THIS PROJECT DOES NOT HAVE ANY FUEL MODIFICATION OR WILD LAND EXPOSURES AND IS NOT IN A VERY HIGH FIRE HAZARD ZONE.
3. THIS PROJECT IS DESIGNED IN CONFORMANCE WITH THE CBC, 2022 EDITION.
4. ALL FIRE ACCESS ROADS SHALL BE ALL WEATHER, MEET THE CRITERIA OF AN ALL WEATHER DRIVING SURFACE AND COMPLY WITH LACoFD GUIDELINE FOR FIRE APPARATUS ROADS.
5. LARGEST BUILDING SQ. FOOTAGE = 13,763 SQ. FT.
6. BUILDINGS ARE DESIGNATED TYPE VA
7. OCCUPANCY/SPRINKLER TYPE: R2/TULL 13 NFPA
8. THE BUILDING HEIGHTS ARE APPROXIMATELY 55'-0" AND 3 STORIES MAX.
9. BUILDING ADDRESS NUMBER SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL BE A MINIMUM 3 INCHES HIGH, 1 INCH WIDE WITH A 3/8 INCH STROKE. FOR BUILDINGS SET BACK MORE THAN 150 FEET FROM THE STREET, THE NUMBERS SHALL BE A MINIMUM 5 INCHES HIGH, 2 INCHES WIDE WITH A 1/2 INCH STROKE. FIRE CODE 508.1.4.
10. A KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE, IN ACCORDANCE WITH FIRE CODE 902.4, AND AS SET FORTH IN FIRE DEPARTMENT REGULATION 5.
11. THE REQUIRED FIRE FLOW FOR PUBLIC FIRE HYDRANTS AT THIS LOCATION IS 1500 GALLONS PER MINUTE, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 903.2 AND FIRE DEPARTMENT REGULATION 8.
12. ALL FIRE HYDRANTS SHALL MEASURE 6"X4"X2-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL; AND SHALL BE INSTALLED IN COMPLIANCE WITH FIRE DEPARTMENT REGULATION 8. FIRE CODE 903.2.1
13. ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 1001.4
14. THE INSPECTION, HYDROSTATIC TEST AND FLUSHING OF THE UNDERGROUND FIRE PROTECTION PIPING SHALL BE WITNESSED BY AN AUTHORIZED FIRE DEPARTMENT REPRESENTATIVE AND NO UNDERGROUND PIPING OR THRUST BLOCKS SHALL BE COVERED WITH EARTH OR HIDDEN FROM VIEW UNTIL THE FIRE DEPARTMENT REPRESENTATIVE HAS BEEN NOTIFIED AND GIVEN NOT LESS THAN 48 HOURS IN WHICH TO INSPECT SUCH INSTALLATIONS. FIRE CODE 1001.4
15. THE REQUIRED FIRE FLOW IS CALCULATED PER THE COUNTY OF LOS ANGELES CODE, APPENDIX B. REGULATION 8 IS NO LONGER ACCEPTABLE.

PREPARED BY:

REGISTERED PROFESSIONAL ENGINEER — MICHAEL P. MCGRATH — C 89705 — CIVIL — STATE OF CALIFORNIA

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING

9630 IRVINE CENTER DRIVE
IRVINE, CALIFORNIA 92618
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PREPARED FOR:

City Ventures

CITY VENTURES HOMEBUILDING, LLC
121 MICHELSON DRIVE, SUITE 150
IRVINE, CA 92612
(949) 258-7540

CITY OF SOUTH GATE
DEPARTMENT OF PLANNING AND DEVELOPMENT

VESTING TENTATIVE TRACT MAP NO. 84531
PRELIMINARY FIRE ACCESS PLAN
10130 ADELLA AVENUE
SOUTH GATE, CALIFORNIA 90280

PROJECT NO. CVEN-180

SHEET 5 OF 5

292

ATTACHMENT C

Below is a link to the CEQA Exemption Report:
https://www.cityofsouthgate.org/files/assets/public/v/1/10130-adella-ce-report-w-appendices_final-031125.pdf

A physical copy is also available for viewing at the Planning Division office, located at 8650 California Avenue, South Gate, CA 90280.

ATTACHMENT F

Below is a link to the CEQA Exemption Report:
https://www.cityofsouthgate.org/files/assets/public/v/1/10130-adella-ce-report-w-appendices_final-031125.pdf

A physical copy is also available for viewing at the Planning Division office, located at 8650 California Avenue, South Gate, CA 90280.

CITY VENTURES
Building It Forward

May 19, 2025

Mr. Gabriel Perez
Community Development Director
City of South Gate
8650 California Avenue
South Gate, CA 90280

RE: Request for Removal or Modification of Condition of Approval #60 – Case Nos.: APR No. PL24-0070 & TTM No. PL24-0068 – 10130 Adella Avenue (APN: 6221-026-020)

Dear Gabriel,

This letter is submitted as a follow-up to the April 24, 2025 correspondence from Cox, Castle & Nicholson LLP with the subject line *"Letter to City re Appeal and Condition No. 60."* As noted in that letter, we respectfully request the removal or modification of Condition of Approval No. 60, which mandates the replacement of the existing k-rail at the intersection of Adella Avenue and Legacy Lane with an automated gate arm or similar device.

We now write to supplement our prior request with the findings from the Traffic and Circulation Study completed by TJW Engineering, dated May 16, 2025 (the "TJW Traffic Study"), which confirms that the existing k-rail does not pose a safety concern and that the project does not require modification of existing emergency access infrastructure.

1. **The TJW Traffic Study Confirms Project Does Not Create Unsafe Conditions**
   The TJW Traffic Study analyzed four intersections and one roadway segment, including all driveways and adjacent access points. It concludes that all intersections will operate at Level of Service (LOS) A, indicating free-flow traffic with no congestion. The project generates only 364 daily trips, including 22 AM and 28 PM peak-hour trips, which do not rise to any threshold of significance under local policy or well-accepted standard for potential impacts to intersection operation.

   Further, the analysis confirmed that the existing stopping sight distance (SSD) along Legacy Lane meets Caltrans safety requirements, and that pedestrian and cyclist visibility and access are preserved. The report explicitly states:

   > *"The proposed project is not anticipated to affect pedestrian or bicycle safety along Legacy Lane or the project frontage... Low-speed conditions, existing sidewalks, and driveway sightlines support a safe environment for all users."*

The report also accounted for a permanent barrier in place between Adella Avenue and Aldrich Road, such as the existing K-Rail, and concluded that even with the road being closed, there was no safety concern for emergency vehicles needing an additional point of access.

2. **Denser Project Was Previously Approved with Permanent Bollards**
   The previously approved Legacy Apartments project, consisting of 78 units, was not required to remove the k-rail and install an automated gate. Instead, it was conditioned to install permanent bollards, maintaining restricted access at Adella Avenue. The City concluded that the denser, more impactful project posed no emergency access issues with a permanent barrier in place.

3. **LACFD Review Confirms Emergency Access is Sufficient**
   As confirmed in the City's deemed complete letter, the Los Angeles County Fire Department (LACFD) was responsible for reviewing emergency access and circulation. LACFD's April 7, 2025 letter and site plan stamp identify only one public safety requirement: the installation of a fire hydrant on Legacy Lane. No modifications to the k-rail were requested. LACFD cleared the project for public hearing, confirming compliance with emergency access standards.[1]

4. **No Nexus or Rough Proportionality for K-Rail Removal**
   Because there is no reasonable relationship between the replacement of the k-rail and the project, requiring the applicant to remove or replace the k-rail is not legally supportable under the *Nollan/Dolan* or *Koontz* standards. There is no nexus between the project's actual impacts and the requested infrastructure change, nor is the requirement proportional to the project's traffic or circulation footprint. As such, the condition would constitute an unconstitutional exaction.

5. **Neighborhood Support to Removed Condition**
   City Ventures has proactively met with the appellant, South Gate Progress Partners, and their legal counsel. Based on these discussions, we understand that SGPP would be comfortable with the City removing Condition No. 60 and we are working with SGPP on language to modify the condition.

---

[1] The project's CEQA exemption analysis explains, with respect to emergency access, that "LACFD would review the project ***for access requirements***, minimum roadway widths, fire apparatus access roads, fire lanes, signage, and access walkways, among other requirement *to ensure adequate emergency access would be* ***provided to*** *and within the project site.*" LACFD, the agency recognizes with expertise regarding emergency access, concluded that emergency access was adequate and appropriate. The CEQA Exemption states definitively: "[a]pproval by the Fire Department ***would ensure that project construction and operations would not result in inadequate emergency access*** and impacts would be less than significant." There is no mention whatsoever of the need to replace the k-rail. The CEQA exemption analysis also notes that the project "would not alter geometric design of the site (e.g., introduce sharp curves, dangerous intersections, blind spots, etc.) and, therefore, would not create a hazard due to a geometric design feature.

6. **City Ventures Remains Willing to Contribute**
   Despite the lack of necessity, City Ventures is willing to cooperate with the City and offer a reasonable monetary contribution if such a gesture would assist in addressing broader mobility needs.

In the event City Staff cannot agree to remove the condition, City Ventures has been working with South Gate Progress Partners on revised language to modify Condition No. 60 in a manner satisfactory to both parties:

> *"The Applicant shall pay to the City $10,000, which the City may use toward the design, permitting, installation, and inspection of a permanent, City-owned and maintained automated gate system to replace the existing K-rail barrier at the intersection of Adella Avenue and Legacy Lane. To the extent the City, in its discretion and sole responsibility, proceeds with replacement of the existing K-rail, the replacement gate shall be used exclusively for emergency vehicle access and public maintenance purposes. The gate shall be constructed by the City and its design must be approved through the City's standard review processes, including public outreach, environmental compliance, and consultation with public safety and school district officials. The gate shall be physically secured against unauthorized access and prominently signed to indicate that public vehicular access is prohibited. The gate shall not be used to facilitate general vehicular traffic under any circumstances."*

The City's continued insistence on a condition for which there is no reasonable basis or essential nexus would not only be a constitutional violation, but a denial of the project under the Housing Accountability Act (HAA).

In conclusion, the TJW Traffic Study confirms no safety or operational issues, LACFD found no emergency access concern, and there is no precedent or legal basis for requiring the k-rail's replacement. We respectfully request that Condition No. 60 be removed or modified to eliminate the k-rail replacement requirement prior to the City Council's final action on the appeal.

Please feel free to contact me if additional information or clarification is needed.

Respectfully,



Nick Patterson
Director of Development
P: (763) 244-9855
E: npatterson@cityventures.com

May 16, 2025

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. Nick Patterson
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

SUBJECT: **Legacy Lane Traffic & Circulation Study**
City of South Gate, California

Dear Mr. Patterson,

TJW Engineering, Inc. (TJW) is pleased to submit this Traffic and Circulation Study for the proposed project located at the southeast corner of Legacy Lane and Adella Lane in the City of South Gate, California. The proposed project is for the construction of 54 residential townhomes. The purpose of this Traffic and Circulation Study is to provide a summary review of the potential traffic impacts of the proposed project.

PROPOSED PROJECT

The site for the proposed project is located at the southeast corner of Legacy Lane and Adella Lane in the City of South Gate, California. The proposed project is for the construction of 54 residential townhomes. The site will be accessible via three proposed full-access driveways along Legacy Lane. Existing street parking on Legacy Lane will remain available. See **Appendix A** for a copy of the project site plan.

STUDY AREA AND PARAMETERS

This study reviews four (4) study intersections and one (1) roadway segment.

Driveway Intersections:

1) Project Driveway #1 / Legacy Lane
2) Legacy High School Softball Field Driveway #1 / Legacy Lane
3) Proposed Driveway #2 / Legacy Lane.
4) Legacy High School Softball Field Driveway #2 – Project Driveway #3 / Legacy Lane

Roadway Segment:

1) Legacy Lane between the 90-degree curve and Burtis Street.

EXISTING CONDITIONS

The two (2) *Existing* study intersections include two (2) gated driveways for the parking lot of the Legacy High School Softball Field, opposite the proposed project. Street-parking and sidewalks exist along both sides of Legacy Lane. A bike path exists along the Los Angeles River which lies approximately 500 feet to the east of the project site.

Traffic volumes at the *Existing* study intersections and roadway segment were collected on Wednesday, April 30, 2025 over a 12-hour period between 7:00 AM to 7:00 PM. Pedestrian and cyclist volumes were also collected along the roadway segment. The data collected is provided in **Appendix B**.

Existing Traffic Volumes

At Intersection 2, the gate for the westerly Softball Field Driveway #1 was observed to be closed until approximately 3:00 PM. Therefore, any vehicles counted at Intersection 2 before 3:00 PM were vehicles traveling through on Legacy Lane. During the 12-hour observation period, a total of 277 vehicles were counted at Intersection 2 including 29 during the AM peak hour and 69 during the PM peak hour. Between 3:00 PM – 7:00 PM when the gate was opened, a total of 52 vehicles were observed entering the parking lot and 56 exiting. The gate for the easterly Driveway #2 was observed to be closed for the entire 12-hour observation period. A total of 184 vehicles were counted traveling on Legacy Lane between the 90-degree curve and Burtis Street.

Existing Pedestrian and Cyclist Volumes

Over the 12-hour observation period, a total of 62 pedestrians and 49 cyclists were counted on Legacy Lane between the two Legacy High School Softball Field driveways. Of the pedestrians, 21 were observed walking along the parking lot frontage, 27 along the proposed project frontage, and 14 along both sides of the roadway due to crossing mid-block. The largest number of pedestrians, 23 total, observed during a 1-hour period occurred between 8:15 AM – 9:15 AM. The cyclists were evenly distributed with 24 traveling eastbound and 25 westbound. The largest number of cyclists, 10, observed in either direction during a 1-hour period occurred between 4:30 PM – 5:30 PM.

EXISTING PLUS PROJECT CONDITIONS

Analysis Methodology

Operations for unsignalized intersections are evaluated using the methodology of the Highway Capacity Manual, 7th Edition (HCM) (Transportation Research Board, 2022). The HCM methodology uses Level of Service (LOS) to express the delay time for intersection approaches and to describe the corresponding quality of flow on roadways and intersections. LOS is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A, free flow with little congestion, to LOS F, severely congested conditions.

Project Trip Generation

To determine the traffic conditions at the study intersections, a projection of new vehicle trips generated by the proposed project was calculated. The calculations were made using trip generation rates from the *Institute of Transportation Engineers Trip Generation Manual* (11th Edition, 2021). **Table 1** summarizes the daily and AM and PM peak hour trip generation of the proposed project. The project is anticipated to generate 364 daily trips which includes 22 AM peak hour trips and 28 PM peak hour trips.

Table 1
Project Trip Generation

Proposed Land Use[1]	ITE Code	Qty	Unit[2]	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Multifamily Housing (Low-Rise)	220	54	DU	6.74	364	0.4	24:76	5	17	22	0.51	63:37	18	10	28

1: Trip generation rates are from the ITE Trip Generation Manual (11th Edition, 2021).
2: DU = Dwelling Units.

Project Trip Distribution

The LOS analysis of the existing and proposed study intersections includes analysis of probable travel patterns to and from the proposed project. Projecting distribution of project generated trips involves the identification of traffic routes utilized by the new traffic. For the proposed project, it is anticipated that 100 percent of the project-generated trips will travel west of the project through the Legacy Lane 90-degree curve. No outlet exists for drivers traveling eastbound on Legacy Lane as the roadway ends at Burtis Street which in turn ends at a cul-de-sac. It is presumed that vehicles observed traveling east on Legacy Lane past Intersection 2 during the 12-hour observation period were traveling to and from the business to the immediate east of the project site.

Existing Plus Project Traffic Volumes

The *Existing Plus Project* conditions scenario analyzes the impact of trips generated by the proposed project on the *Existing* traffic conditions. To obtain *Existing Plus Project* volumes, the trip generation volumes of the proposed project are added to the *Existing* volumes.

Existing Plus Project Volumes = Existing (2025) Counts + Proposed Project

Existing Plus Project Intersection Level of Service Analysis

The HCM analysis of the study intersection with *Existing Plus Project* volumes during the AM and PM peak hours is shown in **Table 2**. The table includes the delay and LOS of the *Existing* volumes for reference. The HCM analysis report from Vistro is provided in **Appendix C**.

Table 2
Intersection Analysis – Existing Plus Project Conditions

Intersection			Control Type[1]	Peak Hour	Existing + Project Conditions	
					Delay[2]	LOS
1	Project Driveway #1	Legacy Lane	TWSC	AM	8.7	A
				PM	8.9	A
2	Legacy High Softball Field Driveway #1	Legacy Lane	TWSC	AM	0.4	A
				PM	8.5	A
3	Project Driveway #2	Legacy Lane	TWSC	AM	8.7	A
				PM	8.6	A
4	Legacy High Softball Field Driveway #2 – Project Driveway #3	Legacy Lane	TWSC	AM	8.7	A
				PM	8.6	A

1: TWSC = Two-Way Stop-Control.
2: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 7th Edition, for intersections with two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 2**, the study intersections are projected to operate at LOS A, free flow with little congestion, during both AM and PM peak hours under *Existing Plus Project* conditions. This indicates that the proposed project is not anticipated to create any significant traffic issues or impact the *Existing* conditions.

Existing Plus Project Pedestrian and Cyclist Review

The proposed project is not anticipated to affect pedestrian or bicycle safety along Legacy Lane or the project frontage. Existing sidewalks will remain in place, preserving a dedicated path for pedestrians, while the project driveways will be designed to maintain adequate sight distance to ensure visibility of approaching pedestrians and cyclists. The low-speed conditions on Legacy Lane, including posted 25 mph school zone limits and 15 mph advisory speeds within the curves immediately west of the project, will continue to support a reasonable and safe environment for all roadway users.

STOPPING SIGHT DISTANCE ANALYSIS

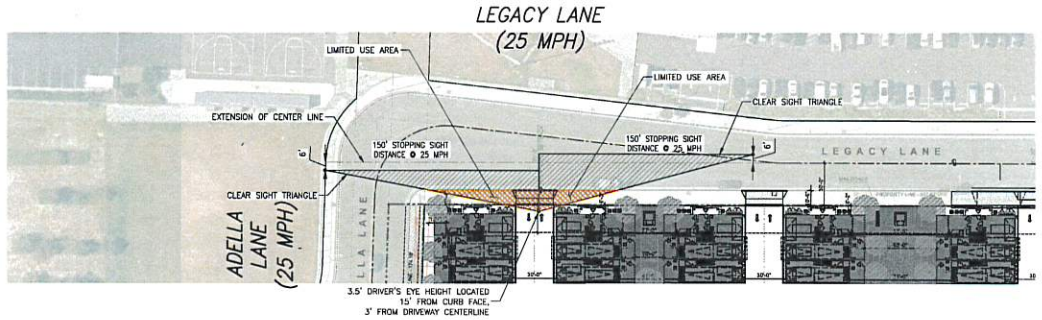
Stopping sight distance (SSD) was evaluated for the proposed residential driveways along Legacy Lane in accordance with the Caltrans Highway Design Manual (HDM). Per HDM Table 201.1, the required SSD for a design speed of 25 miles per hour is 150 feet. This distance represents the minimum length of roadway that must be visible to a driver to allow for safe and complete stopping in response to an object in the roadway. The design of Legacy Lane ensures that the minimum SSD is maintained in both directions of travel from each driveway location. The attached sight distance exhibit illustrates the available SSD along the roadway. **Exhibit 1** shows the stopping sight distances for project driveways.

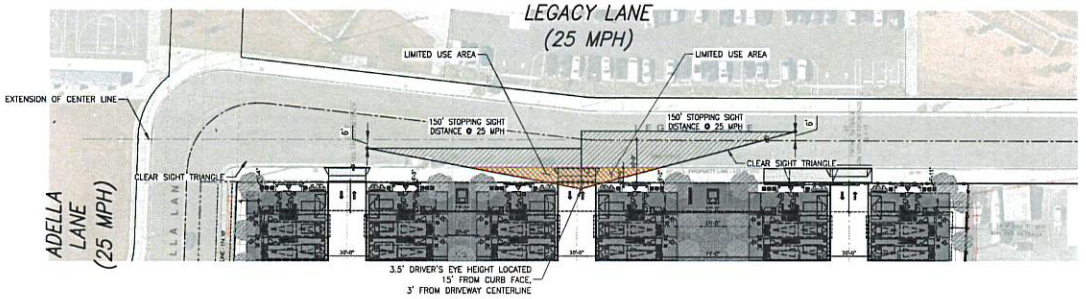
HIGHWAY DESIGN MANUAL TABLE 201.1

SIGHT DISTANCE STANDARDS

DESIGN SPEED (MPH)	STOPPING (FT)	PASSING (FT)
10	50	–
15	100	–
20	125	800
25	150	950
30	200	1100
35	250	1300
40	300	1500
45	360	1650
50	430	1800
55	500	1950
60	580	2100
65	660	2300
70	750	2500
75	840	2600
80	930	2700

NOTE:
ALL SIGHT RESTRICTIONS TO BE CLEARED WITHIN SIGHT DISTANCE TRIANGLE. ANY OBJECTS (I.E. LANDSCAPING, WALLS, STRUCTURES) WITHIN THE SIGHT TRIANGLE SHOULD NOT BE OVER 30 INCHES IN HEIGHT. SHRUBS, TREES, AND GROUNDCOVER WHICH HAS THE POTENTIAL TO GROW OVER 30" SHALL NOT BE PLACED IN THE SIGHT DISTANCE TRIANGLE. TREE BRANCHES WHICH ENCROACH INTO THE SIGHT DISTANCE TRIANGLE SHALL BE TRIMMED TO EIGHT FEET ABOVE THE ADJOINING CURB.





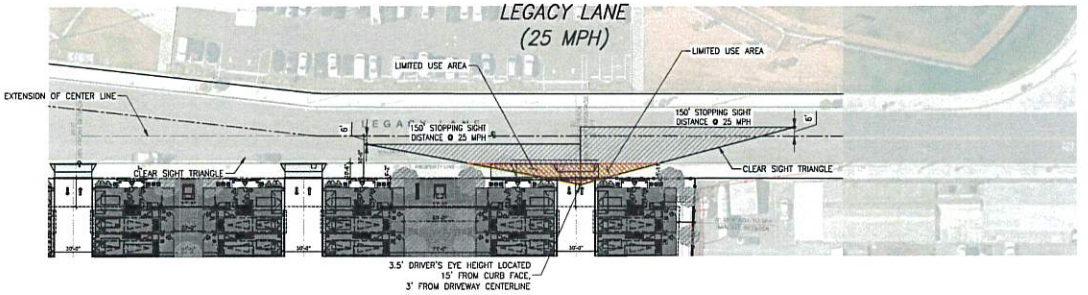


Exhibit 1: Stopping Sight Distance Exhibit

Legacy Adella Traffic Impact Analysis

CVR-25-005

Not to Scale

TJW ENGINEERING, INC.

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Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*



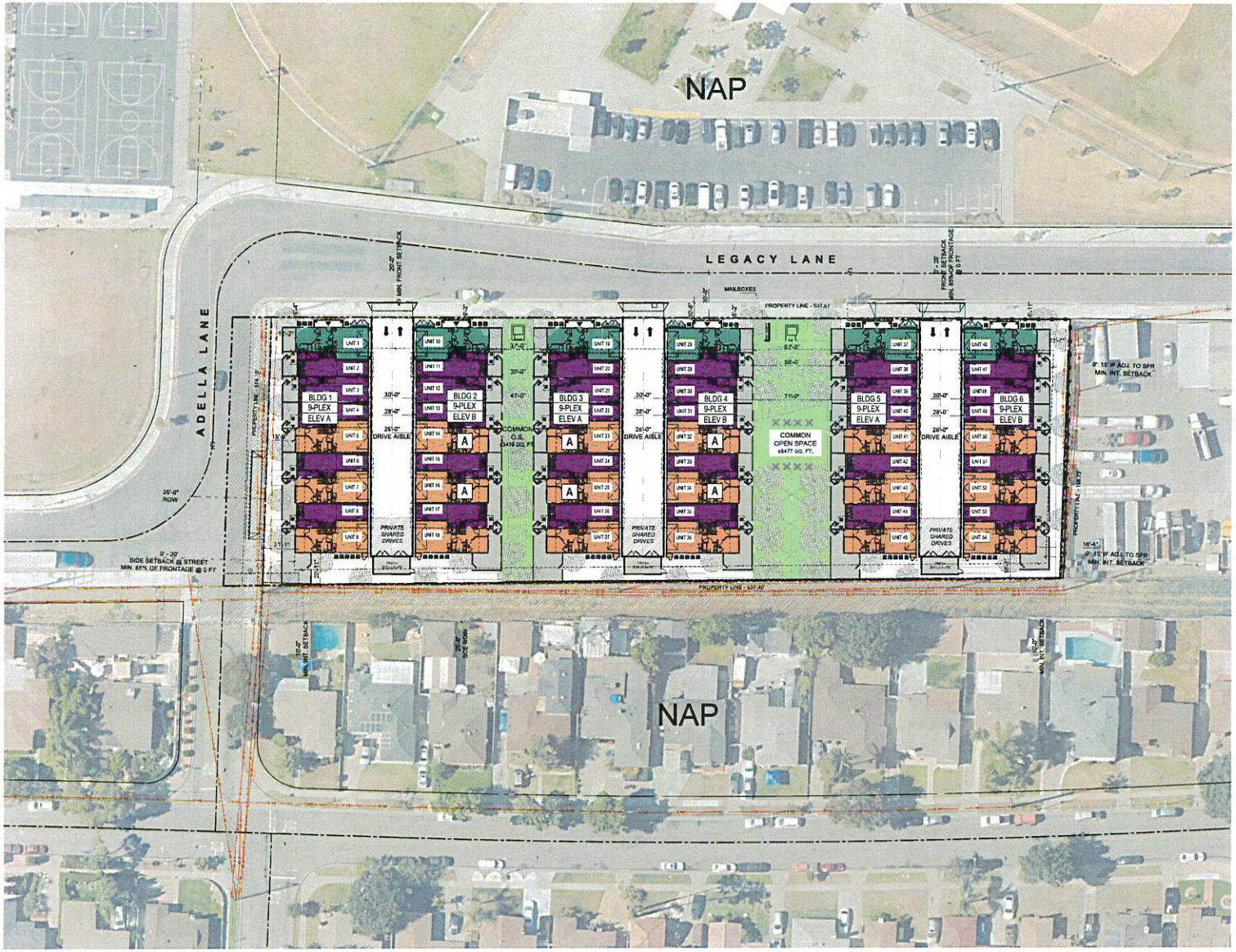


David Chew, PTP
Transportation Planner

Travis Yokota
Assistant Transportation Planner

APPENDIX A

PROPOSED PROJECT SITE PLAN



LEGEND

3-STORY UNITS

- PLAN 1 - 3 BEDROOM: 30 UNITS
- PLAN 2 - 4 BEDROOM: 18 UNITS
- PLAN 3 - 4 BEDROOM: 6 UNITS
- OPEN SPACE - COMMON
- OPEN SPACE - PRIVATE (GROUND FLOOR PATIOS ONLY)
- UNIT ENTRY
- BLDG # — NUMBER
- n-PLEX — TYPE
- ELEV n — ELEVATION
- PROJECT BOUNDARY
- OVERHEAD POWER LINE
- A — ACCESSIBLE UNIT
- TRANSFORMER

APPENDIX B

EXISTING TRAFFIC VOLUMES

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of South Gate
N/S: Legacy HS Driveway 1 - West Dwy
E/W: Legacy Lane
Weather: Clear

File Name : 01_SGE_W DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 1

Groups Printed- Total Volume

	Legacy HS Softball Field Driveway 1 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	0	1	1	4
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	5	0	5	0	3	3	8
08:00 AM	0	0	0	4	0	4	0	9	9	13
08:15 AM	0	0	0	3	0	3	1	3	4	7
08:30 AM	0	0	0	4	0	4	0	2	2	6
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	11	0	11	1	15	16	27
09:00 AM	0	0	0	1	0	1	0	4	4	5
09:15 AM	0	0	0	2	0	2	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	3	0	3	0	6	6	9
10:00 AM	0	0	0	4	0	4	0	1	1	5
10:15 AM	0	0	0	0	0	0	0	1	1	1
10:30 AM	0	0	0	1	0	1	0	3	3	4
10:45 AM	0	0	0	3	0	3	0	2	2	5
Total	0	0	0	8	0	8	0	7	7	15
11:00 AM	0	0	0	2	0	2	0	0	0	2
11:15 AM	0	0	0	1	0	1	0	2	2	3
11:30 AM	0	0	0	2	0	2	0	1	1	3
11:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	6	0	6	0	5	5	11
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	1	0	3	3	4
12:30 PM	0	0	0	3	0	3	1	3	4	7
12:45 PM	0	0	0	3	0	3	0	3	3	6
Total	0	0	0	7	0	7	1	9	10	17
01:00 PM	0	0	0	3	0	3	0	7	7	10
01:15 PM	0	0	0	3	0	3	0	3	3	6
01:30 PM	0	0	0	4	0	4	0	3	3	7
01:45 PM	0	0	0	2	0	2	0	3	3	5
Total	0	0	0	12	0	12	0	16	16	28
02:00 PM	0	0	0	4	0	4	0	2	2	6
02:15 PM	0	0	0	2	0	2	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	1	0	1	0	3	3	4
Total	0	0	0	7	0	7	0	5	5	12
03:00 PM	0	0	0	1	2	3	0	2	2	5
03:15 PM	0	0	0	0	0	0	0	0	0	0

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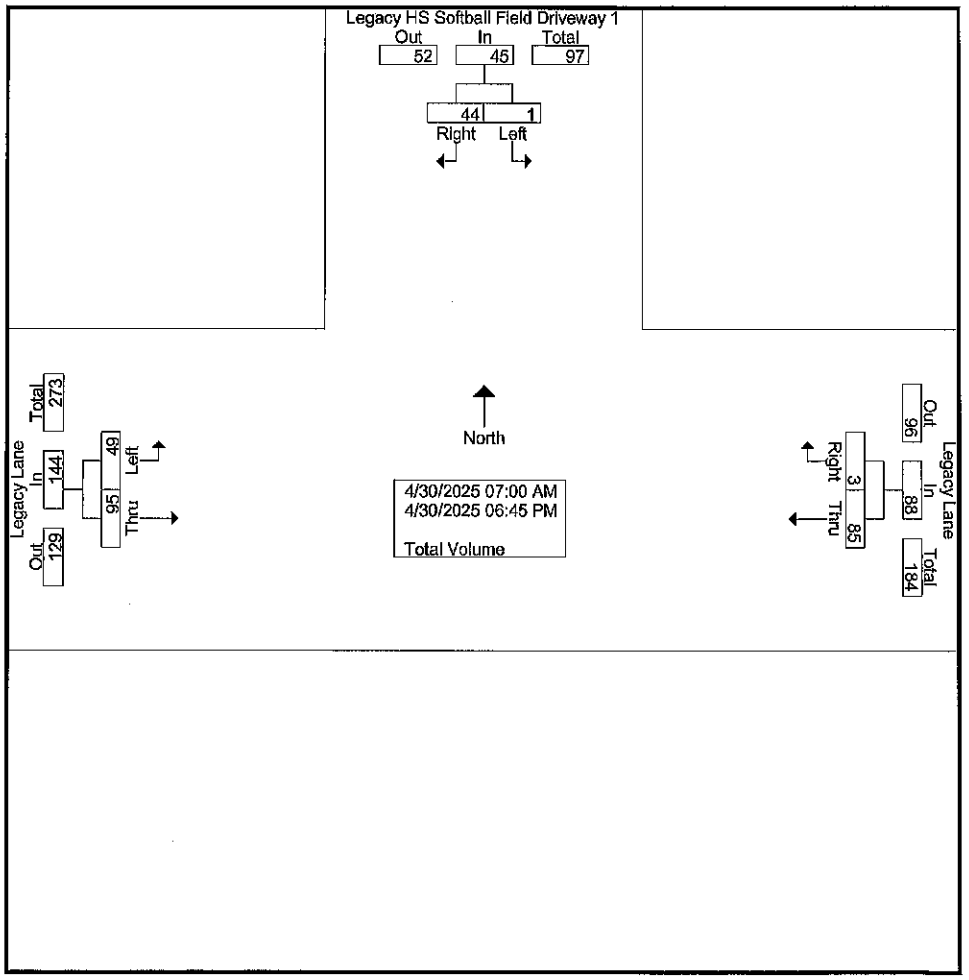
Groups Printed- Total Volume

	Legacy HS Softball Field Driveway 1 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:30 PM	0	4	4	1	0	1	6	1	7	12
03:45 PM	0	3	3	4	0	4	4	5	9	16
Total	0	7	7	6	2	8	10	8	18	33
04:00 PM	0	1	1	3	0	3	3	3	6	10
04:15 PM	0	0	0	2	0	2	0	1	1	3
04:30 PM	0	1	1	3	0	3	1	4	5	9
04:45 PM	0	0	0	0	0	0	1	1	2	2
Total	0	2	2	8	0	8	5	9	14	24
05:00 PM	0	0	0	0	0	0	2	2	4	4
05:15 PM	0	0	0	3	0	3	3	2	5	8
05:30 PM	0	0	0	2	0	2	2	3	5	7
05:45 PM	0	4	4	1	0	1	7	0	7	12
Total	0	4	4	6	0	6	14	7	21	31
06:00 PM	1	12	13	3	0	3	9	2	11	27
06:15 PM	0	9	9	2	1	3	5	0	5	17
06:30 PM	0	9	9	0	0	0	3	1	4	13
06:45 PM	0	1	1	1	0	1	1	2	3	5
Total	1	31	32	6	1	7	18	5	23	62
Grand Total	1	44	45	85	3	88	49	95	144	277
Apprch %	2.2	97.8		96.6	3.4		34	66		
Total %	0.4	15.9	16.2	30.7	1.1	31.8	17.7	34.3	52	

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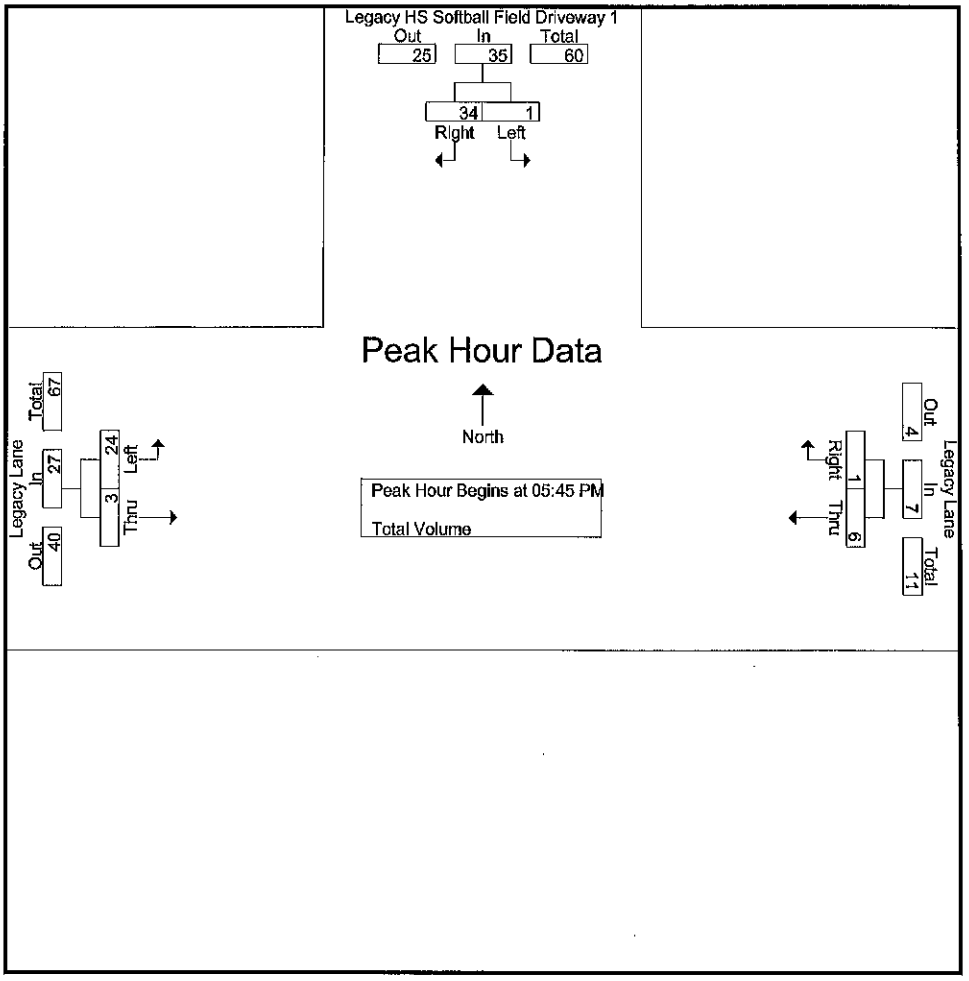


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(951) 268-6268

City of South Gate
N/S: Legacy HS Driveway 1 - West Dwy
E/W: Legacy Lane
Weather: Clear

File Name : 01_SGE_W DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 4

	Legacy HS Softball Field Driveway 1 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:45 PM										
05:45 PM	0	4	4	1	0	1	7	0	7	12
06:00 PM	1	12	13	3	0	3	9	2	11	27
06:15 PM	0	9	9	2	1	3	5	0	5	17
06:30 PM	0	9	9	0	0	0	3	1	4	13
Total Volume	1	34	35	6	1	7	24	3	27	69
% App. Total	2.9	97.1		85.7	14.3		88.9	11.1		
PHF	.250	.708	.673	.500	.250	.583	.667	.375	.614	.639

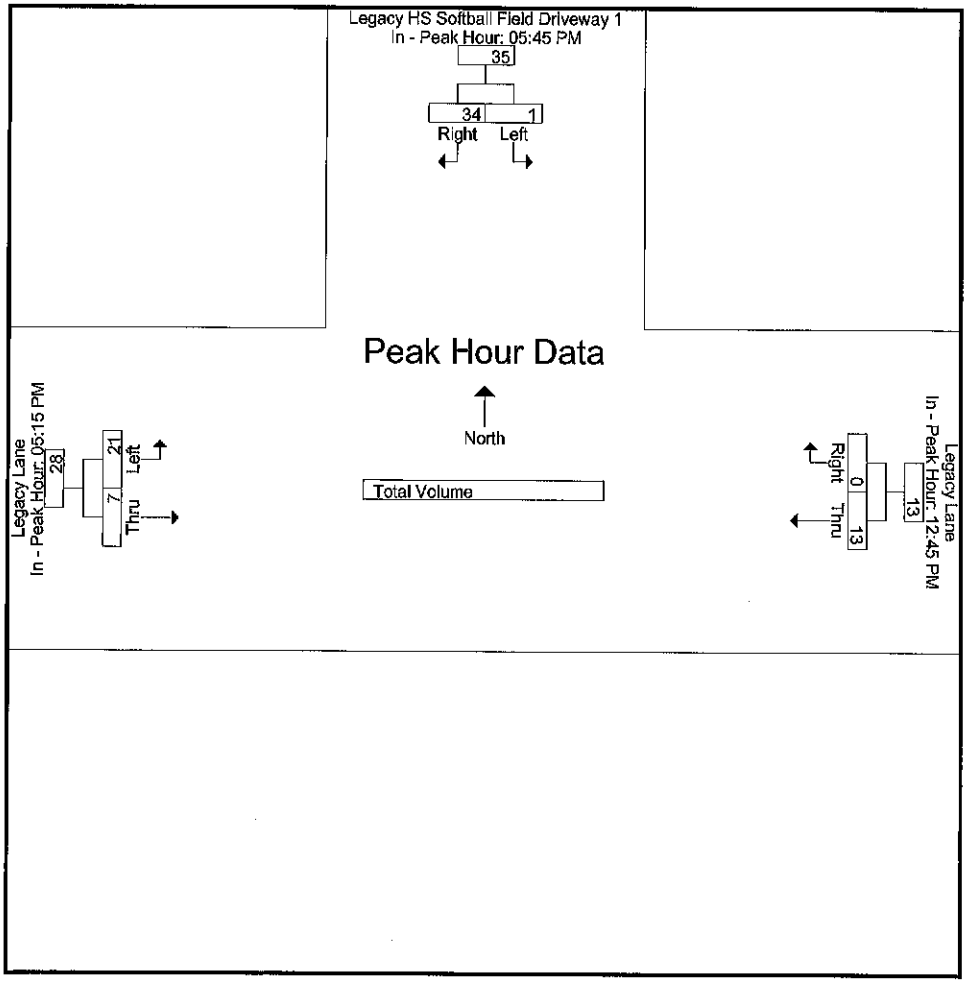


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City of South Gate
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Weather: Clear

File Name : 01_SGE_W DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 5

	Legacy HS Softball Field Driveway 1 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1										
Peak Hour for Each Approach Begins at:										
	05:45 PM			12:45 PM			05:15 PM			
+0 mins.	0	4	4	3	0	3	3	2	5	
+15 mins.	1	12	13	3	0	3	2	3	5	
+30 mins.	0	9	9	3	0	3	7	0	7	
+45 mins.	0	9	9	4	0	4	9	2	11	
Total Volume	1	34	35	13	0	13	21	7	28	
% App. Total	2.9	97.1		100	0		75	25		
PHF	.250	.708	.673	.813	.000	.813	.583	.583	.636	



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City of South Gate
N/S: Legacy HS Driveway 2 - East Dwy
E/W: Legacy Lane
Weather: Clear

File Name : 02_SGE_E DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 1

Groups Printed- Total Volume

	Legacy HS Softball Field Driveway 2 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	0	1	1	4
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	5	0	5	0	3	3	8
08:00 AM	0	0	0	4	0	4	0	9	9	13
08:15 AM	0	0	0	3	0	3	0	3	3	6
08:30 AM	0	0	0	4	0	4	0	2	2	6
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	11	0	11	0	15	15	26
09:00 AM	0	0	0	1	0	1	0	4	4	5
09:15 AM	0	0	0	2	0	2	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	3	0	3	0	6	6	9
10:00 AM	0	0	0	4	0	4	0	1	1	5
10:15 AM	0	0	0	0	0	0	0	1	1	1
10:30 AM	0	0	0	1	0	1	0	3	3	4
10:45 AM	0	0	0	3	0	3	0	2	2	5
Total	0	0	0	8	0	8	0	7	7	15
11:00 AM	0	0	0	2	0	2	0	0	0	2
11:15 AM	0	0	0	1	0	1	0	2	2	3
11:30 AM	0	0	0	2	0	2	0	1	1	3
11:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	6	0	6	0	5	5	11
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	1	0	3	3	4
12:30 PM	0	0	0	3	0	3	0	3	3	6
12:45 PM	0	0	0	3	0	3	0	3	3	6
Total	0	0	0	7	0	7	0	9	9	16
01:00 PM	0	0	0	3	0	3	0	7	7	10
01:15 PM	0	0	0	3	0	3	0	3	3	6
01:30 PM	0	0	0	4	0	4	0	3	3	7
01:45 PM	0	0	0	2	0	2	0	3	3	5
Total	0	0	0	12	0	12	0	16	16	28
02:00 PM	0	0	0	4	0	4	0	2	2	6
02:15 PM	0	0	0	2	0	2	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	1	0	1	0	3	3	4
Total	0	0	0	7	0	7	0	5	5	12
03:00 PM	0	0	0	3	0	3	0	2	2	5
03:15 PM	0	0	0	0	0	0	0	0	0	0

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City of South Gate
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Weather: Clear

File Name : 02_SGE_E DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 2

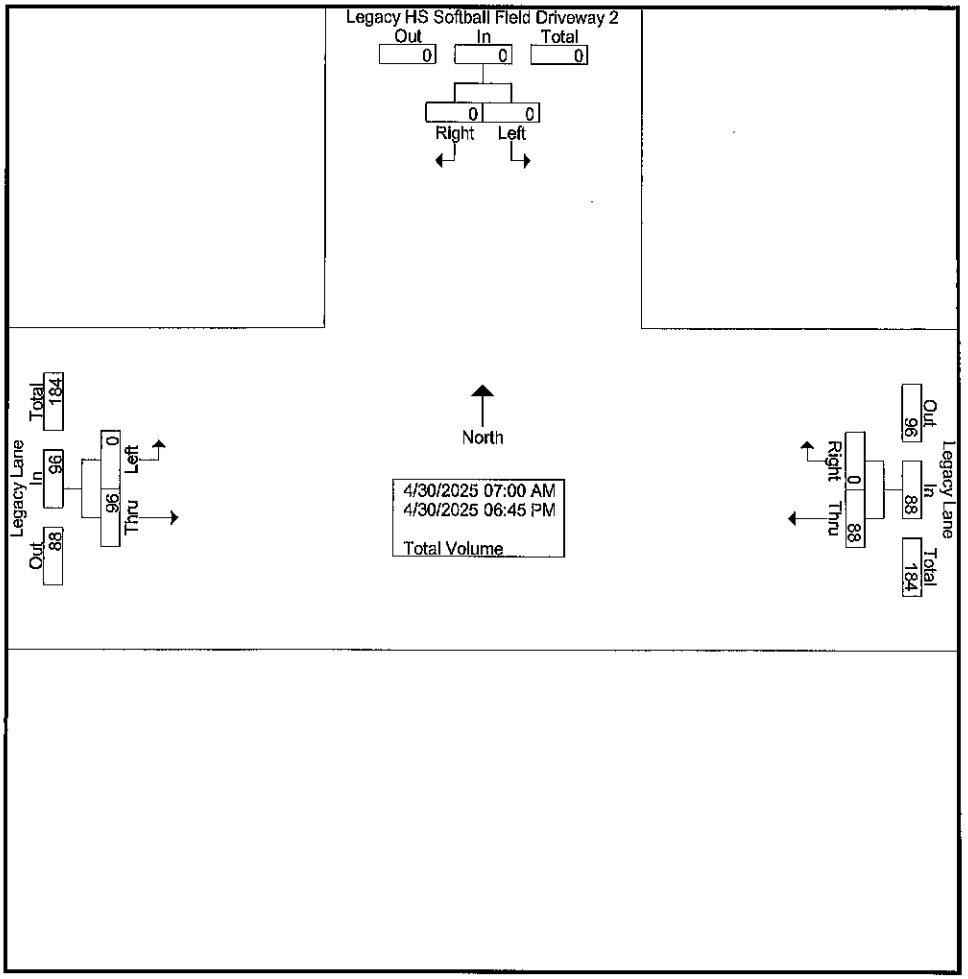
Groups Printed- Total Volume

	Legacy HS Softball Field Driveway 2 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:30 PM	0	0	0	1	0	1	0	1	1	2
03:45 PM	0	0	0	4	0	4	0	5	5	9
Total	0	0	0	8	0	8	0	8	8	16
04:00 PM	0	0	0	3	0	3	0	3	3	6
04:15 PM	0	0	0	2	0	2	0	1	1	3
04:30 PM	0	0	0	3	0	3	0	4	4	7
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	8	0	8	0	9	9	17
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	3	0	3	0	2	2	5
05:30 PM	0	0	0	2	0	2	0	3	3	5
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	6	0	6	0	7	7	13
06:00 PM	0	0	0	3	0	3	0	3	3	6
06:15 PM	0	0	0	3	0	3	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	1	1	1
06:45 PM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	7	0	7	0	6	6	13
Grand Total	0	0	0	88	0	88	0	96	96	184
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	47.8	0	47.8	0	52.2	52.2	

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Weather: Clear

File Name : 02_SGE_E DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 3

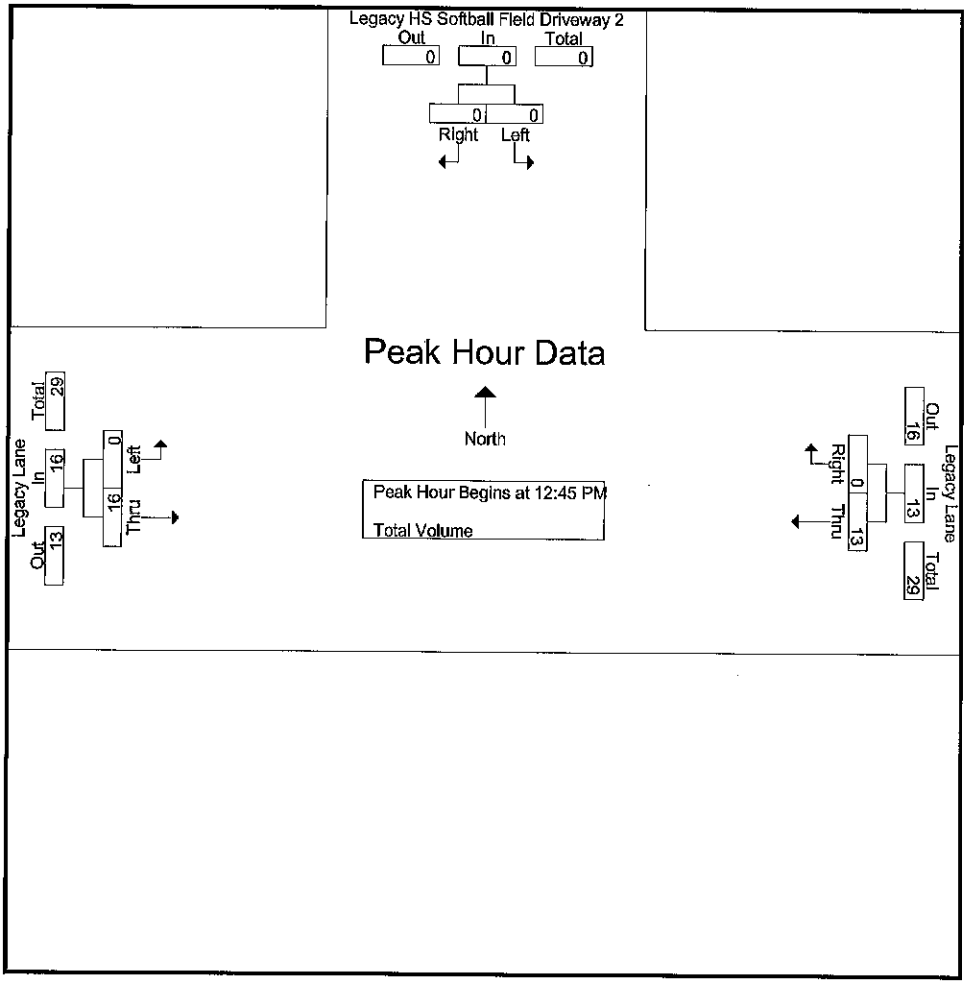


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File Name : 02_SGE_E DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 4

	Legacy HS Softball Field Driveway 2 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	0	0	0	3	0	3	0	3	3	6
01:00 PM	0	0	0	3	0	3	0	7	7	10
01:15 PM	0	0	0	3	0	3	0	3	3	6
01:30 PM	0	0	0	4	0	4	0	3	3	7
Total Volume	0	0	0	13	0	13	0	16	16	29
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.813	.000	.813	.000	.571	.571	.725

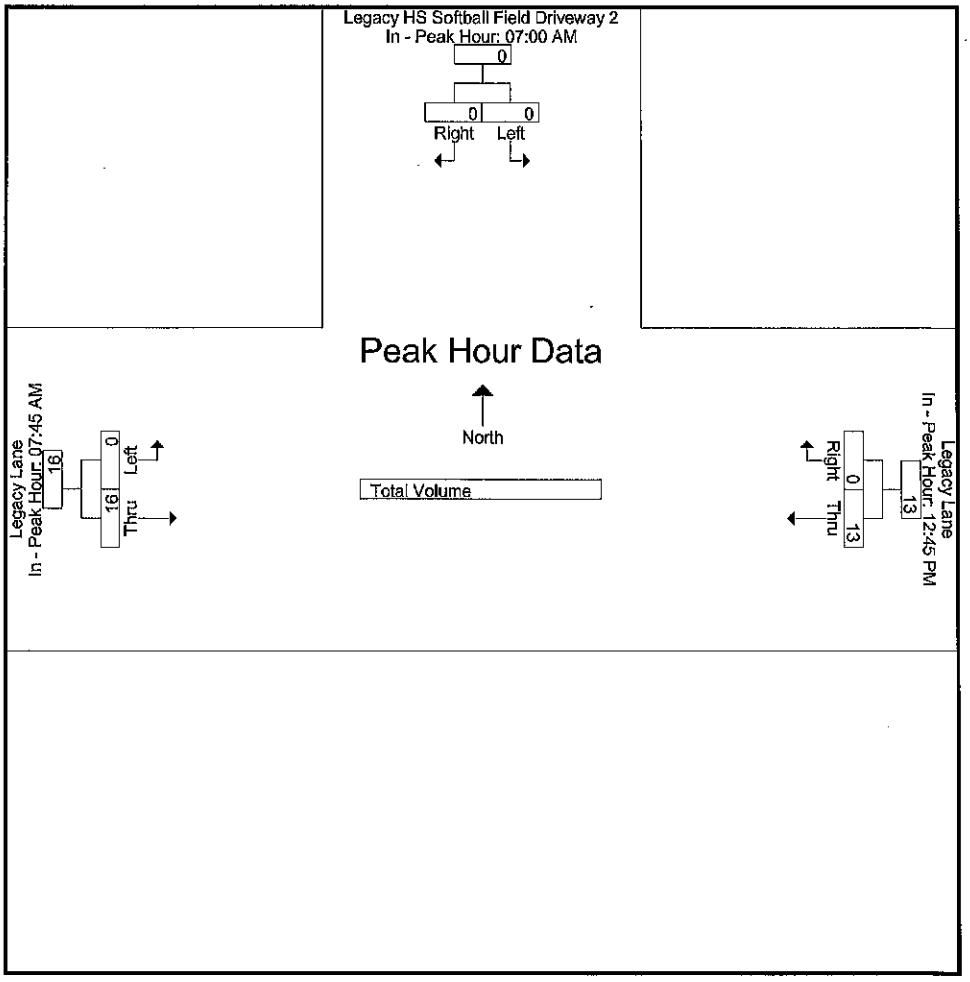


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City of South Gate
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File Name : 02_SGE_E DWY_LEGACY
Site Code : 23625450
Start Date : 4/30/2025
Page No : 5

	Legacy HS Softball Field Driveway 2 Southbound			Legacy Lane Westbound			Legacy Lane Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1										
Peak Hour for Each Approach Begins at:										
	07:00 AM			12:45 PM			07:45 AM			
+0 mins.	0	0	0	3	0	3	0	2	2	
+15 mins.	0	0	0	3	0	3	0	9	9	
+30 mins.	0	0	0	3	0	3	0	3	3	
+45 mins.	0	0	0	4	0	4	0	2	2	
Total Volume	0	0	0	13	0	13	0	16	16	
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.813	.000	.813	.000	.444	.444	



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City of South Gate
Legacy Lane
B/ Curve - Burtis Lane
12 Hour Directional Volume Count

SGE001
Site Code: 236-25450

Start Time	4/30/25 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		*	0			*	0				
12:15		*	3			*	1				
12:30		*	3			*	3				
12:45		*	3	0	9	*	3	0	7	0	16
01:00		*	7			*	3				
01:15		*	3			*	3				
01:30		*	3			*	4				
01:45		*	3	0	16	*	2	0	12	0	28
02:00		*	2			*	4				
02:15		*	0			*	2				
02:30		*	0			*	0				
02:45		*	3	0	5	*	1	0	7	0	12
03:00		*	2			*	3				
03:15		*	0			*	0				
03:30		*	1			*	1				
03:45		*	5	0	8	*	4	0	8	0	16
04:00		*	3			*	3				
04:15		*	1			*	2				
04:30		*	4			*	3				
04:45		*	1	0	9	*	0	0	8	0	17
05:00		*	2			*	0				
05:15		*	2			*	3				
05:30		*	3			*	2				
05:45		*	0	0	7	*	1	0	6	0	13
06:00		*	3			*	3				
06:15		*	0			*	3				
06:30		*	1			*	0				
06:45		*	2	0	6	*	1	0	7	0	13
07:00		1	*			3	*				
07:15		0	*			1	*				
07:30		0	*			0	*				
07:45		2	*	3	0	1	*	5	0	8	0
08:00		9	*			4	*				
08:15		3	*			3	*				
08:30		2	*			4	*				
08:45		1	*	15	0	0	*	11	0	26	0
09:00		4	*			1	*				
09:15		0	*			2	*				
09:30		0	*			0	*				
09:45		2	*	6	0	0	*	3	0	9	0
10:00		1	*			4	*				
10:15		1	*			0	*				
10:30		3	*			1	*				
10:45		2	*	7	0	3	*	8	0	15	0
11:00		0	*			2	*				
11:15		2	*			1	*				
11:30		1	*			2	*				
11:45		2	*	5	0	1	*	6	0	11	0
Total		36	60	36	60	33	55	33	55	69	115
Combined Total		96		96		88		88		184	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	16	-	-	-	12	-	-	-	-	-
P.H.F.		0.444				0.750					
PM Peak	-	-	00:15	-	-	-	00:45	-	-	-	-
Vol.	-	-	16	-	-	-	13	-	-	-	-
P.H.F.			0.571				0.813				
Percentage		37.5%	62.5%			37.5%	62.5%				
ADT/AADT		ADT 368		AADT 368							

Location: South Gate
Street: Legacy Lane
Between: Driveway 1 and Driveway 2

Date: 4/30/2025
Day: Wednesday
Weather: Clear

PEDESTRIANS

	North Side	South Side	Mid-Block Crossing	
7:00 AM	0	5	1	6
7:15 AM	0	0	0	0
7:30 AM	1	3	0	4
7:45 AM	0	1	0	1
8:00 AM	0	0	0	0
8:15 AM	1	2	1	4
8:30 AM	2	3	1	6
8:45 AM	3	4	0	7
9:00 AM	3	3	0	6
9:15 AM	1	0	0	1
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	1	0	1
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	1	0	1
12:30 PM	0	0	0	0
12:45 PM	1	0	0	1
1:00 PM	0	0	0	0
1:15 PM	0	0	1	1
1:30 PM	0	0	3	3
1:45 PM	0	1	0	1
2:00 PM	1	0	0	1
2:15 PM	2	0	0	2
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	1	0	0	1
3:15 PM	0	1	0	1
3:30 PM	1	0	2	3
3:45 PM	1	0	0	1
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	1	0	1	2
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	1
5:45 PM	0	0	1	1
6:00 PM	0	1	1	2
6:15 PM	1	0	2	3
6:30 PM	0	1	0	1
6:45 PM	0	0	0	0
TOTAL VOLUMES:	21	27	14	62

BICYCLES

	Eastbound	Westbound	
7:00 AM	1	0	1
7:15 AM	0	0	0
7:30 AM	2	0	2
7:45 AM	0	1	1
8:00 AM	1	0	1
8:15 AM	0	0	0
8:30 AM	0	0	0
8:45 AM	0	0	0
9:00 AM	0	0	0
9:15 AM	0	0	0
9:30 AM	0	0	0
9:45 AM	0	0	0
10:00 AM	0	0	0
10:15 AM	0	1	1
10:30 AM	0	0	0
10:45 AM	0	0	0
11:00 AM	2	1	3
11:15 AM	1	0	1
11:30 AM	0	0	0
11:45 AM	0	0	0
12:00 PM	0	0	0
12:15 PM	1	0	1
12:30 PM	1	0	1
12:45 PM	0	0	0
1:00 PM	0	2	2
1:15 PM	0	1	1
1:30 PM	0	0	0
1:45 PM	0	2	2
2:00 PM	1	0	1
2:15 PM	0	0	0
2:30 PM	1	0	1
2:45 PM	1	0	1
3:00 PM	0	0	0
3:15 PM	1	0	1
3:30 PM	0	0	0
3:45 PM	1	1	2
4:00 PM	1	0	1
4:15 PM	0	1	1
4:30 PM	2	2	4
4:45 PM	2	1	3
5:00 PM	0	0	0
5:15 PM	0	3	3
5:30 PM	0	0	0
5:45 PM	0	0	0
6:00 PM	0	0	0
6:15 PM	2	2	4
6:30 PM	1	2	3
6:45 PM	2	5	7
TOTAL VOLUMES:	24	25	49

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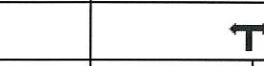
APPENDIX C

LEVEL OF SERVICE ANALYSIS
EXISTING PLUS PROJECT CONDITIONS

Intersection Level Of Service Report
Intersection 1: Project Dwy #1/ Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Project Driveway #1		Legacy Lane		Legacy Lane	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway #1		Legacy Lane		Legacy Lane	
Base Volume Input [veh/h]	0	0	17	0	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	2	2	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	19	2	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	5	1	0	5
Total Analysis Volume [veh/h]	6	0	19	2	0	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

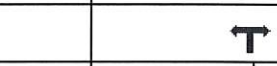
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.70	8.41	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.70		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Legacy High Dwy #1 / Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	7.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Le Hi		Legacy Lane		Legacy Lane	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Le Hi		Legacy Lane		Legacy Lane	
Base Volume Input [veh/h]	0	0	1	16	12	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	18	18	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	5	0
Total Analysis Volume [veh/h]	0	0	1	18	18	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	8.38	7.23	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.04	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		0.38		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Project Dwy #2 / Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Project Driveway #2		Legacy Lane		Legacy Lane	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway #2		Legacy Lane		Legacy Lane	
Base Volume Input [veh/h]	0	0	16	0	0	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	0	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	16	2	0	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	4	1	0	3
Total Analysis Volume [veh/h]	6	0	16	2	0	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.66	8.39	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.66		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.44					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Legacy High Dwy #2 - Project Dwy #3 / Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Project Driveway #3			Le Hi			Legacy Lane			Legacy Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00			10.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Project Driveway #3			Le Hi			Legacy Lane			Legacy Lane		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	16	0	0	12	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	0	0	0	0	0	0	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	6	0	0	0	0	16	0	2	12	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	0	0	0	0	4	0	1	3	0
Total Analysis Volume [veh/h]	0	0	6	0	0	0	0	16	0	2	12	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.69	9.19	8.39	8.71	9.17	8.35	7.22	0.00	0.00	7.23	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.42	0.42	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	8.39			8.74			0.00			1.03		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.80											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 1: Project Dwy #1/ Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Project Driveway #1		Legacy Lane		Legacy Lane	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway #1		Legacy Lane		Legacy Lane	
Base Volume Input [veh/h]	0	0	27	0	0	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	6	6	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	33	6	0	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	8	2	0	11
Total Analysis Volume [veh/h]	3	0	33	6	0	43
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.89	8.47	0.00	0.00	7.27	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.89		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Legacy High Dwy #1 / Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Le Hi		Legacy Lane		Legacy Lane	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Le Hi		Legacy Lane		Legacy Lane	
Base Volume Input [veh/h]	1	34	24	3	6	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	34	24	9	9	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	6	2	2	0
Total Analysis Volume [veh/h]	1	34	24	9	9	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.99	8.45	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.53	2.53	1.01	1.01	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		5.27		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Project Dwy #2 / Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Project Driveway #2		Legacy Lane		Legacy Lane	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway #2		Legacy Lane		Legacy Lane	
Base Volume Input [veh/h]	0	0	9	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	9	6	0	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	2	0	2
Total Analysis Volume [veh/h]	3	0	9	6	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.60	8.36	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.23	0.23	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.60		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Legacy High Dwy #2 - Project Dwy #3 / Legacy Ln

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Project Driveway #3			Le Hi			Legacy Lane			Legacy Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	10.00			10.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Project Driveway #3			Le Hi			Legacy Lane			Legacy Lane		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	9	0	0	8	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	0	0	0	0	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4	0	0	0	0	9	0	6	8	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	0	0	0	0	2	0	2	2	0
Total Analysis Volume [veh/h]	0	0	4	0	0	0	0	9	0	6	8	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	9.18	8.35	8.69	9.16	8.33	7.21	0.00	0.00	7.22	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.28	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25
d_A, Approach Delay [s/veh]	8.35			8.73			0.00			3.10		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.84											
Intersection LOS	A											

Item No. 4

Office of the
South Gate City Clerk

MAY 22 2025 10:45
FILED

City of South Gate
CITY COUNCIL
AGENDA BILL

For the Regular Meeting of **May 27, 2025**
Originating Department: **City Manager's Office**

C.E. Management Analyst: *Leticia Cueto Aguilar* ***City Manager:*** *Rob Houston*

SUBJECT: TWEEDY MILE ADVISORY BOARD ANNUAL REPORT FOR FISCAL YEAR 2025/26 AND RESOLUTION DECLARING THE CITY'S INTENTION TO LEVY AND COLLECT ASSESSMENTS FOR FISCAL YEAR 2025/26 FOR THE PARKING AND BUSINESS IMPROVEMENT AREA (KNOWN AS THE TWEEDY MILE BUSINESS DISTRICT) BUSINESS LICENSE

PURPOSE: To approve the Tweedy Mile Advisory Board's Annual Report for Fiscal Year 2025/26 and declare the City's intention to levy and collect assessments for Fiscal Year 2025/26 for the Parking and Business Improvement Area Business License.

RECOMMENDED ACTIONS: The City Council will consider:

a. Approving the Tweedy Mile Advisory Board's Annual Report for Fiscal Year 2025/26; and
b. Adopting a Resolution declaring the City's intention to levy and collect assessments for Fiscal Year 2025/26 for the Parking and Business Improvement Area (known as the Tweedy Mile Business District) Business License, and scheduling a Public Hearing for June 24, 2025

FISCAL IMPACT: The amount of estimated funding available for use in Fiscal Year 2025/26 is $28,506.54. The Annual Assessment generates approximately $22,000 for the Tweedy Mile Business Improvement District. Due to the Tweedy Mile Complete Streets Project, general retail trade promotion activities were paused, resulting in a carryover balance of $6,506.54 into the new fiscal year.

ALIGNMENT WITH COUNCIL GOALS: The Parking and Business Improvement Area Business License meets the City Council's goal to improve the business environment of the Tweedy Mile Business District.

ANALYSIS: On November 2, 1970, the City Council adopted Ordinance No. 1129 adding Chapter 2.64 (Parking and Business Improvement Area Business License), to Title 2 (Licenses – Business Regulations), of the South Gate Municipal Code establishing a Parking and Business Improvement Area ("Area"), pursuant to the Parking and Business Improvement Act Law of 1965,

Part 5 of Division 18 of the California Streets and Highway Code Section 36000 through 36081. The Area works by having the City levy an additional business license tax on businesses located within the designated Area and then annually remitting those funds back to the Business Improvement District ("BID"). Section 2.64.040 (Uses and Purpose), of Title 2 (Licenses-Business Regulations) of the South Gate Municipal Code states that the funds collected by the City and remitted to the BID can only be used for the following purposes:

a. Decoration of any public place in the area;
b. Promotion of public events which are to take place on or in public places in the area; and
c. The general promotion of retail trade activities in the area.

The City's Municipal Code also requires that the Tweedy Mile Advisory Board ("Board") submit an Annual Report to the City Council no later than June 1st of each year. The Annual Report shall specify the expenses, services, activities, and programs to be funded by the assessment for the upcoming fiscal year(s), in accordance with the requirements of Sections 36530 and 36533 of the California Streets and Highways Code. Said Code also requires the City Council to approve the Annual Report, and, after, shall adopt a Resolution declaring the City's intention to levy an annual assessment for the fiscal year and schedule a Public Hearing to allow public testimony regarding the proposed assessment.

The Board approved the attached Tweedy Mile Advisory Board Annual Report (Attachment A). Staff recommend that the City Council approve the Annual Report which includes a program budget for Fiscal Year 2025/26. In addition to the Annual Report, staff also recommend that the City Council adopt the proposed Resolution declaring the City's intention to levy and collect assessments for Fiscal Year 2025/26 (Attachment B) and approve the scheduling of a Public Hearing for June 24, 2025. Together, the Resolution and Annual Report are the initial steps to levy the proposed assessments and approve the program budget for Fiscal Year 2025/26.

BACKGROUND: On May 5, 2025, the Board approved its Annual Report which included a proposed budget for Fiscal Year 2025/26. As in years past, no tax increase or changes to the assessment methodology are proposed for assessments to be collected in Fiscal Year 2025/26.

BOARD'S BUDGET RECOMMENDATIONS FOR FISCAL YEAR 2025/26:

a) $18,506.54 for the general promotion of retail trade activities; and
b) $10,000 for decoration of any public place in the area.

The proposed budget for Fiscal Year 2025/26 is included in the Annual Report. The Board has allocated $10,000 for the annual installation, removal, and storage of the Christmas decorations on Tweedy Blvd. The $18,506.54 will likely be used to cover annual costs to maintain the Tweedy Mile BID website as well as more marketing services. The Board will approve the specific funding requests in the next Fiscal Year.

ANNUAL REPORT:

To implement the Board's Parking and Business Improvement Area Business License recommendations, the City Council must approve the Annual Report and adopt a Resolution of

Intent to Levy Assessments for the Fiscal Year 2025/26. The Annual Report includes information regarding the assessment methodology, boundaries, and a planned budget with activities for the upcoming fiscal year. Upon adoption of the proposed Resolution of Intent, Parking and Business Improvement Area members will be notified by mail of the proposed assessments and the Resolution will be published in the *Los Angeles Wave* newspaper. The City Council will conduct a Public Hearing on June 24, 2025, for public testimony on the proposed assessment levy and budget. At the Public Hearing, the City Council will hear and consider protests the assessments. If business owners in the area who would be responsible for paying 50% or more of the proposed assessments submit written protests by 6:30 p.m. on June 24, 2025, and those protests are not withdrawn enough to drop below the 50% threshold, the City Council will not move forward with the proposed assessments for one year from the date it determines a majority protest exists.

ASSESSMENT/BUDGET ADOPTION SCHEDULE:

Staff propose the following schedule to continue the collection of annual assessments as required by state law and the South Gate Municipal Code:

Dates	**Action**
May 5, 2025	The board reviews and approves the Annual Report.
May 27, 2025	City Council adopts Resolution of Intent to Levy Assessments for Fiscal Year 2025/26.
June 02, 2025	Letter and Resolution of Intent (indicating Public Hearing information and how to submit protests verbally or in writing) will be mailed to all affected businesses.
June 24, 2025	City Council conducts Public Hearing to receive public testimony on the proposed assessment levy.

ATTACHMENTS: A. Tweedy Mile Advisory Board Annual Report
B. Proposed Resolution
C. Municipal Code Chapter 2.64 (Parking and Business Improvement Area Business License)

PARKING AND BUSINESS IMPROVEMENT AREA
ANNUAL REPORT FOR FISCAL YEAR 2025/26

This annual report includes the proposed assessment levy and program budget for the fiscal year 2025/26.

Tweedy Mile Advisory Board

Per the Parking and Business Improvement Area Law of 1989 and the South Gate Municipal Code, Chapter 2.64, the City Council shall appoint a Tweedy Mile Advisory Board in order to make recommendations to the City Council on the expenditure of revenues derived from the levy assessments on proposed improvements and activities and on the method and basis of levying assessments.

Purpose of Annual Report

The Tweedy Mile Advisory Board shall prepare an annual report for each fiscal year for which assessments are to be levied and collected to pay the costs of the improvements and activities described in the report. The report may propose changes, including but not limited to, the boundaries of the parking and business improvement area and the basis and method of levying the assessments.

Boundaries and Assessments

There are no proposed changes to the Parking and Business Improvement Area ("Area") boundaries or the assessment methodology. The Area boundary map and assessment methodology are included as Exhibits A and B.

Method and Basis of Levying the Assessment

All businesses within the Area are subject to the assessment. The levy of the business license tax imposed upon the businesses within said Area, is hereby fixed, levied, determined, and established per the City's assessment methodology included with this report as Exhibit B.

Payment of Tax

The additional rate or levy of the license tax levied is due and payable at the same time and in the same manner that the business license tax is imposed by the South Gate Municipal Code Chapter 2.08 (Business License Tax).

Budget

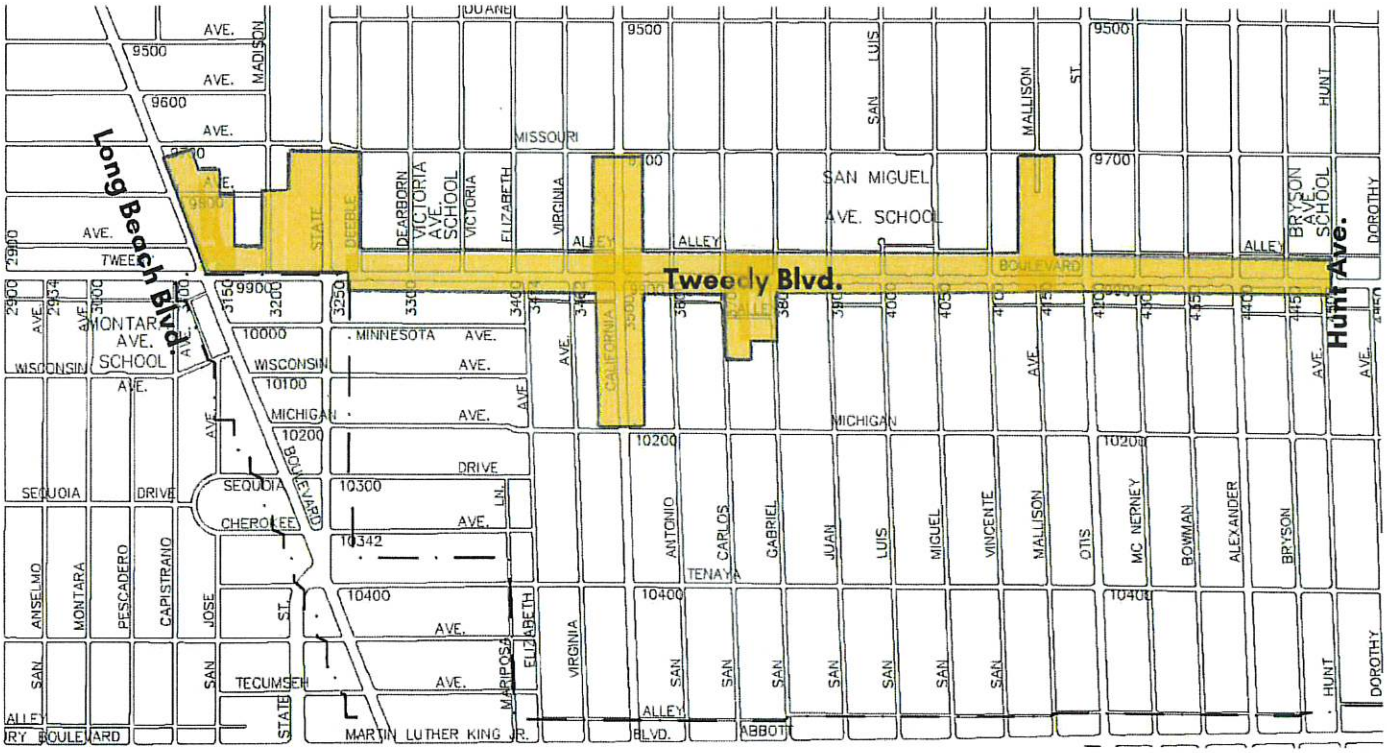
A line-item budget for FY 2025/26 is included with this report as Exhibit C. The Board has allocated $10,000 for the annual installation, removal, and storage of the Christmas decorations on Tweedy Blvd. A portion of the $18,506.54 will likely be used to cover annual costs to maintain the Tweedy Mile BID website as well as more marketing services. The Board will approve the specific funding requests in the next Fiscal Year.

Exhibit A– Parking and Business Improvement Area Map
Exhibit B – Parking and Business Improvement Area Business License Fees
Exhibit C– Parking and Business Improvement Area Budget for FY 2025/26

City of South Gate

PARKING AND BUSINESS IMPROVEMENT AREA MAP

Below is a map delineating the boundaries of the Parking and Business Improvement Area and the list of addresses located within the Area.



Addresses located in the Business Improvement Area:

California Ave.	9700 - 10100
Long Beach Blvd.	9700 - 9900
Otis St.	9700 - 10100
San Gabriel Ave.	9900 -10100
San Juan Ave.	9900 - 10100
State St.	9700 - 9900
Tweedy Blvd.	3150 - 4499

CITY OF SOUTH GATE
PARKING AND BUSINESS IMPROVEMENT AREA BUSINESS LICENSE FEES
FISCAL YEAR 2023/24

Street Name	Address Range
Tweedy Blvd.	3150 - 4499
California Ave.	9700 - 10100
Long Beach Blvd.	9700 - 9900
Otis St.	9700 - 10100
San Gabriel Ave.	9900 - 10100
San Juan Ave.	9900 - 10100
State St.	9700 - 9900

Businesses located in the Parking and Business Improvement Area are subject to the provisions of Chapter 2.64 of the South Gate Municipal Code, "Parking and Business Improvement Area" which established a Business Improvement Area Fee based on the businesses' annual gross receipts.

The Business Improvement Area Fees are collected by the City and are deposited into the "Parking and Business Improvement Account" and can be used for the following purposes only:

1. Decoration of any public place in the area.
2. Promotion of public events which are to take place on or in public places in the area.
3. The general promotion of retail trade activities in the area.

The Business Improvement Area Fee is an additional fee to the regular City license tax shown on the enclosed renewal. The business owner shall calculate the Business Improvement Area Fee according to the schedule below and add it to total tax calculated on the Business License Renewal Form.

Schedule of Business Improvement Area Fees

Annual Gross Receipts Total:	The Fee Shall Be:
If less than $10,000	$15
If $10,000 or more, but less than $25,000	$20
If $25,000 or more, but less than $50,000	$25
If $50,000 or more, but less than $75,000	$36
If $75,000 or more, but less than $100,000	$48
If $100,000 or more, but less than $200,000	$60
If $200,000 or more, but less than $300,000	$72
If $300,000 or more, but less than $400,000	$84
If $400,000 or more, but less than $500,000	$96
If $500,000 or more, but less than $600,000	$110
If $600,000 or more, but less than $700,000	$124
If $700,000 or more, but less than $800,000	$138
If $800,000 or more, but less than $900,000	$152
If $900,000 or more, but less than $1,000,000	$166
If $1,000,000 or more, but less than $1,100,000	$180
If $1,100,000 or more, but less than $1,200,000	$194
If $1,200,000 or more, but less than $1,300,000	$208
If $1,300,000 or more, but less than $1,400,000	$222
If $1,400,000 or more, but less than $1,500,000	$236
If such gross receipts exceed the sum of $1,500,000, the Fee shall be the sum of $236.00 as specified above, plus the sum of 25 cents for each $1,000 or major fraction thereof in excess of said $1,500,000.	Total Not to Exceed $400

Parking and Business Improvement Area Budget **Exhibit C**

FY 2025/26

BID Fund Balance Summary - July 1, 2025	**$6,506.54**
FY 2024/25 Estimated Assessment Revenue	$22,000.00
Total Estimated BID Funds Available for Use in FY 2025/26	**$28,506.54**
Proposed Budget Items	**Amounts**
Decoration of Any Public Place in the Area	$10,000.00
General Promotion of Retail Trade Activities in the Area	$18,506.54
Estimated Ending BID Fund Balance - June 30, 2025	**$0.00**

RESOLUTION NO. _____

CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DECLARING THE CITY'S INTENTION TO LEVY AND COLLECT ASSESSMENTS FOR FISCAL YEAR 2025/26 FOR THE PARKING AND BUSINESS IMPROVEMENT AREA (KNOWN AS THE TWEEDY MILE BUSINESS DISTRICT) BUSINESS LICENSE AND SCHEDULING A PUBLIC HEARING FOR JUNE 24, 2025

WHEREAS, pursuant to the Parking and Business Improvement Act Law of 1965, Part 5 of Division 18 of the California Streets and Highway Code Section 36000 through 36081, on November 2, 1970, the City Council ("City Council") of the City of South Gate ("City") adopted Ordinance No. 1129 adding Chapter 2.64 (Parking and Business Improvement Area Business License), to Title 2 (Licenses – Business Regulations), of the South Gate Municipal Code establishing a Parking and Business Improvement Area ("Area"), specifying the initial or additional rate or levy of the license tax to be imposed on businesses, and specifying the uses to which the revenue shall be expended;

WHEREAS, the Parking and Business Improvement Area Business License levies an additional business license tax on businesses located within the designated Area and the City annually remits those funds back to the Tweedy Mile Association to be used for certain purposes in the Area;

WHEREAS, pursuant to Section 36530 of the California Streets and Highways Code, on September 27, 2011, the City Council adopted Ordinance No. 2286 adding Sections 2.64.100 through 2.64.140 establishing the Tweedy Mile Advisory Board ("TMAB") to make recommendations to the City Council on the expenditure of revenues derived from the levy assessments on proposed improvements and activities and on the method and basis of levying assessments;

WHEREAS, on September 11, 2018, and September 25, 2018, the City Council made appointments to the TMAB, which held its first meeting on February 4, 2019, and have met from time to time since;

WHEREAS, the TMAB prepares an annual report specifying the expenses, services, activities, and programs to be funded by the assessment, in accordance with the requirements of Sections 36530 and 36533 of the California Streets and Highways Code, and upon TMAB's approval of the annual report, presents it to the City Council for the conduct of a public hearing on the assessments for the fiscal year referred to in the annual report;

WHEREAS, the Area is known as the Tweedy Mile Business District which boundaries include Tweedy Boulevard between the beginning of the northeasterly line of Long Beach Boulevard

and easterly along said prolongation and southerly line to the intersection with the westerly line of Hunt Avenue;

WHEREAS, the City Council and the TMAB have determined that the Area benefits the businesses located and operating within the Area by generating revenue for businesses to improve the physical and financial health, social and cultural center of the City, and thereby enhances the City's community at large;

WHEREAS, the TMAB has conducted outreach to member businesses to formulate the Annual Report for Fiscal Year 2025/26, including the work plan, budget and fee assessment schedule that would be fair, reasonable and in compliance with the California Streets and Highway Code Section 36500 et. seq.;

WHEREAS, at its Regular Meeting of May 5, 2025, the TMAB approved the Annual Report for Fiscal Year 2025/26, specifying the expenses, services, activities, and programs to be funded by the assessments for Fiscal Year 2025/26;

WHEREAS, the continuation of the Area and the related levy of assessments will promote the economic revitalization of the downtown area of the City, create jobs, and attract new businesses; in addition, the Area enhances and promotes the City, culturally and commercially; and

WHEREAS, the City Council desires to conduct a formal Public Hearing on the Area's proposed levy assessments for Fiscal Year 2025/26.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby declare that the above recitals are true and correct and are incorporated herein by reference.

SECTION 2. The City Council does hereby declare that the Area has not changed. The territorial boundaries in the Area are identified in the Area Map attached hereto as Exhibit "A" and made a part hereof.

SECTION 3. Pursuant to the Parking and Business Improvement Area Law of 1989 (California Streets and Highway Code Section 36500 et seq.), the City Council does hereby declare its intention to continue the levy and collect assessments within the Area for the purpose of marketing and promoting activities which will benefit the businesses located and operating within the Area for Fiscal Year 2025/26.

SECTION 4. The City Council does hereby declare that the type or types of improvements and activities proposed to be funded by the levy of assessments on businesses in the Area are in line with the "Improvements" and "Activities" permitted under Sections 36510 & 36513 of Streets and Highway Code, specifically: (a) "Improvement" means the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more including, but not limited to parking facilities, benches, trash receptacles, street lighting, decorations, parks, and

fountains; and (b) "Activities" means, but is not limited to, promotion of public events which benefit businesses in the area and which take place on or in public places within the area, furnishing of music in any public place in the area, promotion of tourism within the area and activities which benefit businesses located and operating in the area. Except where funds are otherwise available, an assessment will be levied annually to pay for all improvements and activities within the Area.

SECTION 5. Except where funds are otherwise available, an assessment will be levied annually to pay for all improvements and activities within the Area.

SECTION 6. The TMAB's Annual Report for Fiscal Year 2025/26 is on file in the City Clerk's Office and contains a description of the improvements and activities to be provided, the boundaries of the Area, and the proposed assessments to be levied upon the businesses within the Area for the Fiscal Year 2025/26.

SECTION 7. The City Council does hereby give notice that a public hearing is hereby scheduled for the regularly scheduled City Council Meeting of June 24, 2025, at 6:30 p.m., at the City Hall Council Chambers or via Call-in Conference, to consider said assessments to be levied. At least 72 hours beforehand, the Dial-In Number and Conference Code will be posted on the City's website at www.cityofsouthgate.org. During the public hearing, the City Council shall allow public testimony regarding the proposed assessments of businesses within the Area for the proposed work plan for Fiscal Year 2025/26.

SECTION 8. At this public hearing, the City Council shall hear and consider all protests against the establishment of the assessment or the furnishing of specified types of improvements or activities within the Area. A protest against the assessments may be made orally or in writing by any interested person. Any protest pertaining to the regularity or sufficiency of the proceedings shall be in writing and shall clearly set forth the irregularity or defect to which the objection is made. **Every written protest shall be filed with the City Clerk no later than 6:30 p.m., on June 24, 2025.** The City Council may waive any irregularity in the form or content of any written protest and at the public hearing may correct minor defects in the proceedings.

A written protest may be withdrawn from the record at any time before the conclusion of the public hearing. Each written protest shall contain a written description of the business in which the person signing the protest is interested, sufficient to identify the business, and its address. If the person signing the protest is not shown on the official records of the City as the owner of the business, then the protest shall contain or be accompanied by written evidence that the person is the owner of the business. Any written protest as to the regularity or sufficiency of the proceeding shall be in writing and clearly state the irregularity or defect to which objection is made.

If written protests are received from business owners in the proposed area which will pay 50 percent or more of the assessments proposed to be levied and protests are not withdrawn so as to reduce the protests to less than that 50 percent of business owners, no further proceedings to levy the proposed assessment, as contained in the resolution of intention, shall be taken for a period of one year from the date of the finding of a majority protest by the city council. If the majority protest is only against the furnishing of a specified type or types of improvement or activity within the area, those types of improvements or activities shall be eliminated.

At the conclusion of the public hearing to establish the assessment for the Fiscal Year 2025/26, the City Council may adopt, revise, change, reduce, or modify the proposed assessment or the type or types of improvements and activities to be funded with the revenues from the assessments. However, proposed assessments may only be revised by reducing any or all of them.

SECTION 9. Should the proposed annual assessment for Fiscal Year 2025/26 be approved by the City Council on June 24, 2025, the City Council does hereby declare its intention that all businesses pay their annual assessment when they obtain, renew or change their businesses license with the City.

SECTION 10. The City Council does hereby direct the City Clerk to mail a certified copy of this Resolution of Intention and a cover letter, advising that the City Council has been requested to set the Fiscal Year 2025/26 annual assessment as permitted under the California Streets and Highways Code, by mail to each business owner in the Area within seven days of the City Council's adoption of this Resolution of Intention. The cover letter shall further advise of the Public Hearing scheduled for the regularly scheduled City Council Meeting of June 24, 2025, at 6:30 p.m., where the City Council shall allow oral and written public testimony from interested parties regarding the proposed assessments of businesses within the Area. At the end of that public hearing, the City Council shall determine if there are sufficient protests equaling 50 percent or more of the assessments proposed to be levied.

SECTION 11. The City Council does hereby direct the City Clerk to give notice of said public hearing by causing this Resolution of Intention to be published once in a newspaper of general circulation in the City of South Gate not less than seven days before the Public Hearing.

SECTION 12. The City Council does hereby welcome interested persons to contact Leticia Cueto Aguilar, Community Engagement Management Analyst, in the City Manager's Office, at (323) 563-9509 or at lcueto@sogate.org, to receive additional information about the proposed assessments. Protests in writing against the proposed assessments shall be mailed or delivered to: Yodit Glaze, City Clerk, 8650 California Avenue, South Gate, California, 90280 or to yglaze@sogate.org, **no later than 6:30 p.m., on June 24, 2025.**

[Remainder of page left blank intentionally.]

SECTION 13. The City Clerk shall certify the adoption of this Resolution which shall be effective upon its adoption.

PASSED, APPROVED and **ADOPTED** this **27th** day of **May 2025**.

CITY OF SOUTH GATE:

By: _____
Maria Davila, Mayor

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raúl F. Salinas, City Attorney

Chapter 2.64
PARKING AND BUSINESS IMPROVEMENT AREA BUSINESS LICENSE

Sections:

2.64.010 Creation.

2.64.020 Boundaries.

2.64.030 Delineation.

2.64.040 Uses and purpose.

2.64.050 Fund creation-Source of funds-Purpose.

2.64.060 Rate of levy of businesses.

2.64.070 Payment of tax.

2.64.080 Applicability of general business license provisions.

2.64.090 Payment prerequisite to license.

2.64.100 Tweedy Mile advisory board.

2.64.110 Membership.

2.64.120 Meetings.

2.64.130 Duties.

2.64.140 Staff representation.

2.64.010 Creation.

Pursuant to the Parking and Business Improvement Act Law of 1965, being Part 5 of Division 18 of the Streets and Highways Code of the State of California, Sections 36000 through 36081, there is established a parking and business improvement area business license area, which is hereinafter in this chapter referred to simply as "said area."

(Ord. 1129 § 2 (part), 1970)

2.64.020 Boundaries.

The boundaries of said area are specifically described as follows:

All that property in the city of South Gate, bounded and described as follows:

Beginning at the intersection of the northeasterly line of Long Beach Boulevard as it existed on July 16, 1970 and the northerly line of Lot 86, Tract No. 4753, as shown on map recorded in Book 50, page 51 of Maps, in the office of the recorder of the county of Los Angeles; thence easterly along said northerly line to the northeasterly corner of said Lot 86; thence southerly in a direct line to the southeasterly corner of Lot 88, said Tract No. 4753; thence easterly in a direct line to the northwesterly corner of Lot 92, said tract; thence southerly in a direct line to the southwesterly corner of said Lot 92; thence southeasterly in a direct line to the northwesterly corner of Lot 94, said Tract No. 4753; thence southerly and easterly along the westerly and southerly lines of said Lot 94, to the southeasterly corner of said lot, which is also in the westerly line of Lot 8, Tract No. 12959, as shown on map recorded in Book 246, page 9, of Maps in the office of said recorder; thence southerly along said westerly line and its southerly prolongation to the centerline of the 20 foot vacated alley lying adjacent to and southerly of said Lot 8; thence easterly along said centerline and its easterly prolongation to an intersection with the easterly line of Madison Avenue (50 feet wide) shown on map filed in Book 12, page 14, of Record of Surveys, in the office of said recorder, being "Part of Lot 2, Subdivision of the Estate of Robert Tweedy Deceased"; thence northerly along said easterly line to the southwest corner of Parcel No. 26; thence easterly along the southerly line of said parcel to its southeast corner; thence northerly along the easterly line of said parcel and its northerly prolongation to an intersection with the southerly line of Missouri Avenue as it existed on July 16, 1970; thence easterly along said southerly line to an intersection with the westerly line of Deeble Street, as shown on map of Tract No. 5487, recorded in Book 59, page 5, of Maps in the office of said recorder; thence southerly along said westerly line to an intersection with the westerly prolongation of the southerly line of the first alley north of Tweedy Boulevard, as shown on map of said tract; thence easterly along said prolongation and southerly line to an intersection with the southerly prolongation of the easterly line of Lot 465, Tract No. 5248 as shown on map recorded in Book 56, page 41 of Maps, in the office of said recorder; thence northerly in a direct line to the northeast corner of Lot 484, said Tract No. 5248, which is also in the southerly line of said Missouri Avenue; thence easterly along said southerly line to the northeast corner of Lot 331, Tract No. 4707, as shown on map recorded in Book 52, page 14, of Maps in the office of said recorder; thence southerly in a direct line to an intersection with southerly prolongation of the easterly line of Lot 312, said Tract No. 4707, and the southerly line of the first alley north of Tweedy Boulevard; thence easterly along said southerly line to an intersection with the easterly line of Mallison Avenue as shown on map of Tract No. 6000, recorded in Book 65, pages 29 to 32 inclusive, of Maps in the office of said recorder; thence northerly along said easterly line to an intersection with the southerly line of said Missouri Avenue; thence easterly along said southerly line to an intersection with the westerly line of Otis Street as it existed on July 16, 1970; thence southerly along said westerly line to an intersection with the westerly prolongation of the southerly line of the first alley north of Tweedy Boulevard as shown on map of said Tract No. 6000; thence easterly along said prolongation and southerly line to an intersection with the westerly line of Hunt Avenue (50 feet wide), being also the northeast corner of Lot 921, said Tract No. 6000; thence southerly along said westerly line and its southerly prolongation to the southerly line of Tweedy Boulevard (80 feet wide); thence westerly along said southerly line and its westerly prolongation to an

intersection with the northerly prolongation of the westerly line of said Hunt Avenue; thence southerly along said prolongation and said westerly line to an intersection with the northerly line of the first alley south of said Tweedy Boulevard, being also a point in said westerly line that is 35 feet southerly of the southeast corner of Lot 1, Tract No. 3739 as shown on map recorded in Book 12, page 45 of Maps, in the office of said recorder; thence westerly along the said northerly alley line and its westerly prolongation to the southeast corner of Lot 2665, Tract No. 5772 as shown on map recorded in Book 65, page 49 of Maps, in the office of said recorder; which is also in the westerly line of San Gabriel Avenue as shown on map of said Tract No. 5772; thence southerly along said westerly line to the southeasterly corner of Lot 2672, said Tract No. 5772; thence westerly along the southerly line of said lot to its southwest corner; thence southerly in a direct line to the southeast corner of Lot 2648, said Tract No. 5772; thence westerly along the southerly line of said lot to its southwest corner, which is also in the easterly line of San Carlos Avenue as shown on map of said tract; thence northerly along said easterly line to an intersection with the easterly prolongation of the northerly line of the said first alley south of Tweedy Boulevard; thence westerly along said prolongation and northerly line to an intersection with the northerly prolongation of the easterly line of Lot 2284, said Tract No. 5772; thence southerly along said prolongation and easterly to the southeast corner of Lot 2259, said Tract No. 5772, said corner being also in the northerly line of Michigan Avenue, as shown on map of said Tract No. 5772; thence westerly along said northerly line to the southwest corner of Lot 2133, said Tract No. 5772; thence northerly in a direct line to an intersection with the said northerly line of the first alley south of Tweedy Boulevard, and the northerly prolongation of the westerly line of Lot 2108, said Tract No. 5772; thence westerly along said northerly line to the southwest corner of Lot 1916, said Tract No. 5772; thence southwesterly to the southeasterly corner of Lot 1783, said Tract No. 5772; thence westerly along the southerly lines of Lots 1783, 1782, 1781 and 1780, to the southwest corner of said Lot 1780, which is also the southeast corner of Lot 1, Tract No. 4936, as shown on map recorded in Book 53, page 100 of Maps in the office of said recorder; thence westerly along the southerly lines of Lots 1 to 8 inclusive to the southwest corner of said Lot 8, which is also in the westerly boundary line of the city of South Gate; thence northerly and westerly along the said city boundary line to an intersection with the southeasterly prolongation of the northeasterly line of said Long Beach Boulevard thence northwesterly along said prolongation and northeasterly line to the place of beginning.

(Ord. 1129 § 2 (part), 1970)

2.64.030 Delineation.

For purposes of graphic illustration, the boundaries of said area as described in Section 2.64.020 are delineated on the map of said area entitled "Map Delineating Boundaries of Parking and Business Improvement Area" which is on file in the office of the city clerk.

(Ord. 1129 § 2 (part), 1970)

2.64.040 Uses and purpose.

The uses and purpose to which the revenue emanating from said area pursuant to and as a result of this chapter

shall be put are any one or more of the following:

a. Decoration of any public place in the area;

b. Promotion of public events which are to take place on or in public places in the area;

c. The general promotion of retail trade activities in the area.

(Ord. 1129 § 2 (part), 1970)

2.64.050 Fund creation—Source of funds—Purpose.

There is hereby created and established a special fund designated as the "parking and business improvement area fund." All funds derived from the additional levy of the general business license tax made pursuant to this chapter, and any other moneys the city council may from time to time transfer thereto, shall be deposited in said parking and business improvement area fund. The parking and business improvement area fund shall be used exclusively for one or more of the purposes specified in Section 2.64.040.

(Ord. 1129 § 2 (part), 1970)

2.64.060 Rate of levy of businesses.

The initial or additional rate or levy of the business license tax imposed upon the businesses within said area, is hereby fixed, levied, determined and established as follows:

That the amount of levy upon each such business shall be in an amount equal to the general business license tax applicable to each such business as specified and provided in the ordinances and resolutions of the city of South Gate as of the first day of January, 1971, but in no event shall said levy exceed the sum of four hundred dollars for any one licensee.

(Ord. 1148 § 1, 1971: Ord. 1129 § 2 (part), 1970)

2.64.070 Payment of tax.

The additional rate or levy of the license tax hereby levied shall be due and payable and shall be paid at the same time and in the same manner that the business license tax imposed by Chapter 2.08 of this title is due and payable in accordance with the terms of this chapter.

(Ord. 1129 § 2 (part), 1970)

2.64.080 Applicability of general business license provisions.

The provisions of Sections 2.08.060, 2.08.085, 2.08.135, 2.08.195, 2.08.270, 2.08.295, 2.08.300, 2.08.335, 2.08.340, 2.08.350, 2.08.355, 2.08.375, 2.08.430, 2.08.440, 2.08.455, 2.08.460, and 2.08.470 shall be applicable to all businesses in the area described in Section 2.64.020 and subject to the additional levy of the general

business license tax imposed by Section 2.64.050.

(Ord. 1129 § 2 (part), 1970)

2.64.090 Payment prerequisite to license.

No business license shall be issued pursuant to this title unless the additional business license tax imposed by this chapter is paid together with the business license payable pursuant to and imposed by Section 2.64.050.

(Ord. 1129 § 2 (part), 1970)

2.64.100 Tweedy Mile advisory board.

The city council shall appoint a Tweedy Mile advisory board pursuant to Section 36530 of the California Streets and Highways Code in order to make recommendations to the city council on the expenditure of revenues derived from the levy assessments on proposed improvements and activities and on the method and basis of levying assessments.

(Ord. 2286 § 1 (part), 9-27-2011)

2.64.110 Membership.

The Tweedy Mile advisory board shall consist of five members each of which shall be appointed by a city council member. The members of the Tweedy Mile advisory board shall be appointed for staggered, three-year terms.

(Ord. 2286 § 1 (part), 9-27-2011)

2.64.120 Meetings.

1. The regular meetings of the Tweedy Mile advisory board shall be held not less frequently than once each calendar year, and otherwise as determined by the Tweedy Mile advisory board. The Tweedy Mile advisory board shall meet in the South Gate city council chambers.

2. The Tweedy Mile advisory board shall annually elect a chairperson and vice chairperson from among its members.

3. Three members of the Tweedy Mile advisory board constitute a minimum quorum for the transaction of business.

4. The affirmative vote of at least a majority of the then present members of the Tweedy Mile advisory board shall be necessary to take action.

(Ord. 2286 § 1 (part), 9-27-2011)

2.64.130 Duties.

The duties of the Tweedy Mile advisory board are as follows:

1. The Tweedy Mile advisory board shall prepare an annual report specifying the expenses, services, activities, and programs to be funded by the assessment, in accordance of the requirements of Sections 36530 and 36533 of the California Streets and Highways Code. Upon approval of the annual report, the city council shall follow the procedures set forth in Section 36534 of the California Streets and Highways Code for the conduct of a public hearing on the assessments for the fiscal year referred to in the annual report.

2. The Tweedy Mile advisory board will work together with city staff to consider new business, to evaluate whether or not proposed solutions are viable and cost-effective, and to submit from time to time recommendations to the city council for review and approval.

3. To perform such duties and responsibilities as may be assigned by the city council from time to time.

(Ord. 2286 § 1 (part), 9-27-2011)

2.64.140 Staff representation.

The city manager shall assign staff to ensure the effective functioning of the Tweedy Mile advisory board, including designating the secretary to the Tweedy Mile advisory board who shall be a city employee responsible for the preparation of all minutes of all meetings of the board, and the filing of the approved minutes with the city clerk. The minutes shall include a record of board member attendance, a brief summary of presentations made if any, actions taken by the Tweedy Mile advisory board, and the vote of each member on any item upon which action is taken. Minutes need not be verbatim transcripts of the conduct of the meetings, but should be sufficient to adequately characterize the discussions, deliberations and actions taken.

(Ord. 2286 § 1 (part), 9-27-2011)

Office of the
South Gate City Clerk

MAY 22 2025 10:45am
FILED

Item No. 5

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**
Originating Department: **Administrative Services**

Department Director: *Luis Frausto* ***City Manager:*** *Rob Houston*

SUBJECT: AMENDMENT NO. 1 TO CONTRACT NO. 2024-96-AC WITH HINDERLITER DE LLAMAS & ASSOCIATES FOR BUSINESS LICENSE ADMINSITRATION AND BUSINESS LICENSE DISCOVERY/COMPLIANCE SERVICES

PURPOSE: To approve Amendment No. 1 to Contract No. 2024-96-AC ("Amendment No. 1") with Hinderliter De Llamas & Associates for Business License Administration and Business License Discovery/Compliance Services.

RECOMMENDED ACTIONS: The City Council will consider:

a. Approving Amendment No. 1 to Contract No. 2024-96-AC with Hinderliter De Llamas & Associates ("Agreement"), through December 31, 2027, for Business License Administration and Business License Discovery/Compliance Services to add business license permit administration services, with an estimated additional annual cost of $6,000, and a one-time $1,500 implementation fee;
b. Appropriating $7,500 from the General Fund balance to expenditure account number 100-302-12-6101 (Professional Services) to fund the Business License Administration and Business License Discovery/Compliance Services; and
c. Authorizing the Mayor to execute Amendment No. 1 in a form acceptable to the City Attorney.

FISCAL IMPACT: The additional services to be provided under Amendment No. 1 to the Agreement for Business License Administration and Business License Discovery/Compliance services were not included in the Adopted FY 2024-25 Budget. The appropriation in the amount of $7,500 would be funded by General Fund balance for fiscal year 2024-25. The fiscal impact will be offset by a significant reduction in operational costs due to savings in the Business License division salaries and benefits budget.

ANALYSIS: None

BACKGROUND: The Administrative Services Department is currently in transition to utilize Hinderliter De Llamas & Associates to provide Business License Administration and Business License Discovery/Compliance services. The original agreement approved in December 2024

provided professional services to administer new business license applications, renewals, and compliance functions.

The department desires to add business license permit administration to the services Hinderliter De Llamas & Associates is to provide. Hinderliter De Llamas & Associates have extensive knowledge, expertise, and resources in business license administration which can provide the City of South Gate with administration tools unavailable to staff. Amendment No. 1 will bring the total estimated cost of the Agreement to $57,500 as shown below.

Contract with Hinderliter De Llamas & Associates	Date Approved	Term Ending	Amount	Cumulative Contract Total
Contract No. 2024-96-AC	December 10, 2025	December 31, 2027	$50,000	$50,000
Amendment No. 1	May 27, 2025	December 31, 2027	$7,500	$57,500

ATTACHMENTS: A. Proposed Amendment No. 1 (including Exhibit A)
B. Contract No. 2024-96-AC*

*Each document is available for review through the City Clerk's Office.

AMENDMENT NO. 1 TO CONTRACT NO. 2024-96-AC FOR BUSINESS LICENSE ADMINSITRATION AND BUSINESS LICENSE DISCOVERY/COMPLIANCE SERVICES BETWEEN THE CITY OF SOUTH GATE AND HINDERLITER DE LLAMAS & ASSOCIATES, INC.

This Amendment No. 1 to Contract No. 2024-96-AC for Professional Business License Administration and Business License Discovery/Compliance Services ("Agreement") is made and entered into on May 27, 2025, by and between the City of South Gate, a municipal corporation ("City"), and Hinderliter De Llamas & Associates, Inc., a California corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS

WHEREAS, on December 10, 2024, the City Manager approved Contract No. 2024-96-AC with Consultant ("Agreement") for Professional Business License Administration and Business License Discovery/Compliance Services, in the amount of Seventeen Dollars ($17.00) for each processed business license; and

WHEREAS, City and Consultant desire to execute Amendment No. 1 to the Agreement for Professional Business License Administration and Business License Discovery/Compliance Services, in an amount of **Twenty Dollars ($20.00)** per processed business permit and a one-time **One Thousand Five Hundred Dollars ($1,500.00)** Implementation Fee, under the terms and conditions of the Agreement and Amendment No. 1.

NOW, THEREFOR, the Parties hereby agree as follows:

1. MODIFICATION TO AGREEMENT

1.1 SCOPE OF WORK

City hereby engages Consultant, and Consultant accepts such engagement, to perform the services set forth in the Scope of Services as described in Exhibit "A" attached hereto and made part of this Agreement. The Scope of Services may be mutually amended from time to time by both Parties in writing.

1.2 COMPENSATION. The total amount of compensation for the Agreement and Amendment No. 1 are listed in the table below and are subject to increases based on the Consumer Price Index for All Urban Consumers, West Region in accordance with the Agreement.

SERVICE	COMPENSATION
Business License Administration	$17.00 per processed business license account

Business License Compliance Services	Discovery of Unlicensed Business: 40% of revenue collected Audits: 40% of revenue collected Delinquent Collections: 25% of collections
Business License Permit Administration	$20.00 per processed account
Business License Administration, Discovery/Compliance Implementation Fee	$5,000.00
Business License Permit Implementation Fee	$1,500.00

City shall pay Consultant for its professional services rendered and reasonable costs incurred pursuant to the Agreement and Amendment No. 1. No additional compensation shall be paid for any other expenses incurred unless first approved by the City Manager.

1.2.1 No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by the Consultant of its obligations under this agreement.

1.2.2 The Consultant shall submit to the City a bill of services within 15 calendar days after the end of each month. The City shall pay the consultant within forty-five (45) days of receipt of this invoice.

1.2.3 All decisions regarding resolution of any collection dispute shall require prior City approval from the City Manager or his designee.

1.3 TERM OF AGREEMENT. This Agreement will remain in effect through December 31, 2027, unless otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided herein.

2. EFFECT OF AMENDMENT. Except as expressly amended herein, all other terms and conditions of the Agreement and its Amendments, Attachments and Exhibits attached hereto, shall remain in full force. City reserves the right to augment or reduce the scope of work as the City deems necessary.

3. CALIFORNIA LEVINE ACT DISCLOSURE STATEMENT. In accordance with California SB1439 extended requirements under Government Code Section 84308, also known as the "Levine Act," a disclosure must be filed of political contributions totaling more than two hundred fifty dollars ($250) within the previous twelve (12) months, and for three (3) months following the date a final decision is made to award an agreement. Therefore, the City requires that Consultant fill out the California Levine Act Disclosure Statement form available on the City website and submit it to the City Clerk's Office prior to the approval of this Amendment.

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 1 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Maria Davila, Mayor

Dated: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVE AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

DRAFT

CONSULTANT:

HINDERLITER DE LLAMAS & ASSOCIATES:

By: _____
Joshua Davis, Vice President of Tax & Fee Administration

Dated: _____

HdL Companies

120 S. State Blvd.,
Suite 200
Brea, CA 92821

714.879.5000
Fax 909.861.7726
888.861.0220
www.hdlcompanies.com

Statement of Work (SOW)

City of South Gate, CA – May 6, 2025

Project Summary

The City of South Gate, California (Client) is a client of HdL's Business License Administration and Compliance Services. The City now desires to expand services to include Business License Permit Administration Service.

Scope of Work to Administer Business License Permits

- HdL (Consultant) will establish a web portal for businesses to submit a new application, renewal, or pay a balance due for a business license permit.
- Consultant will prepare a business license permit workflow for the Client's review and approval.
- Consultant and Client will mutually agree upon any process expansion or revisions.
- Consultant will also set up a business license permit account for new businesses according to the business license permit workflow and when notified by the Client a business license permit is required.
- Consultant will send a renewal notice to each existing business license permit each year unless informed, in writing, by the Client that a business license permit is no longer authorized for a particular business or businesses.
- This notice must be received by Consultant at least 60 calendar days before the renewal notices are scheduled to be sent. Otherwise, Consultant is authorized to send renewals to any existing business license permit for which Client has not sent written notice in time.
- Consultant's business license permit service does not include any regulatory reviews or authorizations of the business.
- Consultant's business license permit scope of service is limited to providing renewal notices and forms, gathering information as requested by the Client, providing that information to the Client for review, and issuing a certificate evidencing payment. Any additional processes or responsibilities will be mutually agreed upon by Client and Consultant.
- Permit scope of service does not include any enforcement activities by Consultant.

Costs

- Implementation Fee $1,500.00
  Administration Fee $20.00 per processed business license permit
  - A processed business license permit is either any permit for which an application or renewal/return was processed or an active permit which was sent a renewal notice.

Requirements

- Client must provide Consultant with a list and examples of any additional documentation that Client requests Consultant collect for each permit and forward to any Client department for review during the permit process.

- Client must provide HdL with a list of departments that require review of the permit applications/renewals such as Code Enforcement or Police, etc.

Timeline

The timeline for the specified work shall be discussed and agreed to by and between Client's Project Manager and Consultant's Project Manager.

CITY OF SOUTH GATE		HdL COMPANIES	
Signature:	_____	**Signature:**	_____
Name:	_____	**Name:**	Bret Harmon
Title:	_____	**Title:**	Director of Client Experience
Date:	_____	**Date:**	May 6, 2025

Office of the
South Gate City Clerk

MAY 22 2025
FILED
11:24 am

Item No. 6

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**
Originating Department: **Public Works**

Department Director: *Arturo Cervantes* ***City Manager:*** *Rob Houston*

SUBJECT: AGREEMENT WITH SUPERIOR PAVEMENT MARKINGS, INC. FOR THE CONSTRUCTION OF THE THERMOPLASTIC STRIPING OF STREETS CITYWIDE PROJECT PHASE II, CITY PROJECT NO. 735-ST

PURPOSE: To award an Agreement to Superior Pavement Markings, Inc. for the construction of the Thermoplastic Striping of Streets Citywide, Phase II, City Project No. 735-ST ("Project").

RECOMMENDED ACTIONS: The City Council will consider:

a. Approving an Agreement with Superior Pavement Markings, Inc. ("Agreement"), for the construction of the Thermoplastic Striping of Streets Citywide Project Phase II, City Project No. 735-ST, in an amount not-to-exceed $94,511;
b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney;
c. Authorizing the City Manager to execute change order in the amount of $37,400 for additional striping of streets citywide;
d. Declaring the Thermoplastic Striping of Streets Citywide Project Phase II, City Project No. 735-ST, categorically exempt under Title 14 of the California Code of Regulations, Section 15301 of the California Environmental Quality Act ("CEQA"); and
e. Approving the Notice of Exemption for the construction of the Thermoplastic Striping of Streets Citywide Phase II, City Project No. 735-ST and directing the City Clerk to file it with the Los Angeles County Registrar Recorder's Office.

FISCAL IMPACT: There is no impact to the General Fund. The proposed Agreement is in the amount of $94,511 and it will be funded with Proposition C Funds budgeted in the Fiscal Year 2024/25 Capital Improvement Program with $180,000 in Proposition C Funds, which will be expended as summarized below.

Project Services	**Proposition C**
Construction Agreement	$94,511
Construction Management and Inspection	$25,000
Contingency	$55,489
Staff Time (Project Management and Field Operations)	$5,000
Total	**$180,000**

ANALYSIS: The proposed Agreement was procured through a formal, publicly advertised competitive bid process in accordance with the City's purchasing policies and applicable public contracting regulations. All bidders were evaluated for responsiveness—completeness of their submissions, adherence to the bid specifications, and compliance with all mandatory requirements—and for responsibility, including demonstrated experience, financial stability, and safety record. The award criterion focused solely on the lowest Base Bid amount submitted by a responsible and responsive firm.

Following bid opening and evaluation, Superior Pavement Markings, Inc. emerged as the lowest responsible and responsive bidder, offering the most cost-effective solution at a Base Bid of $94,511. Their proposal met all technical specifications for materials, application methods, and project timeline, and their past performance on comparable thermoplastic striping contracts underscores their capacity to deliver high-quality results. Consequently, staff recommends that the Agreement be awarded to Superior Pavement Markings, Inc. in the amount of $94,511 for the timely and cost-efficient completion of the Citywide striping project.

BACKGROUND: The City's roadway network has over 125 miles of streets. The street pavements are marked with striping road lanes, pavement legends and crosswalks that require thermoplastic material. A comprehensive field survey of major streets citywide identified faded and deteriorated condition of striping and pavement markings on the streets selected for this project. Attachment C shows the locations where work will be performed, noting a noteworthy amount of work will be performed on Southern Ave and State Street.

The proposed project will reapply durable thermoplastic striping citywide—refreshing lane lines, legends, and crosswalks—to restore high-visibility pavement graphics and significantly enhance both driver awareness and pedestrian safety. In addition, the long-lasting properties of thermoplastic materials will reduce maintenance frequency and lower lifecycle costs over the next seven to ten years.

An Agreement is necessary to start construction. On February 20, 2025, staff advertised the Notice Inviting Bids for construction on Planet Bids. The Project was also advertised on the City's website. On March 13, 2025, the City held a bid opening at the City Clerk's Office. Five bids were received and Superior Pavement Markings, Inc. provided the lowest bid in the amount of $94,511. The engineer's estimate is $157,700. After completion of the bid analysis, Superior Pavement Markings, Inc., was confirmed to be the lowest responsible bidder, and their bid was confirmed to be responsive.

Staff checked the contractor's references. Having been in existence as a general contractor for 25 years, Superior Pavement Markings, Inc., has the necessary experience to perform the work required for the Project. Superior Pavement Markings, Inc. has successfully completed similar projects for the Cities of San Dimas, Arcadia and Irvine.

Pursuant to the guidelines of the California Environmental Quality Act ("CEQA"), the Project was categorically exempt under Title 14 of the California Code of Regulations, Existing Facilities Section 15301 Class (c): Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

Construction of the Project is scheduled to begin in June 2025 and be completed in July 2025.

ATTACHMENTS:
A. Proposed Agreement
B. Notice of Exemption
C. Location Map
D. Bid Matrix

JL:lc

AGREEMENT FOR THE THERMOPLASTIC STRIPING OF STREETS CITYWIDE PROJECT, PHASE II, CITY PROJECT NO. 735-ST BETWEEN THE CITY OF SOUTH GATE AND SUPERIOR PAVEMENT MARKINGS, INC.

This Agreement for the Thermoplastic Striping of Streets Citywide Project, Phase II, City Project No. 735-ST ("Agreement"), is made and entered into on May 27, 2024, by and between the City of South Gate, a municipal corporation ("City"), and Superior Pavement Markings, Inc., a California corporation, License No. 776306 ("Contractor"). City and Contractor are sometimes hereinafter individually referred to as a "Party" and collectively referred to as "Parties."

The City and the Contractor hereto mutually agree as follows:

ARTICLE I

THE PROJECT

For and in consideration of the mutual promises set forth herein, Contractor agrees with City to perform and complete in good and workmanlike manner all work required by the Contract Documents for City Contract No._____, which involves the Thermoplastic Striping of Streets Citywide Project, Phase II, City Project No. 735-ST.

Said work shall be performed in accordance with the Plans, Specifications, and other Contract Documents, all of which are referenced in Article III hereof and incorporated herein as though fully set forth. Contractor shall furnish at its own expense all labor, materials, equipment and services necessary therefore, except such labor, materials, equipment and services as are specified in the Contract Documents to be furnished by City.

ARTICLE II

CONTRACT SUM AND PAYMENT

For performing and completing the work in accordance with the Contract Documents, City shall pay Contractor, in full compensation therefore, the contract sum of **Ninety Four Thousand Five Hundred Eleven Dollars ($94,511)** set forth in the Bid Schedule(s) that are included among the Contract Documents. Said sum shall constitute payment in full for all work performed hereunder, including, without limitation, all labor, materials, equipment, tools and services used or incorporated in the work, supervision, administration, overhead, expenses and any and all other things required, furnished or incurred for completion of the work as specified in the Contract Documents. City shall make payments to Contractor on account of the contract sum at the time, in the manner, and upon the conditions specified in the Contract Documents.

ARTICLE III

CONTRACT DOCUMENTS

The Contract Documents, which constitute the entire Agreement between the City and the Contractor, are enumerated as follows: the Notice Inviting Bids, the Instructions to Bidders, the Accepted Proposal, the Bid Schedule(s), the List of Subcontractors, Contractor's Industrial Safety Record, the Contractors Qualification Statement, the Bid Security Forms for Check or Bond, this Agreement, the Worker's Compensation Insurance Certificate, the Performance Bond, the Warranty Bond, the Payment Bond, the Non-Collusion Affidavit, the Specifications, and Special Provisions and all addenda as prepared prior to the date of bid opening setting forth any modifications or interpretations of any of said documents, and any and all supplemental agreements heretofore or herewith executed amending or extending the work contemplated and which may be required to complete the work in a substantial and acceptable manner, all of which are referred to as the Contract Documents. These form the entire "Contract", and all are as fully a part of the Contract as if attached to this Agreement or repeated herein.

ARTICLE IV

INDEMNIFICATION

The Contractor shall indemnify, hold harmless and defend (with counsel selected by the City), the City of South Gate and its affiliated entities, its officers, employees, consultants and sub-consultants, their respective officers, agents, employees (collectively the "Indemnified Parties"), from any and all claims and losses whatsoever occurring or resulting to any and all persons, firms, or corporations furnishing or supplying work, services, materials, or supplies in connection with the performance of this Agreement, any and all claims, lawsuits or actions arising from the awarding or execution of this Agreement, and from any and all claims and losses occurring or resulting to any person, firm, corporation or property for damage, injury, death arising out of or connected with the Contractor's obligation to indemnify, defend and save harmless the "Indemnified Parties" as stated hereinabove including, but not be limited to, paying all legal fees and costs incurred in connection with any such claims, losses, lawsuits or actions. THIS PROVISION SHALL SURVIVE THE COMPLETION OF WORK AND SERVICES TO BE PROVIDED UNDER THIS AGREEMENT AND THE OTHER CONTRACT DOCUMENTS.

ARTICLE V

COMMENCEMENT, COMPLETION AND LIQUIDATED DAMAGES

Contractor shall commence work on a date to be specified in a written Notice to Proceed from the City's Director of Public Works, and shall complete all work within Twenty (20) working days thereafter (subject to "force majeure" delays, if any, to the extent allowed under the Contract Documents). If the work is not completed within that time, Contractor shall owe and pay to the City liquidated damages in the amount or amounts set forth in the Contract Documents.

ARTICLE VI

EFFECTIVE DATE

This Agreement shall become effective and commence on May 27, 2025.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:

By:_____
Maria Davila, Mayor

Dated:_____

ATTEST:

By:_____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:_____
Raúl F. Salinas, City Attorney

SUPERIOR PAVEMENT MARKINGS, INC.:

By:_____
Robert Garcia, Vice President

Dated: _____

WORKER'S COMPENSATION INSURANCE CERTIFICATE

The Contractor shall execute the following form as required by the California Labor Code, Sections 1860 AND 1861.

> I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work of this Contract.

DATED:_____

SUPERIOR PAVEMENT MARKINGS, INC.
Contractor

By:_____
Robert Garica

Vice President
Title

ATTEST:

By:_____
Signature

_____
Title

INDEMNIFICATION AND LIABILITY INSURANCE REQUIREMENTS

The following requirements must be met when submitting insurance certificates to the City of South Gate in connection with Public Works and other projects:

1. The insurance certificate must be issued to the City of South Gate, 8650 California Avenue, South Gate, CA 90280, attention of the City Engineer.

2. The City of South Gate, South Gate Housing Authority, and their officers, employees, elected officials, and agents must be shown as additional insured per ISO CG 20 10 11 85, and separate endorsement signed by an authorized representative of the insurance company is required.

3. The City has the right to request a copy of complete insurance policy including all endorsements and certificates.

4. The Certificate must include cross liability coverage either included in the Commercial General Liability coverage, and so indicate on the face of the Certificate under that heading or by separate endorsement.

5. The Certificate should also indicate that the insurance covers "All Operations" or should specify the particular services to be provided.

6. Contractor shall procure and maintain for the duration of the Contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his agents, representatives, employees or subcontractors.

   Minimum Scope of Insurance

   Coverage shall be at least as broad as:

   1. Insurance Services Office Commercial General Liability coverage (occurrence from CG 0001).

   2. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).

   3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

   4. Course of Construction insurance covering for "all risks" of loss. Earthquake and flood insurance is not required to be furnished by the Contractor.

Contractor shall maintain limits no less than:

1. General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the project which is the subject of this Agreement and the location where work thereunder is to be performed, or the general aggregate limit shall be twice the required occurrence limit.

2. Automobile Liability: $1,000,000 per accident for bodily injury and property damage.

3. Employer's Liability: $1,000,000 per accident for bodily injury or disease.

4. Course of Construction: Completed value of the project that is the subject of this Agreement.

Deductibles and Self-Insured Retention

Any deductibles or self-insured retention must be declared to and approved by the City. At the option of the City, either the insurer shall reduce or eliminate such deductibles or self-insured retention as respects the City, its officers, officials, employees and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Other Insurance Provisions

The general liability and automobile policies are to contain, or be endorsed to contain, the following provisions:

1. The City, its officers, officials, employees, and volunteers are to be covered as insurers with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Contractor; and with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance or as a separate owner's policy.

2. For any claims related to the project that is the subject of this Agreement, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled, or modified, by either party, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

Course of construction policies shall contain the following provisions:

1. The City shall be named as loss payee.
2. The insurer shall waive all rights of subrogation against the City.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

Verification of Coverage

Contractor shall furnish the City with original certificates and amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms provided by the City or on other than the City's forms, provided those endorsements or policies conform to the requirements. All certificates and endorsements are to be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications at any time.

Subcontractors

Contractor shall include all subcontractors as insurers under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverage for subcontractors shall be subject to all of the requirements stated herein.

Indemnification

The Contractor shall indemnify, hold harmless and defend (with counsel selected by the City of South Gate), the City of South Gate, the City of South Gate Housing Authority, their consultants and sub-consultants, and their respective officers, agents, and employees, from any and all claims and losses whatsoever occurring or resulting to any and all persons, firms, corporations or other entities furnishing or supplying work, services, materials, or supplies in connection with the performance of this Agreement, any and all claims, lawsuits or actions arising from the awarding or execution of this Agreement, and from any and all claims and losses occurring or resulting to any person, firm, corporation or other entity, or property for damage, injury, death arising out of or connected with the Contractor's obligation to indemnify, defend and save harmless the City of South Gate, the City of South Gate Housing Authority, their consultants, sub-consultants, and other parties listed above, as stated hereinabove shall include, but not be limited to, paying all legal fees and costs incurred by legal counsel of the City of South Gate's choice in representing the City of South Gate, the City of South Gate Housing Authority, consultants and sub-consultants in connection with any such claims, losses, lawsuits or actions. THIS PROVISION SHALL SURVIVE THE COMPLETION OF WORK AND SERVICES TO BE PROVIDED UNDER THIS AGREEMENT.

THERMOPLASTIC STRIPING OF STREETS CITYWIDE PROJECT, PHASE II, CITY PROJECT NO. 735-ST

FAITHFUL PERFORMANCE BOND
100% OF CONTRACT AMOUNT

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS, the City of South Gate ("City" herein) has awarded to **Superior Pavement Markings, Inc.**, ("Contractor" herein) a Contract for:

THERMOPLASTIC STRIPING OF STREETS CITYWIDE PROJECT, PHASE II, CITY PROJECT NO. 735-ST; and

WHEREAS, said Contract is incorporated herein by this reference; and

WHEREAS, said Contractor is required under the terms of said Contract to furnish a bond for the faithful performance of said Contract;

NOW, THEREFORE, we, Contractor and _____ as Surety, are held and firmly bound unto the City in the penal sum of **Ninety Four Thousand Five Hundred Eleven Dollars ($94,511)** lawful money of the United States, for the payment of which we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that the obligation shall become null and void if the above-bounded Contractor, his or its heirs, executors, administrators, successors, or assigns, shall in all things stand to, abide by, well and truly keep and perform the covenants, conditions and provisions in said Contract and any alteration thereof made as therein provided, on his or their part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees, as therein stipulated; otherwise, this obligation shall be and remain in full force and effect.

As a part of the obligation secured hereby, and in addition to the face amount specified, costs and reasonable expenses and fees shall be included, including reasonable attorneys' fees, incurred by the City in successfully enforcing the obligation, all to be taxed as costs and included in any judgment rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract, the work to be performed thereunder, or the specifications that accompany the Contract shall in any manner affect its obligations on this bond. The Surety hereby waives notice of any such change, extension of time, alteration or addition to the terms of the Contract, the work, or the specifications.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

SUPERIOR PAVEMENT MARKINGS, INC.:

By: _____
Robert Garica

Title: Vice President

_____
_____
(Type address of Contractor)

_____
(Type name of Surety)

_____

_____
(Type address of Surety)

By: _____
(Signature of authorized officer)

_____
(Title of officer)

APPROVED AS TO FORM:

_____
Raúl F. Salinas, City Attorney

THERMOPLASTIC STRIPING OF STREETS CITYWIDE PROJECT, PHASE II, CITY PROJECT NO. 735-ST

100% PAYMENT BOND

WHEREAS, the City of South Gate, South Gate, California ("City" herein), has awarded to **Superior Pavement Markings, Inc.**, ("Contractor" herein) a Contract for the work described as follows:

THERMOPLASTIC STRIPING OF STREETS CITYWIDE PROJECT, PHASE II, CITY PROJECT NO. 735-ST

WHEREAS, said Contractor is required to furnish a bond in connection with said Contract, to secure the payment of claims of laborers, mechanics, material suppliers and other persons, as provided by law;

NOW, THEREFORE, we, the undersigned Contractor and Surety, are held firmly bound unto the City in the sum of **Ninety Four Thousand Five Hundred Eleven Dollars ($94,511)** for which payment well and truly to be made we bind ourselves, our heirs, executors and administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT, if said Contractor, its heirs, executors, administrators, successors, assigns, or subcontractors shall fail to pay any of the persons named in Civil Code Section 9100(a), or amounts due under the Unemployment Insurance Code with respect to work or labor performed under the Contract, or any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of the Contractor and its subcontractors pursuant to Section 13020 of the Unemployment Insurance Code, with respect to such work and labor, then the Surety herein will pay for the same in an amount not exceeding the sum specified in this bond, otherwise the above obligation shall be void. If suit is brought upon this bond, the said Surety will pay a reasonable attorney's fee to the plaintiff(s) and the City in an amount to be fixed by the court.

This bond shall inure to the benefit of any of the persons named in Civil Code Section 9100(a) as to give a right of action to such persons or their assigns in any suit brought upon this bond.

Said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or modification of the Contract Documents or the work to be performed thereunder shall in any way affect its obligations on this bond, and it does hereby waive notice of such change, extension of time, alteration or modification of the Contract Documents or of work to be performed thereunder.

IN WITNESS WHEREOF, this instrument has been duly executed by the above-named Contractor and Surety on _____, 2025.

Note: All signatures must be acknowledged before a notary public. Attach appropriate acknowledgment.

CONTRACTOR:
Superior Pavement Markings, Inc.

By: _____
Robert Garcia

Title: Vice President

_____
_____
(Type address of Contractor)

_____
(Type name of Surety)

_____

_____
(Type address of Surety)

By:_____
(Signature of authorized officer)

_____
(Title of officer)

APPROVED AS TO FORM:

_____
Raúl F. Salinas, City Attorney

NON-COLLUSION AFFIDAVIT TO BE EXECUTED BY EACH AWARDEE OF A PRINCIPAL CONTRACT

STATE OF CALIFORNIA)
) SS.
COUNTY OF)

_____ being first duly sworn, deposes and says that he is _____ of _____ (sole owner, a partner, president, etc.) _____ the party making the foregoing bid, that such bid is not made in the interest of or behalf of any undisclosed person, partnership, company, association, organization or corporation, that such bid is genuine and not collusive or sham, that said bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding, that said bidder has not in any manner, directly or indirectly, sought by agreements, communication or conference with anyone to fix the bid price of said bidder or of any other bidder, or to fix the overhead, profit or cost element of such bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the Contract or anyone interested in the proposed Contract; that all statements contained in such bid are true and, further, that said bidder has not, directly or indirectly, submitted his bid price, or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid and will not pay any fee in connection therewith to any corporation, partnership, company, association, organization, bid depository or to any member or agent thereof, or to any other individual, except to such person or persons as have a partnership or other financial interest with said bidder in their general business.

Signed _____

_____
Title

Subscribed and sworn to before me this _____ day of_____, 2025.

_____
Notary Public

(Attach Notary Certificate)

Print Form

Attachment B

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles
12400 E. Imperial Hwy
Norwalk, CA 90650

From: (Public Agency): City of South Gate
Public Works Department
8650 California Avenue, South Gate, CA 90280-3075
(Address)

Project Title: Thermoplastic Striping of Streets Citywide Project, Phase II, City Project No. 735-ST

Project Applicant: City of South Gate

Project Location - Specific:
Streets located citywide.

Project Location - City: South Gate Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:
The project involves the re-striping of existing crosswalks, limit lines and pavement markings with thermoplastic citywide.

Name of Public Agency Approving Project: City of South Gate

Name of Person or Agency Carrying Out Project: City of South Gate

Exempt Status: **(check one)**:

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15301 Class 1(d)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:
The work falls under the category of restoration of damaged traffic signal poles and traffic signal equipment. Therefore, this project qualifies for a Categorical Exemption Section 15301 Class 1 (d) under existing facilities and has no significant effects on the environment.

Lead Agency
Contact Person: Jose Loera Area Code/Telephone/Extension: 323-563-9578

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?. ☒ Yes ☐ No

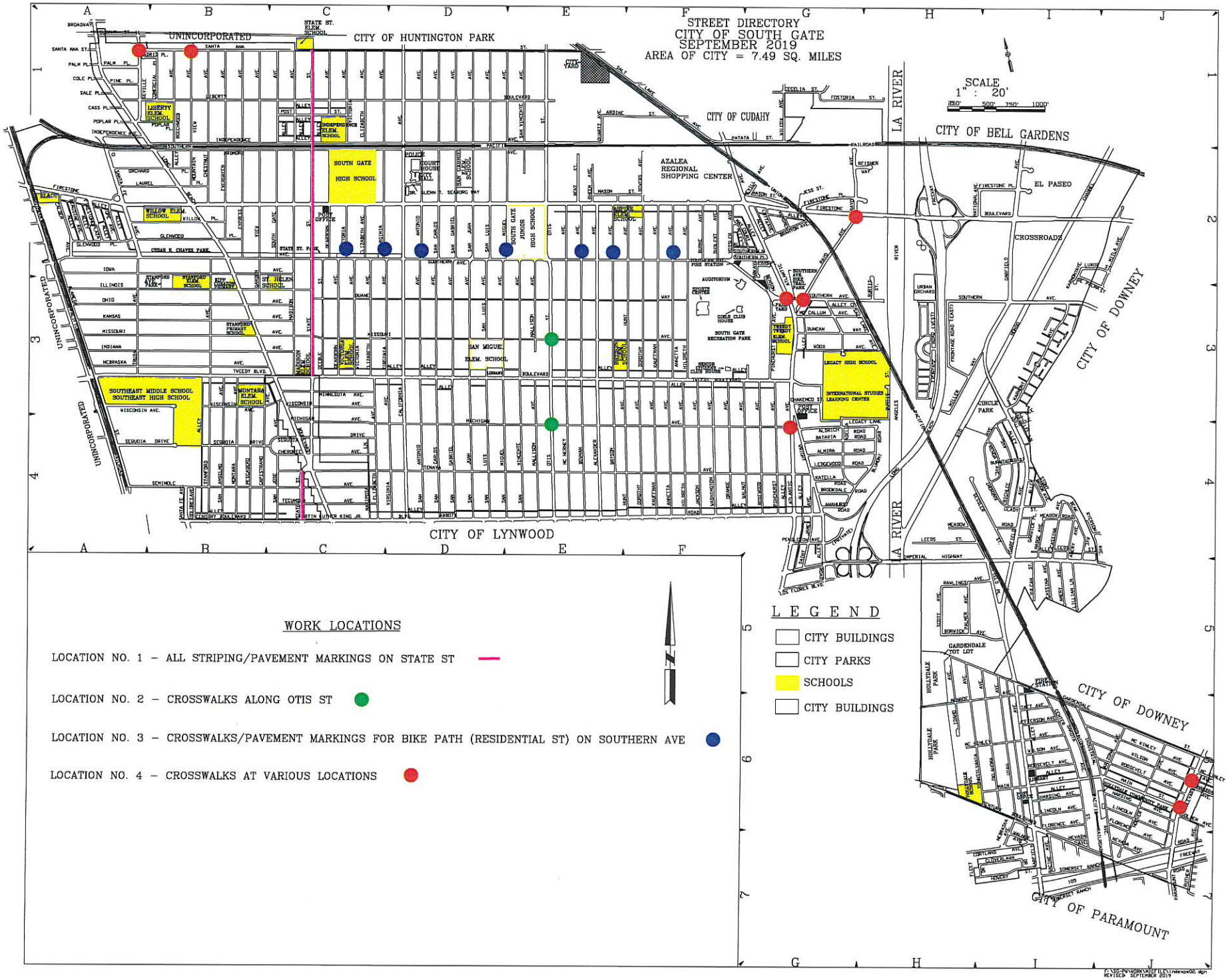
Signature: _____ Date: _____ Title: ACM/DPW

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011



Attachment C

ATTACHMENT D

THERMOPLASTIC STRIPING OF STREETS CITYWI
CITY PROJECT NO. 735-ST

BID MATRIX

				ENGINEER'S ESTIMATE		CHRISP COMPANY		SPECIALIZE
NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE
1	Install Caltrans Detail 9	12340	LF	$ 4.00	$ 49,360.00	$ 1.10	$ 13,574.00	$ 1.10
2	Install Caltrans Detail 22	6300	LF	$ 5.00	$ 31,500.00	$ 2.50	$ 15,750.00	$ 2.35
3	Install Caltrans Detail 38	200	LF	$ 5.00	$ 1,000.00	$ 3.00	$ 600.00	$ 5.00
4	Install Pavement Markings/Legends	1,700	SF	$ 15.47	$ 26,295.60	$ 9.75	$ 16,575.00	$ 20.00
5	Install 24-inch Wide Yellow Line Per City Standards	400	LF	$ 10.30	$ 4,120.00	$ 12.50	$ 5,000.00	$ 10.00
6	Install 12-inch Wide White Limit Line or Crosswalk Per Caltrans Standard Plans	6,340	LF	$ 6.00	$ 38,040.00	$ 7.50	$ 47,550.00	$ 5.00
7	Install 12-inch Wide Yellow Limit Line or Crosswalk Per Caltrans Standard Plans	860	LF	$ 6.00	$ 5,160.00	$ 7.50	$ 6,450.00	$ 5.00
8	Removal of conflicting thermoplastic complete	320	ST	$ 7.00	$ 2,240.00	$ 17.50	$ 5,600.00	$ 10.00
				TOTAL $	$ 157,715.60		$ 111,099.00	

Legend:

Low Bidder

Mathematical error - entered $216,580.00

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DE

DATE: 3/13/2025

BY: JL

:D PAVEMENT MARKING	WGJ ENTERPRISES		SUPERIOR PAVEMENT MARKINGS		TORO ENTERPRISES, INC	
TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
$ 13,574.00	$ 0.98	$ 12,093.20	$ 1.45	$ 17,893.00	$ 0.83	$ 10,242.20
$ 14,805.00	$ 1.80	$ 11,340.00	$ 2.80	$ 17,640.00	$ 2.25	$ 14,175.00
$ 1,000.00	$ 2.00	$ 400.00	$ 5.00	$ 1,000.00	$ 2.50	$ 500.00
$ 34,000.00	$ 22.35	$ 37,995.00	$ 12.74	$ 21,658.00	$ 12.50	$ 21,250.00
$ 4,000.00	$ 10.00	$ 4,000.00	$ 8.00	$ 3,200.00	$ 11.00	$ 4,400.00
$ 31,700.00	$ 6.00	$ 38,040.00	$ 3.80	$ 24,092.00	$ 6.40	$ 40,576.00
$ 4,300.00	$ 6.00	$ 5,160.00	$ 3.80	$ 3,268.00	$ 6.40	$ 5,504.00
$ 3,200.00	$ 15.00	$ 4,800.00	$ 18.00	$ 5,760.00	$ 5.00	$ 1,600.00
$ 106,579.00		$ 113,828.20		$ 94,511.00		$ 98,247.20
			Actual Bid	$289,433.00		

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Office of the
South Gate City Clerk

MAY 22 2025 10:45

FILED

Item No. 7

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**

Originating Department: **Police**

Department Director: Darren Arakawa City Manager: Rob Houston

SUBJECT: LEASE AGREEMENT WITH LEASE SERVICING CENTER, INC., DBA NCL GOVERNMENT CAPITAL FOR ONE VEHICLE FOR THE POLICE DEPARTMENT PARKING ENFORCEMENT

PURPOSE: To receive approval for a Lease Agreement with Lease Servicing Center, Inc., dba NCL Government Capital to replace aging Parking Enforcement vehicles for the Police Department and lease one 2025 Ford Maverick vehicle.

RECOMMENDED ACTIONS: The City Council will consider:

a. Approving a 5-year Lease Agreement with Lease Servicing Center, Inc. dba NCL Government Capital ("NCL") for the lease of one 2025 Ford Maverick vehicle to be used as a Parking Enforcement vehicle for the Police Department in the amount of $7,785 per year for a total amount of $39,425, including a $500 closing fee;
b. Approving lease payments in the amount of $7,785 to be budgeted annually for five (5) years in the General Fund starting in Fiscal Year 2024/2025 and a $500 closing fee in Fiscal Year 2024/2025;
c. Approving a Purchase Order Agreement with Commline Inc., for the purchase and installation of necessary emergency equipment and MDC to outfit the Parking Enforcement vehicle in the amount of $14,035; and
d. Authorizing the Mayor to execute the lease Agreement and any other documents that may be necessary to acquire the vehicles in a form acceptable to the City Attorney.

FISCAL IMPACT: Funds for this purchase were included in the Fiscal Year ("FY") 2024/25 General Fund Budget (Account #100-505-21-6310) for the first annual lease payment of $8,285, inclusive of the $500 closing fee. Funds for the cost of purchasing and installing all the necessary equipment were included in the 2024/25 Capital Asset & Equipment Replacement Fund (Account #523-505-21-9003). The remaining four annual lease payments will be in the amount of $7,785 and will be funded through the General Fund (Account #100-505-21-6310) for a 5-year total amount of $39,425.

ANALYSIS: This lease agreement was explored to allow the Police Department to procure vehicles for use by Parking Enforcement personnel. A 2007 Ford Escape (Unit 126) will be replaced if the lease agreement is approved. Unit 126 had to be removed from service in 2024 due to significant mechanical issues that could not be repaired due to discontinued replacement parts.

BACKGROUND: The City of South Gate ("City") researched procurement options for fleet vehicles and discovered that other agencies had completed open, fair, transparent, and competitive procurement processes, complying with bid requirements set forth by our Municipal Code. The City reviewed the contract options and determined that the Sourcewell Master Vehicle contract #011620-NCL with Lease Servicing Center, Inc., dba NCL Government Capital, provided the best value to the City. South Gate Municipal Code Section 1.54.510(D) provides an alternative procurement method by permitting the City to purchase or otherwise obtain services, supplies, materials, equipment, and labor with other agencies through cooperative contracts (piggybacking). This alternative procurement method can save time and reduce costs through economies of scale by purchasing under existing contracts from different agencies on a voluntary and selective basis.

ATTACHMENTS:
A. Proposed Lease Agreement
B. Quote for 2025 Ford Maverick
C. Quote for Commline, Inc.

NCL Government Capital

City of South Gate
8650 California Ave.
South Gate, CA 90280

Enclosed you will find finance documentation for your recent equipment purchase. Please review, sign, and date all the enclosed documents. Be sure to completely list your insurance information. Do not alter documents in any way.

Please return the following items to my attention:

- Exhibit A – Description of Equipment
- Exhibit B – Schedule of Payments
- Exhibit E – Lessee Resolution
- Exhibit F – Bank Qualified Certificate
- Exhibit G – Agreement to Provide Insurance
- Exhibit H – Lessee Certificate
- Notice of Assignment and Letter of Direction
- Internal Escrow Letter
- Lease Payment Instructions
- Exhibit C-1 – Payment Request and Partial Acceptance Certificate
- Exhibit C-2 – Final Acceptance
- 8038-GC

Copy of Tax Exempt Certificate (please provide if applicable)

Include in the return documentation a check in the amount of **$500.00** made payable to Lease Servicing Center, Inc. dba NCL Government Capital. This is the one-time documentation & processing fee of $500.00.

Please call me at 320-763-7600 with any questions you may have and thank you for your business. We hope to continue to work with you for many years to come. Please let us know if we can be of any assistance in the future!

Sincerely,

Ben Busse

Enclosures

EXHIBIT A

DESCRIPTION OF EQUIPMENT OF LEASE AGREEMENT

RE: Master Lease Purchase Agreement dated as of 3/18/2024 between Lease Servicing Center, Inc. dba NCL Government Capital (Lessor) and City of South Gate (Lessee) and Schedule No. 005 thereto dated as of April 30, 2025.

Below is a detailed description of all the items of Equipment including quantity, model number and serial number where applicable:

Quantity	VIN #/Serial Number	Type, Make, Model
1		2025 Ford Maverick XL SuperCrew

EQUIPMENT LOCATION Complete only if equipment will not be located at Lessee's address

BILLING ADDRESS: 8650 California Ave.
South Gate, CA 90280

GARAGING ADDRESS: 8620 California Ave.
South Gate, CA 90280

Lessee authorizes Lessor or its assigns to insert or modify, if needed, the Vehicle Identification Number ("VIN"), or Serial Number, in the above description of the Equipment to correspond to the final delivered and accepted Equipment as shown on the respective invoice or other supporting documents.

Lessee: City of South Gate

By: _____

Typed: **Maria Davila**

Title: **Mayor**

Date: _____

Lessor: Lease Servicing Center, Inc. dba NCL Government Capital

By: _____

Print: _____

Title: _____

Date: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

EXHIBIT B

SCHEDULE OF PAYMENTS
Schedule 005

Interest Rate = 7.609%
Amount Financed = $31,405.26
Start Date = 4/30/2025

Number	Date	Payment	Interest	Principal	Purchase Option*
1	4/30/2026	$7,784.75	$2,389.61	$5,395.14	N/A
2	4/30/2027	$7,784.75	$1,979.10	$5,805.65	$21,295.51
3	4/30/2028	$7,784.75	$1,537.35	$6,247.40	$14,710.75
4	4/30/2029	$7,784.75	$1,061.99	$6,722.76	$7,624.96
5	4/30/2030	784.75	$550.44	$7,234.31	$0.00

*Assumes that all rental payments and other amounts due on and prior to that date have been paid.

Lessee: City of South Gate

BY: _____

TYPED: Maria Davila

TITLE: Mayor

DATE: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

EXHIBIT E

LESSEE RESOLUTION

Re: Master Lease Purchase Agreement dated as of 3/18/2024, between Lease Servicing Center, Inc. dba NCL Government Capital (Lessor) and City of South Gate (Lessee) and Schedule No. 005 thereto dated as of April 30, 2025.

At a duly called meeting of the Governing Body of the Lessee (as defined in the Agreement) held on _____, 20___ the following resolution was introduced and adopted:

BE IT RESOLVED by the Governing Body of Lessee as follows:

1. **Determination of Need**. The Governing Body of Lessee has determined that a true and very real need exists for the acquisition of the Equipment described on Exhibit A of Schedule No. 005 to the Master Lease Purchase Agreement dated as of 3/18/2024, between **City of South Gate** (Lessee) and **Lease Servicing Center, Inc. dba NCL Government Capital** (Lessor).

2. **Approval and Authorization.** The Governing Body of Lessee has determined that the Agreement and Schedule, substantially in the form presented to this meeting, are in the best interests of the Lessee for the acquisition of such Equipment, and the Governing Body hereby approves the entering into of the Agreement and Schedule by the Lessee and hereby designates and authorizes the following person(s) to execute and deliver the Agreement and Schedule on Lessee's behalf with such changes thereto as such person(s) deem(s) appropriate, and any related documents, including any Escrow Agreement, necessary to the consummation of the transaction contemplated by the Agreement and Schedule. City of South Gate is authorized to enter the lease/purchase financing with Lease Servicing Center, Inc. dba NCL Government Capital to finance their (1) 2025 Ford Maverick XL SuperCrew from National Auto Fleet Group in the amount of $31,405.26 with 5 annual payments of $7,784.75.

Authorized Individual(s): **Maria Davila - Mayor**
(Printed or Typed Name and Title of individual(s) authorized to execute the Agreement)

3. **Adoption of Resolution.** The signatures below from the designated individuals from the Governing Body of the Lessee evidence the adoption by the Governing Body of this Resolution.

By: _____
(Signature of Secretary, Board Chairman or other member of the Governing Body)

Print Name: _____ Title: _____
(Print name of individual who signed directly above) (Title of individual who signed directly above)

Attested By: _____
(Signature of one additional person who can witness the passage of this Resolution)

Print Name: _____ Title: _____
(Print name of individual who signed directly above) (Title of individual who signed directly above)

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

EXHIBIT F

BANK QUALIFIED CERTIFICATE

Re: Master Lease Purchase Agreement dated as of 3/18/2024, between Lease Servicing Center, Inc. dba NCL Government Capital (Lessor) and City of South Gate (Lessee) and Schedule No. 005 thereto dated as of April 30, 2025.

Whereas, Lessee hereby represents that it is a "Bank Qualified" Issuer for the calendar year in which this Agreement and Schedule are executed by making the following designations with respect to Section 265 of the Internal Revenue Code. (A "Bank Qualified Issuer" is an issuer that issues less than ten million ($10,000,000) dollars of tax-exempt obligations during the calendar year).

Now, therefore, Lessee hereby designates this Agreement and Schedule as follows:

1. **Designation as Qualified Tax-Exempt Obligation.** Pursuant to Section 265(b)(3)(B)(ii) of the Internal Revenue Code of 1986 as amended (the "Code"), the Lessee hereby specifically designates the Agreement and this Schedule as a "qualified tax-exempt obligation" for purposes of Section 265(b)(3) of the Code. In compliance with Section 265(b)(3)(D) of the Code, the Lessee hereby represents that the Lessee will not designate more than $10,000,000 of obligations issued by the Lessee in the calendar year during which the Agreement is executed and delivered as such "qualified tax-exempt obligations".

2. **Issuance Limitation.** In compliance with the requirements of Section 265(b)(3)(C) of the Code, the Lessee hereby represents that the Lessee (including all subordinate entities of the Lessee within the meaning of Section 265(b)(3)(E) of the Code) reasonable anticipates not to issue in the calendar year during which the Agreement and Supplement are executed and delivered, obligations bearing interest exempt from federal income taxation under Section 103 of the Code (other than "private activity bonds" as defined in Section 141 of the Code) in an amount greater than $10,000,000.

By: _____
(Signature of individual authorized to execute this Exhibit)

Typed Name: **Maria Davila**
(Typed name of individual who signed directly above)

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

EXHIBIT G

AGREEMENT TO PROVIDE INSURANCE
Schedule 005

Lessee:	City of South Gate	Lessor:	Lease Servicing Center, Inc. dba NCL Government Capital AOIA
Address:	8650 California Ave. South Gate, CA 90280	Address:	510 22nd Ave E., Ste 501 Alexandria, MN 56308
Phone:	(323) 357-9675	Phone:	(320) 763-7600

Description of Equipment:

Quantity	VIN #/Serial Number	Type, Make, Model
1		2025 Ford Maverick XL SuperCrew

I understand that to provide protection from serious financial loss, should an accident or loss occur, my lease contract requires the equipment to be continuously covered with insurance against the risks of fire and theft, and that failure to provide such insurance gives the Lessor the right to declare the entire unpaid balance immediately due and payable. Accordingly, I have arranged for the required insurance through the insurance company shown below and have requested my agent to note Lessor's interest in the equipment and name Lessor as additional insured.

NAME OF AGENT

Name: _____

Address: _____

_____

Phone: _____

Email: _____

INSURANCE COMPANY

Name: _____

Policy #: _____

Lessee: City of South Gate

BY: _____

TYPED: **Maria Davila**

TITLE: **Mayor**

DATE: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPORVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

EXHIBIT H

LESSEE CERTIFICATE

RE: Master Lease Purchase Agreement dated as of 3/18/2024 between Lease Servicing Center, Inc. dba NCL Government Capital (Lessor) and City of South Gate (Lessee) and Schedule No. 005 thereto dated as of April 30, 2025.

I, the undersigned, hereby certify that I am a duly qualified representative of Lessee and that I have been given the authority by the Governing Body of Lessee to sign this Certificate of Acceptance with respect to the above referenced Master Lease Purchase Agreement (the "Lease"). I hereby certify that:

1. Lessee has appropriated and/or taken other lawful actions necessary to provide moneys sufficient to pay all Rental Payments required to be paid under the Lease during the current Budget Year of Lessee, and such moneys will be applied in payment of all Rental Payments due and payable during such current Budget Year.

2. The governing body of Lessee has approved the authorization, execution and delivery of the Lease on its behalf by the authorized representative of Lessee who signed the Lease.

3. During the term of the Lease, the Equipment will be used for essential governmental functions. Such functions are:

_____

_____

4. The source of funds (fund Item in budget) for the Rental Payments that come due under Exhibit B of this Lease is as follows:

_____

_____

5. Lessee reasonably expects and anticipates that adequate funds will be available for all future Rental Payments that will come due under Exhibit B because:

_____

_____

Lessee: City of South Gate

BY: _____

TYPED: Maria Davila

TITLE: Mayor

DATE: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

NOTICE OF ASSIGNMENT
AND
LETTER OF DIRECTION

Lease Servicing Center, Inc. dba NCL Government Capital ("Lessor") hereby gives notice to City of South Gate ("Lessee") that it has assigned all of its rights to receive payments under the Master Lease Purchase Agreement dated March 18, 2024, Schedule No. 005 as set out in Section 7.01, and in any of the Equipment now or hereafter leased thereunder, including without limitation all amounts of rent, insurance, and condemnation proceeds, indemnity or other payment proceeds due to become due as a result of the sale, lease of other disposition of the Equipment, all rights to receive notices and give consents and to exercise the rights of the Lessor under the Lease, and all rights, claims and causes of action which Assignor may have against the manufacturer or seller of the Equipment in respect of any defects therein.

This Master Lease Purchase Agreement requires 5 annual payments of $7,784.75. As of the date of assignment, 5 annual payments of $7,784.75 remain on the contract and should be forwarded to the assignee at the following address:

"ASSIGNEE"

Santander Bank, N.A.
P. O. Box 847386
Boston, MA 02284-7386
1-800-238-4009

FEIN: 23-1237295

* Please list the following as lien holder on vehicle titles:

Santander Bank, N.A.
3 Huntington Quadrangle, #101N
Melville, NY 11747

Any assigned payments received by Lessor are received in trust for assignee and will be immediately delivered to Assignee.

LEASE SERVICING CENTER, INC. DBA NCL GOVERNMENT CAPITAL (Lessor/Assignor)	**CITY OF SOUTH GATE** (Lessee)
BY: _____	BY:
PRINT: _____	TYPED: **Maria Davila**
TITLE: _____	TITLE: **Mayor**
DATE: _____	DATE:

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

Internal Escrow Letter

4/30/2025

Santander Bank, N.A.
3 Huntington Quadrangle, Suite 101N
Melville, NY 11747

RE: Schedule No. 005 dated April 30, 2025 to Master Lease Purchase Agreement dated as of 3/18/2024 (the "Lease"), between City of South Gate (Lessee) and Lease Servicing Center Inc. dba NCL Government Capital (Lessor), concurrently assigned to Santander Bank, N.A. ("Assignee").

Ladies and Gentlemen:

We have entered into the above referenced Lease for the purpose of financing the equipment listed in Attachment #1 (the "Equipment") in the amount of $31,405.26 (the "Financed Amount"). Lessee hereby requests that Lessor retain $31,405.26 (the "Retained Amount"). Lessee further requests that Lessor hold the Retained Amount in an internal escrow pending Lessor's receipt of confirmation from Lessee that the Equipment has been delivered, inspected and accepted for all purposes by the Lessee and that payment can be remitted to the vendor of such Equipment. There will be no separate escrow fee charged to Lessee for internally escrowing the Retained Amount.

Lessee understands and agrees that interest shall accrue on the entire Financed Amount as of the date hereof, and further understands and agrees that any interest earned on the Retained Amount shall be paid to Lessor in consideration of managing the internal escrow account.

Lessee acknowledges that Lessor may commingle the Retained Amount held by Lessor for the benefit of Lessee with other funds held by Lessor for its own account, so long as Lessor maintains segregation of such amounts on the books and records of Lessor.

Sincerely,

Lessee: City of South Gate

BY: _____

TYPED: **Maria Davila**

TITLE: **Mayor**

DATE: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

Internal Escrow Letter

Attachment #1
Schedule 005

Quantity	Year	Make	Type/Style/Model	VIN/Serial Number	Price
1	2025	Ford	Maverick XL SuperCrew		$31,405.26
				Total Cost:	**$31,405.26**
				Down Payment	**$0**
				Total Amount Financed	**$31,405.26**

LEASE PAYMENT INSTRUCTIONS - Schedule 005

Lessee: _____

Tax ID#: _____

Invoice Mailing Address: _____

_____

Mail invoices to the attention of: _____

Phone: _____

Fax: _____

Email: _____

Approval of Invoices required by: _____

Phone: _____

Fax: _____

Email: _____

Accounts Payable Contact: _____

Phone: _____

Fax: _____

Email: _____

Processing time for Invoices: _____ Approval: _____Checks: _____

Do you have a Purchase Order Number that you would like included on the invoice? No __ Yes __
PO# _____

Description needed for Lease Payment Invoices (up to 54 characters including a PO#) : _____

_____

Does your PO# change annually? No ____ Yes ____
Processing time for new purchase orders:_____

EXHIBIT C-1

PAYMENT REQUEST AND PARTIAL ACCEPTANCE CERTIFICATE

RE: Master Lease Purchase Agreement dated as of March 18, 2024, between Lease Servicing Center, Inc. dba NCL Government Capital (Lessor) and City of South Gate (Lessee) and Schedule No. 005 thereto.

I, the undersigned, hereby certify that I am a duly qualified representative of Lessee and that I have been given the authority by the Governing Body of Lessee to sign this Certificate of Acceptance with respect to the above referenced Master Lease Purchase Agreement and Schedule No. 005 (the "Lease"). I hereby certify that:

1. The Equipment described below (comprising part of the Equipment described on Lease Exhibit A) has been delivered and installed in accordance with Lessee's specifications and Lessee hereby requests and authorizes Lessor to disburse, or direct the escrow agent to disburse, to Lessee or the vendor described below net proceeds of the Lease in the amount specified by wire transfer or by check. Such amount has not formed the basis for a previous request for payment.
2. Lessee has conducted such inspection and/or testing of such Equipment as it deems necessary and appropriate and hereby acknowledges that it accepts such Equipment for all purposes.
3. Rental Payments are due and owing as set forth in Exhibit B to the Lease.
4. Lessee has obtained insurance coverage as required under the Lease.
5. Lessee is exempt from all personal property taxes and is also exempt from sales and/or use taxes with respect to the Equipment and the Rental Payments.
6. No event or condition that constitutes or would constitute an Event of Default exists as of the date hereof.

Quantity	Year	Make	Type/Style/Model	VIN/Serial Number	Price
1	2025	Ford	Maverick XL SuperCrew		$31,405.26
				Total Cost:	**$31,405.26**
				Down Payment	**$0**
				Total Amount Financed	**$31,405.26**

Vendor Name and Address: National Auto Fleet Group
490 Auto Center Drive
Watsonville, CA 95076

Lessee: City of South Gate

BY: _____

TYPED: **Maria Davila**

TITLE: **Mayor**

DATE: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

EXHIBIT C-2

FINAL ACCEPTANCE

Re: Master Lease Purchase Agreement dated as of 3/18/2024, between Lease Servicing Center, Inc. dba NCL Government Capital (Lessor) and City of South Gate (Lessee) and Schedule No. 005 thereto.

I, the undersigned, hereby certify that I am a duly qualified representative of Lessee and that I have been given the authority by the Governing Body of Lessee to sign this Final Acceptance Certificate with respect to the above referenced Master Lease Purchase Agreement and Schedule No. 005 (the "Lease"). I hereby certify that:

1. All Equipment described on Exhibit A has been delivered and installed in accordance with Lessee's specifications and Lessee hereby requests and authorizes Lessor to direct the escrow agent to apply the remaining net proceeds of the Lease to Lessee's next Rental Payment due.
2. Lessee has conducted such inspection and/or testing of the Equipment as it deems necessary and appropriate and hereby acknowledges that it accepts the Equipment for all purposes.
3. Rental Payments with respect to such Equipment are due and owing as set forth in Exhibit B to the Lease.
4. Lessee has obtained insurance coverage as required under the Lease.
5. Lessee is exempt from all personal property taxes and is also exempt from sales and/or use taxes with respect to the Equipment and the Rental Payments.
6. No event or condition that constitutes or would constitute an Event of Default exists as of the date hereof.

Lessee: City of South Gate

BY: _____

TYPED: Maria Davila

TITLE: Mayor

DATE: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

Form **8038-GC**
(Rev. January 2012)
Department of the Treasury
Internal Revenue Service

Information Return for Small Tax-Exempt Governmental Bond Issues, Leases, and Installment Sales

▶ Under Internal Revenue Code section 149(e)

Caution: *If the issue price of the issue is $100,000 or more, use Form 8038-G.*

OMB No. 1545-0720

Part I Reporting Authority

Check box if Amended Return ▶ ☐

1 Issuer's name
City of South Gate

2 Issuer's employer identification number (EIN)
95 6000 7 99

3 Number and street (or P.O. box if mail is not delivered to street address) Room/suite
8650 California Ave.

4 City, town, or post office, state, and ZIP code
South Gate, CA 90280

5 Report number *(For IRS Use Only)*

6 Name and title of officer or other employee of issuer or designated contact person whom the IRS may call for more information
John Downs - Interim Director of Administrative Services

7 Telephone number of officer or legal representative
323-563-9522

Part II Description of Obligations

Check one: a single issue ☐ or a consolidated return ☐.

8a	Issue price of obligation(s) (see instructions)	8a	$31,405	26
b	Issue date (single issue) or calendar date (consolidated). Enter date in mm/dd/yyyy format (for example, 01/01/2009) (see instructions) ▶ 4/30/2025			
9	Amount of the reported obligation(s) on line 8a that is:			
a	For leases for vehicles	9a	$31,405	26
b	For leases for office equipment	9b		
c	For leases for real property	9c		
d	For leases for other (see instructions)	9d		
e	For bank loans for vehicles	9e		
f	For bank loans for office equipment	9f		
g	For bank loans for real property	9g		
h	For bank loans for other (see instructions)	9h		
i	Used to refund prior issue(s)	9i		
j	Representing a loan from the proceeds of another tax-exempt obligation (for example, bond bank)	9j		
k	Other	9k		

10 If the issuer has designated any issue under section 265(b)(3)(B)(i)(III) (small issuer exception), check this box ▶ ☐

11 If the issuer has elected to pay a penalty in lieu of arbitrage rebate, check this box (see instructions) ▶ ☐

12 Vendor's or bank's name: Lease Servicing Center, Inc. dba NCL Government Capital

13 Vendor's or bank's employer identification number: 41 1979924

Signature and Consent

Under penalties of perjury, I declare that I have examined this return and accompanying schedules and statements, and to the best of my knowledge and belief, they are true, correct, and complete. I further declare that I consent to the IRS's disclosure of the issuer's return information, as necessary to process this return, to the person(s) that I have authorized above.

▶ _____ Signature of issuer's authorized representative Date ▶ Type or print name and title

Paid Preparer Use Only

Print/Type preparer's name	Preparer's signature	Date	Check ☐ if self-employed	PTIN
Firm's name ▶			Firm's EIN ▶	
Firm's address ▶			Phone no.	

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

What's New

The IRS has created a page on IRS.gov for information about the Form 8038 series and its instructions, at *www.irs.gov/form8038*. Information about any future developments affecting the Form 8038 series (such as legislation enacted after we release it) will be posted on that page.

Purpose of Form

Form 8038-GC is used by the issuers of tax-exempt governmental obligations to provide the IRS with the information required by section 149(e) and to monitor the requirements of sections 141 through 150.

Who Must File

Issuers of tax-exempt governmental obligations with issue prices of less than $100,000 must file Form 8038-GC.

Issuers of a tax-exempt governmental obligation with an issue price of $100,000 or more must file Form 8038-G, Information Return for Tax-Exempt Governmental Obligations.

Filing a separate return for a single issue. Issuers have the option to file a separate Form 8038-GC for any tax-exempt governmental obligation with an issue price of less than $100,000.

An issuer of a tax-exempt bond used to finance construction expenditures must file a separate Form 8038-GC for each issue to give notice to the IRS that an election was made to pay a penalty in lieu of arbitrage rebate (see the line 11 instructions).

Filing a consolidated return for multiple issues. For all tax-exempt governmental obligations with issue prices of less than $100,000 that are not reported on a separate Form 8038-GC, an issuer must file a consolidated information return including all such issues issued within the calendar year.

Thus, an issuer may file a separate Form 8038-GC for each of a number of small issues and report the remainder of small issues issued during the calendar year on one consolidated Form 8038-GC. However, if the issue is a construction issue, a separate Form 8038-GC must be filed to give the IRS notice of the election to pay a penalty in lieu of arbitrage rebate.

When To File

To file a separate return for a single issue, file Form 8038-GC on or before the 15th day of the second calendar month after the close of the calendar quarter in which the issue is issued.

To file a consolidated return for multiple issues, file Form 8038-GC on or before February 15th of the calendar year following the year in which the issue is issued.

Late filing. An issuer may be granted an extension of time to file Form 8038-GC under section 3 of Rev. Proc. 2002-48, 2002-37 I.R.B. 531, if it is determined that the failure to file on time is not due to willful neglect. Type or print at the top of the form, "Request for Relief under section 3 of Rev. Proc. 2002-48." Attach to the Form 8038-GC a letter briefly stating why the form was not submitted to the IRS on time. Also indicate whether the obligation in question is under examination by the IRS. Do not submit copies of any bond documents, leases, or installment sale documents. See *Where To File* next.

Where To File

File Form 8038-GC, and any attachments, with the Department of the Treasury, Internal Revenue Service Center, Ogden, UT 84201.

Private delivery services. You can use certain private delivery services designated by the IRS to meet the "timely mailing as timely filing/paying" rule for tax returns and payments. These private delivery services include only the following:

- DHL Express (DHL): DHL Same Day Service.
- Federal Express (FedEx): FedEx Priority Overnight, FedEx Standard Overnight, FedEx 2Day, FedEx International Priority, and FedEx International First.
- United Parcel Service (UPS): UPS Next Day Air, UPS Next Day Air Saver, UPS 2nd Day Air, UPS 2nd Day Air A.M., UPS Worldwide Express Plus, and UPS Worldwide Express.

The private delivery service can tell you how to get written proof of the mailing date.

Other Forms That May Be Required

For rebating arbitrage (or paying a penalty in lieu of arbitrage rebate) to the Federal Government, use Form 8038-T, Arbitrage Rebate, Yield Reduction and Penalty in Lieu of Arbitrage Rebate. For private activity bonds, use Form 8038, Information Return for Tax-Exempt Private Activity Bond Issues.

For a tax-exempt governmental obligation with an issue price of $100,000 or more, use Form 8038-G.

Rounding to Whole Dollars

You may show the money items on this return as whole-dollar amounts. To do so, drop any amount less than 50 cents and increase any amount from 50 to 99 cents to the next higher dollar.

Definitions

Obligations. This refers to a single tax-exempt governmental obligation if Form 8038-GC is used for separate reporting or to multiple tax-exempt governmental obligations if the form is used for consolidated reporting.

Tax-exempt obligation. This is any obligation including a bond, installment purchase agreement, or financial lease, on which the interest is excluded from income under section 103.

Tax-exempt governmental obligation. A tax-exempt obligation that is not a private activity bond (see below) is a tax-exempt governmental obligation. This includes a bond issued by a qualified volunteer fire department under section 150(e).

Private activity bond. This includes an obligation issued as part of an issue in which:

- More than 10% of the proceeds are to be used for any private activity business use, and
- More than 10% of the payment of principal or interest of the issue is either (a) secured by an interest in property to be used for a private business use (or payments for such property) or (b) to be derived from payments for property (or borrowed money) used for a private business use.

It also includes a bond, the proceeds of which (a) are to be used to make or finance loans (other than loans described in section 141(c)(2)) to persons other than governmental units and (b) exceeds the lesser of 5% of the proceeds or $5 million.

Issue. Generally, obligations are treated as part of the same issue only if they are issued by the same issuer, on the same date, and as part of a single transaction, or a series of related transactions. However, obligations issued during the same calendar year (a) under a loan agreement under which amounts are to be advanced periodically (a "draw-down loan") or (b) with a term not exceeding 270 days, may be treated as part of the same issue if the obligations are equally and ratably secured under a single indenture or loan agreement and are issued under a common financing arrangement (for example, under the same official statement periodically updated to reflect changing factual circumstances). Also, for obligations issued under a draw-down loan that meets the requirements of the preceding sentence, obligations issued during different calendar years may be treated as part of the same issue if all of the amounts to be advanced under the draw-down loan are reasonably expected to be advanced within 3 years of the date of issue of the first obligation. Likewise, obligations (other than private activity bonds) issued under a single agreement that is in the form of a lease or installment sale may be treated as part of the same issue if all of the property covered by that agreement is reasonably expected to be delivered within 3 years of the date of issue of the first obligation.

Arbitrage rebate. Generally, interest on a state or local bond is not tax-exempt unless the issuer of the bond rebates to the United States arbitrage profits earned from investing proceeds of the bond in higher yielding nonpurpose investments. See section 148(f).

Construction issue. This is an issue of tax-exempt bonds that meets both of the following conditions:

1. At least 75% of the available construction proceeds of the issue are to be used for construction expenditures with respect to property to be owned by a governmental unit or a 501(c)(3) organization, and
2. All of the bonds that are part of the issue are qualified 501(c)(3) bonds, bonds that are not private activity bonds, or private activity bonds issued to finance property to be owned by a governmental unit or a 501(c)(3) organization.

In lieu of rebating any arbitrage that may be owed to the United States, the issuer of a construction issue may make an irrevocable election to pay a penalty. The penalty is equal to 1-1/2% of the amount of construction proceeds that do not meet certain spending requirements. See section 148(f)(4)(C) and the Instructions for Form 8038-T.

Specific Instructions

In general, a Form 8038-GC must be completed on the basis of available information and reasonable expectations as of the date of issue. However, forms that are filed on a consolidated basis may be completed on the basis of information readily available to the issuer at the close of the calendar year to which the form relates, supplemented by estimates made in good faith.

Part I—Reporting Authority

Amended return. An issuer may file an amended return to change or add to the information reported on a previously filed return for the same date of issue. If you are filing to correct errors or change a previously filed return, check the "*Amended Return*" box in the heading of the form.

The amended return must provide all the information reported on the original return, in addition to the new corrected information. Attach an explanation of the reason for the amended return and write across the top "Amended Return Explanation."

Line 1. The issuer's name is the name of the entity issuing the obligations, not the name of the entity receiving the benefit of the financing. In the case of a lease or installment sale, the issuer is the lessee or purchaser.

Line 2. An issuer that does not have an employer identification number (EIN) should apply for one on Form SS-4, Application for Employer Identification Number. You can get this form on the IRS website at IRS.gov or by calling 1-800-TAX-FORM (1-800-829-3676). You may receive an EIN by telephone by following the instructions for Form SS-4.

Lines 3 and 4. Enter the issuer's address or the address of the designated contact person listed on line 6. If the issuer wishes to use its own address and the issuer receives its mail in care of a third party authorized representative (such as an accountant or attorney), enter on the street address line "C/O" followed by the third party's name and street address or P.O. box. Include the suite, room, or other unit number after the street address. If the post office does not deliver mail to the street address and the issuer has a P.O. box, show the box number instead of the

street address. If a change in address occurs after the return is filed, use Form 8822, Change of Address, to notify the IRS of the new address.

Note. The address entered on lines 3 and 4 is the address the IRS will use for all written communications regarding the processing of this return, including any notices. By authorizing a person other than an authorized officer or other employee of the issuer to communicate with the IRS and whom the IRS may contact about this return, the issuer authorizes the IRS to communicate directly with the individual listed on line 6, whose address is entered on lines 3 and 4 and consents to disclose the issuer's return information to that individual, as necessary, to process this return.

Line 5. This line is for IRS use only. Do not make any entries in this box.

Part II—Description of Obligations

Check the appropriate box designating this as a return on a single issue basis or a consolidated return basis.

Line 8a. The issue price of obligations is generally determined under Regulations section 1.148-1(b). Thus, when issued for cash, the issue price is the price at which a substantial amount of the obligations are sold to the public. To determine the issue price of an obligation issued for property, see sections 1273 and 1274 and the related regulations.

Line 8b. For a single issue, enter the date of issue (for example, 03/15/2010 for a single issue issued on March 15, 2010), generally the date on which the issuer physically exchanges the bonds that are part of the issue for the underwriter's (or other purchaser's) funds; for a lease or installment sale, enter the date interest starts to accrue. For issues reported on a consolidated basis, enter the first day of the calendar year during which the obligations were issued (for example, for calendar year 2010, enter 01/01/2010).

Lines 9a through 9h. Complete this section if property other than cash is exchanged for the obligation, for example, acquiring a police car, a fire truck, or telephone equipment through a series of monthly payments. (This type of obligation is sometimes referred to as a "municipal lease.") Also complete this section if real property is directly acquired in exchange for an obligation to make periodic payments of interest and principal.

Do not complete lines 9a through 9d if the proceeds of an obligation are received in the form of cash even if the term "lease" is used in the title of the issue. For lines 9a through 9d, enter the amount on the appropriate line that represents a lease or installment purchase. For line 9d, enter the type of item that is leased. For lines 9e through 9h, enter the amount on the appropriate line that represents a bank loan. For line 9h, enter the type of bank loan.

Lines 9i and 9j. For line 9i, enter the amount of the proceeds that will be used to pay principal, interest, or call premium on any other issue of bonds, including proceeds that will be used to fund an escrow account for this purpose. Several lines may apply to a particular obligation. For example, report on lines 9i and 9j obligations used to refund prior issues which represent loans from the proceeds of another tax-exempt obligation.

Line 9k. Enter on line 9k the amount on line 8a that does not represent an obligation described on lines 9a through 9j.

Line 10. Check this box if the issuer has designated any issue as a "small issuer exception" under section 265(b)(3)(B)(i)(III).

Line 11. Check this box if the issue is a construction issue and an irrevocable election to pay a penalty in lieu of arbitrage rebate has been made on or before the date the bonds were issued. The penalty is payable with a Form 8038-T for each 6-month period after the date the bonds are issued. Do not make any payment of penalty in lieu of rebate with Form 8038-GC. See Rev. Proc. 92-22, 1992-1 C.B. 736, for rules regarding the "election document."

Line 12. Enter the name of the vendor or bank who is a party to the installment purchase agreement, loan, or financial lease. If there are multiple vendors or banks, the issuer should attach a schedule.

Line 13. Enter the employer identification number of the vendor or bank who is a party to the installment purchase agreement, loan, or financial lease. If there are multiple vendors or banks, the issuer should attach a schedule.

Signature and Consent

An authorized representative of the issuer must sign Form 8038-GC and any applicable certification. Also print the name and title of the person signing Form 8038-GC. The authorized representative of the issuer signing this form must have the authority to consent to the disclosure of the issuer's return information, as necessary to process this return, to the person(s) that has been designated in this form.

Note. If the issuer authorizes in line 6 the IRS to communicate with a person other than an officer or other employee of the issuer, (such authorization shall include contact both in writing regardless of the address entered in lines 3 and 4, and by telephone) by signing this form, the issuer's authorized representative consents to the disclosure of the issuer's return information, as necessary to process this return, to such person.

Paid Preparer

If an authorized representative of the issuer filled in its return, the paid preparer's space should remain blank. Anyone who prepares the return but does not charge the organization should not sign the return. Certain others who prepare the return should not sign. For example, a regular, full-time employee of the issuer, such as a clerk, secretary, etc., should not sign.

Generally, anyone who is paid to prepare a return must sign it and fill in the other blanks in the *Paid Preparer Use Only* area of the return. A paid preparer cannot use a social security number in the *Paid Preparer Use Only* box. The paid preparer must use a preparer tax identification number (PTIN). If the paid preparer is self-employed, the preparer should enter his or her address in the box.

The paid preparer must:

- Sign the return in the space provided for the preparer's signature, and
- Give a copy of the return to the issuer.

Paperwork Reduction Act Notice

We ask for the information on this form to carry out the Internal Revenue laws of the United States. You are required to give us the information. We need it to ensure that you are complying with these laws.

You are not required to provide the information requested on a form that is subject to the Paperwork Reduction Act unless the form displays a valid OMB control number. Books or records relating to a form or its instructions must be retained as long as their contents may become material in the administration of any Internal Revenue law. Generally, tax returns and return information are confidential, as required by section 6103.

The time needed to complete and file this form will vary depending on individual circumstances. The estimated average time is:

Learning about the law or the form	4 hr., 46 min.
Preparing the form	2 hr., 22 min.
Copying, assembling, and sending the form to the IRS .	2 hr., 34 min.

If you have comments concerning the accuracy of these time estimates or suggestions for making this form simpler, we would be happy to hear from you. You can write to the Internal Revenue Service, Tax Products Coordinating Committee, SE:W:CAR:MP:T:M:S, 1111 Constitution Ave. NW, IR-6526, Washington, DC 20224. Do not send the form to this address. Instead, see *Where To File*.

Attachment B

National Auto Fleet Group

A Division of Chevrolet of Watsonville
490 Auto Center Drive, Watsonville, CA 95076
(855) 289-6572 • (831) 480-8497 Fax
Fleet@NationalAutoFleetGroup.com

4/1/2025

Quote ID: **31734**

Order Cut Off Date: **TBA**

Lt. Roman Amador
City of South Gate Police Department
8620 California Ave.
South Gate, California, 90280

Dear Lt. Amador,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration. **One (1) New/Unused 2025 Ford Maverick (W8A) XL FWD SuperCrew 121.1" WB 4.5' Box,** delivered to your specified location, each for:

	One Unit (MSRP)	One Unit	Total % Savings	Total Savings
Contract Price	$28,590.00	$28,213.55	1.317 %	$376.45
Tax (10.7500 %)		$3,032.96		
Tire fee		$8.75		
Transportation		$150.00		
Total		$31,405.26		

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell Contract 091521-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Yesenia Covarrubias
Fleet Department Account Manager
yesenia@watsonvillefleetgroup.com
(626) 457-5590

CHEVROLET FORD NISSAN TOYOTA BUICK CADILLAC GMC

Vehicle Configuration Options

ENGINE	
Code	**Description**
993	Engine: 2.5L Hybrid, (STD)
TRANSMISSION	
Code	**Description**
44E	Transmission: Automatic Continuous Variable (CVT), (STD)
PRIMARY PAINT	
Code	**Description**
YZ	Oxford White
SEAT TYPE	
Code	**Description**
9W	Black Onyx/Dark Slate, Front Cloth Bucket Seats, -inc: 6-way manual adjustable driver and 4-way manual adjustable passenger, front floor console w/eShifter, armrest and storage bin
ADDITIONAL EQUIPMENT	
Code	**Description**
153	Front License Plate Bracket, -inc: Standard in states where required by law, optional to all others
OPTION PACKAGE	
Code	**Description**
100A	Equipment Group 100A

2025 Fleet/Non-Retail Ford Maverick XL FWD SuperCrew 121.1" WB 4.5' Box

WINDOW STICKER

2025 Ford Maverick XL FWD SuperCrew 121.1" WB 4.5' Box

CODE	MODEL	MSRP
W8A	2025 Ford Maverick XL FWD SuperCrew 121.1" WB 4.5' Box	$26,995.00
	OPTIONS	
993	Engine: 2.5L Hybrid, (STD)	$0.00
44E	Transmission: Automatic Continuous Variable (CVT), (STD)	$0.00
YZ	Oxford White	$0.00
9W	Black Onyx/Dark Slate, Front Cloth Bucket Seats, -inc: 6-way manual adjustable driver and 4-way manual adjustable passenger, front floor console w/eShifter, armrest and storage bin	$0.00
153	Front License Plate Bracket, -inc: Standard in states where required by law, optional to all others	$0.00
100A	Equipment Group 100A	$0.00

Please note selected options override standard equipment

SUBTOTAL	**$26,995.00**
Advert/ Adjustments	$0.00
Manufacturer Destination Charge	$1,595.00
TOTAL PRICE	**$28,590.00**

Est City: 20 MPG
Est Highway: 29 MPG
Est Highway Cruising Range: 539.40 mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Notes

Standard Equipment

MECHANICAL

Engine: 2.5L Hybrid (STD)
Transmission: Automatic Continuous Variable (CVT) (STD)

AXLE RATIO

2.91 Axle Ratio

WHEELS

Wheels: 17" Steel w/Sparkle Silver Painted Cover

ADDITIONAL EQUIPMENT

50-State Emissions System
Engine Auto Stop-Start Feature
Transmission w/Driver Selectable Mode
Front-Wheel Drive
45-Amp/Hr 390CCA Maintenance-Free Battery w/Run Down Protection
Regenerative 150 Amp Alternator
Towing Equipment -inc: Trailer Sway Control
GVWR: 5,230 lbs
Gas-Pressurized Shock Absorbers
Front And Rear Anti-Roll Bars
Electric Power-Assist Speed-Sensing Steering
13.8 Gal. Fuel Tank
Single Stainless Steel Exhaust
Strut Front Suspension w/Coil Springs
Torsion Beam Rear Suspension w/Coil Springs
Regenerative 4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist, Hill Hold Control and Electric Parking Brake
Lithium Ion (li-Ion) Traction Battery 1.1 kWh Capacity
Regular Box Style
Tires: P225/65R17 A/S BSW
Steel Spare Wheel
Compact Spare Tire Stored Underbody w/Crankdown
Non-Metallic Paint
Body-Colored Front Bumper w/Black Rub Strip/Fascia Accent

Black Rear Step Bumper
Black Side Windows Trim and Black Rear Window Trim
Black Door Handles
Black Manual Side Mirrors w/Manual Folding
Fixed Rear Window
Deep Tinted Glass
Fixed Interval Wipers
Galvanized Steel/Aluminum Panels
Black Grille
Tailgate Rear Cargo Access
Manual Tailgate/Rear Door Lock
Autolamp Auto On/Off Reflector Led Low/High Beam Daytime Running Lights Preference Setting Headlamps w/Delay-Off
Cargo Lamp w/High Mount Stop Light
Auto High Beams
Radio w/Seek-Scan, Clock, Speed Compensated Volume Control, Steering Wheel Controls, Radio Data System and External Memory Control
Radio: AM/FM Stereo w/6 Speakers -inc: 2 front USB ports and 1 rear USB port
Streaming Audio
Integrated Roof Antenna
SiriusXM w/360L
SYNC 4 w/Enhanced Voice Recognition -inc: 13.2" LCD touch screen w/swipe capability, wireless phone connection, cloud connected, AppLink w/App catalog, 911 Assist, Apple CarPlay and Android Auto compatibility, digital owner's manual and conversational voice command recognition
2 LCD Monitors In The Front
Driver Seat
Passenger Seat
Full Folding Bench Front Facing Fold Forward Seatback Cloth Rear Seat
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Engine Coolant Temp, Power/Regen, Trip Odometer and Trip Computer
Power Rear Windows
FordPass Connect 5G Mobile Hotspot Internet Access
Front Cupholder
Rear Cupholder
Compass
Remote Keyless Entry w/Integrated Key Transmitter, Illuminated Entry and Panic Button
Remote Releases -Inc: Power Fuel
Cruise Control w/Steering Wheel Controls
Voice Activated Automatic Air Conditioning
HVAC -inc: Underseat Ducts
Glove Box

Driver Foot Rest
Interior Trim -inc: Colored Instrument Panel Insert, Colored Door Panel Insert and Other Interior Accents
Full Cloth Headliner
Urethane Gear Shifter Material
Front Cloth Bucket Seats -inc: 6-way manual adjustable driver and 4-way manual adjustable passenger, front floor console w/eShifter, armrest and storage bin
Day-Night Rearview Mirror
Driver And Passenger Visor Vanity Mirrors w/Driver And Passenger Auxiliary Mirror
Full Floor Console w/Covered Storage, Mini Overhead Console w/Storage and 1 12V DC Power Outlet
Front Map Lights
Fade-To-Off Interior Lighting
Full Carpet Floor Covering -inc: Carpet Front Floor Mats
Cab Mounted Cargo Lights
Rear View Camera
Pre-Collision Assist w/Automatic Emergency Braking -inc: pedestrian detection, forward collision warning and dynamic brake support
Instrument Panel Bin, Dashboard Storage, Driver / Passenger And Rear Door Bins and 2nd Row Underseat Storage
Power 1st Row Windows w/Driver 1-Touch Down
Delayed Accessory Power
Power Door Locks w/Autolock Feature
Driver Information Center
Redundant Digital Speedometer
Trip Computer
Outside Temp Gauge
Digital/Analog Appearance
Seats w/Cloth Back Material
Manual Adjustable Front Head Restraints and Fixed Rear Head Restraints
1 Seatback Storage Pocket
Securilock Anti-Theft Ignition (pats) Immobilizer
1 12V DC Power Outlet
Air Filtration
AdvanceTrac w/Roll Stability Control Electronic Stability Control (ESC) And Roll Stability Control (RSC)
ABS And Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags
Lane-Keeping Aid Lane Keeping Assist
Lane-Keeping Aid Lane Departure Warning
Tire Specific Low Tire Pressure Warning
Dual Stage Driver And Passenger Front Airbags

Safety Canopy System Curtain 1st And 2nd Row Airbags
Airbag Occupancy Sensor
Driver Knee Airbag
Mykey System -inc: Top Speed Limiter, Audio Volume Limiter, Early Low Fuel Warning, Programmable Sound Chimes and Beltminder w/Audio Mute
Rear Child Safety Locks
Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners

Attachment C

COMMLine inc.

13700 Cimarron Ave, Gardena, CA 90249
(Main) 310.390.8003 (Fax) 310.390.4393
www.Commlineinc.com

REQUEST FOR QUOTE			
DATE:	5/6/2025	SALES REP:	Justin Gomez justin.gomez@commlineinc.com

BILL TO:		SHIP TO:	
COMPANY:	City of South Gate	COMPANY:	City of South Gate
ATTENTION:	Roman Amador	ATTENTION:	Roman Amador
ADDRESS:	8620 California Ave	ADDRESS:	8620 California Ave
CITY/ST/ZIP:	South Gate, CA 90280	CITY/ST/ZIP:	South Gate, CA 90280
PHONE:	(323) 563-5457	PHONE:	(323) 563-5457
EMAIL:	ramador@sogate.org	EMAIL:	ramador@sogate.org

DESCRIPTION: 2025 Ford Maverick - Parking Enforcement (1) with MDT

QTY	MODEL #	DESCRIPTION	UNIT COST	EXT COST
1	RLNT48J-ABWH4	(22) Amber/Blue/White light heads, hook mount, Clear domes	$ 1,016.60	$ 1,016.60
1	HKB-MAV22	Hook Mount		included
1	PW100S6	Siren/light controller with Six-button controller, 100 W	$ 611.80	$ 611.80
1	ES100C	100w Speaker	$ 243.19	$ 243.19
1	ESB-U	Bracket	$ 30.48	$ 30.48
1	SL8S-A	32-inch, (8) Amber light heads, SignalMaster economy controller, 30-ft cable	$ 457.13	$ 457.13
1	320340	Universal mount	$ 98.74	$ 98.74
1	SLB-001	Long L-bracket	$ 40.84	$ 40.84
4	MPS31U-A	MicroPulse Ultra 3, single-color, (3) Amber LED	$ 74.97	$ 299.87
4	MPSM3-LB	L-bracket for (1) MPS3U light	$ 12.19	$ 48.76
1	PKG-PSM-1013-T	Standard Tablet Pedestal Mount Package for 2022-2025 Ford Maverick	$ 558.38	$ 558.38
1	CF-33TZ-0RAM	BSKU, Win11 Pro, Intel Core i5-1245U vPro (up to 4.4GHz), AMT, 12.0IN QHD Gloved Multi Touch+Digitizer, 16GB, Intel Iris Xe, 512GB OPAL SSD, Intel Wi-Fi 6E, Bluetooth, 4G MLP31-W, GPS, Dual Pass (Ch1:WWAN/Ch2:GPS), Mic and Infrared 2MP Webcam, 8MP Rear Camera, Contactless SmartCard, Barcode, Standard Batteries (2), TPM 2.0, Flat, CF-SVCPDEP3Y - 3 Year Premier Deployment, FZ-SVC512SSD3Y - 3 Year No Return of Defective Drive, FZ SVCTPNF3YR - 3 Year Protection Plus Warranty, CF-SVCBIOS1 - Custom BIOS, FZ SVCFESGEN10 - Field Engineering Support	$ 5,791.50	$ 5,791.50
1	KBA-BLTX-U-US	Description 83 Key, Backlit, Hard key, Touchpad, USB, Two Cables, US	$ 194.62	$ 194.62
1	5032	Fuse Block	$ 53.84	$ 53.84
1	BBCB594-50A	Circuit Breaker	$ 56.76	$ 56.76
1	83-0115	Pass through seal (for lightbar)	$ 23.08	$ 23.08
1	EVM	Ign Delay Timer	$ 68.43	$ 68.43
1	CL Harness	Multi Pin Various Quick Disconnects	$ 300.00	$ 300.00
1	MISC	Parts & Material Per Vehicle: Loom, Connectors, Various Wire As Needed,	$ 50.00	$ 50.00
		Fuses, Zip Ties, 12 Conductor Wire, Copper Lugs, Heat Shrink Weather		
		Proof Connectors, Cloth Oem Tape, Wire Clamps, And Fasteners		
1	LABOR ID	Installation of: Perimeter Lighting, Siren and Controller, Lightbar, etc.	$ 2,550.00	$ 2,550.00
	NOTES:	Quote good for 30 days.	SUB-TOTAL	$ 9,944.01
			TAX (10.5%)	$ 1,044.12
			FREIGHT	$ 497.20
			LABOR/SERVICES	$ 2,550.00
			GRAND TOTAL	**$ 14,035.34**

ADDITIONAL NOTES:	CUSTOMER APPROVAL SIGNATURE	PO #	DATE
30% restocking fee will apply to returns and/or canceled purchase orders. **PANASONIC TOUGHBOOK IS A SPECIAL ORDER ITEM AND CANNOT BE RETURNED. PLEASE ENSURE SPECS ARE CORRECT BEFORE CONFIRMING**			

Office of the
South Gate City Clerk

MAY 22 2025 10:45 am

FILED

Item No. 8

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**

Originating Department: **Police**

Department Director: Darren Arakawa *City Manager:* Rob Houston

SUBJECT: USE OF 2023 HOMELAND SECURITY GRANT PROGRAM ("SHSP") PROVIDED DIRECTLY FROM THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES ("CAL OES") FOR THE 2023 STATE HOMELAND SECURITY PROGRAM ("SHSP"), FAIN #037-00000, FEDERAL AWARD DATED OCTOBER 18, 2023, WITH A PERFORMANCE PERIOD OF SEPTEMBER 1, 2023, TO MAY 31, 2026

PURPOSE: To approve the use of 2023 SHSP funds in the amount of $40,000 to enhance capabilities to prevent, respond, and recover from threats or acts of terrorism.

RECOMMENDED ACTIONS: The City Council will consider:

a. Authorizing utilization of 2023 Homeland Security Grant Program Funds in the amount of $40,000 for law enforcement equipment to address civil unrest, crowd control and active shooters; and
b. Increasing the Fiscal Year 2025/26 revenue projection in Account Number 232-541 (Law Enforcement Grants – Homeland Security Grant) to $40,000; and
c. Amending the Fiscal Year 2025/26 Law Enforcement Grants Fund Budget by appropriating $40,000 to Account Number 232-541-21-6204 (Law Enforcement Grants-Homeland Security Grant – Small Tools and Equipment); and
d. Authorizing the City Manager to execute the State Homeland Security Grant Program Subrecipient Agreement for Grant Year 2023.

FISCAL IMPACT: There is no fiscal impact on the General Fund and no requirement for the City to match these grant funds. The total amount of funding allocated to the City for Fiscal Year 2025/26 is $40,000. The grant will cover the one-time costs associated with the purchase and installation of the Automated License Plate Reader ("ALPR") cameras. Ongoing costs related to the operation of the cameras will be funded from Asset Forfeiture funds.

ANALYSIS: 2023 SHSP Funds will be used to purchase and install the ALPR cameras in various fixed points throughout the city, as well as mounting them on police department vehicles. This technology will allow police department personnel to coordinate public safety responses when attempting to identify and locate suspects when investigating crimes and when responding to

critical incidents or acts of terrorism.

BACKGROUND: The U.S. Department of Homeland Security through the Office of Grants and Training has provided financial assistance for the SHSP directly to the California Governor's Office of Emergency Services ("Cal OES") for the 2023 SHSP, FAIN #037-00000, Federal Award dated October 18, 2023, with a performance period of September 1, 2023, to May 31, 2026.

Cal OES is providing these funds to the County of Los Angeles (DUNS #052238763) as its Subgrantee. Cal OES is responsible for managing and overseeing the SHSP funds that are distributed to municipal jurisdictions within Los Angeles County. This specific financial assistance is being provided to the South Gate Police Department to address communication equipment, training, and needs of the department to assist in building effective prevention and protection capabilities to prevent, respond to, and recover from threats or acts of terrorism.

The County of Los Angeles as a Subgrantee has obtained approval of the 2023 SHSP grant from Cal OES in the total amount of $9,481,457 and South Gate Police Department has been allocated funds in the amount of $40,000.

ATTACHMENT: 2023 SHSP Subrecipient Agreement - South Gate

State Homeland Security Program
Subrecipient Agreement
Grant Year 2023

Between the

County of Los Angeles

and the

City of South Gate

SUBRECIPIENT AGREEMENT
BETWEEN THE
COUNTY OF LOS ANGELES
AND
THE CITY OF SOUTH GATE

THIS AGREEMENT ("Agreement") is made and entered into by and between the County of Los Angeles, a political subdivision of the State of California (the "County of Los Angeles"), and the City of South Gate, a public agency (the "Subrecipient").

W I T N E S S E T H

WHEREAS, the U.S. Department of Homeland Security Title 2 Code of Federal Regulations (CFR) through the Office of Grants and Training (G&T), has provided financial assistance for the State Homeland Security Program (SHSP), Assistance Listings Number (formerly Catalog of Federal Domestic Assistance Number) 97.067 - Homeland Security Grant Program directly to the California Governor's Office of Emergency Services (Cal OES) for the 2023 SHSP, Federal Award Identification No. 037-00000, Federal Award dated October 18, 2023 with a performance period of September 1, 2023 to May 31, 2026. This Federal Award is not a R&D award; and

WHEREAS, the Cal OES provides said funds to the County of Los Angeles, Unique Entity ID (UEI) #MKQ9AQH7R2S5, as its Subgrantee, and the Chief Executive Office (CEO) is responsible for managing and overseeing the SHSP funds that are distributed to other specified jurisdictions within Los Angeles County; and

WHEREAS, this financial assistance is being provided to the Subrecipient in order to address the unique equipment, training, organization, exercise and planning needs of the Subrecipient, and to assist the Subrecipient in building effective prevention and protection capabilities to prevent, respond to, and recover from threats or acts of terrorism; and

WHEREAS, the County of Los Angeles as Subgrantee has obtained approval of the 2023 SHSP grant from Cal OES in the total amount of $9,481,457; and

WHEREAS, the CEO now wishes to distribute 2023 SHSP grant funds to the Subrecipient in the amount of $40,000, as further detailed in this Agreement; and

WHEREAS, the CEO is authorized to enter into subrecipient agreements with cities providing for re-allocation and use of these funds; and to execute all future amendments, modifications, extensions, and augmentations relative to the subrecipient agreements, as necessary; and

WHEREAS, the County of Los Angeles and Subrecipient are desirous of executing this Agreement, and the County of Los Angeles Board of Supervisors on September 10, 2024 authorized the CEO to prepare and execute this Agreement.

NOW, THEREFORE, the County of Los Angeles and Subrecipient agree as follows:

SECTION I

INTRODUCTION

§101. Parties to this Agreement

The parties to this Agreement are:

A. County of Los Angeles, a political subdivision of the State of California, having its principal office at Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, CA 90012; and

B. City of South Gate, a public agency, having its principal office at _____ _____.

§102. Representatives of the Parties and Service of Notices

A. The representatives of the respective parties who are authorized to administer this Agreement and to whom formal notices, demands and communications must be given are as follows:

1. The representative of the County of Los Angeles is, unless otherwise stated in this Agreement:

Craig Hirakawa
County of Los Angeles - Chief Executive Office
500 West Temple Street, Room 796
Los Angeles, CA 90012
Phone: (213) 974-1127
CHirakawa@ceo.lacounty.gov

Kasey Dizon
County of Los Angeles - Chief Executive Office
500 West Temple Street, Room 796
Los Angeles, CA 90012
Phone: (213) 974-1764
KDizon@ceo.lacounty.gov

2. The representative of Subrecipient is:

Name and Title:	
Organizational UEI #:	
Address:	
City/State/Zip:	
Phone:	
Email:	

With a copy to:

Name and Title:	
Organization:	
Address:	
City/State/Zip:	
Phone:	
Email:	

B. Formal notices, demands and communications to be given hereunder by either party must be made in writing and may be effected by personal delivery, regular U.S. Postal mail service and/or e-mail. In the event of personal delivery or email, the message will be deemed communicated upon receipt by the County of Los Angeles. In the event of mail service, the message will be deemed communicated as of the date of mailing.

C. If the name and/or title of the person designated to receive the notices, demands or communications or the address of such person is changed, written notice must be given, in accord with this section, within five (5) business days of said change.

§103. Independent Party

Subrecipient is acting hereunder as an independent party, and not as an agent or employee of the County of Los Angeles. An employee of Subrecipient is not, and

will not be deemed, an employee of the County of Los Angeles by virtue of this Agreement, and Subrecipient must so inform each employee organization and each employee who is hired or retained under this Agreement. Subrecipient must not represent or otherwise hold out itself or any of its directors, officers, partners, employees, or agents to be an agent or employee of the County of Los Angeles by virtue of this Agreement.

§104. Conditions Precedent to Execution of This Agreement

Subrecipient must provide the following signed documents to the County of Los Angeles, unless otherwise exempted:

A. Certification and Disclosure Regarding Lobbying, attached hereto as Exhibit A and made a part hereof, in accordance with §411.A.14 of this Agreement. Subrecipient must also file a Disclosure Form at the end of each calendar quarter in which there occurs any event requiring disclosure or which materially affects the accuracy of the information contained in any Disclosure Form previously filed by Subrecipient.

B. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion Lower Tier Covered Transactions, attached hereto as Exhibit B and made a part hereof, as required by Executive Order 12549 in accordance with §411.A.12 of this Agreement.

C. Certification Regarding Drug-Free Workplace, attached hereto as Exhibit C and made a part hereof, in accordance with §411.A.13 of this Agreement.

D. Certification of Grant Assurances, attached hereto as Exhibit D and made a part hereof, in accordance with §411.C of this Agreement.

SECTION II

TERM AND SERVICES TO BE PROVIDED

§201. Performance Period

The performance period of this Agreement is from September 1, 2023 to February 28, 2026, unless the County of Los Angeles, with Cal OES approval, provides written notification to the Subrecipient that the performance period has been extended, in which case the performance period will be so extended by such written notification, as provided in §503, below.

§202. Use of Grant Funds

A. Subrecipient and the County of Los Angeles have previously completed a mutually approved budget/expenditure plan, hereinafter "Budget," for the 2023 SHSP, which has been approved by Cal OES. This information is contained in a copy of the Final Grant Award Letter and Project Worksheet, attached hereto as Exhibit E.

   Any request by Subrecipient to modify the Budget must be made in writing with the appropriate justification and submitted to CEO for approval. If during the County of Los Angeles review process, additional information or documentation is required, the Subrecipient will have ten (10) business days to comply with the request. If the Subrecipient does not comply with the request, CEO will issue written notification indicating that the requested modification will not be processed. Modifications must be approved in writing by the County of Los Angeles and Cal OES during the term of this Agreement. Upon approval, all other terms of this Agreement will remain in effect.

   Subrecipient must utilize grant funds in accordance with all Federal regulations and State Guidelines.

B. Subrecipient agrees that grant funds awarded will be used to supplement existing funds for program activities, and will not supplant (replace) non-Federal funds.

C. Subrecipient must review the Federal Debarment Listing at https://www.sam.gov/search/ prior to the purchase of equipment or services to ensure the intended vendor is not listed and also maintain documentation that the list was verified.

D. Prior to the purchase of equipment or services utilizing a sole source contract or the receipt of single bid response of $250,000.00 or more, justification must be presented to CEO, who upon review will request approval from Cal OES. Such approval in writing must be obtained prior to the commitment of funds.

E. Subrecipient must provide any certifications or reports requested by the County of Los Angeles to the CEO indicating Subrecipient's performance under this Agreement, including progress on meeting program goals. Reports must be in the form requested by the County of Los Angeles, and must be provided by the fifteenth (15th) of the following month. Subrecipient is required to complete any survey requests requested by the County of Los Angeles. Subrecipient must also submit completed Project Claims for reimbursement immediately or a minimum on a quarterly basis, and no later than the date stated in §201, above.

F. Subrecipient must provide an electronic copy of their Annual Single Audit Report, as required by Title 2 Code of Federal Regulations (C.F.R) Part 200, to the County of Los Angeles within 30 calendar days after receipt of the auditor's

report(s). In the event the Subrecipient does not meet the Single Audit Threshold expenditure amount in a fiscal year, the Subrecipient must provide the County of Los Angeles a copy of a letter sent to State Controller's Office noting the Single Audit Threshold was not met, and its exempt status within nine months after the end of the Subrecipient's fiscal year, unless otherwise approved by the County of Los Angeles.

G. Subrecipient may be monitored by the County of Los Angeles on an annual basis to ensure compliance with Cal OES grant program requirements. The County of Los Angeles anticipates that said monitoring may include, at a minimum, one on-site visit during the term of this Agreement. Monitoring will utilize a Review Instrument (sample attached hereto as Exhibit H, and subject to periodic revisions) to evaluate compliance.

H. Subrecipient must provide Corrective Action Plan(s) to CEO within thirty (30) days of any audit finding.

I. Subrecipient use of the Los Angeles Regional Interoperable Communication System's Motorola Solutions, Incorporated Land Mobile Radio System Contract to purchase equipment is unallowable unless the Subrecipient can clearly demonstrate to CEO it meets one of the four federal exceptions to necessitate a noncompetitive procurement before issuance of any contract, amendment, or purchase order.

J. Subrecipient shall not use grant funds to purchase, extend, or renew any Telecommunications and Video Surveillance services and equipment as substantial or essential component of any system, or as critical technology as part of any system which the Secretary of Defense, in consultation with Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an owned, controlled by, or connected to the People's Republic of China such as and not limited to Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities); or Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

K. Any equipment acquired pursuant to this Agreement must be authorized in the G&T Authorized Equipment List (AEL) available online at https://www.fema.gov/authorized-equipment-list and the Funding Guidelines of the 2023 SHSP Notice of Funding Opportunity, incorporated by reference, and attached hereto as Exhibit F. Subrecipient must provide the CEO a copy of its most current procurement guidelines and follow its own procurement requirements as long as they meet or exceed the minimum Federal requirements and any added Cal OES requirements. Federal procurement requirements for the 2023 SHSP can be found at Title 2 CFR Part 200.313.

Any equipment acquired or obtained with Grant Funds:

1. Will be made available under the California Disaster and Civil Defense Master Mutual Aid Agreement in consultation with representatives of the various fire, emergency medical, hazardous materials response services, and law enforcement agencies within the jurisdiction of the applicant;

2. Will be consistent with needs as identified in the State Homeland Security Strategy and will be deployed in conformance with that plan;

3. Will be made available pursuant to applicable terms of the California Disaster and Civil Defense Master Mutual Aid Agreement and deployed with personnel trained in the use of such equipment in a manner consistent with the California Law Enforcement Mutual Aid Plan or the California Fire Services and Rescue Mutual Aid Plan.

L. Equipment acquired pursuant to this Agreement will be subject to the requirements of Title 2 CFR Part 200.313. For the purposes of this subsection, "Equipment" is defined as tangible nonexpendable property, having a useful life of more than one year which costs $5,000.00 or more per unit. Items costing less than $5,000.00, but acquired under the "Equipment" category of the Grant must also be listed on any required Equipment Listing.

1. Equipment must be used by Subrecipient in the program or project for which it was acquired as long as needed, whether or not the project or program continues to be supported by Federal funds. When no longer needed for the original program or project, the Equipment may be used in other activities currently or previously supported by a Federal agency.

2. Subrecipient must make Equipment available for use on other like projects or programs currently or previously supported by the Federal Government, providing such use will not interfere with the work on the projects or program for which it was originally acquired. First preference for other use must be given to other programs or projects supported by the awarding agency.

3. An Equipment Listing must be maintained listing each item of Equipment acquired with SHSP funds. The Equipment Listing must be kept up to date at all times. Any changes must be recorded in the Listing within ten (10) business days and the updated Listing is to be forwarded to the County of Los Angeles Auditor-Controller (A-C) Shared Services Division. The Equipment Property Records must be maintained that include: (a) a description of the property, (b) a serial number or other identification number, (c) the source of property, (d) who holds title, (e) the acquisition date, (f) and cost of the property, (g) percentage of Federal participation in the cost of the property, (h) the location, (i) use and condition of the

property, (j) and any ultimate disposition data including the date of disposal and sale price of the property. Records must be retained by the subrecipient pursuant to Title 2, Part 200.313 (d) (1) of the CFR.

4. All Equipment obtained under this Agreement must have an appropriate identification decal affixed to it, and, when practical, must be affixed where it is readily visible.

5. A physical inventory of the Equipment must be taken by the Subrecipient and the results reconciled with the Equipment Listing at least once every two years or prior to any site visit by State or Federal auditors or County of Los Angeles monitors. The Subrecipient is required to have on file a letter certifying as to the accuracy of the Equipment Listing in the frequency as above, and provide to the CEO when requested.

M. Any Planning paid pursuant to this Agreement must conform to the guidelines as listed in Exhibit F or subsequent grant year programs.

N. Any Organization activities paid pursuant to this Agreement must conform to the guidelines as listed in Exhibit F.

O. Any Training paid pursuant to this Agreement must conform to the guidelines as listed in Exhibit F, and must be first submitted to CEO and then pre-authorized by Cal OES. A catalog of federally approved and sponsored training courses is available at https://www.firstrespondertraining.gov/frts/.

P. Any Exercise paid pursuant to this Agreement must conform to the guidelines as listed in Exhibit F. Detailed Homeland Security Exercise and Evaluation Program Guidance is available at https://www.fema.gov/hseep.

Q. Any Personnel activities paid pursuant to this Agreement must conform to the guidelines as listed in Exhibit F.

R. Subrecipient must provide to CEO a spending plan detailing the required steps and timeframes required to complete the approved projects within the grant timeframe. Subrecipient must submit the spending plan to CEO prior to final execution of this Agreement.

S. Pursuant to this Agreement, indirect costs are not reimbursable.

SECTION III

PAYMENT

§301. Payment of Grant Funds and Method of Payment

A. The County of Los Angeles will reimburse Subrecipient up to the maximum grant amount of $40,000 as expenditures are incurred and paid by Subrecipient and all documentation is reviewed and approved by County of Los Angeles. All expenditures must be for the purchase of equipment, exercises, training, organization, and planning as described in Section II of this Agreement. The grant amount represents the amount allocated to Subrecipient in the 2023 SHSP Grant Award Letter from Cal OES.

B. Subrecipient must submit reimbursement requests to the County of Los Angeles A-C Shared Services Division requesting payment as soon as a Project is completed and expenses are incurred and paid with the required supporting documentation; submission can be sent immediately or at a minimum on a quarterly basis, and no later than the date stated in §201, above. Each reimbursement request must be accompanied by the Reimbursement Form (sample attached hereto as Exhibit G, and subject to periodic revisions). All appropriate back-up documentation must be attached to the reimbursement form, including the method of procurement, bid documentation, purchase orders, invoices, report of goods received, and proof of payment.

   For Training reimbursements, Subrecipient must include a copy of the class roster verifying training attendees, proof that prior approval was obtained from Cal OES and that a Cal OES Feedback number has been assigned to the course, and timesheets and payroll registers for all training attendees.

   For Exercise reimbursements, Subrecipient must enter the After Action Report (AAR) and Improvement Plan on the State Office of Domestic Preparedness secure portal within sixty (60) days following completion of the exercise and submit proof of prior State approval of the AAR with the reimbursement request.

   For Planning reimbursements, Subrecipient must include a copy of the final tangible product.

C. The County of Los Angeles may, at its discretion, reallocate unexpended grant funds to another subrecipient. Said reallocation may occur upon approval by the County of Los Angeles of a Subrecipient reimbursement submission, inquiry from the County of Los Angeles to the Subrecipient regarding fund utilization, or by written notification from the Subrecipient to the County of Los Angeles that a portion of the grant funds identified in

§301.A., above, will not be utilized. As provided in §503, below, any increase or decrease in the grant amount specified in §301.A., above, may be effectuated by a written notification by the County of Los Angeles to the Subrecipient.

D. Payment of reimbursement request will be withheld by the County of Los Angeles until the County of Los Angeles has determined that Subrecipient has turned in all supporting documentation and completed the requirements of this Agreement.

E. It is understood that the County of Los Angeles makes no commitment to fund this Agreement beyond the terms set forth herein.

F. Funding for all periods of this Agreement is subject to continuing Federal appropriation of grant funds for this program. In the event of a loss or reduction of Federal appropriation of grant funds for this program, the Agreement may be terminated, or appropriately amended, immediately upon notice to Subrecipient of such loss or reduction of Federal grant funds.

County of Los Angeles will make a good-faith effort to notify Subrecipient, in writing, of such non-appropriation at the earliest time.

SECTION IV

STANDARD PROVISIONS

§401. Construction of Provisions and Titles Herein

All titles or subtitles appearing herein have been inserted for convenience and do not, and will not be deemed to, affect the meaning or construction of any of the terms or provisions hereof. The language of this Agreement will be construed according to its fair meaning and not strictly for or against either party.

§402. Applicable Law, Interpretation and Enforcement

Each party's performance hereunder must comply with all applicable laws of the United States of America, the State of California, and the County of Los Angeles. This Agreement will be enforced and interpreted, as applicable, under the laws of the United States of America, the State of California and the County of Los Angeles.

If any part, term or provision of this Agreement is held void, illegal, unenforceable, or in conflict with any law of a Federal, State or Local Government having jurisdiction over this Agreement, the validity of the remainder of the Agreement will not be affected thereby.

Applicable Federal or State requirements that are more restrictive will be followed.

§403. Integrated Agreement

This Agreement sets forth all of the rights and duties of the parties with respect to the subject matter hereof, and replaces any and all previous agreements or understandings, whether written or oral, relating thereto. This Agreement may be amended only as provided for herein.

§404. Breach

If any party fails to perform, in whole or in part, any promise, covenant, or agreement set forth herein, or should any representation made by it be untrue, any aggrieved party may avail itself of all rights and remedies, at law or equity, in the courts of law. Said rights and remedies are cumulative of those provided for herein except that in all events, no party may recover more than once, suffer a penalty or forfeiture, or be unjustly compensated.

§405. Prohibition Against Assignment or Delegation

Subrecipient may not do any of the following, unless it has first obtained the written permission of the County of Los Angeles:

A. Assign or otherwise alienate any of its rights hereunder, including the right to payment; or

B. Delegate, subcontract, or otherwise transfer any of its duties hereunder.

§406. Permits

Subrecipient and its officers, agents and employees must obtain and maintain all permits and licenses necessary for Subrecipient's performance hereunder and must pay any fees required therefor. Subrecipient further certifies that it will immediately notify the County of Los Angeles of any suspension, termination, lapse, non-renewal or restriction of licenses, certificates, or other documents.

§407. Nondiscrimination and Affirmative Action

Subrecipient must comply with the applicable nondiscrimination and affirmative action provisions of the laws of the United States of America, the State of California, and the County of Los Angeles. In performing this Agreement, Subrecipient must not discriminate in its employment practices against any employee or applicant for employment because of such person's race, religion,

national origin, ancestry, sex, sexual orientation, age, physical handicap, mental disability, marital status, domestic partner status or medical condition.

Subrecipient must comply with Executive Order 11246, entitled "Equal Employment Opportunity," as amended by Executive Order 11375, and as supplemented in Department of Labor regulations (41 CFR Part 60).

If required, Subrecipient must submit an Equal Employment Opportunity Plan to the Department of Justice Office of Civil Rights in accordance with guidelines listed at https://www.justice.gov/crt.

Any subcontract entered into by the Subrecipient relating to this Agreement, to the extent allowed hereunder, will be subject to the provisions of this §407 of this Agreement.

§408. Indemnification

Each of the parties to this Agreement is a public entity. This indemnity provision is written in contemplation of the provisions of Section 895.2 of the Government Code of the State of California, which impose certain tort liability jointly upon public entities, solely by reason of such entities being parties to an agreement, and the parties agree that this indemnity provision will apply and will be enforceable regardless of whether Section 895 et seq. is deemed to apply to this Agreement. The parties hereto, as between themselves, consistent with the authorization contained in Government Code Sections 895.4 and 895.6 agree to each assume the full liability imposed upon it or upon any of its officers, agents, or employees by law, for injury caused by a negligent or wrongful act or omission occurring in the performance of this Agreement, to the same extent that such liability would be imposed in the absence of Government Code Section 895.2.

To achieve the above-stated purpose, each party agrees to indemnify and hold harmless the other party for any liability arising out of its own negligent acts or omissions in the performance of this Agreement (i.e., the Subrecipient agrees to indemnify and hold harmless the County of Los Angeles for liability arising out of the Subrecipient's negligent or wrongful acts or omissions and the County of Los Angeles agrees to indemnify and hold harmless the Subrecipient for liability arising out of the County of Los Angeles' negligent or wrongful acts or omissions). Each party further agrees to indemnify and hold harmless the other party for liability that is imposed on the other party solely by virtue of Government Code Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part hereof as if fully set forth herein. Subrecipient certifies that it has adequate self-insured retention of funds to meet any obligation arising from this Agreement.

§409. Conflict of Interest

A. The Subrecipient covenants that none of its directors, officers, employees, or agents may participate in selecting, or administrating, any subcontract supported (in whole or in part) by Federal funds where such person is a director, officer, employee or agent of the subcontractor; or where the selection of subcontractors is or has the appearance of being motivated by a desire for personal gain for themselves or others such as family business, etc.; or where such person knows or should have known that:

1. A member of such person's immediate family, or domestic partner or organization has a financial interest in the subcontract;

2. The subcontractor is someone with whom such person has or is negotiating any prospective employment; or

3. The participation of such person would be prohibited by the California Political Reform Act, California Government Code §87100 et seq. if such person were a public officer, because such person would have a "financial or other interest" in the subcontract.

B. Definitions:

1. The term "immediate family" means domestic partner and/or those persons related by blood or marriage, such as husband, wife, father, mother, brother, sister, son, daughter, father in law, mother in law, brother in law, sister in law, son in law, daughter in law.

2. The term "financial or other interest" means:

a. Any direct or indirect financial interest in the specific contract, including but not limited to, a commission or fee, a share of the proceeds, prospect of a promotion or of future employment, a profit, or any other form of financial reward.

b. Any of the following interests in the subcontractor ownership: partnership interest or other beneficial interest of five percent or more; ownership of five percent or more of the stock; employment in a managerial capacity; or membership on the board of directors or governing body.

C. The Subrecipient further covenants that no officer, director, employee, or agent may solicit or accept gratuities, favors, or anything of monetary value from any actual or potential subcontractor, supplier, a party to a sub agreement, (or persons who are otherwise in a position to benefit from the actions of any officer, employee, or agent).

D. The Subrecipient may not subcontract with a former director, officer, or employee within a one-year period following the termination of the relationship between said person and the Subrecipient.

E. Prior to obtaining the County of Los Angeles' approval of any subcontract, the Subrecipient must disclose to the County of Los Angeles any relationship, financial or otherwise, direct or indirect, of the Subrecipient or any of its officers, directors or employees or their immediate family with the proposed subcontractor and its officers, directors or employees.

F. For further clarification of the meaning of any of the terms used herein, the parties agree that references are made to the guidelines, rules, and laws of the County of Los Angeles, State of California, and Federal regulations regarding conflict of interest.

G. The Subrecipient warrants that it has not paid or given and will not pay or give to any third person any money or other consideration for obtaining this Agreement.

H. The Subrecipient covenants that no member, officer or employee of Subrecipient may have interest, direct or indirect, in any contract or subcontract or the proceeds thereof for work to be performed in connection with this project during his/her tenure as such employee, member or officer or for one year thereafter.

I. The Subrecipient must incorporate the foregoing subsections of this Section into every agreement that it enters into in connection with this grant and must substitute the term "subcontractor" for the term "Subrecipient" and "sub subcontractor" for "Subcontractor".

§410. Restriction on Disclosures

Any reports, analyses, studies, drawings, information, or data generated as a result of this Agreement are to be governed by the California Public Records Act (California Government Code Sec. 6250 et seq.).

§411. Statutes and Regulations Applicable To All Grant Contracts

A. Subrecipient must comply with all applicable requirements of State, Federal, and County of Los Angeles laws, executive orders, regulations, program and administrative requirements, policies and any other requirements governing this Agreement. Subrecipient must comply with applicable State and Federal laws and regulations pertaining to labor, wages, hours, and other conditions of employment. Subrecipient must comply with new, amended, or revised laws, regulations, and/or procedures that apply to the performance of this Agreement.

These requirements include, but are not limited to:

1. CFR

   Subrecipient must comply with Title 2 CFR Part 200.

2. Single Audit Act

   Since Federal funds are used in the performance of this Agreement, Subrecipient must, as applicable, adhere to the rules and regulations of the Single Audit Act (31 USC Sec. 7501 et seq.), 2 CFR Part 200 and any administrative regulation or field memos implementing the Act.

3. Americans with Disabilities Act

   Subrecipient hereby certifies that, as applicable, it will comply with the Americans with Disabilities Act 42, USC §§12101 et seq., and its implementing regulations. Subrecipient will provide reasonable accommodations to allow qualified individuals with disabilities to have access to and to participate in its programs, services and activities in accordance with the provisions of the Americans with Disabilities Act. Subrecipient will not discriminate against persons with disabilities nor against persons due to their relationship to or association with a person with a disability. Any subcontract entered into by Subrecipient, relating to this Agreement, to the extent allowed hereunder, will be subject to the provisions of this paragraph.

4. Political and Sectarian Activity Prohibited

   None of the funds, materials, property or services provided directly or indirectly under this Agreement may be used for any partisan political activity, or to further the election or defeat of any candidate for public office. Neither may any funds provided under this Agreement be used for any purpose designed to support or defeat any pending legislation or administrative regulation. None of the funds provided pursuant to this Agreement may be used for any sectarian purpose or to support or benefit any sectarian activity.

   Subrecipient must file a Disclosure Form at the end of each calendar quarter in which there occurs any event requiring disclosure or which materially affects the accuracy of any of the information contained in any Disclosure Form previously filed by Subrecipient. Subrecipient must require that the language of this Certification be included in the award documents for all sub-awards at all tiers and that all subcontractors certify and disclose accordingly.

5. Records Inspection

At any time during normal business hours and as often as either the County of Los Angeles, the U.S. Comptroller General or the Auditor General of the State of California may deem necessary, Subrecipient must make available for examination all of its records with respect to all matters covered by this Agreement. The County of Los Angeles, the U.S. Comptroller General and the Auditor General of the State of California have the authority to audit, examine and make excerpts or transcripts from records, including all Subrecipient's method of procurement, invoices, materials, payrolls, records of personnel, conditions of employment and other data relating to all matters covered by this Agreement.

Subrecipient agrees to provide any reports requested by the County of Los Angeles regarding performance of this Agreement.

6. Records Maintenance

Records, in their original form, must be maintained in accordance with requirements prescribed by the County of Los Angeles with respect to all matters specified in this Agreement. Original forms are to be maintained on file for all documents specified in this Agreement. Such records must be retained for a period five (5) years after termination of this Agreement and after final disposition of all pending matters. "Pending matters" include, but are not limited to, an audit, litigation or other actions involving records. The County of Los Angeles may, at its discretion, take possession of, retain and audit said records. Records, in their original form pertaining to matters covered by this Agreement, must at all times be retained within the County of Los Angeles unless authorization to remove them is granted in writing by the County of Los Angeles.

7. Subcontracts and Procurement

Subrecipient must, as applicable, comply with the Federal, State and County of Los Angeles standards in the award of any subcontracts. For purposes of this Agreement, subcontracts include but are not limited to purchase agreements, rental or lease agreements, third party agreements, consultant service contracts and construction subcontracts.

Subrecipient must, as applicable, ensure that the terms of this Agreement with the County of Los Angeles are incorporated into all Subcontractor agreements. The Subrecipient must submit all Subcontractor agreements to the County of Los Angeles for review prior to the release of any funds to the Subcontractor. The Subrecipient must withhold funds to any Subcontractor agency that fails to comply with the terms and conditions of this Agreement and their respective Subcontractor agreement.

8. Labor

Subrecipient must, as applicable, comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed requirements for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System Personnel Administration (5 CFR 900, Subpart F).

Subrecipient must, as applicable, comply with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7); the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874); the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements; and the Hatch Act (5 USC §§1501-1508 and 7324-7328).

Subrecipient must, as applicable, comply with the Federal Fair Labor Standards Act (29 U.S.C. §201) regarding wages and hours of employment.

None of the funds may be used to promote or deter union/labor organizing activities. CA Gov't Code Sec. 16645 et seq.

9. Civil Rights

Subrecipient must, as applicable, comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352), which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681- 1683, and 1685- 1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of disabilities; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to non-discrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; 0) the requirements of any other nondiscrimination statute(s) that may apply to the application; and (k) P.L. 93-348 regarding the protection of human

subjects involved in research, development, and related activities supported by this award of assistance.

10. Environmental

Subrecipient must, as applicable, comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646), which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

Subrecipient must, as applicable, comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93- 523); (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93205); and (i) Flood Disaster Protection Act of 1973 §102(a) (P.L. 93-234).

Subrecipient must, as applicable, comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

Subrecipient must, as applicable, comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.), which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

Subrecipient must, as applicable, comply with the Federal Water Pollution Control Act (33 U.S.C. §1251 et seq.), which restores and maintains the chemical, physical and biological integrity of the Nation's waters.

Subrecipient must, as applicable, ensure that the facilities under its ownership, lease or supervision that are utilized in the accomplishment of this project are not listed in the Environmental Protection Agency's (EPA) list of Violating Facilities and that it will notify the Federal Granter agency of the receipt of any communication from the Director of the EPA Office of Federal

Activities indicating that a facility to be used in the project is under consideration for listing by the EPA.
By signing this Agreement, Subrecipient warrants and represents that it will, as applicable, comply with the California Environmental Quality Act (CEQA), Public Resources Code §21000 et seq.

Subrecipient must, as applicable, comply with the Energy Policy and Conservation Act (P.L. 94-163, 89 Stat. 871).

Subrecipient must, as applicable, comply with the provision of the Coastal Barrier Resources Act (P.L. 97-348) dated October 19, 1982 (16 U.S.C. 3501 et. seq.) which prohibits the expenditure of most new Federal funds within the units of the Coastal Barrier Resources System.

11. Preservation

Subrecipient must, as applicable, comply with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

12. Suspension, Debarment, Ineligibility and Voluntary Exclusion

Subrecipient must, as applicable, comply with Title 2 CFR Part §3000, regarding Suspension and Debarment, and Subrecipient must submit a Certification Regarding Debarment, attached hereto as Exhibit B, required by Executive Order 12549 and any amendment thereto. Said Certification must be submitted to the County of Los Angeles concurrent with the execution of this Agreement and must certify that neither Subrecipient nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal department head or agency. Subrecipient must require that the language of this Certification be included in the award documents for all sub-award at all tiers and that all subcontractors certify accordingly.

13. Drug-Free Workplace

Subrecipient must, as applicable, comply with the federal Drug-Free Workplace Act of 1988, 41 USC §701, Title 44 Code of Federal Regulations (CFR) Part §17; the California Drug-Free Workplace Act of 1990, CA Gov't Code §§8350-8357, and Subrecipient must complete the Certification Regarding Drug-Free Workplace Requirements, attached hereto as Exhibit C, and incorporated herein by reference. Subrecipient must require that the language of this Certification be included in the award documents for all sub-award at all tiers and that all subcontractors certify accordingly.

14. Lobbying Activities

Subrecipient must, as applicable, comply with 31 U.S.C.1352 and complete the Disclosure of Lobbying Activities, (0MB 0038-0046), attached hereto as Exhibit A, and incorporated herein by reference.

15. Miscellaneous

Subrecipient must, as applicable, comply with the Laboratory Animal Welfare Act of 1966, as amended (P.L. 89-544, 7 USC §§2131 et seq.).

B. Statutes and Regulations Applicable To This Particular Grant Agreement

Subrecipient must comply with all applicable requirements of State and Federal laws, executive orders, regulations, program and administrative requirements, policies and any other requirements governing this particular grant program.

Subrecipient must, as applicable, comply with new, amended, or revised laws, regulations, and/or procedures that apply to the performance of this Agreement. These requirements include, but are not limited to:

Title 2 CFR Part 200; EO 12372; U.S. Department of Homeland Security, Office of State and Local Government Coordination and Preparedness, Office for Domestic Preparedness, ODP WMD Training Course Catalogue; and DOJ Office for Civil Rights.

Standardized Emergency Management System (SEMS) requirements as stated in the California Emergency Services Act, Government Code Chapter 7 of Division 1 of Title 2, §8607.1(e) and CCR Title 19, §§2445-2448.

Provisions of Title 2, 6, 28, 44 CFR applicable to grants and cooperative agreements, including Part 18, Administrative Review Procedures; Part 20, Criminal Justice Information Systems; Part 22, Confidentiality of Identifiable Research and Statistical Information; Part 23, Criminal Intelligence Systems Operating Policies; Part 30, Intergovernmental Review of Department of Justice Programs and Activities; Part 35, Nondiscrimination on the Basis of Disability in State and Local Government Services; Part 38, Equal Treatment of Faith-based Organizations; Part 42, Nondiscrimination/Equal Employment Opportunities Policies and Procedures; Part 61, Procedures for Implementing the National Environmental Policy Act; Part 63, Floodplain Management and Wetland Protection Procedures; Part 64, Floodplain Management and Wetland Protection Procedures; Federal laws or regulations applicable to Federal Assistance Programs; Part 69, New Restrictions on Lobbying; Part 70, Uniform Administrative Requirements for Grants and Cooperative Agreements (including sub-awards) with Institutions of Higher Learning, Hospitals and other Non-Profit

Organizations; and Part 83, Government-Wide Requirements for a Drug Free Workplace (grants).

Nondiscrimination requirements of the Omnibus Crime Control and Safe Streets Act of 1968, as amended, 42 USC 3789(d), or the Juvenile Justice and Delinquency Prevention Act, or the Victims of Crime Act, as appropriate; the provisions of the current edition of the Office of Justice Programs Financial and Administrative Guide for Grants, M7100.1, and all other applicable Federal laws, orders, circulars, or regulations.

1. Travel Expenses

   Subrecipient, as provided herein, will be compensated for Subrecipient's reasonable travel expenses incurred in the performance of this Agreement, to include travel and per diem, unless otherwise expressed. Subrecipient's total travel for in-State and/or out-of-State and per diem costs must be included in the contract budget(s). All travel, including out- of-State travel, that is not included in the budget(s) will not be reimbursed without prior written authorization from the County of Los Angeles.

   Subrecipient's administrative-related travel and per diem reimbursement costs will not be reimbursed. For programmatic-related travel costs, Subrecipient's reimbursement rates may not exceed the amounts established under the grant.

C. Compliance With Grant Requirements

To obtain the grant funds, the State required an authorized representative of the County of Los Angeles to sign certain promises regarding the way the grant funds would be spent. These requirements are included in Exhibit F and in the State's "Grant Assurances". By signing these Grant Assurances and accepting Exhibit F, the County of Los Angeles became liable to the State for any funds that are used in violation of the grant requirements. The State's Grant Assurances are incorporated into this Agreement through Exhibit D. Subrecipient will be liable to the Granter for any funds the State determines the Subrecipient used in violation of these Grant Assurances.

Pursuant to this Agreement, Subrecipient shall execute the 2023 Certification of Grant Assurances in Exhibit D, accepting and agreeing to abide by all provisions, assurances, and requirements therein. Subrecipient agrees to indemnify and hold harmless the County of Los Angeles for any sums the State or Federal government determines Subrecipient used in violation of the Grant Assurances.

To the extent Exhibit D conflicts with language or provisions contained in this Agreement, or contains more restrictive requirements under Federal and State law, Exhibit D shall control.

D. Noncompliance With Grant Requirements

Subrecipient understands that failure to comply with any of the above assurances and requirements, including Exhibit D, may result in suspension, termination or reduction of grant funds, and repayment by the Subrecipient to the County of Los Angeles of any unauthorized expenditures.

§412. Federal, State and Local Taxes

Federal, State and local taxes are the responsibility of the Subrecipient as an independent party and not of the County of Los Angeles and must be paid prior to requesting reimbursement. However, these taxes are an allowable expense under the grant program.

§413. Inventions, Patents and Copyrights

A. Reporting Procedure for Inventions

If any project produces any invention or discovery ("Invention") patentable or otherwise under Title 35 of the U.S. Code, including, without limitation, processes and business methods made in the course of work under this Agreement, the Subrecipient must report the fact and disclose the Invention promptly and fully to the County of Los Angeles. The County of Los Angeles will report the fact and disclose the Invention to the State. Unless there is a prior agreement between the County of Los Angeles and the State, the State will determine whether to seek protection on the Invention. The State will determine how the rights in the Invention, including rights under any patent issued thereon, will be allocated and administered in order to protect the public interest consistent with the policy ("Policy") embodied in the Federal Acquisition Regulations System, which is based on Ch. 18 of Title 35 U.S.C. Sections 200 et seq. (Pub. L. 95-517, Pub. L. 98-620, Title 37 CFR Part 401); Presidential Memorandum on Government Patent Policy to the Heads of the Executive Departments and Agencies, dated 2/18/1983); and Executive Order 12591, 4/10/87, 52 FR 13414, Title 3 CFR, 1987 Comp., p. 220 (as amended by Executive Order 12618, 12/22/87, 52 FR 48661, Title 3 CFR, 1987 Comp., p. 262). Subrecipient hereby agrees to be bound by the Policy, and will contractually require its personnel to be bound by the Policy.

B. Rights to Use Inventions

As applicable, County of Los Angeles will have an unencumbered right, and a non-exclusive, irrevocable, royalty-free license to use, manufacture, improve upon, and allow others to do so for all government purposes, any Invention developed under this Agreement.

C. Copyright Policy

1. Unless otherwise provided by the State or the terms of this Agreement, when copyrightable material ("Material") is developed under this Agreement, the County of Los Angeles, at its discretion, may copyright the Material. If the County of Los Angeles declines to copyright the Material, the County of Los Angeles will have an unencumbered right, and a non-exclusive, irrevocable, royalty-free license, to use, manufacture, improve upon, and allow others to do so for all government purposes, any Material developed under this Agreement.

2. The State will have an unencumbered right, and a non-exclusive, irrevocable, royalty-free license, to use, manufacture, improve upon, and allow others to do so for all government purposes, any Material developed under this Agreement or any Copyright purchased under this Agreement.

3. Subrecipient must comply with Title 24 CFR 85.34.

D. Rights to Data

The State and the County of Los Angeles will have unlimited rights or copyright license to any data first produced or delivered under this Agreement. "Unlimited rights" means the right to use, disclose, reproduce, prepare derivative works, distribute copies to the public, and perform and display publicly, or permit others to do so; as required by Title 48 CFR 27.401. Where the data are not first produced under this Agreement or are published copyrighted data with the notice of 17 U.S.C. Section 401 or 402, the State acquires the data under a copyright license as set forth in Title 48 CFR 27.404(f)(2) instead of unlimited rights. (Title 48 CFR 27.404(a)).

E. Obligations Binding on Subcontractors

Subrecipient must require all subcontractors to comply with the obligations of this section by incorporating the terms of this section into all subcontracts.

§414. Child Support Assignment Orders

Under the terms of this Agreement, Subrecipient must, as applicable, comply with California Family Code Section 5230 et seq.

§415. Minority, Women, And Other Business Enterprise Outreach Program

It is the policy of the County of Los Angeles to provide Minority Business Enterprises, Women Business Enterprises and all other business enterprises an equal opportunity to participate in the performance of all Subrecipient's contracts,

including procurement, construction and personal services. This policy applies to all of the Subrecipient's contractors and sub-contractors.

§416. Compliance with Fair Chance Employment Practices

Subrecipient shall comply with fair chance employment hiring practices set forth in California Government Code Section 12952, Employment Discrimination: Conviction History. Subrecipient's violation of this paragraph of the Agreement may constitute a material breach of the Agreement. In the event of such material breach, County of Los Angeles may, in its sole discretion, terminate the Agreement.

§417. Method of Payment and Required Information

The County of Los Angeles may, at its sole discretion, determine the most appropriate, efficient, secure, and timely form of payment provided under this Agreement. Subrecipient further agrees that the default form of payment shall be Electronic Funds Transfer (EFT) or Direct Deposit, unless an alternative method of payment is deemed appropriate by the A-C.

Subrecipient shall provide the A-C with electronic banking and related information for the Subrecipient and/or any other payee that the Subrecipient designates to receive payment pursuant to this Agreement at https://directdeposit.lacounty.gov/. Such electronic banking and related information includes, but is not limited to: bank account number and routing number, legal business name, valid taxpayer identification number or TIN, a working e-mail address capable of receiving remittance advices and other payment related correspondence, and any other information that the A-C determines is reasonably necessary to process the payment and comply with all accounting, record keeping, and tax reporting requirements.

Any provision of law, grant, or funding agreement requiring a specific form or method of payment other than EFT or Direct Deposit shall supersede this requirement with respect to those payments. At any time during the duration of this Agreement, the Subrecipient may submit a written request for an exemption to this requirement and must be based on specific legal, business or operational needs and explain why the payment method designated by the A-C is not feasible and an alternative is necessary. The A-C, in consultation with CEO, shall decide whether to approve exemption requests.

SECTION V

DEFAULTS, SUSPENSION, TERMINATION, AND AMENDMENTS

§501. Defaults

Should either party fail for any reason to comply with the contractual obligations of this Agreement within the time specified by this Agreement, the non-breaching party reserves the right to terminate the Agreement, reserving all rights under State and Federal law.

§502. Termination

This Agreement may be terminated, in whole or in part, from time to time, when such action is deemed by the County of Los Angeles, in its sole discretion, to be in its best interest. Termination of work hereunder shall be effected by notice of termination to the Subrecipient specifying the extent to which performance of work is terminated and the date upon which such termination becomes effective. The date upon which such termination becomes effective shall be no less than ten (10) days after the notice is sent.

§503. Amendments

Except as otherwise provided in this paragraph, any change in the terms of this Agreement, including changes in the services to be performed by Subrecipient, that are agreed to by the Subrecipient and the County of Los Angeles must be incorporated into this Agreement by a written amendment properly signed by persons who are authorized to bind the parties. Notwithstanding the foregoing, any increase or decrease of the grant amount specified in §301.A., above, or any extension of the performance period specified in §201, above, does not require a written amendment, but may be effectuated by a written notification by the County of Los Angeles to the Subrecipient.

SECTION VI

ENTIRE AGREEMENT

§601. Complete Agreement

This Agreement contains the full and complete Agreement between the two parties. Neither verbal agreement nor conversation or other communication with any officer or employee of either party will affect or modify any of the terms and conditions of this Agreement.

§602. Number of Pages and Attachments

This Agreement may be executed utilizing wet, scanned digital, and electronic signatures, each of which is deemed to be an original. This Agreement includes (27) pages and (8) Exhibits which constitute the entire understanding and agreement of the parties.

[Remainder of this page intentionally left blank]

IN WITNESS WHEREOF, the Subrecipient and the County of Los Angeles have caused this Agreement to be executed by their duly authorized representatives.

COUNTY OF LOS ANGELES

BY _____ Date
FESIA A. DAVENPORT
Chief Executive Officer

BY _____
EDWARD YEN
Executive Officer, Board of Supervisors

BY _____
OSCAR VALDEZ
Auditor-Controller

APPROVED AS TO FORM

DAWYN R. HARRISON
County Counsel

BY _____
Deputy County Counsel

CITY OF SOUTH GATE

BY _____ _____
City Representative/Title (Signature) (Print Name) Date

APPROVED AS TO FORM

BY _____ RAUL SANCHEZ _____
City Attorney (Signature – If Needed) (Print Name) Date

ATTEST

BY _____ _____
City Clerk (Signature – If Needed) (Print Name) Date

EXHIBITS

Exhibit A	Certification and Disclosure Regarding Lobbying
Exhibit B	Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion Lower Tier Covered Transactions
Exhibit C	Certification Regarding Drug Free Workplace
Exhibit D	Certification of Grant Assurances
Exhibit E	Final Grant Award Letter and Project Worksheet
Exhibit F	2023 Notice of Funding Opportunity & 2023 Cal OES Supplemental to Federal Notice of Funding Opportunity
Exhibit G	Reimbursement Form and Instructions
Exhibit H	Monitoring Instrument

Cal OES
GOVERNOR'S OFFICE
OF EMERGENCY SERVICES

Certification Regarding Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, 'Disclosure of Lobbying Activities,' in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Initials_____

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OF EMERGENCY SERVICES

Certification Regarding Lobbying

The Subrecipient, as identified below, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Subrecipient understands and agrees that the provisions of 31 U.S.C. Chap. 38, Administrative Remedies for False Claims and Statements, apply to this certification and disclosure, if any.

Subrecipient: _____

Signature of Authorized Agent: _____

Printed Name of Authorized Agent: _____

Title: _____ Date: _____

Initials_____

CERTIFICATION REGARDING
DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION
LOWER TIER COVERED TRANSACTIONS

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 24 CFR Part 24 Section 24.510, Participants' responsibilities.

(READ ATTACHED INSTRUCTIONS FOR CERTIFICATION BEFORE COMPLETING)

1. The prospective recipient of Federal assistance funds certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective recipient of Federal assistance funds is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

_____
AGREEMENT NUMBER

_____
CONTRACTOR/BORROWER/AGENCY

_____
NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

_____
SIGNATURE DATE

INSTRUCTIONS FOR CERTIFICATION

1. By signing and submitting this document, the prospective recipient of Federal assistance is providing the certification as set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective recipient of Federal assistance funds knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective recipient of Federal assistance funds shall provide immediate written notice to the person to which this agreement is entered, if at any time the prospective recipient of Federal assistance funds learns that its certification was erroneous, when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," " primary covered transaction," 'principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549.

5. The prospective recipient of Federal assistance funds agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation on this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective recipient of Federal assistance funds further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion Lower Tier Covered Transactions," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Procurement or Non Procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntary excluded form participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

STATE OF CALIFORNIA
DRUG-FREE WORKPLACE CERTIFICATION
STD. 21

COMPANY/ORGANIZATION NAME:

The contractor or grant recipient named above hereby certifies compliance with *Government Code Section 8355* in matters relating to providing a drug-free workplace. The above-named contractor or recipient will:

1. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by *Government Code Section 8355(a)*.

2. Establish a Drug-Free Awareness Program as required by *Government Code Section 8355(b)*, to inform employees about all of the following:

   (a) The dangers of drug abuse in the workplace,

   (b) The person's or organization's policy of maintaining a drug-free workplace,

   (c) Any available counseling, rehabilitation and employee assistance programs, and

   (d) Penalties that may be imposed upon employees for drug abuse violations.

3. Provide as required by *Government Code Section 8355(c)*, that every employee who works on the proposed contract or subgrant:

   (a) Will receive a copy of the company's drug-free policy statement, and

   (b) Will agree to abide by the terms of the company's statement as a condition of employment on the contract or subgrant.

CERTIFICATION

I, the official named below, hereby swear that I am duly authorized legally to bind the contractor or Recipient to the above described certification. I am fully aware that this certification, executed on the date and in the county below, is made under penalty of perjury under the laws of the State of California.

OFFICAL'S NAME

DATE EXECUTED

EXECUTED IN THE COUNTY OF

CONTRACTOR or RECEIPEINT SIGNATURE

TITLE

FEDERAL I.D. NUMBER

STATEMENT ON THE DRUG-FREE WORKPLACE

To comply with the enactment of Senate Bill 1120, *(Chapter 1170, Statutes of 1990),* which established the Drug-Free Workplace Act of 1990, the _____ *(your agency)* accordingly provides this statement of compliance.

In order to maintain funding eligibility, state agencies, along with those in receipt of grant and contractual awards, must certify that they provide drug-free workplaces and have issued drug-free workplace statements to their employees *[Section 8355(a) of the Government Code].* Consequently, in accordance with this directive, this statement is issued to meet this requirement.

The _____ (*your agency*), an agency within the State of California has adopted this statement in compliance with legislation which addresses issues to avoid the dangers arising from drug and alcohol abuse in the workplace. These dangers include death and injury to the employee, co-workers, or the public resulting from accidents, dereliction of duty, poor judgment and carelessness. Substance abuse also results in lost productivity, reduced efficiency, and increased absenteeism by the substance abuser and interferes with the job performance of employees who do not use illegal or unauthorized substances. *[Section 8355(b)(1)]*

California law prohibits the unlawful manufacture, dispensation, possession, or illegal use of a controlled substance. That prohibition extends to all places and includes the worksite of California state employees. *[Section 8355(a)]*

Employees convicted of a violation of criminal drug statute, when the violation occurred at an employee's worksite, shall report the conviction to the granting and monitoring State agency upon conviction. *[Section 8356(a)(1)(2)]*

In the event of the unlawful manufacture, distribution, dispensation, possession or illegal use of a controlled substance at a State worksite, the State may take disciplinary action pursuant to the law and/or require the satisfactory completion of a drug abuse assistance or rehabilitation program. *[Section 8355(b)(4)]*

The Employee Assistance Program (EAP) provides drug problem assessment and referral to appropriate counseling and rehabilitation services. The EAP is available to all agency employees. Procedures exist to ensure the confidentiality of EAP records. Contact your personnel office for further information.

It is the intent of the _____ (*your agency)* to ensure by execution of this statement of compliance that each employee shall abide by the terms of this drug-free workplace statement. *[Section 8355(c)]*

EXHIBIT D

COUNTY OF LOS ANGELES

2023 CERTIFICATION OF GRANT ASSURANCES

As the duly authorized representative of the Subrecipient, I hereby certify Subrecipient's complete acceptance of Exhibit D, and agreement to abide by all provisions, assurances, conditions and requirements of the Grant Assurances therein.

BY_____ _____ _____
City Representative/Title (Signature) (Print Name) Date

APPROVED AS TO FORM

BY_____ _____ _____
City Attorney (Signature) (Print Name) Date

ATTEST

BY_____ _____ _____
City Clerk (Signature) (Print Name) Date

Cal OES
GOVERNOR'S OFFICE OF EMERGENCY SERVICES

Standard Assurances
For Cal OES Federal Non-Disaster Grant Programs

As the duly authorized representative of the Applicant, I hereby certify that the Applicant has the legal authority to apply for federal assistance and the institutional, managerial, and financial capability (including funds sufficient to pay any non-federal share of project cost) to ensure proper planning, management, and completion of the project described in this application, within prescribed timelines.

The requirements outlined in these assurances apply to Applicant and any of its subrecipients.

I further acknowledge that the Applicant is responsible for reviewing and adhering to all requirements within the:

(a) Applicable Federal Regulations (see below);
(b) Federal Program Notice of Funding Opportunity (NOFO);
(c) Federal Preparedness Grants Manual;
(d) California Supplement to the NOFO; and
(e) Federal and State Grant Program Guidelines.

Federal Regulations
Government cost principles, uniform administrative requirements, and audit requirements for federal grant programs are set forth in Title 2, Part 200 of the Code of Federal Regulations (C.F.R.). Updates are issued by the Office of Management and Budget (OMB) and can be found at http://www.whitehouse.gov/omb/.

In the event Cal OES determines that changes are necessary to the subaward after a subaward has been made, including changes to period of performance or terms and conditions, Applicants will be notified of the changes in writing. Once notification has been made, any subsequent request for funds will indicate Applicant acceptance of the changes to the subaward.

State and federal grant award requirements are set forth below. The Applicant hereby agrees to comply with the following:

1. **Proof of Authority**
   The Applicant will obtain proof of authority from the city council, governing board, or authorized body in support of this project. This written authorization must specify that the Applicant and the city council, governing board, or authorized body agree:

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Cal OES
GOVERNOR'S OFFICE
OF EMERGENCY SERVICES

Standard Assurances
For Cal OES Federal Non-Disaster Grant Programs

(a) To provide all matching funds required for the grant project and that any cash match will be appropriated as required;
(b) Any liability arising out of the performance of this agreement shall be the responsibility of the Applicant and the city council, governing board, or authorized body;
(c) Grant funds shall not be used to supplant expenditures controlled by the city council, governing board, or authorized body;
(d) The Applicant is authorized by the city council, governing board, or authorized body to apply for federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-federal share of project cost, if any) to ensure proper planning, management and completion of the project described in this application; and
(e) The official executing this agreement is authorized by the Applicant.

This Proof of Authority must be maintained on file and readily available upon request.

2. **Period of Performance**
The period of performance is specified in the Award. The Applicant is only authorized to perform allowable activities approved under the award, within the period of performance.

3. **Lobbying and Political Activities**
As required by Section 1352, Title 31 of the United States Code (U.S.C.), for persons entering into a contract, grant, loan, or cooperative agreement from an agency or requests or receives from an agency a commitment providing for the United States to insure or guarantee a loan, the Applicant certifies that:

(a) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

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GOVERNOR'S OFFICE
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Standard Assurances
For Cal OES Federal Non-Disaster Grant Programs

(b) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(c) The Applicant shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

The Applicant will also comply with provisions of the Hatch Act (5 U.S.C. §§ 1501- 1508 and §§ 7324-7328) which limit the political activities of employees whose principle employment activities are funded in whole or in part with federal funds.

Finally, the Applicant agrees that federal funds will not be used, directly or indirectly, to support the enactment, repeal, modification or adoption of any law, regulation or policy without the express written approval from the California Governor's Office of Emergency Services (Cal OES) or the federal awarding agency.

4. Debarment and Suspension

As required by Executive Orders 12549 and 12689, and 2 C.F.R. § 200.214 and codified in 2 C.F.R. Part 180, Debarment and Suspension, the Applicant will provide protection against waste, fraud, and abuse by debarring or suspending those persons deemed irresponsible in their dealings with the federal government. The Applicant certifies that it and its subrecipients:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

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GOVERNOR'S OFFICE
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Standard Assurances
For Cal OES Federal Non-Disaster Grant Programs

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (4)(b) of this certification; and
(d) Have not within a three-year period preceding this application had one or more public transaction (federal, state, or local) terminated for cause or default.

Where the Applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.

5. **Non-Discrimination and Equal Employment Opportunity**
The Applicant will comply with all state and federal statutes relating to non-discrimination, including:

(a) Title VI of the Civil Rights Act of 1964 (Public Law (P.L.) 88-352 and 42 U.S.C. § 2000d et. seq.) which prohibits discrimination on the basis of race, color, or national origin and requires that recipients of federal financial assistance take reasonable steps to provide meaningful access to persons with limited English proficiency (LEP) to their programs and services;
(b) Title IX of the Education Amendments of 1972, (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex in any federally funded educational program or activity;
(c) Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794), which prohibits discrimination against those with disabilities or access and functional needs;
(d) Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101et seq.), which prohibits discrimination on the basis of disability and requires buildings and structures be accessible to those with disabilities and access and functional needs;
(e) Age Discrimination Act of 1975, (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age;
(f) Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd—2), relating to confidentiality of patient records regarding substance abuse treatment;
(g) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. § 3601 et seq.), relating to nondiscrimination in the sale, rental or financing of housing as implemented by the Department of Housing and Urban Development at 24 C.F.R. Part100. The prohibition on disability discrimination includes the requirement that new multifamily housing with four or more dwelling units—i.e., the public and common use areas and individual apartment units (all units in buildings with elevators and ground-floor units in buildings without elevators)—

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Standard Assurances
For Cal OES Federal Non-Disaster Grant Programs

be designed and constructed with certain accessible features (See 24 C.F.R. § 100.201);

(h) Executive Order 11246, which prohibits federal contractors and federally assisted construction contractors and subcontractors, who do over $10,000 in Government business in one year from discriminating in employment decisions on the basis of race, color, religion, sex, sexual orientation, gender identification or national origin;

(i) Executive Order 11375, which bans discrimination on the basis of race, color, religion, sex, sexual orientation, gender identification, or national origin in hiring and employment in both the United States federal workforce and on the part of government contractors;

(j) California Public Contract Code § 10295.3, which prohibits discrimination based on domestic partnerships and those in same sex marriages;

(k) Department of Homeland Security (DHS) policy to ensure the equal treatment of faith-based organizations, under which the Applicant must comply with equal treatment policies and requirements contained in 6 C.F.R. Part 19;

(l) The Applicant will comply with California's Fair Employment and Housing Act (FEHA) (California Government Code §§12940-12957), as applicable. FEHA prohibits harassment and discrimination in employment because of ancestry, familial status, race, color, religious creed (including religious dress and grooming practices), sex (which includes pregnancy, childbirth, breastfeeding and medical conditions related to pregnancy, childbirth or breastfeeding), gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, mental and physical disability, genetic information, medical condition, age, pregnancy, denial of medical and family care leave, or pregnancy disability leave, military and veteran status, and/or retaliation for protesting illegal discrimination related to one of these categories, or for reporting patient abuse in tax supported institutions;

(m) Any other nondiscrimination provisions in the specific statute(s) under which application for federal assistance is being made; and

(n) The requirements of any other nondiscrimination statute(s) that may apply to this application.

6. Drug-Free Workplace

As required by the Drug-Free Workplace Act of 1988 (41 U.S.C. § 701 et seq.),the Applicant certifies that it will maintain a drug-free workplace and a drug-free awareness program as outlined in the Act.

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For Cal OES Federal Non-Disaster Grant Programs

7. Environmental Standards

The Applicant will comply with state and federal environmental standards, including:

(a) California Environmental Quality Act (CEQA) (California Public Resources Code §§ 21000-21177), to include coordination with the city or county planning agency;
(b) CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §§ 15000-15387);
(c) Federal Clean Water Act (CWA) (33 U.S.C. § 1251 et seq.), which establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters;
(d) Federal Clean Air Act of 1955 (42 U.S.C. § 7401) which regulates air emissions from stationary and mobile sources;
(e) Institution of environmental quality control measures under the National Environmental Policy Act (NEPA) of 1969 (P.L. 91-190); the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA; and Executive Order 12898 which focuses on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities;
(f) Evaluation of flood hazards in floodplains in accordance with Executive Order 11988;
(g) Executive Order 11514 which sets forth national environmental standards;
(h) Executive Order 11738 instituted to assure that each federal agency empowered to enter into contracts for the procurement of goods, materials, or services and each federal agency empowered to extend federal assistance by way of grant, loan, or contract shall undertake such procurement and assistance activities in a manner that will result in effective enforcement of the Clean Air Act and the Federal Water Pollution Control Act Executive Order 11990 which requires preservation of wetlands;
(i) The Safe Drinking Water Act of 1974, (P.L. 93-523);
(j) The Endangered Species Act of 1973, (P.L. 93-205);
(k) Assurance of project consistency with the approved state management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.);
(l) Conformity of Federal Actions to State (Clear Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); and

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For Cal OES Federal Non-Disaster Grant Programs

(m) Wild and Scenic Rivers Act of 1968 (16 U.S.C. § 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

The Applicant shall not be: (1) in violation of any order or resolution promulgated by the State Air Resources Board or an air pollution district; 2) subject to a cease-and-desist order pursuant to section 13301 of the California Water Code for violation of waste discharge requirements or discharge prohibitions; or 3) determined to be in violation of federal law relating to air or water pollution.

8. Audits

For subrecipients expending $750,000 or more in federal grant funds annually, the Applicant will perform the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 C.F.R., Part 200, Subpart F Audit Requirements.

9. Cooperation and Access to Records

The Applicant must cooperate with any compliance reviews or investigations conducted by DHS. In accordance with 2 C.F.R. § 200.337, the Applicant will give the awarding agency, the Comptroller General of the United States and, if appropriate, the state, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award. The Applicant will require any subrecipients, contractors, successors, transferees and assignees to acknowledge and agree to comply with this provision.

10. Conflict of Interest

The Applicant will establish safeguards to prohibit the Applicant's employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

11. Financial Management

False Claims for Payment - The Applicant will comply with 31 U.S.C §§ 3729-3733 which provides that Applicant shall not submit a false claim for payment, reimbursement, or advance.

12. Reporting - Accountability

The Applicant agrees to comply with applicable provisions of the Federal Funding Accountability and Transparency Act (FFATA) (P.L. 109-282), including but not limited to (a) the reporting of subawards obligating $30,000 or more in federal funds,

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and (b) executive compensation data for first-tier subawards as set forth in 2 C.F.R. Part 170, Appendix A. The Applicant also agrees to comply with the requirements set forth in the government-wide financial assistance award term regarding the System for Award Management and Universal Identifier Requirements located at 2 C.F.R. Part 25, Appendix A.

13. Whistleblower Protections

The Applicant must comply with statutory requirements for whistleblower protections at 10 U.S.C. § 2409, 41 U.S.C. § 4712, and 10 U.S.C. § 2324, 41 U.S.C. § 4304 and § 4310.

14. Human Trafficking

The Applicant will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act of 2000, as amended (22 U.S.C. § 7104) which prohibits the Applicant or its subrecipients from: (1) engaging in trafficking in persons during the period of time that the award is in effect; (2) procuring a commercial sex act during the period of time that the award is in effect; or (3) using forced labor in the performance of the award or subawards under the award.

15. Labor Standards

The Applicant will comply with the following federal labor standards:

(a) The Davis-Bacon Act (40 U.S.C. §§ 276a to 276a-7), as applicable, and the Copeland Act (40 U.S.C. § 3145 and 18 U.S.C. § 874) and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327-333), regarding labor standards for federally-assisted construction contracts or subcontracts, and

(b) The Federal Fair Labor Standards Act (29 U.S.C. § 201 et seq.) as they apply to employees of institutes of higher learning (IHE), hospitals and other non-profit organizations.

16. Worker's Compensation

The Applicant must comply with provisions which require every employer to be insured to protect workers who may be injured on the job at all times during the performance of the work of this Agreement, as per the workers compensation laws set forth in California Labor Code §§ 3700 et seq.

17. Property-Related

If applicable to the type of project funded by this federal award, the Applicant will:

(a) Comply with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646)

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which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of federal participation in purchase;

(b) Comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires federal award subrecipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more;

(c) Assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), Executive Order 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16U.S.C. § 469a-1 et seq.); and

(d) Comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. § 4831 and 24 CFR Part 35) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

18. Certifications Applicable Only to Federally-Funded Construction Projects

For all construction projects, the Applicant will:

(a) Not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with federal assistance funds to assure nondiscrimination during the useful life of the project;

(b) Comply with the requirements of the awarding agency with regard to the drafting, review and approval of construction plans and specifications; and

(c) Provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

19. Use of Cellular Device While Driving is Prohibited

The Applicant is required to comply with California Vehicle Code sections 23123 and 23123.5. These laws prohibit driving motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication.

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Drivers are also prohibited from the use of a wireless telephone without hands-free listening and talking, unless to make an emergency call to 911, law enforcement, or similar services.

20. California Public Records Act and Freedom of Information Act
The Applicant acknowledges that all information submitted in the course of applying for funding under this program, or provided in the course of an entity's grant management activities that are under Federal control, is subject to the Freedom of Information Act (FOIA), 5 U.S.C. § 552, and the California Public Records Act, California Government Code §7920.000 et seq. The Applicant should consider these laws and consult its own State and local laws and regulations regarding the release of information when reporting sensitive matters in the grant application, needs assessment, and strategic planning process.

HOMELAND SECURITY GRANT PROGRAM (HSGP) – PROGRAM SPECIFIC ASSURANCES / CERTIFICATIONS

21. Acknowledgment of Federal Funding from DHS
The Applicant must acknowledge its use of federal funding when issuing statements, press releases, requests for proposals, bid invitations, and other documents describing projects or programs funded in whole or in part with federal funds.

22. Activities Conducted Abroad
The Applicant must ensure that project activities carried on outside the United States are coordinated as necessary with appropriate government authorities and that appropriate licenses, permits, or approvals are obtained.

23. Best Practices for Collection and Use of Personally Identifiable Information (PII)
DHS defines personally identifiable information (PII) as any information that permits the identity of an individual to be directly or indirectly inferred, including any information that is linked or linkable to that individual. If the Applicant collects PII, the Applicant is required to have a publicly-available privacy policy that describes standards on the usage and maintenance of PII they collect. The Applicant may refer to the DHS Privacy Impact Assessments: Privacy Guidance and Privacy template as a useful resource.

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24. Copyright

The Applicant must affix the applicable copyright notices of 17 U.S.C. §§ 401 or 402 and an acknowledgement of United States Government sponsorship (including the award number) to any work first produced under federal financial assistance awards.

25. Duplication of Benefits

Any cost allocable to a particular federal financial assistance award provided for in 2 C.F.R. Part 200, Subpart E may not be charged to other federal financial assistance awards to overcome fund deficiencies, to avoid restrictions imposed by federal statutes, regulations, or federal financial assistance award terms and conditions, or for other reasons. However, these prohibitions would not preclude the Applicant from shifting costs that are allowable under two or more awards in accordance with existing federal statutes, regulations, or the federal financial assistance award terms and conditions.

26. Energy Policy and Conservation Act

The Applicant must comply with the requirements of 42 U.S.C. § 6201 which contain policies relating to energy efficiency that are defined in the state energy conservation plan issued in compliance with this Act.

27. Federal Debt Status

The Applicant is required to be non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowances, and benefit overpayments. See OMB Circular A-129.

28. Fly America Act of 1974

The Applicant must comply with Preference for United States Flag Air Carriers: (air carriers holding certificates under 49 U.S.C. § 41102) for international air transportation of people and property to the extent that such service is available, in accordance with the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. § 40118) and the interpretative guidelines issued by the Comptroller General of the United States in the March 31, 1981, amendment to Comptroller General Decision B-138942.

29. Hotel and Motel Fire Safety Act of 1990

In accordance with Section 6 of the Hotel and Motel Fire Safety Act of 1990, the Applicant must ensure that all conference, meeting, convention, or training space funded in whole or in part with federal funds complies with the fire prevention and control guidelines of the Federal Fire Prevention and Control Act of 1974, as amended, 15 U.S.C. § 2225a.

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30. Non-supplanting Requirement
If the Applicant receives federal financial assistance awards made under programs that prohibit supplanting by law, the Applicant must ensure that federal funds do not replace (supplant) funds that have been budgeted for the same purpose through non- federal sources.

31. Patents and Intellectual Property Rights
Unless otherwise provided by law, the Applicant is subject to the Bayh-Dole Act, Pub. L. No. 96-517, as amended, and codified in 35 U.S.C. § 200 et seq. The Applicant is subject to the specific requirements governing the development, reporting, and disposition of rights to inventions and patents resulting from financial assistance awards located at 37 C.F.R. Part 401 and the standard patent rights clause located at 37 C.F.R. § 401.14.

32. SAFECOM
If the Applicant receives federal financial assistance awards made under programs that provide emergency communication equipment and its related activities, the Applicant must comply with the SAFECOM Guidance for Emergency Communication Grants, including provisions on technical standards that ensure and enhance interoperable communications.

33. Terrorist Financing
The Applicant must comply with Executive Order 13224 and United States law that prohibit transactions with, and the provisions of resources and support to, individuals and organizations associated with terrorism. The Applicant is legally responsible for ensuring compliance with the Order and laws.

34. Reporting of Matters Related to Recipient Integrity and Performance
If the total value of the Applicant's currently active grants, cooperative agreements, and procurement contracts from all federal assistance offices exceeds $10,000,000 for any period of time during the period of performance of this federal financial assistance award, the Applicant must comply with the requirements set forth in the government-wide Award Term and Condition for Recipient Integrity and Performance Matters located at 2 C.F.R. Part 200, Appendix XII, the full text of which is incorporated here by reference in the award terms and conditions.

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For Cal OES Federal Non-Disaster Grant Programs

35. USA Patriot Act of 2001

The Applicant must comply with requirements of the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT Act), which amends 18 U.S.C. §§ 175-175c.

36. Use of DHS Seal, Logo, and Flags

The Applicant must obtain permission from their DHS Financial Assistance Office, prior to using the DHS seal(s), logos, crests or reproductions of flags or likenesses of DHS agency officials, including use of the United States Coast Guard seal, logo, crests or reproductions of flags or likenesses of Coast Guard officials.

37. Performance Goals

In addition to the Biannual Strategy Implementation Report submission requirements outlined in the Preparedness Grants Manual, the Applicant must demonstrate how the grant-funded project addresses the core capability gap associated with each project and identified in the Threat and Hazard Identification and Risk Analysis or Stakeholder Preparedness Review or sustains existing capabilities, as applicable. The capability gap reduction or capability sustainment must be addressed in the Project Description of the BSIR for each project.

38. Applicability of DHS Standard Terms and Conditions to Tribes

The DHS Standard Terms and Conditions are a restatement of general requirements imposed upon the Applicant and flow down to any of its subrecipients as a matter of law, regulation, or executive order. If the requirement does not apply to Indian tribes or there is a federal law or regulation exempting its application to Indian tribes, then the acceptance by Tribes of, or acquiescence to, DHS Standard Terms and Conditions does not change or alter its inapplicability to an Indian tribe. The execution of grant documents is not intended to change, alter, amend, or impose additional liability or responsibility upon the Tribe where it does not already exist.

39. Required Use of American Iron, Steel, Manufactured Products, and Construction Materials

The Applicant must comply with the "Build America, Buy America" Act (BABAA), enacted as part of the Infrastructure Investment and Jobs Act and Executive Order 14005. Applicants receiving a federal award subject to BABAA requirements may not use federal financial assistance funds for infrastructure projects unless:

(a) All iron and steel used in the project are produced in the United States – this means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States;

Initials _____

(b) All manufactured products used in the project are produced in the United States – this means the manufactured product was manufactured in the United States; and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content of the manufactured product has been established under applicable law or regulation; and
(c) All construction materials are manufactured in the United States – this means that all manufacturing processes for the construction material occurred in the United States.

The "Buy America" preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. It does not apply to tools, equipment, and supplies, such as temporary scaffolding, brought to the construction site and removed at or before the completion of the infrastructure project. Nor does a "Buy America" preference apply to equipment and furnishings, such as movable chairs, desks, and portable computer equipment, that are used at or within the finished infrastructure project but are not an integral part of the structure or permanently affixed to the infrastructure project.

Per section 70914(c) of BABAA, FEMA may waive the application of a "Buy America" preference under an infrastructure program in certain cases.

On July 1, 2022, OMB approved FEMA's General Applicability Public Interest Waiver of the BABAA requirements to be effective for a period of six months, through January 1, 2023. Applicants will not be required to follow the BABAA requirements for FEMA awards made, and any other funding FEMA obligates, during this waiver period. For any new awards FEMA makes after January 1, 2023, as well as new funding FEMA obligates to existing awards or through renewal awards where the new funding is obligated after January 1, 2023, Applicants will be required to follow the BABAA requirements unless another waiver is requested and approved.

40. Advancing Effective, Accountable Policing and Criminal Justice Practice to Enhance Public Trust and Public Safety
The Applicant must comply with the requirements of section 12(c) of Executive Order 14074. The Applicant is also encouraged to adopt and enforce policies consistent with Executive Order 14074 to support safe and effective policing.

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For Cal OES Federal Non-Disaster Grant Programs

IMPORTANT
The purpose of these assurances is to obtain federal and state financial assistance, including any and all federal and state grants, loans, reimbursement, contracts, etc. Applicant recognizes and agrees that state financial assistance will be extended based on the representations made in these assurances. These assurances are binding on Applicant, its successors, transferees, assignees, etc. as well as any of its subrecipients. Failure to comply with any of the above assurances may result in suspension, termination, or reduction of grant funds.

All appropriate documentation, as outlined above, must be maintained on file by the Applicant and available for Cal OES or public scrutiny upon request. Failure to comply with these requirements may result in suspension of payments under the grant or termination of the grant or both and the Applicant may be ineligible for award of any future grants if Cal OES determines that the Applicant: (1) has made false certification, or (2) violates the certification by failing to carry out the requirements as noted above.

All of the language contained within this document must be included in the award documents for all subawards at all tiers. Applicants are bound by DHS Standard Terms and Conditions 2023, Version 2, hereby incorporated by reference, which can be found at: https://www.dhs.gov/publication/fy15-dhs- standard-terms-and-conditions.

The undersigned represents that he/she is authorized to enter into this agreement for and on behalf of the Applicant.

Applicant:_____

Signature of Authorized Agent: _____

Printed Name of Authorized Agent: _____

Title:_____ Date: _____

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EXHIBIT E

GAVIN NEWSOM
GOVERNOR

NANCY WARD
DIRECTOR

Cal OES
GOVERNOR'S OFFICE
OF EMERGENCY SERVICES

October 18, 2023

Fesia A. Davenport
Chief Executive Officer
Los Angeles County
500 West Temple Street, Room 713
Los Angeles, CA 90012

DELIVERED VIA E-MAIL: FDavenport@ceo.lacounty.gov

SUBJECT: **NOTIFICATION OF SUBRECIPIENT SUBAWARD APPROVAL**
Fiscal Year (FY) 2023 Homeland Security Grant Program (HSGP)
Subaward #2023-0042, Cal OES ID#037-00000
Subaward Period of Performance: 09/01/2023-05/31/2026

Dear Ms. Davenport:

We are pleased to announce the approval of your FY 2023 HSGP subaward in the amount of $9,481,457.

Once the completed application is received and approved, reimbursement of eligible subaward expenditures may be requested using the California Governor's Office of Emergency Services (Cal OES) Financial Management Forms Workbook. Failure to provide documentation in a timely manner could result in a hold on funding, pursuant to Title 2, Code of Federal Regulations (CFR), Sections 200.338(a) and 200.207(b)(1)-(2).

This subaward is subject to requirements in 2 CFR, Part 200, including the Notice of Funding Opportunity (NOFO), the Preparedness Grants Manual, the California Supplement to the NOFO, and all applicable federal, state, and local requirements. All activities funded with this subaward must be completed within the subaward period of performance.

Subrecipients must obtain additional written approval **prior** to incurring costs for activities such as aviation, watercraft, allowability request logs, noncompetitive procurement, and projects requiring Environmental Planning and Historic Preservation review.

Your organization will be required to prepare and submit the Biannual Strategy Implementation Report to Cal OES via the FEMA Grants Reporting Tool (GRT) semi-annually for the duration of the subaward period of performance or until all activities are completed and the subaward is formally closed. Failure to submit required reports could result in subaward reduction, suspension, or termination. Throughout the subaward cycle, milestones set in the GRT will be used as indicators of project feasibility, performance, and grant management capacity. This information may also be used in assessing proposals in future grant opportunities.

Your dated signature is required on this letter. Please sign and return the original to your Cal OES Program Representative within 20 calendar days upon receipt and keep a copy for your records. For further assistance, please contact your Cal OES Program Representative.

Sincerely,

Nancy Ward

NANCY WARD
Director

Signature: Fesia Davenport
Fesia Davenport (Nov 21, 2023 15:35 PST)

Email: FDavenport@ceo.lacounty.gov

Fesia Davenport

Fesia A. Davenport
Los Angeles County

Date

EXHIBIT E

PROJECT LEDGER

City of South Gate
FY 2023 State Homeland Security Program (SHSP) Projects
Cal OES ID: 037-00000
Grant #: 2023-0042

Ledger Type	Initial Application
Date	12/6/2023
Request #	0
POP Start Date	9/1/2023
POP End Date	5/31/2026

IJ	Project No.	Project Title	Project Decription	Funding Source	Discipline	Solution Area	Core Capability	Capability Building	Deployable / Shareable	Supports Previous Awarded Investment?	Total Approved	Total Expended	Remaining Balance	Percentage Expended
											$ 40,000.00			
IJ.01	004	LE Mobile ALPRs 2	Project funds the City of South Gate to purchase 4 mobile ALPR systems for police vehicles. License plate data will be shared between local agency organizations to coordinate public safety responses in support of homeland security. This project can be claimed as LETPA as it addresses the core capability of "Screening, Search, and Detection" within the National Prevention Framework.	HSGP-SHSP	LE	Equipment	Screening, Search, and Detection	Build	Deployable	FY21: IJ#8	$ 20,000	$ -	$ 20,000	0%
IJ.08	062	LE Fixed ALPRs 2	Project funds the City of South Gate to purchase 4 fixed ALPR systems through the city in order to expand surveillance coverage. This project can be claimed as LETPA as it addresses the core capability of "Screening, Search, and Detection" within the National Prevention Framework.	HSGP-SHSP	LE	Equipment	Screening, Search, and Detection	Build	Deployable	FY21: IJ#8	$ 20,000	$ -	$ 20,000	0%
				HSGP-SHSP									$ -	#DIV/0!
				HSGP-SHSP									$ -	#DIV/0!
				HSGP-SHSP									$ -	#DIV/0!
				HSGP-SHSP									$ -	#DIV/0!

National Priority Area (NPA)

Totals: $ - $ 40,000.00

EQUIPMENT

City of South Gate
FY 2023 State Homeland Security Program (SHSP) Projects
Cal OES ID: 037-00000
Grant #: 2023-0042

Ledger Type	Initial Application
Date	12/6/2023
Request #	0
POP Start Date	9/1/2023
POP End Date	5/31/2026

Project No.	Equipment Description (Include Quantity)	AEL #	AEL Title	Discipline	Solution Area Sub-Category	Deployable / Shareable	Invoice Number	Vendor	ID Tag Number	Condition/ Disposition	Deployed Location	Acquisition Date	Noncompetitive Procurement over $250K	Hold Trigger	Approval Date	Total Approved	Total Expended	Remaining Balance	Percentage Expended
																$ 40,000.00			
4	4 mobile ALPR systems for police vehicles.	13LE-00-SURV	Equipment, Law Enforcement Surveillance	LE	04 - Information Technology	Deployable							No	N/A		$ 20,000	$ -	$ 20,000	0%
62	4 fixed ALPR systems.	13LE-00-SURV	Equipment, Law Enforcement Surveillance	LE	13 - Terrorism Incident Prevention Equipment	Deployable							No	EHP		$ 20,000	$ -	$ 20,000	0%
																		$ -	#DIV/0!
																		$ -	#DIV/0!
																		$ -	#DIV/0!
																		$ -	#DIV/0!

National Priority Area (NPA)

Totals $ - $ 40,000.00

The Department of Homeland Security (DHS)
Notice of Funding Opportunity (NOFO)
Fiscal Year 2023 Homeland Security Grant Program

All entities wishing to do business with the federal government must have a unique entity identifier (UEI). The UEI number is issued by the SAM system. Requesting a UEI using SAM.gov can be found at https://sam.gov/content/entity-registration.

Grants.gov registration information can be found at https://www.grants.gov/web/grants/register.html.

Planned UEI Updates in Grant Application Forms:

On April 4, 2022, the Data Universal Numbering System (DUNS) Number was replaced by a new, non-proprietary identifier requested in, and assigned by, the System for Award Management (SAM.gov). This new identifier is the Unique Entity Identifier (UEI).

Additional Information can be found on Grants.gov:

https://www.grants.gov/web/grants/forms/planned-uei-updates.html

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A. Program Description

1. Issued By
U.S. Department of Homeland Security (DHS)/Federal Emergency Management Agency (FEMA)/Grant Programs Directorate (GPD)

2. Assistance Listings Number
97.067

3. Assistance Listings Title
Homeland Security Grant Program

4. Funding Opportunity Title
Fiscal Year 2023 Homeland Security Grant Program (HSGP)

- State Homeland Security Program (SHSP)
- Urban Area Security Initiative (UASI)
- Operation Stonegarden (OPSG)

5. Funding Opportunity Number
DHS-23-GPD-067-00-01

6. Authorizing Authority for Program
Section 2002 of the Homeland Security Act of 2002 (Pub. L. No. 107-296, as amended) (6 U.S.C. § 603)

7. Appropriation Authority for Program
Consolidated Appropriations Act, 2023 (Pub. L. No. 117-328)

8. Announcement Type
Initial

9. Program Category
Preparedness: Community Security

10. Program Overview, Objectives, and Priorities

a. ***Overview***

The Fiscal Year (FY) 2023 Homeland Security Grant Program (HSGP) is one of three grant programs that constitute the DHS/FEMA focus on enhancing the ability of state, local, tribal, and territorial governments, as well as nonprofits, to prevent, protect against, and respond to terrorist attacks. These grant programs are part of a comprehensive set of measures authorized by Congress and implemented by DHS to help strengthen the Nation's communities against potential terrorist attacks. Among the five basic homeland security missions noted in the DHS Strategic Plan for Fiscal Years 2020-2024, the HSGP supports the goal to Strengthen National Preparedness and Resilience.

In FY 2023, there are three components of the HSGP:

1) ***State Homeland Security Program (SHSP):*** SHSP assists state, local, tribal, and territorial (SLTT) efforts to build, sustain, and deliver the capabilities necessary to prevent, prepare for, protect against, and respond to acts of terrorism.

2) ***Urban Area Security Initiative (UASI):*** UASI assists high-threat, high-density Urban Area efforts to build, sustain, and deliver the capabilities necessary to prevent, prepare for, protect against, and respond to acts of terrorism.

3) ***Operation Stonegarden (OPSG):*** OPSG supports enhanced cooperation and coordination among Customs and Border Protection (CBP), United States Border Patrol (USBP), and federal, state, local, tribal, and territorial law enforcement agencies to improve overall border security. OPSG provides funding to support joint efforts to secure the United States' borders along routes of ingress/egress to and from international borders, to include travel corridors in states bordering Mexico and Canada, as well as states and territories with international water borders. SLTT law enforcement agencies utilize their inherent law enforcement authorities to support the border security mission and do not receive any additional authority by participating in OPSG.

The 2022-2026 FEMA Strategic Plan outlines three goals designed to position FEMA to address the increasing range and complexity of disasters, support the diversity of communities we serve, and complement the nation's growing expectations of the emergency management community. The HSGP supports FEMA's efforts to achieve equitable outcomes for those we serve (Goal 1) and to promote and sustain a prepared nation (Goal 3). We invite our stakeholders and partners to also adopt these priorities and join us in building a more prepared and resilient nation.

Finally, for FY 2023, DHS is focused on the criticality of information sharing and collaboration to building a national culture of preparedness and protecting against terrorism and other threats to our national security. The threats to our nation have evolved during the past two decades. We now face continuous cyber threats by sophisticated actors, threats to soft targets and crowded places, and threats from domestic violent extremists who currently pose the greatest terrorism threat to the nation[1]. Therefore, for FY 2023, DHS has identified six priority areas (see Section A.10.c) related to the most serious threats to the nation, as well as required minimum funding allocations.

b. ***Objective***

The objective of the FY 2023 HSGP is to fund SLTT efforts to prevent terrorism and prepare the Nation for threats and hazards that pose the greatest risk to the security of the United States.

[1]Strategic Intelligence Assessment and Data on Domestic Terrorism, Federal Bureau of Investigation and Department of Homeland Security, May 2021.

c. *Priorities*

SHSP and UASI Funding Priorities

Given the evolving national security threat landscape, DHS/FEMA has evaluated the national risk profile and set priorities that help inform appropriate allocation of scarce security dollars. In assessing the national risk profile for FY 2023, six National Priority Areas pose the most concern. Due to the unique threats that the nation faces in 2023, DHS/FEMA has determined that recipients should allocate a total of 30% of their SHSP and UASI award funds across these six priority areas. As indicated below, five of the priorities have minimum spend requirements totaling 15% of SHSP and UASI awards. Recipients will have the flexibility to allocate the remaining 15% across the priorities. The following are the six priority areas for FY 2023, along with the minimum corresponding percentage of SHSP and UASI funds that each recipient will be required to allocate:

1) Enhancing the protection of soft targets/crowded places – 3%
2) Enhancing information and intelligence sharing and analysis – 3%
3) Combating domestic violent extremism – 3%
4) Enhancing cybersecurity – no minimum percent
5) Enhancing community preparedness and resilience – 3%
6) Enhancing election security – 3%

Additional information about these priority areas and how they relate to achieving anti-terrorism capabilities is included in Section D.11.b.III of this NOFO. Failure by a recipient to propose investments and projects that align with the priority areas and spending requirements will result in a recipient having a portion of their SHSP and UASI funds (up to 30%) placed on hold until they provide projects that sufficiently align to the National Priority Areas, and total at least the minimum percentages per National Priority Area (as applicable) and overall 30% of total SHSP and UASI funds.

A state or high-risk urban area must allocate the remaining 70% of their funding to addressing capability gaps (e.g., building/sustaining capability and/or closing capability gaps) identified through their Threat and Hazard Identification and Risk Assessment (THIRA) and Stakeholder Preparedness Review (SPR) process.

Likewise, there are several enduring security needs that crosscut the homeland security enterprise to which recipients should consider allocating funding across core capability gaps and national priorities. The following are enduring needs that help recipients implement a comprehensive approach to securing communities:

1) Effective planning[2];
2) Training and awareness campaigns;
3) Equipment and capital projects; and
4) Exercises.

[2]Including assessment of critical infrastructure system vulnerabilities and plans to reduce consequences of disruptions, using the Infrastructure Resilience Planning Framework and Regional Resiliency Assessment Methodology produced by the Cybersecurity and Infrastructure Security Agency.

The table below provides a breakdown of the FY 2023 SHSP and UASI priorities (the focus of OPSG remains unique to border security), showing the core capabilities enhanced and lifelines supported, as well as examples of eligible project types for each area. A detailed description of allowable investments for each project type is included in the Preparedness Grants Manual. DHS/FEMA anticipates that in future years, national priorities will continue to be included and will be updated as the threats evolve and as capability gaps are closed. Applicants are strongly encouraged to begin planning to sustain existing capabilities through funding mechanisms other than DHS preparedness grants. The example project types in the table below are allowable to prepare for disasters unrelated to acts of terrorism as long as they also help achieve target capabilities related to preventing, preparing for, protecting against, or responding to acts of terrorism.

FY 2023 SHSP and UASI Funding Priorities

All priorities in this table concern Safety and Security Lifelines.

Priority Areas	Core Capabilities	Example Project Types
National Priorities		
Enhancing Cybersecurity	• Cybersecurity • Intelligence and information sharing • Planning • Public information and warning • Operational coordination • Screening, search, and detection • Access control and identity verification • Supply chain integrity and security • Risk management for protection programs and activities • Long-term vulnerability reduction • Situational assessment • Infrastructure systems • Operational communications	• Cybersecurity risk assessments • Migrating online services to the ".gov" internet domain • Projects that address vulnerabilities identified in cybersecurity risk assessments o Improving cybersecurity of critical infrastructure to meet minimum levels identified by the Cybersecurity and Infrastructure Security Agency (CISA), and the National Institute of Standards and Technology Cybersecurity Framework o Adoption of cybersecurity performance goals (Cross-Sector Cybersecurity Performance Goals | CISA) o Cybersecurity training and planning
Enhancing the Protection of Soft Targets/ Crowded Places	• Operational coordination • Public information and warning • Intelligence and information sharing • Interdiction and disruption • Screening, search, and detection • Access control and identity verification • Physical protective measures • Risk management for protection programs and activities	• Operational overtime. For more information on operational overtime, see Section D.14.f of this NOFO. • Physical security enhancements o Security cameras (closed-circuit television [CCTV]) o Security screening equipment for people and baggage o Lighting o Access controls o Fencing, gates, barriers, etc. • Unmanned aircraft system detection technologies
Enhancing information and intelligence	• Intelligence and information sharing • Interdiction and disruption • Planning • Public information and warning	• Fusion center operations (Fusion Center project will be required under this investment, no longer as a stand-alone investment) • Information sharing with all DHS components; fusion centers; other operational, investigative, and analytic

Priority Areas	Core Capabilities	Example Project Types
sharing and analysis	• Operational coordination • Risk management for protection programs and activities	entities; and other federal law enforcement and intelligence entities • Cooperation with DHS officials and other entities designated by DHS in intelligence, threat recognition, assessment, analysis, and mitigation • Identification, assessment, and reporting of threats of violence • Joint intelligence analysis training and planning with DHS officials and other entities designated by DHS
Combating Domestic Violent Extremism	• Interdiction and disruption • Intelligence and information sharing • Planning • Public information and warning • Operational coordination • Risk management for protection programs and activities	• Open-source analysis of disinformation and misinformation campaigns, targeted violence and threats to life, including tips/leads, and online/social media-based threats • Sharing and leveraging intelligence and information, including open-source analysis • Execution and management of threat assessment programs to identify, evaluate, and analyze indicators and behaviors indicative of domestic violent extremists • Training and awareness programs (e.g., through social media, suspicious activity reporting [SAR] indicators and behaviors) to help prevent radicalization • Training and awareness programs (e.g., through social media, SAR indicators and behaviors) to educate the public on misinformation and disinformation campaigns and resources to help them identify and report potential instances of domestic violent extremism
Enhancing Community Preparedness and Resilience	• Planning • Public Information and Warning • Community Resilience • Risk Management for Protection Programs and Activities • Mass Care Services • Intelligence and Information Sharing • Risk and Disaster Resilience Assessment • Long Term Vulnerability Reduction	• Establish, train, and maintain Community Emergency Response Teams (CERT) and Teen CERT, with a focus on historically undeserved communities, including procurement of appropriate tools, equipment and training aides o Local delivery of CERT Train-the-Trainer and CERT Program Manager to build local program training and maintenance capacity • Provide continuity training, such as FEMA's Organizations Preparing for Emergency Needs training, to faith-based organizations, local businesses, and community-based organizations such as homeless shelters, food pantries, nonprofit medical providers and senior care facilities to bolster their resilience to all hazards • Partner with local school districts to deliver the Student Tools for Emergency Planning curriculum or other educational programming to guide students on how to create emergency kits and family communications plans • Partner with key stakeholders to assist with completing the Emergency Financial First Aid Kit or a similar tool to bolster the disaster centric financial resilience of individuals and households • Execute *You are the Help Until the Help Arrives* workshops in concert with community-based organizations to bolster individual preparedness • Target youth preparedness using FEMA programing such as Prepare with Pedro resources and Ready2Help

Priority Areas	Core Capabilities	Example Project Types
		• Promote community planning, coordination, and integration of children's needs during emergencies through workshops like FEMA's Integrating the Needs of Children • Community Mapping: identify community resources and characteristics in order to identify gaps in resources, identify hazards and vulnerabilities, and inform action to promote resilience • Provide training and awareness programs with key stakeholders (e.g., through social media, community and civic organizations) to educate the public on misinformation and disinformation campaigns to increase individual and community resilience. • Support integrated and cross-jurisdictional preparedness planning that considers how the community develops networks of information-sharing and collaboration among community-based organizations and government institutions to enable a quicker recovery from multiple threats, including terrorist actions.
Enhancing Election Security	• Cybersecurity • Intelligence and information sharing • Planning • Long-term vulnerability reduction • Situational assessment • Infrastructure systems • Operational coordination • Community resilience	• Physical security planning support • Physical/site security measures – e.g., locks, shatter proof glass, alarms, access controls, etc. • General election security navigator support • Cyber navigator support • Cybersecurity risk assessments, training, and planning • Projects that address vulnerabilities identified in cybersecurity risk assessments • Iterative backups, encrypted backups, network segmentation, software to monitor/scan, and endpoint protection • Distributed Denial of Service protection • Migrating online services to the ".gov" internet domain • Online harassment and targeting prevention services • Public awareness/preparedness campaigns discussing election security and integrity measures.
Enduring Needs		
Planning	• Planning • Risk management for protection programs and activities • Risk and disaster resilience assessment • Threats and hazards identification • Operational coordination • Community resilience	• Development of: ○ Security Risk Management Plans ○ Threat Mitigation Plans ○ Continuity of Operations Plans ○ Response Plans • Efforts to strengthen governance integration between/among regional partners • Joint training and planning with DHS officials and other entities designated by DHS • Cybersecurity training and planning • Revision of existing plans to strengthen community resilience in underserved communities
Training and Awareness	• Long-term vulnerability reduction • Public information and warning • Operational coordination • Situational assessment	• Active shooter training • Intelligence analyst training • SAR and terrorism indicators/behaviors training • Security training for employees • Public awareness/preparedness campaigns

Priority Areas	Core Capabilities	Example Project Types
	• Community resilience	• Joint training and planning with DHS officials and other entities designated by DHS • Cybersecurity training and planning • Sharing and leveraging intelligence and information • Targeted outreach and preparedness training for underserved communities in conjunction with community-based organizations
Equipment and Capital Projects	• Long-term vulnerability reduction • Infrastructure systems • Operational communications • Interdiction and disruption • Screening, search and detection • Access control and identity verification • Physical protective measures	• Protection of high-risk, high-consequence areas or systems that have been identified through risk assessments • Physical security enhancements o Security cameras (CCTV) o Security screening equipment for people and baggage o Lighting o Access Controls ▪ Fencing, gates, barriers, etc. • Enhancing Weapons of Mass Destruction and/or improvised explosive device prevention, detection, and response capabilities o Chemical/Biological/Radiological/ Nuclear/Explosive detection, prevention, and response equipment
Exercises	• Long-term vulnerability reduction • Operational coordination • Operational communications • Community resilience	• Response exercises, including exercise planning with community-based organizations

For FY 2023, each SHSP and UASI recipient is required to submit an Investment Justification (IJ) for the five National Priority Areas with associated minimum spend requirements. Each of these five investments must also account for at least the relevant minimum percentage (totaling 15%) of the applicant's SHSP and UASI allocation. State Administrative Agencies (SAAs) may submit complete project-level information at the time of application, including the National Priority Area IJs, but are not required to do so. **As a reminder, all SHSP- and UASI-funded projects must have a demonstrated nexus to achieving target capabilities related to preventing, preparing for, protecting against, and responding to acts of terrorism**. However, such projects may simultaneously support enhanced preparedness for disasters unrelated to acts of terrorism.

DHS/FEMA also requires SHSP and UASI recipients (states, territories, and high-risk urban areas) to complete a THIRA/SPR and prioritize grant funding to support building capability and/or closing capability gaps or sustaining capabilities that address national priorities and/or support enduring needs. Additional information on the THIRA/SPR process, including other National Preparedness System tools and resources, can be found at National Preparedness System | FEMA.gov. Detailed information on THIRA/SPR timelines and deadlines can be found in the Preparedness Grants Manual.

OPSG Funding Priorities

The table below provides a breakdown of the FY 2023 OPSG funding priority, which remains focused on and unique to border security.

FY 2023 OPSG Funding Priority

Priority Areas	Core Capabilities	Lifelines	Example Project Types
National Priorities			
Enhancing information and intelligence sharing and analysis, and cooperation with federal agencies, including DHS	• Intelligence and information sharing	• Safety and Security	• Participation in the DHS/ICE 287(g) training program • Information sharing with all DHS components; fusion centers; other operational, investigative, and analytic entities; and other federal law enforcement and intelligence entities • Cooperation with DHS officials and other entities designated by DHS in intelligence, threat recognition, assessment, analysis, and mitigation • Identification, assessment, and reporting of threats of violence • Joint intelligence analysis training and planning with DHS officials and other entities designated by DHS

For FY 2023, each OPSG applicant is required to clearly articulate and identify how the Concept of Operations addresses the national priority identified above.

11. Performance Measures

Performance metrics for this program:

SHSP and UASI:

- Percentage of funding allocated by the recipient to core capabilities to build or sustain national priorities identified in the section above
- Percentage of funding and projects allocated by the recipient that align to capability gaps identified through the THIRA/SPR process
- Percentage of projects identified by the recipient that address a capability gap in a core capability that has a target(s) rated as high

FEMA will calculate and analyze the above metrics through a review of state/territory and urban area SPR submissions and required programmatic reports.

OPSG:

- Number of contacts that occurred as a result of OPSG deployments
  - Number of arrests that resulted from OPSG contacts
  - Value of drug seizures that resulted from OPSG contacts

B. Federal Award Information

1. Available Funding for the NOFO: **$1,120,000,000**

HSGP Programs	FY 2023 Allocation
SHSP	$415,000,000
UASI	$615,000,000
OPSG	$90,000,000
Total	**$1,120,000,000**

SHSP Allocations

For FY 2023, DHS/FEMA will award SHSP funds based on DHS/FEMA's relative risk methodology and statutory minimums pursuant to the *Homeland Security Act of 2002*, as amended. **THIRA/SPR results do not impact grant allocations or awards.**

Each state and territory will receive a minimum allocation under the SHSP using thresholds established in the *Homeland Security Act of 2002*, as amended. All 50 States, the District of Columbia, and the Commonwealth of Puerto Rico will receive 0.35% of the total funds allocated for grants under Section 2003 and Section 2004 of the *Homeland Security Act of 2002*, as amended. Each of the four territories (American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands) will receive a minimum allocation of 0.08% of the total funds allocated for grants under Section 2003 and 2004 of the *Homeland Security Act of 2002*, as amended.

Each state must include a separate IJ for each of the five National Priority Areas with a minimum spend requirement. **All projects related to the minimum spend for the National Priority Area *must* be included in the IJ.** For the National Priority Areas that have a minimum spend percentage requirement, the funding level in each of those National Priority Area investments **must equal or exceed** the percentage for that respective National Priority Area, calculated as a percentage of the state's SHSP allocation in the table below. The funding levels across all six National Priority Areas **must equal or exceed 30%** of the total SHSP allocation.

FY 2023 SHSP ALLOCATIONS

State/Territory	FY 2023 Allocation	State/Territory	FY 2023 Allocation
Alabama	$4,847,500	Montana	$4,847,500
Alaska	$4,847,500	Nebraska	$4,847,500
American Samoa	$1,108,000	Nevada	$4,847,500
Arizona	$4,847,500	New Hampshire	$4,847,500
Arkansas	$4,847,500	New Jersey	$7,074,841
California	$57,035,623	New Mexico	$4,847,500
Colorado	$4,847,500	New York	$68,033,267
Connecticut	$4,847,500	North Carolina	$5,085,387

State/Territory	FY 2023 Allocation	State/Territory	FY 2023 Allocation
Delaware	$4,847,500	North Dakota	$4,847,500
District of Columbia	$5,085,387	Northern Mariana Islands	$1,108,000
Florida	$9,343,905	Ohio	$6,190,947
Georgia	$5,288,656	Oklahoma	$4,847,500
Guam	$1,108,000	Oregon	$4,847,500
Hawaii	$4,847,500	Pennsylvania	$8,136,252
Idaho	$4,847,500	Puerto Rico	$4,847,500
Illinois	$13,894,910	Rhode Island	$4,847,500
Indiana	$4,847,500	South Carolina	$4,847,500
Iowa	$4,847,500	South Dakota	$4,847,500
Kansas	$4,847,500	Tennessee	$4,847,500
Kentucky	$4,847,500	Texas	$18,210,451
Louisiana	$4,847,500	U.S. Virgin Islands	$1,108,000
Maine	$4,847,500	Utah	$4,847,500
Maryland	$7,074,841	Vermont	$4,847,500
Massachusetts	$6,190,947	Virginia	$8,136,252
Michigan	$5,085,387	Washington	$6,190,947
Minnesota	$4,847,500	West Virginia	$4,847,500
Mississippi	$4,847,500	Wisconsin	$4,847,500
Missouri	$4,847,500	Wyoming	$4,847,500
Total			**$415,000,000**

UASI Allocations

Eligible candidates for the FY 2023 UASI program are identified in the table below. Eligibility has been determined through an analysis of relative risk of terrorism faced by the 100 most populous Metropolitan Statistical Areas (MSA) in the United States, in accordance with the *Homeland Security Act of 2002*, as amended. Detailed information on MSAs is publicly available from the United States Census Bureau at Metropolitan and Micropolitan (census.gov). **THIRA/SPR results do not impact grant allocations or awards.**

The Metropolitan Areas Standardization and Protection (MAPS) Act of 2021 (P.L. 117-219) prohibits automatically updating core-based statistical areas, which are used to delineate MSAs, for grantmaking. The MAPS Act requires that FEMA issue notice-and-comment rulemaking to make any changes. Should changes be necessary in FY 2024, FEMA will issue notice-and-comment rulemaking within the statutorily defined guidelines.

The following table identifies the UASI allocations for each high-risk urban area based on DHS/FEMA's relative risk methodology pursuant to the *Homeland Security Act of 2002*, as amended.

In its application, each high-risk urban area, through the state, must include a separate IJ for each of the five National Priority Areas with minimum spend requirements. **All projects related to the minimum spend for the National Priority Area *must* be included in the IJ.** For the National Priority Areas that have a minimum spend percentage requirement, the funding level in each of those National Priority Area investments **must equal or exceed** the percentage for that respective National Priority Area, calculated as a percentage of the urban area's UASI allocation in the table below. The funding levels across all six National Priority Areas **must equal or exceed 30%** of the total UASI allocation.

FY 2023 UASI ALLOCATIONS

State/Territory	Urban Area	FY 2023 UASI Allocation
Arizona	Phoenix Area	$5,250,000
California	Anaheim/Santa Ana Area	$5,250,000
	Bay Area	$36,493,265
	Los Angeles/Long Beach Area	$66,174,270
	Riverside Area	$3,900,000
	Sacramento Area	$3,800,000
	San Diego Area	$16,445,560
Colorado	Denver Area	$3,900,000
District of Columbia	National Capital Region	$50,360,095
Florida	Jacksonville Area	$1,500,000
	Miami/Fort Lauderdale Area	$14,528,750
	Orlando Area	$3,800,000
	Tampa Area	$3,800,000
Georgia	Atlanta Area	$7,700,000
Hawaii	Honolulu Area	$1,500,000
Illinois	Chicago Area	$66,174,270
Indiana	Indianapolis Area	$1,645,333
Louisiana	New Orleans Area	$1,645,333
Maryland	Baltimore Area	$3,800,000
Massachusetts	Boston Area	$16,646,500
Michigan	Detroit Area	$5,250,000
Minnesota	Twin Cities Area	$5,250,000
Missouri	Kansas City Area	$1,645,333
	St. Louis Area	$3,800,000
Nevada	Las Vegas Area	$5,250,000
New Jersey	Jersey City/Newark Area	$18,631,275
New York	New York City Area	$173,950,017
North Carolina	Charlotte Area	$3,800,000
Ohio	Cincinnati Area	$1,645,333

State/Territory	Urban Area	FY 2023 UASI Allocation
	Cleveland Area	$1,645,333
Oregon	Portland Area	$3,800,000
Pennsylvania	Philadelphia Area	$16,646,500
	Pittsburgh Area	$1,645,333
Tennessee	Nashville Area	$1,500,000
Texas	Austin Area	$1,500,000
	Dallas/Fort Worth/Arlington Area	$16,646,500
	Houston Area	$24,231,000
	San Antonio Area	$3,800,000
Virginia	Hampton Roads Area	$3,800,000
Washington	Seattle Area	$6,250,000
Total		**$615,000,000**

OPSG Allocations

For FY 2023, DHS/FEMA will award OPSG funds based on risk and the anticipated effectiveness of the proposed use of grant funds upon completion of the application review process. The FY 2023 OPSG risk assessment is designed to identify the risk to border security and to assist with the distribution of funds for the grant program. Funding under OPSG is distributed based on the risk to the security of the border and the effectiveness of the proposed projects. Entities eligible for funding are the state, local, and tribal law enforcement agencies that are located along the border of the United States. DHS/FEMA will make final award determinations based upon a review of the anticipated effectiveness of the state's application as described in Section D, below. **The THIRA/SPR process is not required for OPSG.**

For the purposes of OPSG, the risk is defined as the potential for an adverse outcome assessed as a function of threats, vulnerabilities, and consequences associated with an incident, event, or occurrence.

Based upon ongoing intelligence analysis and extensive security reviews, DHS/CBP continues to focus the bulk of OPSG funds based upon risk analyses. The risk model used to allocate OPSG funds considers the potential risk that certain threats pose to border security and estimates the relative risk faced by a given area. In evaluating risk, DHS/CBP considers intelligence, situational awareness, criminal trends, and statistical data specific to each of the border sectors, and the potential impacts that these threats pose to the security of the border area. For vulnerability and consequence, DHS/CBP considers the expected impact and consequences of successful border events occurring in specific areas.

Threat and vulnerability are evaluated based on specific operational data from DHS/CBP. Threat components present in each of the sectors are used to determine the overall threat score. These components are terrorism, criminal aliens, drug trafficking organizations, and alien smuggling organizations.

Effectiveness of the proposed investments will be evaluated based on the recipient's investment strategy, budget, collaboration, and past performance.

2. **Projected Number of Awards:** **56**

3. **Period of Performance:** **36 months**

Extensions to the period of performance are allowed. For additional information on period of performance extensions, please refer to Section H of this NOFO and the Preparedness Grants Manual.

FEMA awards under most programs, including this program, only include one budget period, so it will be same as the period of performance. *See* 2 C.F.R. § 200.1 for definitions of "budget period" and "period of performance."

4. **Projected Period of Performance Start Date(s):** **09/1/2023**

5. **Projected Period of Performance End Date(s):** **8/31/2026**

6. **Funding Instrument Type:** **Grant**

C. Eligibility Information

1. Eligible Applicants

The SAA is the only entity eligible to submit HSGP applications to DHS/FEMA, including those applications submitted on behalf of UASI and OPSG applicants. All 56 states and territories, including any state of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands, are eligible to apply for SHSP funds. Tribal governments may not apply directly for HSGP funding; however, funding may be available to tribes through the SAA.

2. Applicant Eligibility Criteria

Eligible high-risk urban areas for the FY 2023 UASI program have been determined through an analysis of relative risk of terrorism faced by the 100 most populous MSAs in the United States. Subawards will be made by the SAAs to the designated high-risk urban areas.

For 2023, each SAA is **strongly encouraged** to re-evaluate its process for collecting and evaluating subaward applications. FEMA encourages each SAA to minimize the type and quantity of information that it collects as part of the subaward application process, in order to decrease the overall financial and time burden associated with applying for subawards under this grant program. Each SAA should review its subaward application, and reduce or eliminate the request for any information that is not needed for legal, financial, or oversight purposes.

In FY 2023, OPSG eligible subrecipients are local units of government at the county level or equivalent level of government and federally recognized tribal governments in states

bordering Canada or Mexico and states and territories with international water borders. All applicants must have active ongoing USBP operations coordinated through a CBP sector office to be eligible for OPSG funding.

In FY 2023, OPSG subrecipients eligible to apply for and receive a subaward directly from the SAAs are divided into three Tiers. Tier 1 entities are local units of government at the county level or equivalent and federally recognized tribal governments that are on a physical border in states bordering Canada, states bordering Mexico, and states and territories with international water borders. Tier 2 eligible subrecipients are those not located on the physical border or international water but are contiguous to a Tier 1 county. Tier 3 eligible subrecipients are those not located on the physical border or international water but are contiguous to a Tier 2 eligible subrecipient. The tier structure is only applicable with regard to eligibility. OPSG funding allocations are based on the assessed border security risks as determined by the USBP.

An application submitted by an otherwise eligible non-federal entity (i.e., the applicant) may be deemed ineligible when the person that submitted the application is not: 1) a ***current employee, personnel, official, staff, or leadership*** of the non-federal entity; and 2) ***duly authorized to apply*** for an award on behalf of the non-federal entity at the time of application.

Further, the Authorized Organization Representative (AOR) must be a duly authorized current employee, personnel, official, staff, or leadership of the recipient and ***provide an email address unique to the recipient at the time of application and upon any change in assignment during the period of performance. Consultants or contractors of the recipient are not permitted to be the AOR of the recipient.***

3. Other Eligibility Criteria/Restrictions

a. ***National Incident Management System (NIMS) Implementation***

Prior to allocation of any federal preparedness awards, recipients must ensure and maintain adoption and implementation of NIMS. The list of objectives used for progress and achievement reporting is on FEMA's website at NIMS Implementation and Training | FEMA.gov.

Please see the Preparedness Grants Manual for more information on NIMS.

b. ***Emergency Management Assistance Compact (EMAC) Membership***

In support of the National Preparedness Goal (the Goal), SHSP recipients must belong to, be in, or act as a temporary member of EMAC, except for American Samoa and the Commonwealth of the Northern Mariana Islands, which are not required to belong to EMAC at this time. All assets supported in part or entirely with FY 2023 HSGP funding must be readily deployable and NIMS-typed, when possible, to support emergency or disaster operations per existing EMAC agreements. In addition, funding may be used for the sustainment of core capabilities that, while they may not be physically deployable, support national response capabilities, such as Geographic/Geospatial Information Systems,

interoperable communications systems, capabilities as defined under the Mitigation Mission Area of the Goal, and fusion centers.

c. ***Law Enforcement Terrorism Prevention Activities (LETPA)***
Per section 2006 of the Homeland Security Act of 2002, as amended (6 U.S.C. § 607), DHS/FEMA is required to ensure that at least 25% of grant funding appropriated for grants awarded under HSGP's authorizing statute are used for LETPAs. **For FY 2023, DHS/FEMA is requiring that at least 35% of grant funding appropriated under HSGP is used for LETPA**. DHS/FEMA meets this requirement, in part, by requiring all recipients allocate at least 35% of the combined HSGP funds allocated under SHSP and UASI towards LETPAs, as defined in 6 U.S.C. § 607. The LETPA allocation can be from SHSP, UASI, or both. The 35% LETPA allocation may be met by funding projects in any combination of the six National Priority Areas identified above and any other investments. The 35% LETPA allocation requirement is in addition to the 80% pass-through requirement to local units of government and tribes, referenced below. The Preparedness Grants Manual and Information Bulletin (IB) 473 include additional information on project selection considerations and allowable activities for LETPA investments. Also see Section D.14.f "Allowable Costs Matrix."

The National Prevention Framework describes those activities that should be executed upon the discovery of intelligence or information regarding an imminent threat to the homeland, to thwart an initial or follow-on terrorist attack and provides guidance to ensure the Nation is prepared to identify, prevent, avoid, or stop a threatened or actual act of terrorism. Activities outlined in the National Prevention Framework are eligible for use as LETPA-focused funds. Also, where capabilities are shared with the protection mission area, the National Protection Framework activities are also eligible. All other terrorism prevention activities proposed for funding under LETPA must be approved by the FEMA Administrator.

To ensure that DHS/FEMA's policy guidance on the use of LETPA funds reflects the evolving threat environment, is responsive to stakeholder feedback, is clear and easy to understand, and is applied consistently across grant recipients, DHS/FEMA will issue additional guidance through an Information Bulletin for the FY 2023 HSGP. This guidance will provide applicants and recipients further clarification on how to account for LETPA activities. It will also provide clarification on what should be included in the investment justifications, best practices for submitting investment justifications for LETPA claimed activities, as well as information on how to distinguish LETPA activities from others. The Information Bulletin will be issued concurrently or soon after the release of this NOFO.

In support of efforts to enhance capabilities for detecting, deterring, disrupting, and preventing acts of terrorism and other catastrophic events, **operational overtime costs are allowable** for increased protective security measures at critical infrastructure sites or other high-risk locations and to enhance public safety during mass gatherings and high-profile events. For more information about operational overtime costs, see Section D.14.f of this NOFO and the Preparedness Grants Manual.

4. Cost Share or Match

There is no cost share or match requirement for the FY 2023 HSGP.

D. Application and Submission Information

1. Key Dates and Times

a. ***Application Start Date:*** **02/27/2023**

b. ***Application Submission Deadline:*** **05/18/2023 at 5 p.m. ET**

All applications **must** be received by the established deadline.

The Non-Disaster (ND) Grants System has a date stamp that indicates when an application is submitted. Applicants will receive an electronic message confirming receipt of their submission. For additional information on how an applicant will be notified of application receipt, see the subsection titled "Timely Receipt Requirements and Proof of Timely Submission" in Section D of this NOFO.

FEMA will not review applications that are received after the deadline or consider these late applications for funding. FEMA may, however, extend the application deadline on request for any applicant who can demonstrate that good cause exists to justify extending the deadline. Good cause for an extension may include technical problems outside of the applicant's control that prevent submission of the application by the deadline, other exigent or emergency circumstances, or statutory requirements for FEMA to make an award.

Applicants experiencing technical problems outside of their control must notify FEMA as soon as possible and before the application deadline. Failure to timely notify FEMA of the issue that prevented the timely filing of the application may preclude consideration of the award. "Timely notification" means prior to the application deadline and within 48 hours after the applicant became aware of the issue.

A list of FEMA contacts can be found in Section G of this NOFO, "DHS Awarding Agency Contact Information." For additional assistance using the ND Grants System, please contact the ND Grants Service Desk at (800) 865-4076 or NDGrants@fema.dhs.gov. The ND Grants Service Desk is available Monday through Friday, 9:00 AM – 6:00 PM Eastern Time (ET). For programmatic or grants management questions, please contact your Preparedness Officer or Grants Management Specialist. If applicants do not know who to contact, please contact the Centralized Scheduling and Information Desk (CSID) by phone at (800) 368-6498 or by e-mail at askcsid@fema.dhs.gov, Monday through Friday, 9:00 AM – 5:00 PM ET.

c. ***Anticipated Funding Selection Date:*** **No later than 07/21/2023**

d. ***Anticipated Award Date:*** **No later than 09/30/2023**

e. ***Other Key Dates***

Event	Suggested Deadline for Completion
Initial registration in SAM.gov includes UEI issuance	Four weeks before actual submission deadline

Event	Suggested Deadline for Completion
Obtaining a valid Employer Identification Number (EIN)	Four weeks before actual submission deadline
Creating an account with login.gov	Four weeks before actual submission deadline
Registering in SAM or updating SAM registration	Four weeks before actual submission deadline
Registering in Grants.gov	Four weeks before actual submission deadline
Registering in ND Grants	Four weeks before actual submission deadline
Starting application in Grants.gov	One week before actual submission deadline
Submitting application in Grants.gov	Three days before actual submission deadline
Submitting the final application in ND Grants	By the submission deadline

2. **Agreeing to Terms and Conditions of the Award**
   By submitting an application, applicants agree to comply with the requirements of this NOFO and the terms and conditions of the award, should they receive an award.

3. **Address to Request Application Package**
   See the Preparedness Grants Manual for requesting and submitting an application.

   Initial applications are processed through the Grants.gov portal. Final applications are completed and submitted through FEMA's Non-Disaster Grants (ND Grants) System. Application forms and instructions are available at Grants.gov. To access these materials, go to http://www.grants.gov.

4. **Requirements: Obtain a Unique Entity Identifier (UEI) and Register in the System for Award Management (SAM)**
   Each applicant, unless they have a valid exception under 2 CFR 25.110, must:
   1) Be registered in SAM.gov before application submission;
   2) Provide a valid Unique Entity Identifier (UEI) in its application; and
   3) Continue to always maintain an active System for Award Management (SAM) registration with current information during the Federal Award process if selected for award.

5. **Steps Required to Obtain a Unique Entity Identifier, Register in the System for Award Management (SAM), and Submit an Application**
   Applying for an award under this program is a multi-step process and requires time to complete. Applicants are encouraged to register early as the registration process can take four weeks or more to complete. Therefore, registration should be done in sufficient time to ensure it does not impact your ability to meet required submission deadlines.

   Please review the table above for estimated deadlines to complete each of the steps listed. Failure of an applicant to comply with any of the required steps before the deadline for submitting an application may disqualify that application from funding.
   To apply for an award under this program, all applicants must:

a. Apply for, update, or verify their Unique Entity Identifier (UEI) number from SAM.gov and Employer Identification Number (EIN) from the Internal Revenue Service;
b. In the application, provide an UEI number;
c. Have an account with login.gov;
d. Register for, update, or verify their SAM account and ensure the account is active before submitting the application;
e. Create a Grants.gov account;
f. Add a profile to a Grants.gov account;
g. Establish an Authorized Organizational Representative (AOR) in Grants.gov;
h. Register in ND Grants
i. Submit an initial application in Grants.gov;
j. **Submit the final application in ND Grants, including electronically signing applicable forms**; and
k. Continue to maintain an active SAM registration with current information at all times during which it has an active federal award or an application or plan under consideration by a federal awarding agency. As part of this, applicants must also provide information on an applicant's immediate and highest-level owner and subsidiaries, as well as on all predecessors that have been awarded federal contracts or federal financial assistance within the last three years, if applicable.

Specific instructions on how to apply for, update, or verify an UEI number or SAM registration or establish an AOR are included below in the steps for applying through Grants.gov.

Applicants are advised that FEMA may not make a federal award until the applicant has complied with all applicable SAM requirements. Therefore, an applicant's SAM registration must be active not only at the time of application, but also during the application review period and when FEMA is ready to make a federal award. Further, as noted above, an applicant's or recipient's SAM registration must remain active for the duration of an active federal award. If an applicant's SAM registration is expired at the time of application, expires during application review, or expires any other time before award, FEMA may determine that the applicant is not qualified to receive a federal award and use that determination as a basis for making a federal award to another applicant.

Per 2 C.F.R. § 25.110(c)(2)(iii), if an applicant is experiencing exigent circumstances that prevents it from obtaining an UEI number and completing SAM registration prior to receiving a federal award, the applicant must notify FEMA as soon as possible by contacting askcsid@fema.dhs.gov and providing the details of the circumstances that prevent completion of these requirements. If FEMA determines that there are exigent circumstances and FEMA has decided to make an award, the applicant will be required to obtain an UEI number, if applicable, and complete SAM registration within 30 days of the federal award date.

6. Electronic Delivery

DHS is participating in the Grants.gov initiative to provide the grant community with a single site to find and apply for grant funding opportunities. DHS encourages or requires applicants to submit their applications online through Grants.gov, depending on the funding opportunity.

For this funding opportunity, FEMA requires applicants to submit initial applications through Grants.gov and a final application through ND Grants.

7. **How to Register to Apply through Grants.gov**
For information on how to register to apply through Grants.gov, please see the Preparedness Grants Manual.

8. **How to Submit an Initial Application to FEMA via Grants.gov**
Standard Form 424 (SF-424) is the initial application for this NOFO.

Grants.gov applicants can apply online using a workspace. A workspace is a shared, online environment where members of a grant team may simultaneously access and edit different web forms within an application. For each Notice of Funding Opportunity, you can create individual instances of a workspace. Applicants are encouraged to submit their initial applications in Grants.gov at least seven days before the application deadline.

In Grants.gov, applicants must submit the following forms:
- SF-424, Application for Federal Assistance; and
- Grants.gov Lobbying Form, Certification Regarding Lobbying.

For further information on how to submit an initial application via Grants.gov, please see the Preparedness Grants Manual.

9. **Submitting the Final Application in ND Grants**
After submitting the initial application in Grants.gov, eligible applicants will be notified by FEMA and asked to proceed with submitting their complete application package in ND Grants. Applicants can register early with ND Grants and are encouraged to begin their ND Grants registration at the time of this announcement or, at the latest, seven days before the application deadline. Early registration will allow applicants to have adequate time to start and complete their applications.

Applicants needing assistance registering for the ND Grants system should contact ndgrants@fema.dhs.gov or (800) 865-4076. For step-by-step directions on using the ND Grants system and other guides, please see Non-Disaster Grants Management System | FEMA.gov.

In ND Grants, applicants will be prompted to submit the standard application information and any program-specific information required as described in Section D.10 of this NOFO, "Content and Form of Application Submission." The Standard Forms (SF) are auto generated in ND Grants, but applicants may access these forms in advance through the Forms tab under

the SF-424 family on Grants.gov. Applicants should review these forms before applying to ensure they have all the information required.

For additional application submission requirements, including program-specific requirements, please refer to the subsection titled "Content and Form of Application Submission" under Section D of this NOFO.

10. Timely Receipt Requirements and Proof of Timely Submission

As application submission is a two-step process, the applicant with the AOR role who submitted the application in Grants.gov will receive an acknowledgement of receipt and a tracking number (GRANTXXXXXXXX) from Grants.gov with the successful transmission of its initial application. **This notification does not serve as proof of timely submission, as the application is not complete until it is submitted in ND Grants.** Applicants can also view the ND Grants Agency Tracking Number by accessing the Details tab in the submitted workspace section in Grants.gov, under the Agency Tracking Number column. Should the Agency Tracking Number not appear, the application has not yet migrated from Grants.gov into the ND Grants System. Please allow 24 hours for your ND Grants application tracking number to migrate.

All applications must be received in ND Grants by **5:00 PM ET** on the application deadline. Proof of timely submission is automatically recorded by ND Grants. An electronic date/time stamp is generated within the system when the application is successfully received by ND Grants. Additionally, the applicant(s) listed as contacts on the application will receive a system-generated email to confirm receipt.

11. Content and Form of Application Submission

a. ***Standard Required Application Forms and Information***

The following forms or information are required to be submitted in either Grants.gov or ND Grants. The Standard Forms (SF) are submitted either through Grants.gov, through forms generated in ND Grants, or as an attachment in ND Grants. Applicants may also access the SFs at SF-424 Family | Grants.gov.

I. **GRANTS.GOV**

- **SF-424, Application for Federal Assistance**, initial application submitted through Grants.gov
- **Grants.gov Lobbying Form, Certification Regarding Lobbying**, submitted through Grants.gov

II. **ND GRANTS**

- **SF-424A, Budget Information (Non-Construction)**, submitted via the forms generated by ND Grants
    - **For construction under an award, submit SF-424C, Budget Information (Construction)**, submitted via the forms generated by ND Grants, in addition to or instead of SF-424A
- **SF-424B, Standard Assurances (Non-Construction)**, submitted via the forms generated by ND Grants

- **For construction under an award, submit SF-424D, Standard Assurances (Construction)**, submitted via the forms generated by ND Grants, in addition to or instead of SF-424B

- **SF-LLL, Disclosure of Lobbying Activities**, submitted via the forms generated by ND Grants
- **Indirect Cost Agreement or Proposal**, submitted as an attachment in ND Grants if the budget includes indirect costs and the applicant is required to have an indirect cost rate agreement or proposal. If the applicant does not have or is not required to have an indirect cost rate agreement or proposal, please see Section D.13 of this NOFO, "Funding Restrictions and Allowable Costs," for further information regarding allowability of indirect costs and whether alternatives to an indirect cost rate agreement or proposal might be available, or contact the relevant FEMA staff identified in Section G of this NOFO, "DHS Awarding Agency Contact Information" for further instructions.

Generally, applicants have to submit either the non-construction forms (i.e., SF-424A and SF-424B) or construction forms (i.e., SF-424C and SF-424D), meaning that applicants that only have construction work and do not have any non-construction work need only submit the construction forms (i.e., SF-424C and SF-424D) and not the non-construction forms (i.e., SF-424A and SF-424B), and vice versa. However, applicants who have both construction and non-construction work under this program need to submit both the construction and non-construction forms.

b. ***Program-Specific Required Forms and Information***

i. IJ DEVELOPMENT: SHSP AND UASI

As part of the FY 2023 HSGP application process for SHSP and UASI funds, applicants must develop formal IJs that address the proposed investments. Failure to fulfill all of the terms contained in this section will be considered by DHS/FEMA in its evaluation of the effectiveness of the IJs submitted to meet the minimum percent spend requirement for the National Priority Areas. Failure to sufficiently align projects to the National Priority Areas and meet the minimum percent spend requirement will result in funds being placed on hold until those issues are addressed.

FY 2023 SHSP and UASI applications must include one (1) IJ and at least one (1) respective project for each of the five National Priority Areas with a minimum spend requirement (Soft Targets/Crowded Places, Intelligence and Information Sharing, Countering Domestic Violent Extremism, Election Security, and Community Preparedness and Resilience) identified in this NOFO. Each of these IJs must also meet or exceed the minimum percent spend requirement based on the applicant's SHSP and UASI allocation stated in this NOFO. **All projects associated with the minimum spend of a National Priority Area *must* be submitted in the same IJ.** SAAs may submit complete project-level information at the time of application but are not required to do so at the time of application. However, any SHSP or UASI application that does not include an IJ for each National Priority Area that meets the minimum spend requirement will have that funding placed on hold (up to the National Priority Area minimum percent and up to 30% of the total SHSP or UASI allocations) until those IJs and project-level details that sufficiently address the National Priority Areas are received and approved by DHS/FEMA.

Each IJ must *demonstrate* how proposed investments:

- Support terrorism preparedness; and
- Support building capability and/or closing capability gaps or sustaining capabilities identified in the community's THIRA/SPR process.

Each IJ must *explain* how the proposed investments will support the applicant's efforts to:

- Prevent a threatened or an actual act of terrorism;
- Prepare for all hazards and threats, while explaining the nexus to terrorism preparedness;
- Protect citizens, residents, visitors, and assets against the greatest threats and hazards, relating to acts of terrorism; and/or
- Respond quickly and equitably to save lives, protect property and the environment, and meet basic human needs in the aftermath of an act of terrorism or other catastrophic incidents.

If not included in the application, SHSP and UASI recipients must submit complete project-level information for each SHSP and UASI IJ as part of the Biannual Strategy Implementation Report (BSIR) due by January 30, 2024. This includes IJs for the National Priority Areas.

DHS/FEMA will evaluate the effectiveness of the projects submitted in support of the National Priority Areas, either at the time of application or as part of the December 2023 BSIR due January 30, 2024. DHS/FEMA will not reduce FY 2023 HSGP awards based on the effectiveness review but will work with recipients to ensure compliance with the National Priority Area requirements based on the results of the effectiveness review. Recipients and subrecipients will not be permitted to expend funding under the National Priority Areas until the effectiveness of the proposed projects has been reviewed and confirmed by FEMA.

II. Development of Investments and Projects: SHSP and UASI

- Applicants must propose at least 5 and may include up to 12 investments.
- Within each investment, applicants must propose at least one project to describe the activities they plan to implement with SHSP and UASI funds. There is no limit to the number of projects that may be submitted.
- Required National Priority Area IJs must include the name of the priority in the investment name for easy identification.
- All requested funding must be associated with specific projects. For each project, several pieces of information must be provided to submit the project for consideration in the application, including:
    - Project name;
    - Project description;
    - Subrecipient name, if applicable;
    - Recipient type (e.g., state or local);
    - Project location (zip code of the primary location of the project);

- Primary core capability the project supports;
- Whether the project activities are shareable and deployable; and
- Which National Priority Area (if any) the project supports.

- Projects should describe how the proposed investment supports building capability and/or closing capability gaps or sustaining capabilities identified in the THIRA/SPR process.
- FEMA encourages states to use any DHS provided assessments, such as those performed by DHS's Protective Security Advisors and Cybersecurity Advisors, when developing their IJs.

III. National Priority Area Investments: SHSP and UASI

States are encouraged to review the Strategic Framework for Countering Terrorism and Targeted Violence when developing investments.

- **Soft Targets/Crowded Places (3%)**

  Soft targets and crowded places are increasingly appealing to terrorists and other violent extremist actors because of their relative accessibility and the large number of potential targets. This challenge is complicated by the prevalent use of simple tactics and less sophisticated attacks. Segments of our society are inherently open to the general public, and by nature of their purpose do not incorporate strict security measures. Given the increased emphasis by terrorists and other violent extremist actors to leverage less sophisticated methods to inflict harm in public areas, it is vital that the public and private sectors collaborate to enhance security of locations such as transportation centers, parks, restaurants, shopping centers, special event venues, polling places, and similar facilities.

  The malicious use of unmanned aircraft systems poses a threat to the safety and security of the American people, communities, and institutions. Technologies to detect or mitigate unmanned aircraft systems are an allowable use under the HSGP in accordance with the Domestic Counter-Unmanned Aircraft Systems (UAS) National Action Plan. Recipients should ensure that, prior to the testing, acquisition, installation, or use of UAS detection and/or mitigation systems, they seek the advice of counsel experienced with both federal and state criminal, surveillance, and communications laws which may apply to the use of such technologies.

  Given the increased risk to soft targets and crowded places, at least one investment must be in support of the state's and high-risk urban area's efforts to protect soft targets/crowded places. Additionally, the proposed investment must meet or exceed the FY 2023 national priority percentage for soft targets/crowded places and will also be subject to DHS/FEMA's evaluation of the effectiveness of the proposed investments. States are also encouraged to engage DHS' Protective Security Advisors' security assessments of soft targets to ensure that recommendations from those assessments are taken into consideration when allocating grant funding.

  Additional resources and information regarding securing soft targets and crowded places are available through the Cybersecurity and Infrastructure Security Agency and the National Institute of Standards and Technology.

- **Information and Intelligence Sharing (3%)**
  Effective homeland security operations rely on access to, analysis of, and the timely sharing of open source, unclassified, and classified information, suspicious activity reports, tips/leads, and actionable intelligence on indicators and behaviors to accurately identify, assess, and mitigate a wide array of threats against the United States, including terrorism, threats to life, targeted violence, and other threats within the DHS mission space. Accordingly, DHS works diligently to enhance intelligence collection, integration, analysis, and information sharing capabilities to ensure partners, stakeholders, and senior leaders receive actionable intelligence and information necessary to inform their decisions and operations. A critical and statutorily charged mission of DHS is to deliver intelligence and information to federal, state, local, tribal, and territorial governments and private sector partners. Cooperation and information sharing among state, local, tribal, territorial, and federal partners across all areas of the homeland security enterprise, including counterterrorism, while upholding privacy, civil rights, and civil liberties protections, is critical to homeland security operations and the prevention of, preparation for, protection against, and response to acts of terrorism, and other threats to life and criminal acts of targeted violence. Counterterrorism includes both international and domestic terrorism, cybersecurity, border security, transnational organized crime, immigration enforcement, economic security, and other areas.

  Given the importance of information sharing and collaboration to effective homeland security solutions, at least one investment must be in support of the state's and high-risk urban area's efforts to enhance information sharing and cooperation with DHS and other federal agencies. As noted above, this requirement must include at least one dedicated fusion center project. Additional instructions on development of the fusion center project can be found below. Applicants must justify persuasively how they will contribute to the information sharing and collaboration purposes of the investment and a culture of national preparedness. Additionally, the proposed investment must meet or exceed the FY 2023 national priority percentage for information sharing and will also be subject to DHS/FEMA's evaluation of the effectiveness of the proposed investments.

  Additional resources and information regarding collaboration and information sharing are available through the Department's Office of Intelligence and Analysis.

- **Domestic Violent Extremism (3%)**
  As stated in the Homeland Threat Assessment October 2020, domestic violent extremists, including ideologically motivated lone offenders and small groups, present the most persistent and lethal terrorist threat to the Homeland. These violent extremists capitalize on social and political tensions, which have resulted in an elevated threat environment. They utilize social media platforms and other technologies to spread violent extremist ideologies that encourage violence and influence action within the United States. The COVID-19 pandemic has further created an environment that may lead to accelerated mobilization to targeted violence and/or radicalization to domestic terrorism, including leveraging lawful protests to incite violence, intimidate targets, and promote their violent extremist ideologies.

Given the rise of domestic violent extremism in recent years, at least one investment must be in support of the state's and high-risk urban area's efforts to combat the rise, influence, and spread of domestic violent extremism. Additionally, the proposed investment must meet or exceed the FY 2023 national priority percentage for domestic violent extremism and will also be subject to DHS/FEMA's evaluation of the effectiveness of the proposed investments.

Additional resources and information regarding domestic violent extremism are available through Center for Prevention Programs and Partnerships | Homeland Security (dhs.gov).

- **Cybersecurity (no minimum percent)**
  Today's world is more interconnected than ever before, but with increased connectivity comes increased risk of our adversaries, including terrorists, exploiting cyber vulnerabilities and weaknesses to disrupt our way of life. While not required, applicants are encouraged to submit an investment related to their ongoing or near-term high priority cybersecurity projects. The investment will be subject to DHS/FEMA's evaluation of the effectiveness of the proposed investments. Cybersecurity investments must support the security and functioning of critical infrastructure and core capabilities as they relate to preventing, preparing for, protecting against, or responding to acts of terrorism. Recipients and subrecipients of FY 2023 HSGP grant awards will be required to complete the 2023 Nationwide Cybersecurity Review (NCSR), enabling agencies to benchmark and measure progress of improving their cybersecurity posture. The Chief Information Officer (CIO), Chief Information Security Officer (CISO), or equivalent for each recipient should complete the NCSR. If there is no CIO or CISO, the most senior cybersecurity professional should complete the assessment. The NCSR is available at no cost to the user and takes approximately 2-3 hours to complete. The 2023 NCSR is estimated to be open from October 2023 through February 2024.

  The NCSR is an annual requirement for recipients and subrecipients of HSGP funds and is taken once for each fiscal year award. Additionally, FEMA recognizes that some subawards will not be issued until after the NCSR has closed. In such cases, such subrecipients will be required to complete the first available NCSR offered after the subaward has been issued by the pass-through entity. Although not required by SLTTs that did not receive HSGP funds, all SLTT agencies with preparedness responsibilities are highly encouraged to participate and complete the NCSR to evaluate their cybersecurity posture. For detailed information and background on the NCSR, please see IB 439.

  Additional resources and information regarding cybersecurity and cybersecurity performance goals are available through the Cybersecurity and Infrastructure Security Agency, Cross-Sector Cybersecurity Performance Goals | CISA, and the National Institute of Standards and Technology.

- **Community Preparedness and Resilience (3%)**
  Community organizations are the backbones of American civic life, both during "blue skies" and in the aftermath of terrorist attacks. Community organizations, such as

homeless shelters, food banks, public libraries, faith-based institutions, and nonprofit medical providers must have the capabilities to withstand acts of terrorism and provide essential services, especially to members of underserved communities, in the aftermath of an attack. In addition, individual citizens and volunteer responders, such as Community Emergency Response Teams, are often the first on the scene after a terrorist attack. The ability of these volunteers to provide assistance to their fellow citizens prior to the arrival of professional first responders is paramount to a community's resilience. FEMA's 2022 National Household Survey recorded a 4% decline in the number of Americans that have taken at least three preparedness actions to bolster individual and household resilience. In addition, the COVID-19 pandemic has placed a significant burden on community-based organizations such as homeless shelters, food banks, public libraries, faith-based institutions, and nonprofit medical providers to continue to provide key services during and after disasters, including acts of terrorism. This National Priority Area will bolster community preparedness and resilience by investing in local, community-driven capabilities.

Additionally, equity in emergency management requires proactively prioritizing actions that reinforce cultural competency, accessibility, and inclusion, as well as reflect the historical context of specific groups of people. To that end, states, territories, and high-risk urban areas are strongly encouraged to explore how SHSP- and UASI-funded activities can address the needs of underserved, at-risk communities to help ensure consistent and systematic, fair, just, and impartial treatment of all individuals before, during, and after a disaster.

The focus on equity and investing in strategies that meet the needs of underserved communities will strengthen the whole of community system of emergency management. Substantial and ongoing prioritization of, and investment in, underserved communities is essential for the entire system to be effective and efficient. Engaging the whole community requires all members of the community to be part of the emergency management team, including representatives of underserved communities, diverse community members, social and community service groups and institutions, faith-based and disability advocacy groups, academia, professional associations, the private and nonprofit sectors, and government agencies that may not traditionally have been directly involved in emergency management. The whole community includes children; older adults; individuals with disabilities and others with access and functional needs; those from religious, racial, and ethnically diverse backgrounds; people with limited English proficiency; and owners of animals including household pets and service animals.

These factors underpin the requirement that at least one investment must be in support of the state's and urban area's efforts to address community preparedness and resilience. Additionally, the proposed investment must meet or exceed the FY 2023 national priority percentage for community preparedness and resilience and will also be subject to DHS/FEMA's evaluation of the effectiveness of the proposed investments.

Additional resources and information regarding community preparedness and resilience are available through Individuals and Communities | FEMA.gov.

- **Election Security (3%)**
  In January 2017, DHS designated the infrastructure used to administer the Nation's elections as critical infrastructure. This designation recognizes that the United States' election infrastructure is of such vital importance to the American way of life that its incapacitation or destruction would have a devastating effect on the country. Securing election infrastructure, ensuring its continued operation in the face of threats and harassment, advancing the safety of election officials, and ensuring an election free from foreign interference are national security priorities. Threats to election systems are constantly evolving, so defending these systems requires constant vigilance, innovation, and adaptation. As such, at least one investment must be in support of the state's and high-risk urban area's efforts to enhance physical election security and/or cyber election security. Additionally, the proposed investment must meet or exceed the FY 2023 national priority percentage for election security and will also be subject to DHS/FEMA's evaluation of the effectiveness of the proposed investments.

  The SAA ***must*** include the State's Chief Election Official for all projects and matters related to the election security National Priority Area. **Any activities proposed that could be used to suppress voter registration or turnout will not be approved.**

  Additional resources and information regarding election security are available through the Cybersecurity and Infrastructure Security Agency.

IV. DEVELOPMENT OF FUSION CENTER PROJECTS: SHSP AND UASI

Each applicant must identify a fusion center project that will:

- Indicate alignment to a designated Fusion Center; and
- Provide both a brief narrative description and funding itemization for the proposed project activities that directly support the designated fusion center.

The descriptive narrative and the financial itemization should align improvement or sustainment requests with fusion center activities as they relate to the Fusion Center Performance Measures found in the Preparedness Grants Manual.

Sample Fusion Center Funding Itemization

A sample project description and funding itemization are below. For the itemized projects, clearly identify the anticipated fusion center performance improvement or sustainment as a result of the proposed funding.

The X Fusion enhancement project will fund:

- *Salaries, benefits, and training for X number of Fusion Center intelligence analysts*
- *Travel costs associated with fusion center analyst training*
- *This project will directly sustain the Center's current capabilities and performance and directly aligns with performance measures 2023.XXX*
- *We anticipate seeing an improvement in the quality and quantity of analytic production and responses to requests for information as a direct result of the funding of this project*

The funding itemization for a fusion center project should include the amount and percent of each relevant solution area. As an example:

Solution Area and Amount of Proposed Funding		*Percent of Proposed Funding*
Planning:	*$10,000*	*2%*
Organization:	*$200,000*	*48%*
Equipment:	*$200,000*	*48%*
Training:	*$10,000*	*2%*
Exercises:	*$0*	*0%*
Total:	*$420,000*	*100%*

V. Completing IJs in the Grant Reporting Tool (GRT): SHSP and UASI

In the Related Documents section of the Grants.gov posting, applicants can find the IJ template and instructions for collecting the required information for investments and projects. Additionally, applicants should utilize the Project Worksheet located in Grants.gov posting to assemble the information required for each project, which will facilitate the input of that information into the GRT.

Applicants must ensure the appropriate National Priority Area "Investment Type" (*Overview Tab – Investment Information Section)* is selected for the corresponding National Priority Area.

VI. Development of Concept of Operations for OPSG

As part of the FY 2023 OPSG application process, each eligible local unit of government at the county or federally recognized tribal government level must develop a strategic plan called a Concept of Operations (CONOP)/Application, which is a formal proposal of action to address a specific situation and forms the basis for Operations Orders, in coordination with state and federal law enforcement agencies, to include, but not limited to CBP/USBP. CONOPs that are developed at the county level should be inclusive of city, county, tribal, and other local law enforcement agencies that are eligible to participate in OPSG operational activities, and the CONOP/Application should describe participating agencies in the Executive Summary.

CONOP/Application details should include the names of the agencies, points of contact, and individual funding requests. All CONOPs/Applications must be developed in collaboration with the local USBP sector office, the SAA, and the local unit of government. Requests for funding in CONOPs/Applications must be based on risks and the operational enforcement support requirements of its corresponding USBP Sector, as well as the national priorities identified below. USBP Sector offices will forward the CONOPs to USBP Headquarters for vetting and coordination. Applicants will forward corresponding OPSG Applications to the SAA for submission to FEMA. USBP Headquarters will reconcile all submitted CONOPs with the OPSG Applications. FEMA will review and evaluate all CONOPs and OPSG Applications and funding will be allocated based on the review and selection criteria identified in this NOFO.

OPSG Applicants will be required to clearly articulate and identify how the CONOPs will address the national priority identified below:

- **Information and Intelligence Sharing and Cooperation**
  Effective border security operations rely on access to, analysis of, and the timely sharing of open source, unclassified, and classified information, suspicious activity reports, tips/leads, and actionable intelligence on indicators and behaviors to accurately identify, assess, and mitigate a wide array of threats against the United States, including terrorism, threats to life, targeted violence, and other threats within the DHS mission space. Accordingly, DHS works diligently to enhance intelligence collection, integration, analysis, and information sharing capabilities to ensure partners, stakeholders, and senior leaders receive actionable intelligence and information necessary to inform their decisions and operations. One critical, statutorily required mission of DHS is to deliver intelligence and information to federal, state, local, and tribal governments and private sector partners. Cooperation and information sharing among state, federal, and local partners across all areas of the homeland security enterprise, including both international and domestic terrorism, cybersecurity, transnational organized crime, economic security, border security, immigration enforcement, and other areas, while upholding privacy, civil rights and civil liberties protections, is critical to homeland security operations and the prevention of, preparation for, protection against, and responding to acts of terrorism, and other threats to life and criminal acts of targeted violence.

  Given the importance of information sharing and collaboration to effective homeland security solutions, the CONOP must support the recipient's efforts to enhance information sharing and cooperation with DHS and other federal agencies. Applicants must justify persuasively how they will contribute to the information sharing and collaboration purposes of the OPSG program and a culture of national preparedness.

  Additional resources and information regarding collaboration and information sharing are available through the Department's Office of Intelligence and Analysis.

VII. DETAILED Budget

Applicants must provide budget summary worksheets for all funds requested at the time of application. The budget summary worksheets must be complete, reasonable, and cost-effective in relation to the proposed project and should provide the basis of computation of all project-related costs (including management and administrative costs) and any appropriate narrative. FEMA must be able to thoroughly evaluate the projects being submitted based on the information provided. FEMA must be able to determine how much funding is being passed through to subrecipients for each sub-program (UASI, SHSP, OPSG). Consequently, applicants must provide an appropriate level of detail within the budget summary worksheets to clarify what will be purchased and spent. Sample budget summary worksheets are available on the grants.gov posting for the HSGP in the Related Documents tab and may be used as a guide to assist applicants in the preparation of budgets and budget narratives.

12. Other Submission Requirements

Fusion Center Investments

Of the proposed SHSP- and UASI-funded investments, one single project must be in support of a designated fusion center. Recipients must coordinate with the fusion center when developing a fusion center project prior to submission. See additional information on how to develop the fusion center projects below and in the Preparedness Grants Manual.

Emergency Communications Investments
All emergency communications investments must describe how such activities align with needs identified in their Statewide Communication Interoperability Plan (SCIP). Recipients must coordinate with their Statewide Interoperability Coordinator (SWIC) and/or Statewide Interoperability Governing Body (SIGB) when developing an emergency communications investment prior to submission to ensure the project supports the statewide strategy to improve emergency communications and is compatible and interoperable with surrounding systems. Effective project alignment will require advance coordination with the SWIC and consultation with governing bodies such as the SIGB or Statewide Interoperability Executive Committee, as they serve as the primary steering group for the statewide interoperability strategy. Additionally, recipients should consult subject matter experts serving on governance bodies, such as broadband experts, chief information officers, representatives from utilities, or legal and financial experts, when developing proposals. The investment name must include the words "emergency communications" to easily identify any emergency communications investments.

13. Intergovernmental Review
An intergovernmental review may be required. Applicants must contact their state's Single Point of Contact (SPOC) to comply with the state's process under Executive Order 12372 (See Executive Orders | National Archives and Intergovernmental Review (SPOC List) (whitehouse.gov)).

14. Funding Restrictions and Allowable Costs
All costs charged to awards covered by this NOFO must comply with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements at 2 C.F.R. Part 200, unless otherwise indicated in the NOFO, the terms and conditions of the award, or the Preparedness Grants Manual. This includes, among other requirements, that costs must be incurred, and products and services must be delivered, within the period of performance of the award. *See* 2 C.F.R. § 200.403(h) (referring to budget periods, which for FEMA awards under this program is the same as the period of performance).

Federal funds made available through this award may be used for the purpose set forth in this NOFO, the Preparedness Grants Manual, and the terms and conditions of the award and must be consistent with the statutory authority for the award. Award funds may not be used for matching funds for any other federal awards, lobbying, or intervention in federal regulatory or adjudicatory proceedings. In addition, federal funds may not be used to sue the Federal Government or any other government entity. See the Preparedness Grants Manual for more information on funding restrictions and allowable costs.

a. *Prohibitions on Expending FEMA Award Funds for Covered Telecommunications Equipment or Services*

Recipients and subrecipients of FEMA federal financial assistance are subject to the prohibitions described in section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (FY 2019 NDAA), Pub. L. No. 115-232 (2018) and 2 C.F.R. §§ 200.216, 200.327, 200.471, and Appendix II to 2 C.F.R. Part 200. Beginning August 13, 2020, the statute – as it applies to FEMA recipients, subrecipients, and their contractors and subcontractors – prohibits obligating or expending federal award funds on certain telecommunications and video surveillance products and contracting with certain entities for national security reasons.

Guidance is available at Prohibitions on Expending FEMA Award Funds for Covered Telecommunications Equipment or Services, FEMA Policy #405-143-1, or superseding document.

Additional guidance is available at Contract Provisions Guide: Navigating Appendix II to Part 200 - Contract Provisions for Non-Federal Entity Contracts Under Federal Awards (fema.gov).

Effective August 13, 2020, FEMA recipients and subrecipients **may not** use any FEMA funds under open or new awards to:

- Procure or obtain any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology of any system;
- Enter into, extend, or renew a contract to procure or obtain any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology of any system; or
- Enter into, extend, or renew contracts with entities that use covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system.

I. Replacement Equipment and Services

FEMA grant funding may be permitted to procure replacement equipment and services impacted by this prohibition, provided the costs are otherwise consistent with the requirements of the NOFO and the Preparedness Grants Manual.

II. Definitions

Per section 889(f)(2)-(3) of the FY 2019 NDAA and 2 C.F.R. § 200.216, covered telecommunications equipment or services means:

i. Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation, (or any subsidiary or affiliate of such entities);
ii. For the purpose of public safety, security of Government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);

iii. Telecommunications or video surveillance services provided by such entities or using such equipment; or
iv. Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the People's Republic of China.

Examples of the types of products covered by this prohibition include phones, internet, video surveillance, and cloud servers when produced, provided, or used by the entities listed in the definition of "covered telecommunications equipment or services." *See* 2 C.F.R. § 200.471.

b. ***Pre-Award Costs***
Pre-award costs are allowable only with the prior written approval of DHS/FEMA and as included in the award agreement. To request pre-award costs, a written request must be included with the application, signed by the AOR of the entity. The letter must outline what the pre-award costs are for, including a detailed budget break-out of pre-award costs from the post-award costs, and a justification for approval.

c. ***Management and Administration (M&A) Costs***
M&A costs are allowed. Recipients may use a maximum of up to 5% of HSGP funds awarded for their M&A, and any funds retained are to be used solely for M&A purposes associated with the HSGP award. Subrecipients may also use a maximum of up to 5% of the funding passed through by the state solely for M&A purposes associated with the HSGP award. M&A activities are those directly relating to the management and administration of HSGP funds, such as financial management and monitoring. M&A expenses must be based on actual expenses or known contractual costs. M&A requests that are simple percentages of the award, without supporting justification, will not be allowed or considered for reimbursement.

M&A costs are not operational costs. They are the necessary costs incurred in direct support of the grant or as a result of the grant and should be allocated across the entire lifecycle of the grant. Examples include preparing and submitting required programmatic and financial reports, establishing and/or maintaining equipment inventory, documenting operational and equipment expenditures for financial accounting purposes, responding to official informational requests from state and federal oversight authorities, including completing the Civil Rights Evaluation Tool as required by DHS, and grant performance measurement or evaluation activities. Please see the Preparedness Grants Manual for additional information on direct costs.

Recipients or subrecipients may apply or credit M&A funding toward the recipient's requirement to allocate funding toward the National Priority Areas. For example, if a recipient spends $5,000 to manage or administer its funding dedicated toward its soft targets/crowded places investment, the recipient may credit that funding toward its requirement to allocate at least 3% of its award to the enhancing the protection of soft targets and crowded places National Priority Area.

A state's HSGP funds for M&A calculation purposes includes the total of its SHSP, UASI, and OPSG awards. While the SAA may retain up to 5% of this total for M&A, the state must still ensure that all subrecipient award amounts meet the mandatory minimum pass-through requirements that are applicable to each HSGP program. To meet this requirement, the percentage of SHSP and UASI funds passed through to local or tribal jurisdictions must be based on the state's total HSGP award prior to withholding any M&A.

In retaining these funds, states may retain a maximum of 2.5% of the OPSG allocation, which must be withheld from the pass-through to each subrecipient county or tribe in an equal percentage. The SAA may also retain additional funding from its SHSP award to manage and administer the OPSG award, but that additional amount is also capped at an amount equal to 2.5% of the OPSG award. Examples applying this principle:

SAA 1:
Total award: $6,000,000
SHSP: $1,000,000 OPSG: $2,500,000 UASI: $2,500,000
M&A Maximum: $300,000 (5% of $6,000,000)
Maximum M&A for SHSP = $50,000
Maximum M&A for OPSG = $125,000. Of that amount, $62,500 (2.5%) may be retained from the OPSG allocation, and the other $62,500 would come from the SHSP allocation. Any amount used to manage and administer OPSG that is charged to SHSP may be above and beyond the $50,000 available to manage the SHSP allocation.
Maximum M&A for UASI = $125,000

SAA 2:
Total award: $4,500,000
SHSP: $3,500,000 OPSG: $1,000,000
M&A Maximum: $225,000 (5% of $4,500,000)
Maximum M&A for SHSP = $175,000
Maximum M&A for OPSG = $50,000. Of that amount, $25,000 (2.5%) may be retained from the OPSG allocation, and the other $25,000 would come from the SHSP allocation. Any amount used to manage and administer OPSG that is charged to SHSP may be above and beyond the $175,000 available to manage the SHSP allocation.

HSGP recipients are also reminded that any M&A charged to a recipient's or subrecipient's UASI funding must be directly allocable to administration of the UASI grant program and cannot be used to cover M&A costs that are directly allocable to SHSP or OPSG funding. Similarly, any M&A charged to a recipient's or subrecipient's SHSP or OPSG funding cannot be used to cover M&A costs directly allocable to UASI funding.

Please note, IB 365: Management and Administration Costs in the Homeland Security Grant Program and DHS/FEMA Policy 207-087-1 **do not apply to awards made in FY 2023 under this NOFO**. Please also reference IB 416 for additional clarification on OPSG M&A, but to the extent that there is any conflict between IB 416 and this NOFO, the requirements of this NOFO will apply to FY 2023 awards made under this NOFO.

d. ***Indirect Facilities & Administrative (F&A) Costs***

Indirect costs are allowable under this program as described in 2 C.F.R. Part 200, including 2 C.F.R. § 200.414. Applicants with a current negotiated indirect cost rate agreement that desire to charge indirect costs to an award must provide a copy of their negotiated indirect cost rate agreement at the time of application. Not all applicants are required to have a current negotiated indirect cost rate agreement. Applicants that are not required by 2 C.F.R. Part 200 to have a negotiated indirect cost rate agreement but are required by 2 C.F.R. Part 200 to develop an indirect cost rate proposal must provide a copy of their proposal at the time of application. Applicants who do not have a current negotiated indirect cost rate agreement (including a provisional rate) and wish to charge the de minimis rate must reach out to the FEMA Grants Management Specialist for further instructions. Applicants who wish to use a cost allocation plan in lieu of an indirect cost rate must also reach out to the FEMA Grants Management Specialist for further instructions. Post-award requests to charge indirect costs will be considered on a case-by-case basis and based upon the submission of an agreement or proposal as discussed above or based upon on the de minimis rate or cost allocation plan, as applicable.

e. ***Funds Transfer Restrictions***

The recipient is prohibited from transferring funds between programs (includes SHSP, UASI, and OPSG). Recipients can submit an investment/project where funds come from multiple funding sources (e.g., SHSP and UASI), however, recipients are not allowed to divert funding from one program to another due to the risk-based funding allocations, which were made at the discretion of DHS/FEMA.

f. ***Other Direct Costs***

I. **PLANNING**

Planning costs are allowed under this program. Please see the Preparedness Grants Manual for more information.

II. **ORGANIZATION**

Organization costs are allowed under this program. Please see the Preparedness Grants Manual for more information.

III. **EQUIPMENT**

Equipment costs are allowed under this program. Please see the Preparedness Grants Manual for more information.

- **General Purpose Equipment**

HSGP allows expenditures on general purpose equipment if it aligns to and supports one or more core capabilities identified in the Goal and has a nexus to terrorism preparedness. General purpose equipment, like all equipment funded under the HSGP, must be sharable through the EMAC[3] and allowable under 6 U.S.C. § 609, and any other applicable provision of the *Homeland Security Act of 2002*, as amended. Examples of such general-purpose

[3]Except for American Samoa and the Commonwealth of the Northern Mariana Islands, which are not required to belong to EMAC at this time.

equipment may include:

- Law enforcement/general use vehicles (OPSG only);
- Emergency medical services equipment and vehicles;
- Fire service equipment and vehicles, to include hose, pump accessories, and foam concentrate for specialized chemical/biological/radiological/nuclear/explosive (CBRNE) response;
- Interoperability of data systems, such as computer aided dispatch (CAD) and record management systems (RMS); and
- Office equipment for staff[4] engaged in homeland security program activity.

- **Controlled Equipment**
  For decades, the federal government has provided equipment to state, local, and tribal law enforcement agencies (LEAs) through federal grants. Some federal grant programs have assisted LEAs as they carry out their critical missions to keep the American people safe. The equipment acquired by LEAs through these programs includes administrative equipment, such as office furniture and computers. Some federal grant programs also may include military and military-styled equipment, firearms, and tactical vehicles provided by the federal government, including property covered under 22 C.F.R. Part 121 and 15 C.F.R. Part 774 (collectively, "controlled equipment").

  However, not all equipment that is considered controlled equipment is allowable under the HSGP. As noted in Section B of FEMA Policy 207-22-0002, Prohibited or Controlled Equipment Under FEMA Awards, certain equipment is prohibited and is not allowable under HSGP. Grant funds under this program may not be used for the purchase of equipment not approved by DHS/FEMA. For example, the purchase of tracked armored vehicles, camouflage uniforms, weapons, and weapons accessories, including ammunition, is generally not allowed with HSGP funds.[5]

  For some controlled equipment that is allowable under the HSGP, additional documentation, justifications, reviews, and approvals are required, including but not limited to proof of policies and procedures to safeguard individuals' privacy, civil rights, and civil liberties. Contact your Preparedness Officer if you have questions concerning HSGP requirements for controlled equipment requests.

  Grant funds under this program must comply with the aforementioned FEMA Policy 207-22-0002, Prohibited or Controlled Equipment Under FEMA Awards. As per this FEMA Policy, excepted or controlled equipment must remain in the possession of the original FEMA grant recipient and may not be transferred. The use of controlled equipment under a

[4]This applies to all homeland security personnel and is not limited to M&A staff, and costs are to be captured outside the cap on M&A costs.

[5] FEMA issued Policy 207-22-0002 in response to Executive Order (EO) 14074, Advancing Effective, Accountable Policing and Criminal Justice Practices to Enhance Public Trust and Public Safety, which President Joseph R. Biden issued on May 25, 2022. EO 14074 directs the DHS to prohibit the use of grant funding to purchase certain types of military equipment by state, local, tribal, and territorial law enforcement agencies and to comply with and implement the recommendations stemming from EO 13688, which established prohibited equipment and controlled equipment lists.

Memorandum of Understanding or other regional sharing agreement (see Section D.6 of this FEMA Policy) does *not* constitute a transfer of controlled equipment.

DHS/FEMA will continue to collaborate with federal agency partners to ensure that there is a consistent and reasonable approach to the restrictions placed on controlled equipment expenditures while continuing to support these investments when there is a justifiable need. Further, DHS/FEMA will continue to maintain an awareness of the evolving policy developments related to controlled equipment expenditures and keep grant recipients up to date on future developments.

IV. TRAINING

Training costs are allowed under this program. Please see the Preparedness Grants Manual for more information. Recipients are encouraged to consider tuition-free courses offered by FEMA first, before investing in training. For more information and a catalog of courses please refer to the National Preparedness Course Catalog at NTED.

V. EXERCISES

Exercise costs are allowed under this program. Please see the Preparedness Grants Manual for more information.

VI. PERSONNEL

Personnel hiring, overtime, and backfill expenses are permitted under this grant to perform allowable HSGP planning, organization, training, exercise, and equipment activities. Under OPSG, overtime costs are allowable only in so far as they meet the intent of the program. All recipients and subrecipients of HSGP funds, including SHSP, UASI, and OPSG allocations, may not use more than 50% of their awards to pay for personnel activities unless a waiver is approved by FEMA. For more information on the 50% personnel cap, please see FEMA IB 421b, Clarification on the *Personnel Reimbursement for Intelligence Cooperation and Enhancement of Homeland Security Act of 2008* (Public Law 110-412) – the PRICE Act. Please see the Preparedness Grants Manual for more information.

VII. OPERATIONAL OVERTIME

Operational overtime costs are allowed under this program. Prior to use of funds for operational overtime, recipients must receive approval from DHS/FEMA. Operational overtime costs are also subject to the 50% personnel cap. For more information on the 50% personnel cap, please see FEMA IB 421b. For more information about operational overtime costs for SHSP, UASI, and OPSG, please see the Preparedness Grants Manual.

Operational Overtime Costs for SHSP and UASI

As stated in the Preparedness Grants Manual, in support of efforts to enhance capabilities for detecting, deterring, disrupting, and preventing acts of terrorism and other catastrophic events, operational overtime costs are allowable for increased protective security measures at critical infrastructure sites or other high-risk locations and to enhance public safety during mass gatherings and high-profile events. SHSP or UASI funds may be used to support select operational expenses associated with increased security measures in the authorized categories in the authorized categories outlined in the Preparedness Grants Manual. FEMA retains the

discretion to approve other types of requests that do not fit within one of these categories.

Except for an elevated National Terrorism Advisory (NTAS) alert, SHSP or UASI funds may only be spent for operational overtime costs upon prior written approval by FEMA. *Post-event operational overtime requests will only be considered on a case-by-case basis*, where it is demonstrated that exigent circumstances prevented submission of a request in advance of the event or activity.

Operational Overtime Costs for OPSG
As stated in the Preparedness Grants Manual, OPSG funds should be used for operational overtime costs associated with law enforcement activities in support of border law enforcement agencies for enhanced border security. Overtime shall be reimbursed consistent with the non-federal entity's overtime policy and the requirements as stated in the Preparedness Grants Manual.

VIII. TRAVEL

Domestic travel costs are allowed under this program, as provided for in this NOFO and in the Preparedness Grants Manual. International travel is not an allowable cost under this program unless approved in advance by DHS/FEMA.

IX. CONSTRUCTION AND RENOVATION

Construction and renovation costs to achieve capability targets related to preventing, preparing for, protecting against, or responding to acts of terrorism are allowed under this program. For construction and renovation costs to be allowed, they must be specifically approved by DHS/FEMA in writing prior to the use of any program funds. Limits on the total amount of grant funding that may be used for construction or renovation may apply. Additionally, recipients are required to submit SF-424C and SF-424D.

All proposed construction and renovation activities must undergo an Environmental Planning and Historic Preservation (EHP) review, including approval of the review from FEMA, prior to undertaking any action related to the project. Failure of a grant recipient to meet these requirements may jeopardize Federal funding. Please see the Preparedness Grants Manual for more information.

X. MAINTENANCE AND SUSTAINMENT

Maintenance- and sustainment-related costs, such as maintenance contracts, warranties, repair or replacement costs, upgrades, and user fees, are allowable. Please see the Preparedness Grants Manual for more information.

XI. CRITICAL EMERGENCY SUPPLIES

Critical emergency supplies are allowed under this program. Please see the Preparedness Grants Manual for more information.

XII. SECURE IDENTIFICATION

Secure Identification costs are allowed under this program. Please see the Preparedness Grants Manual for more information.

Allowable Cost Matrix

The following matrix provides allowable cost activities that fall under each of the cost categories noted above. Recipients and subrecipients must follow all applicable requirements in 2 C.F.R. Part 200 *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*. HSGP funds may be used to cover the costs for evaluating the impact of these grants on the state or urban area's core capabilities and capability gaps. This list is not exhaustive, therefore, if there are any questions regarding allowable costs, please contact the appropriate HQ FEMA Preparedness Officer. For additional information on allowable costs, see the Preparedness Grants Manual.

Allowable Program Activities	SHSP	UASI	OPSG
Allowable Planning Costs			
Developing hazard/threat-specific annexes	Y	Y	N
Developing and implementing homeland security support programs and adopting ongoing DHS/FEMA national initiatives	Y	Y	N
Developing related terrorism and other catastrophic event prevention activities	Y	Y	N
Developing and enhancing plans and protocols	Y	Y	N
Developing or conducting assessments	Y	Y	N
Hiring of full- or part-time staff or contract/consultants to assist with planning, engagement, and volunteer management activities	Y	Y	N
Materials required to conduct planning, engagement, and volunteer management activities	Y	Y	N
Travel/per diem related to planning, engagement, and volunteer management activities	Y	Y	Y
Overtime and backfill costs (in accordance with operational Cost Guidance)	Y	Y	Y
Issuance of Western Hemisphere Travel Initiative-compliant Tribal identification cards	Y	N	N
Activities to achieve planning inclusive of people with disabilities and others with access and functional needs and limited English proficiency.	Y	Y	N
Coordination with Citizen Corps Councils for public information/education and development of volunteer programs	Y	Y	N
Coordination and material support to Citizen Corps Councils and local firehouses for the establishment, training and maintenance of CERTs	Y	Y	N
Update governance structures and processes and plans for emergency communications	Y	Y	N
Development, and review and revision of continuity of operations plans	Y	Y	N
Development, and review and revision of the THIRA/SPR and continuity of operations plans	Y	Y	N
Developing or conducting equity assessments to address planning and preparedness disparities for historically underserved communities	Y	Y	N
Allowable Organizational Activities **Note:** Personnel hiring, overtime, and backfill expenses are permitted under this grant only to the extent that such expenses are for the allowable activities within the scope of the grant.			
Program management	Y	Y	N
Development of whole community partnerships	Y	Y	N
Structures and mechanisms for information sharing between the public and private sector	Y	Y	N
Implementing models, programs, and workforce enhancement initiatives	Y	Y	N

Allowable Program Activities	SHSP	UASI	OPSG
Tools, resources, and activities that facilitate shared situational awareness between the public and private sectors	Y	Y	N
Operational support	Y	Y	N
Utilization of standardized resource management concepts	Y	Y	N
Responding to an increase in the threat level under the National Terrorism Advisory System (NTAS), or needs in resulting from a National Special Security Event	Y	Y	N
Reimbursement for select operational expenses associated with increased security measures at critical infrastructure sites incurred (up to 50% of the allocation)	Y	Y	Y
Overtime for information, investigative, and intelligence sharing activities (up to 50% of the allocation)	Y	Y	Y
Hiring of new staff positions/contractors/consultants for participation in information/intelligence analysis and sharing groups or fusion center activities (up to 50% of the allocation).	Y	Y	Y
Hiring or maintaining staff positions/contractors/consultants at SLTT levels to deliver community preparedness training, resources and material to schools, community-based organizations, faith-based institutions and local businesses.	Y	Y	N
Hiring or maintaining staff positions/contractors/consultants to create, support and maintain CERT or Teen CERT	Y	Y	N
Cost of migrating online services to the ".gov" domain	Y	Y	N
Allowable Equipment Categories			
Personal Protective Equipment	Y	Y	Y
Allowable Equipment Categories			
Explosive Device Mitigation and Remediation Equipment	Y	Y	N
CBRNE Operational Search and Rescue Equipment	Y	Y	N
Information Technology	Y	Y	Y
Cybersecurity Enhancement Equipment	Y	Y	N
Interoperable Communications Equipment	Y	Y	Y
Detection	Y	Y	Y
Decontamination	Y	Y	N
Medical countermeasures	Y	Y	Y
Power (e.g., generators, batteries, power cells)	Y	Y	Y
CBRNE Reference Materials	Y	Y	N
CBRNE Incident Response Vehicles	Y	Y	N
Terrorism Incident Prevention Equipment	Y	Y	Y
Physical Security Enhancement Equipment	Y	Y	Y
Inspection and Screening Systems	Y	Y	Y
Animal Care and Foreign Animal Disease	Y	Y	N
CBRNE Prevention and Response Watercraft	Y	Y	N
CBRNE Prevention and Response Unmanned Aircraft	Y	Y	N
CBRNE Aviation Equipment	Y	Y	N
CBRNE Logistical Support Equipment	Y	Y	N
Intervention Equipment (e.g., tactical entry, crime scene processing)	Y	Y	Y
Critical emergency supplies	Y	Y	N
General use vehicle acquisition, lease, and rental	N	N	Y
Specialized vehicle acquisition, lease, and rental	Y	Y	Y
Other Authorized Equipment	Y	Y	Y
Allowable Training Costs			
Overtime and backfill for emergency preparedness and response personnel attending DHS/FEMA-sponsored and approved training classes	Y	Y	N

Allowable Program Activities	SHSP	UASI	OPSG
Overtime and backfill expenses for part-time and volunteer emergency response personnel participating in DHS/FEMA training	Y	Y	N
Training workshops and conferences	Y	Y	Y
Activities to achieve training inclusive of people with disabilities and others with access and functional needs and limited English proficiency	Y	Y	N
Full- or part-time staff or contractors/consultants	Y	Y	Y
Travel	Y	Y	Y
Supplies	Y	Y	N
Instructor certification/re-certification	Y	Y	N
Coordination with Citizen Corps Councils and CERT in conducting training exercises	Y	Y	N
Preparedness training for community preparedness initiatives and programs	Y	Y	N
Interoperable communications training	Y	Y	N
Activities to achieve planning inclusive of people with limited English proficiency	Y	Y	N
Immigration enforcement training	Y	Y	Y
Allowable Exercise Related Costs			
Design, Develop, Conduct, and Evaluate an Exercise	Y	Y	N
Full- or part-time staff or contractors/consultants	Y	Y	N
Overtime and backfill costs, including expenses for part-time and volunteer emergency response personnel participating in DHS/FEMA exercises	Y	Y	N
Implementation of HSEEP	Y	Y	N
Activities to achieve exercises inclusive of people with disabilities and others with access and functional needs	Y	Y	N
Travel	Y	Y	N
Supplies	Y	Y	N
Interoperable communications exercises	Y	Y	N
Allowable Exercise Related Costs			
Activities to achieve planning inclusive of people with limited English proficiency	Y	Y	N
Allowable M&A Costs			
Hiring of full- or part-time staff or contractors/consultants to assist with the management of the respective grant program, application requirements, and compliance with reporting and data collection requirements	Y	Y	Y
Development of operating plans for information collection and processing necessary to respond to DHS/FEMA data calls	Y	Y	Y
Overtime and backfill costs	Y	Y	Y
Travel	Y	Y	Y
Meeting related expenses	Y	Y	Y
Authorized office equipment	Y	Y	Y
Recurring expenses such as those associated with cell phones and faxes during the period of performance of the grant program	Y	Y	N
Leasing or renting of space for newly hired personnel during the period of performance of the grant program	Y	Y	N
Completing the Civil Rights Evaluation Tool	Y	Y	Y
Conducting activities related to evaluating project effectiveness for HSGP-funded projects	Y	Y	Y
LETPA Costs			
Integration and interoperability of systems and data, such as CAD and RMS, to facilitate the collection,	Y	Y	N
Maturation, enhancement, and sustainment of designated state and major Urban Area fusion centers, including information sharing and analysis, threat recognition, terrorist interdiction, and intelligence analyst training and salaries (subject to certain conditions)	Y	Y	N

Allowable Program Activities	SHSP	UASI	OPSG
Regional counterterrorism training programs for small, medium, and large jurisdictions to exchange information and discuss the current threat environment, lessons learned, and best practices to help prevent, protect against, and mitigate acts of terrorism	Y	Y	N
Coordination of regional full-scale training exercises (federal, state, and local law enforcement participation) focused on terrorism-related events	Y	Y	N
Law enforcement Chemical, Biological, Radiological, Nuclear, and high yield Explosives detection and response capabilities, such as bomb detection/disposal capability development, sustainment, or enhancement, including canine teams, robotics platforms, and x-ray technology	Y	Y	N
Coordination between fusion centers and other operational analytic, and investigative efforts	Y	Y	N
Implementation, maintenance, and sustainment of the Nationwide Suspicious Activity Reporting Initiative	Y	Y	N
Implementation of the "If You See Something, Say Something®" campaign	Y	Y	N
Increase physical security, through law enforcement personnel and other protective measures, by implementing preventive and protective measures at critical infrastructure locations	Y	Y	N

E. Application Review Information

1. Application Evaluation Criteria

a. *Programmatic Criteria*

I. Risk Methodology

The risk methodology determines the relative risk of terrorism faced by a given area considering the potential risk of terrorism to people, critical infrastructure, and economic security. The analysis includes, but is not limited to, threats from violent domestic extremists, international terrorist groups, and individuals inspired by terrorists abroad. See the Preparedness Grants Manual for additional information on the risk methodology.

NOTE: The THIRA/SPR process is separate from the risk methodology and its results do not affect grant allocations.

The Risk Methodology is used to inform allocations under HSGP. For more information on the SHSP, UASI, and OPSG allocation processes, please see Section B.1 of this NOFO, "Available Funding for the NOFO."

II. Application Evaluation Criteria

FEMA will evaluate the FY 2023 HSGP applications for completeness, adherence to programmatic guidelines, and anticipated effectiveness of the proposed investments. FEMA's review will include verification that each IJ and project:

- Aligns with at least one core capability identified in the Goal;
- Demonstrates how investments support building capability and/or closing capability gaps or sustaining capabilities identified in the THIRA/SPR process; and
- Supports a NIMS-typed resource and whether those assets are deployable/shareable to support emergency or disaster operations per existing EMAC agreements.

In addition to the above, FEMA will evaluate whether proposed projects are: 1) both feasible and effective at reducing the risks for which the project was designed; and 2) able to be fully completed within the three-year period of performance. FEMA will use the information provided in the application and after the submission of the first BSIR to determine the feasibility and effectiveness of a grant project. To that end, IJs should include:

- An explanation of how the proposed project(s) will achieve objectives as identified in the SPR, including expected long-term impact where applicable, and which core capability gap(s) it helps to close and how;
- A summary of the status of planning and design efforts accomplished to date (e.g., included in a capital improvement plan); and
- A project schedule with clear milestones.

Recipients are expected to conform, as applicable, with accepted engineering practices, established codes, standards, modeling techniques, and best practices, and participate in the development of case studies demonstrating the effective use of grant funds, as requested.

FEMA will also review any submitted National Priority Area-aligned IJs and projects to ensure they meet the minimum spend requirements. Additional information on how the National Priority Area IJs and projects will be reviewed for effectiveness is included in the Review and Selection Process section below.

b. ***Financial Integrity Criteria***

Prior to making a federal award, FEMA is required by 31 U.S.C. § 3354, as enacted by the Payment Integrity Information Act of 2019, Pub. L. No. 116-117 (2020); 41 U.S.C. § 2313; and 2 C.F.R. § 200.206 to review information available through any Office of Management and Budget (OMB)-designated repositories of governmentwide eligibility qualification or financial integrity information, including whether the applicant is suspended or debarred. FEMA may also pose additional questions to the applicant to aid in conducting the pre-award risk review. Therefore, application evaluation criteria may include the following risk-based considerations of the applicant:

i. Financial stability;
ii. Quality of management systems and ability to meet management standards;
iii. History of performance in managing federal award;
iv. Reports and findings from audits; and/or
v. Ability to effectively implement statutory, regulatory, or other requirements.

c. ***Supplemental Financial Integrity Criteria and Review***

Prior to making a federal award where the anticipated total federal share will be greater than the simplified acquisition threshold, currently $250,000:

i. FEMA is required to review and consider any information about the applicant, including information on the applicant's immediate and highest-level owner, subsidiaries, and predecessors, if applicable, that is in the designated integrity

and performance system accessible through the System for Award Management (SAM), which is currently the Federal Awardee Performance and Integrity Information System (FAPIIS).

ii. An applicant, at its option, may review information in FAPIIS and comment on any information about itself that a federal awarding agency previously entered.

iii. FEMA will consider any comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under federal awards when completing the review of risk posed by applicants as described in 2 C.F.R. § 200.206.

2. Review and Selection Process

a. *SHSP and UASI*

All proposed investments will undergo a federal review by DHS/FEMA to verify compliance with all administrative and eligibility criteria identified in the NOFO. The federal review will be conducted by FEMA HQ Preparedness Officers. FEMA HQ Preparedness Officers will use a checklist to verify compliance with all administrative and eligibility criteria identified in the NOFO. Recipients must be able to demonstrate how investments support building capability and/or closing capability gaps or sustaining capabilities identified in the THIRA/SPR process. IJs will be reviewed at both the investment and project level.

Emergency communications investments will be jointly reviewed by FEMA and CISA's Emergency Communications Division (ECD) to verify compliance with SAFECOM Guidance on Emergency Communications Grants (SAFECOM Guidance). FEMA and ECD will coordinate directly with the recipient on any compliance concerns and will provide technical assistance as necessary to help ensure full compliance.

Additional Effectiveness Evaluation Criteria for the National Priority Areas

FEMA will evaluate the FY 2023 HSGP IJs and projects submitted in support of the National Priority Areas for anticipated effectiveness. FEMA's review will include verification that each IJ or project meets the National Priority Area required spend percentages.

Cybersecurity investments will be reviewed by DHS/FEMA, CISA, and other DHS components as appropriate, for compliance with purposes and requirements of the priority investment area. Proposed investments will be reviewed for effectiveness using the criteria set forth in this NOFO.

Soft Targets/Crowded Places investments will be reviewed by DHS/FEMA, CISA, and other DHS components as appropriate, for compliance with purposes and requirements of the priority investment area. Proposed investments will be reviewed for effectiveness using the criteria set forth in this NOFO.

Information Sharing and Cooperation Investments will be reviewed by DHS/FEMA, DHS Office of Intelligence and Analysis, and other DHS components as appropriate, for compliance with purposes and requirements of the priority investment area. Proposed investments will be reviewed for effectiveness using the criteria set forth in this NOFO.

For additional information on Fusion Center requirements, please see the Preparedness Grants Manual.

Domestic violent extremism investments will be reviewed by DHS/FEMA, DHS Office of Intelligence and Analysis, DHS Center for Prevention Programs and Partnerships, and other DHS components as appropriate, for compliance with purposes and requirements of the priority investment area. Proposed investments will be reviewed for effectiveness using the scoring criteria set forth in this NOFO.

Community preparedness and resilience investments will be reviewed by DHS/FEMA and other DHS components as appropriate, for compliance with purposes and requirements of the priority investment area. Proposed investments will be reviewed for effectiveness using the scoring criteria set forth in this NOFO.

Election security investments will be reviewed by DHS/FEMA, CISA, and other DHS components as appropriate, for compliance with purposes and requirements of the priority investment area. Proposed investments will be reviewed for effectiveness using the scoring criteria set forth in this NOFO.

FEMA will determine whether the proposed approach is clear, logical, and reasonable to address the priority areas of interest and contribute to a culture of national preparedness. This includes factors such as the objectives and strategies proposed to address the priority area, how the objectives and strategies overcome legal, political, or practical obstacles to reduce overall risk, the process, and criteria to select additional relevant projects, and the approach to monitor awards to satisfy the funding percentage allocations.

For applicants that elect to submit IJs and project-level details for the National Priority Areas at the time of application, effectiveness will be evaluated prior to award. If the projects are found to not sufficiently align with the National Priority Area(s), applicants may have funds placed on hold (up to 30%) until the projects are revised to satisfactorily address the National Priority Areas.

For applicants that elect to submit IJs and project-level details for the National Priority Areas as part of the December 2023 BSIR, they will have funds placed on hold in the amount of 30%. The hold will be released only after their December 2023 BSIR submission has been reviewed, and projects related to the National Priority Areas deemed in alignment by DHS/FEMA.

SAAs are still required to meet pass-through requirements even if funds are on hold related to the National Priority Areas.

To that end, IJs should include:

- How the proposed investment addresses the National Priority Area;
- An explanation of how the proposed projects were selected and will achieve objectives and strategies to build or sustain the core capability gaps identified in the SPR, including expected long-term impact where applicable; and
- A summary of the collaboration efforts to prevent, prepare for, protect against, and respond to acts of terrorism as well as anticipated outcomes of the project.

For FY 2023 SHSP and UASI investments and projects related to the National Priority Areas, effectiveness will be evaluated based on the following four factors:

- Investment Strategy (40%): Proposals will be evaluated based on the quality and extent to which applicants describe an effective strategy that demonstrates that proposed projects support the program objective of preventing, preparing for, protecting against, and responding to acts of terrorism, to meet its target capabilities, and otherwise reduce the overall risk to the high-risk urban area, the state, or the Nation.
- Budget (20%): Proposals will be evaluated based on the extent to which applicants describe a budget plan for each investment demonstrating how the applicant will maximize cost effectiveness of grant expenditures.
- Impact/Outcomes (40%): Proposals will be evaluated on how the investment helps the jurisdiction close capability gaps identified in its SPR and addresses the relevant National Priority Area outlined in this NOFO. Further, proposals will be evaluated on their identification and estimated improvement of core capability(ies), the associated standardized target(s) that align with their proposed investment, and the ways in which the applicant will measure and/or evaluate improvement.
- Past Performance (additional consideration): Proposals will be evaluated based on the applicants demonstrated capability to execute the proposed investments. In evaluating applicants under this factor FEMA will consider the information provided by the applicant and may also consider relevant information from other sources.

b. *OPSG*

Applications will be reviewed by the SAA and USBP Sector Headquarters for completeness and adherence to programmatic guidelines and evaluated for anticipated feasibility, need, and impact of the Operations Orders. For more information on Operations Orders and other requirements of OPSG, see the Preparedness Grants Manual.

DHS/FEMA will verify compliance with all administrative and eligibility criteria identified in the NOFO and required submission of Operations Orders and Inventory of Operations Orders by the established due dates. DHS/FEMA and USBP will use the results of both the risk analysis and the federal review by DHS/FEMA to make recommendations for funding to the Secretary of Homeland Security.

FY 2023 OPSG funds will be allocated among the eligible jurisdictions based on risk-based prioritization using the OPSG Risk Assessment described above. Final funding allocations are determined by the Secretary of Homeland Security, who may consider information and input from various law enforcement offices or subject-matter experts within the Department. Factors considered include, but are not limited to threat, vulnerability, miles of the border, and other border-specific law enforcement intelligence, as well as the feasibility of FY 2023 Operations Orders to designated localities within border states and territories.

F. Federal Award Administration Information

1. Notice of Award

Before accepting the award, the AOR and recipient should carefully read the award package. The award package includes instructions on administering the grant award and the terms and conditions associated with responsibilities under federal awards. **Recipients must accept all conditions in this NOFO and the Preparedness Grants Manual as well as any specific terms and conditions in the Notice of Award to receive an award under this program.**

Recipients must accept their awards no later than 60 days from the award date. The recipient shall notify FEMA of its intent to accept and proceed with work under the award or provide a notice of intent to decline through the ND Grants system. For instructions on how to accept or decline an award in the ND Grants system, please see the ND Grants Grant Recipient User Guide, which is available at Non-Disaster Grants Management System | FEMA.gov along with other ND Grants materials.

Funds will remain on hold until the recipient accepts the award through the ND Grants system and all other conditions of the award have been satisfied or until the award is otherwise rescinded. Failure to accept a grant award within the 60-day timeframe may result in a loss of funds.

See the Preparedness Grants Manual for information on Notice of Award.

2. Pass-Through Requirements

Awards made to the SAA for HSGP carry additional **statutorily mandated** pass-through requirements. Pass-through is defined as an obligation on the part of the SAA to make funds available to local units of government, combinations of local units, tribal governments, or other specific groups or organizations. These entities are defined at 6 U.S.C. § 101(13) as:

- A county, municipality, city, town, township, local public authority, school district, special district, intrastate district, council of governments (regardless of whether the council of governments is incorporated as a nonprofit corporation under State law), regional or interstate government entity, or agency or instrumentality of a local government.
- An Indian tribe or authorized tribal organization, or in Alaska a Native village or Alaska Regional Native Corporation.
- A rural community, unincorporated town or village, or other public entity.

Four criteria must be met to pass-through grant funds:

- The SAA must make a firm written commitment to passing through grant funds to subrecipients;
- The SAA's commitment must be unconditional (i.e., no contingencies for the availability of SAA funds);
- There must be documentary evidence (i.e., award document, terms, and conditions) of the commitment; and
- The award terms must be communicated to the subrecipient.

Timing and Amount

The SAA must pass-through at least 80% of the funds awarded under SHSP and UASI to the above-defined local or tribal units of government within 45 calendar days of receipt of the funds. "Receipt of the funds" occurs either when the SAA accepts the award or 15 calendar days after the SAA receives notice of the award, whichever is earlier.

SAAs are sent notification of HSGP awards via the GPD's ND Grants system. If an SAA accepts its award within 15 calendar days of receiving notice of the award in the ND Grants system, the 45 calendar days pass-through period will start on the date the SAA accepted the award. Should an SAA not accept the HSGP award within 15 calendar days of receiving notice of the award in the ND Grants system, the 45 calendar days pass-through period will begin 15 calendar days after the award notification is sent to the SAA via the ND Grants system.

It is important to note that the period of performance start date does not directly affect the start of the 45 calendar days pass-through period. For example, an SAA may receive notice of the HSGP award on August 25, 2023, while the period of performance dates for that award September 1, 2023, through August 31, 2026. In this example, the 45-day pass-through period will begin on the date the SAA accepts the HSGP award or September 9, 2023 (15 calendar days after the SAA was notified of the award), whichever date occurs first. The period of performance start date of September 1, 2023 would not affect the timing of meeting the 45-calendar day pass-through requirement.

Other SHSP and UASI Pass-Through Requirements

The signatory authority of the SAA must certify in writing to DHS/FEMA that pass-through requirements have been met. **A letter of intent (or equivalent) to distribute funds is not considered sufficient.** A letter of intent is not a firm commitment and if issued before FEMA makes the award, then a letter of intent is also not unconditional since it is inherently conditioned on receipt of funds.

The pass-through requirement does not apply to SHSP awards made to the District of Columbia, Guam, American Samoa, the U.S. Virgin Islands, or the Commonwealth of the Northern Mariana Islands. **The Commonwealth of Puerto Rico is required to comply with the pass-through requirement**, and its SAA must also obligate at least 80% of the funds to local units of government within 45 calendar days of receipt of the funds.

Under SHSP, the SAA may retain more than 20% of funding for expenditures made by the

state on behalf of the local unit(s) of government, such as expenditures by the state in order to pass through goods or services to local unit(s) of government in lieu of cash. This may occur only with the written consent, such as a Memorandum of Understanding, between the SAA and the local unit(s) of government. Separate written consent is necessary for each local unit of government in which more than 20% of funding is retained on their behalf by the state. The written consent must specify the amount of funds to be retained and the intended use of funds, including whether any goods or services will be passed through in lieu of cash. It must also be signed by authorized representatives of both the state and the local unit of government.

States shall review their written consent agreements yearly and ensure that they are still valid. If a written consent agreement is already in place from previous fiscal years, DHS/FEMA will continue to recognize it for FY 2023, unless the written consent review indicates the local government is no longer in agreement. If modifications to the existing agreement are necessary, the SAA should contact their assigned FEMA HQ Preparedness Officer.

However, even if a written consent agreement is in place from previous fiscal years, **the SAA must still initially carry out the pass-through documentation for its FY 2023 award and comply with the four pass-through criteria described above before the written consent agreement can take effect for purposes of the FY 2023 funding**.

Additional OPSG Requirements
The recipient is prohibited from obligating or expending funds provided through this award until each unique and specific county-level or equivalent Operational Order/Fragmentary Operations Order budget has been reviewed and approved through an official electronic mail notice issued by DHS/FEMA removing this special programmatic condition.

3. Administrative and National Policy Requirements

In addition to the requirements of in this section and in this NOFO, FEMA may place specific terms and conditions on individual awards in accordance with 2 C.F.R. Part 200.

In addition to the information regarding DHS Standard Terms and Conditions and Ensuring the Protection of Civil Rights, see the Preparedness Grants Manual for additional information on administrative and national policy requirements, including:

- EHP Compliance;
- FirstNet;
- NIMS Implementation; and
- SAFECOM Guidance.

a. *DHS Standard Terms and Conditions*

All successful applicants for DHS grant and cooperative agreements are required to comply with DHS Standard Terms and Conditions, which are available online at: DHS Standard Terms and Conditions.

The applicable DHS Standard Terms and Conditions will be those in effect at the time the award was made. What terms and conditions will apply for the award will be clearly stated in the award package at the time of award.

b. *Ensuring the Protection of Civil Rights*

As the Nation works towards achieving the National Preparedness Goal, it is important to continue to protect the civil rights of individuals. Recipients and subrecipients must carry out their programs and activities, including those related to the building, sustainment, and delivery of core capabilities, in a manner that respects and ensures the protection of civil rights for protected populations.

Federal civil rights statutes, such as Section 504 of the Rehabilitation Act of 1973 and Title VI of the Civil Rights Act of 1964, along with DHS and FEMA regulations, prohibit discrimination on the basis of race, color, national origin, sex, religion, age, disability, limited English proficiency, or economic status in connection with programs and activities receiving federal financial assistance from FEMA.

The DHS Standard Terms and Conditions include a fuller list of the civil rights provisions that apply to recipients. These terms and conditions can be found in the DHS Standard Terms and Conditions. Additional information on civil rights provisions is available at External Civil Rights Division | FEMA.gov.

Monitoring and oversight requirements in connection with recipient compliance with federal civil rights laws are also authorized pursuant to 44 C.F.R. Part 7.

In accordance with civil rights laws and regulations, recipients and subrecipients must ensure the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment.

c. *Environmental Planning and Historic Preservation (EHP) Compliance*

As a federal agency, FEMA is required to consider the effects of its actions on the environment and historic properties to ensure that all activities and programs funded by FEMA, including grant-funded projects, comply with federal EHP laws, Executive Orders, regulations, and policies, as applicable.

All non-critical new construction or substantial improvement of structures in a Special Flood Hazard Area must, at a minimum, apply the flood elevations of the Federal Flood Risk Management Standard's Freeboard Value Approach unless doing so would cause the project to be unable to meet applicable program cost-effectiveness requirements. All other types of projects may choose to apply the flood elevations of the Federal Flood Risk Management Standard's Freeboard Value Approach. See Executive Order (EO) 14030, Climate-Related Financial Risk and FEMA Policy #-206-21-0003, Partial Implementation of the Federal Flood Risk Management Standard for Hazard Mitigation Assistance Programs (Interim) (fema.gov).

All GPD actions, including grant-funded actions, must comply with National Flood Insurance Program criteria or any more restrictive federal, state, or local floodplain

management standards or building code (44 CFR § 9.11(d)(6)). All GPD-funded non-critical actions in 1% annual chance floodplains (also known as 100-year floodplains) that involve new construction or substantial improvement of structures must be elevated, at a minimum, to the lower of:

- Two feet above the 1% annual chance flood elevation (also known as the base flood elevation), in accordance with the Federal Flood Risk Management Standard (FFRMS) "Freeboard Value Approach" (FVA); or
- The 0.2% annual chance flood elevation. Where 0.2% annual chance flood elevations are not available, such actions must be elevated to at least two feet above the 1% annual chance flood elevation.

All GPD-funded critical actions in 0.2% annual chance floodplains (also known as 500-year floodplains) that involve new construction or substantial improvement of structures must be elevated, at a minimum, to the higher of:

- Three feet above the 1% annual chance flood elevation; or
- The 0.2% annual chance flood elevation. Where 0.2% annual chance flood elevations are not available, such actions must be elevated to at least three feet above the 1% annual chance flood elevation.

See EO 11988, Floodplain Management, as amended by EO 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input.

Recipients and subrecipients proposing projects that have the potential to impact the environment, including, but not limited to, the construction of communication towers, modification or renovation of existing buildings, structures, and facilities, or new construction including replacement of facilities, must participate in the FEMA EHP review process. The EHP review process involves the submission of a detailed project description along with any supporting documentation requested by FEMA in order to determine whether the proposed project has the potential to impact environmental resources or historic properties.

In some cases, FEMA is also required to consult with other regulatory agencies and the public in order to complete the review process. Federal law requires EHP review to be completed before federal funds are released to carry out proposed projects. FEMA may not be able to fund projects that are not incompliance with applicable EHP laws, Executive Orders, regulations, and policies.

DHS and FEMA EHP policy is found in directives and instructions available on the FEMA.gov EHP page, the FEMA website page that includes documents regarding EHP responsibilities and program requirements, including implementation of the National Environmental Policy Act and other EHP regulations and Executive Orders.

The GPD EHP screening form is located at FEMA Form. Additionally, all recipients under this funding opportunity are required to comply with the FEMA GPD EHP Policy Guidance, FEMA Policy #108-023-1.

d. ***National Incident Management System (NIMS) Implementation***

In expending funds under this program, recipients that are state, local, tribal, or territorial governments must ensure and maintain adoption and implementation of NIMS. The state, local, tribal, or territorial government must show adoption of NIMS during any point of the period of performance. The list of objectives used for progress and achievement reporting is at https://www.fema.gov/emergency-managers/nims/implementation-training.

Emergency management and incident response activities require carefully managed resources (personnel, teams, facilities, equipment, and/or supplies) to meet incident needs. Using standardized resource management concepts such as typing, credentialing, and inventorying, promote a strong national mutual aid capability needed to support delivery of core capabilities. Additional information on resource management, NIMS resource typing definitions, job titles, and position qualifications is on FEMA's website at NIMS Components - Guidance and Tools | FEMA.gov.

FEMA developed the National Incident Management System Guideline for the National Qualification System to describe national credentialing standards and to provide written guidance regarding the use of those standards. This guideline describes credentialing and typing processes and identifies tools which Federal Emergency Response Officials and emergency managers at all levels of government may use both routinely and to facilitate multijurisdictional coordinated responses.

Although state, local, tribal, and private sector partners (including nongovernmental organizations) are not required to credential their personnel in accordance with these guidelines, FEMA strongly encourages them to do so to leverage the federal investment in the Federal Information Processing Standards 201 infrastructure and to facilitate interoperability for personnel deployed outside their home jurisdiction.

Additional information about NIMS in general is available at National Incident Management System | FEMA.gov.

e. ***Emergency Communications Investments***

If an entity uses HSGP funding to support emergency communications investments, the following requirements shall apply to all such grant-funded communications investments in support of the emergency communications priorities and recognized best practices:

- The signatory authority for the SAA must certify in writing to DHS/FEMA their compliance with the SAFECOM Guidance. The certification letter should be coordinated with the SWIC for each state and must be uploaded to ND Grants at the time of the first Program Performance Report submission.
- All states and territories must designate a full-time SWIC who has the authority and resources to actively improve interoperability with emergency management and response agencies across all levels of government, to include establishing statewide plans, policies, and procedures, and coordinating decisions on communications investments funded through federal grants. Note that the designated full-time SWIC may also be the state's or territory's cybersecurity point of contact. SWIC status

information will be maintained by CISA and will be verified by FEMA GPD through programmatic monitoring activities.

- By the period of performance end date, all states and territories must update the SCIP, with a focus on communications resilience/continuity, to include assessment and mitigation of all potential risks identified in the SCIP: natural disasters, accidental damage (human failures), intentional damage (sabotage, terrorism), cybersecurity, etc. Following the initial update, the SCIP should be updated on an annual basis. SCIP status information will be maintained by CISA and will be verified by FEMA GPD through programmatic monitoring activities.

All states and territories must test their emergency communications capabilities and procedures (as outlined in their operational communications plans) in conjunction with regularly planned exercises (separate/addition emergency communications exercises are not required). Exercises should be used to both demonstrate and validate skills learned in training and to identify gaps in capabilities. Resilience and continuity of communications should be tested during training and exercises to the greatest extent possible. Further, exercises should include participants from multiple jurisdictions, disciplines, and levels of government and include emergency management, emergency medical services, law enforcement, interoperability coordinators, public health officials, hospital officials, officials from colleges and universities, and other disciplines and private sector entities, as appropriate. Findings from exercises should be used to update programs to address gaps in emergency communications as well as emerging technologies, policies, and partners. Recipients are encouraged to increase awareness and availability of emergency communications exercise opportunities across all levels of government.

States, territories, and other eligible grant recipients are advised that HSGP funding may be used to support communications planning (including the cost of hiring a SWIC, participation in governance bodies and requirements delineated above), training, exercises, and equipment costs. Costs for transitioning to the FirstNet network may also be eligible. More information regarding FirstNet can be found in the Preparedness Grants Manual.

4. Reporting

Recipients are required to submit various financial and programmatic reports as a condition of award acceptance. Future awards and funds drawdown may be withheld if these reports are delinquent.

See the Preparedness Grants Manual for information on reporting requirements.

5. Monitoring and Oversight

Per 2 C.F.R. § 200.337, FEMA, through its authorized representatives, has the right, at all reasonable times, to make site visits or conduct desk reviews to review project accomplishments and management control systems to review award progress and to provide any required technical assistance. During site visits or desk reviews, FEMA will review recipients' files related to the award. As part of any monitoring and program evaluation activities, recipients must permit FEMA, upon reasonable notice, to review grant-related records and to interview the organization's staff and contractors regarding the program.

Recipients must respond in a timely and accurate manner to FEMA requests for information relating to the award. Failure to respond in this manner may result in funding holds on current and future awards until the requested information is provided.

See the Preparedness Grants Manual for information on monitoring and oversight.

G. DHS Awarding Agency Contact Information

1. Contact and Resource Information

a. *Program Office Contact*

FEMA has assigned state-specific Preparedness Officers for the HSGP. If you do not know your Preparedness Officer, please contact the Centralized Scheduling and Information Desk (CSID) by phone at (800) 368-6498 or by email at askcsid@fema.dhs.gov, Monday through Friday, 9:00 AM – 5:00 PM ET.

b. *Centralized Scheduling and Information Desk (CSID)*

CSID is a non-emergency comprehensive management and information resource developed by FEMA for grants stakeholders. CSID provides general information on all FEMA grant programs and maintains a comprehensive database containing key personnel contact information at the federal, state, and local levels. When necessary, recipients will be directed to a federal point of contact who can answer specific programmatic questions or concerns. CSID can be reached by phone at (800) 368-6498 or by e-mail at askcsid@fema.dhs.gov, Monday through Friday, 9:00 AM – 5:00 PM ET.

c. *Grant Programs Directorate (GPD) Award Administration Division*

GPD's Award Administration Division (AAD) provides support regarding financial matters and budgetary technical assistance. Additional guidance and information can be obtained by contacting the AAD's Help Desk via e-mail at ASK-GMD@fema.dhs.gov.

d. *Equal Rights*

The FEMA Office of Equal Rights (OER) is responsible for compliance with and enforcement of federal civil rights obligations in connection with programs and services conducted by FEMA and recipients of FEMA financial assistance. All inquiries and communications about federal civil rights compliance for FEMA grants under this NOFO should be sent to FEMA-CivilRightsOffice@fema.dhs.gov.

e. *Environmental Planning and Historic Preservation*

GPD's EHP Team provides guidance and information about the EHP review process to recipients and subrecipients. All inquiries and communications about GPD projects under this NOFO or the EHP review process, including the submittal of EHP review materials, should be sent to gpdehpinfo@fema.dhs.gov.

2. Systems Information

a. *Grants.gov*

For technical assistance with Grants.gov, call the customer support hotline 24 hours per day, 7 days per week (except federal holidays) at (800) 518-4726 or e-mail at support@grants.gov.

b. *Non-Disaster (ND) Grants*
For technical assistance with the ND Grants system, please contact the ND Grants Helpdesk at ndgrants@fema.dhs.gov or (800) 865-4076, Monday through Friday, 9:00 AM – 6:00 PM ET. User resources are available at Non-Disaster Grants Management System | FEMA.gov.

c. *Payment and Reporting System (PARS)*
FEMA uses the Payment and Reporting System (PARS) for financial reporting, invoicing, and tracking payments. FEMA uses the Direct Deposit/Electronic Funds Transfer (DD/EFT) method of payment to recipients. To enroll in the DD/EFT, recipients must complete a Standard Form 1199A, Direct Deposit Form. If you have questions about the online system, please call the Customer Service Center at (866) 927-5646 or email ask-GMD@fema.dhs.gov.

H. Additional Information

GPD has developed the Preparedness Grants Manual to guide applicants and recipients of grant funding on how to manage their grants and other resources. Recipients seeking guidance on policies and procedures for managing preparedness grants should reference the Preparedness Grants Manual for further information. Examples of information contained in the Preparedness Grants Manual include:

- Actions to Address Noncompliance
- Audits
- Case Studies and Use of Grant-Funded Resources During Real-World Incident Operations
- Community Lifelines
- Conflicts of Interest in the Administration of Federal Awards and Subawards
- Disability Integration
- National Incident Management System
- Payment Information
- Period of Performance Extensions
- Procurement Integrity
- Record Retention
- Whole Community Preparedness
- Other Post-Award Requirements

1. Termination Provisions

FEMA may terminate a federal award in whole or in part for one of the following reasons. FEMA and the recipient must still comply with closeout requirements at 2 C.F.R. §§ 200.344-200.345 even if an award is terminated in whole or in part. To the extent that subawards are permitted under this NOFO, pass-through entities should refer to 2 C.F.R. § 200.340 for additional information on termination regarding subawards.

a. *Noncompliance*
If a recipient fails to comply with the terms and conditions of a federal award, FEMA may terminate the award in whole or in part. If the noncompliance can be corrected, FEMA may first attempt to direct the recipient to correct the noncompliance. This may take the form of a

Compliance Notification. If the noncompliance cannot be corrected or the recipient is non-responsive, FEMA may proceed with a Remedy Notification, which could impose a remedy for noncompliance per 2 C.F.R. § 200.339, including termination. Any action to terminate based on noncompliance will follow the requirements of 2 C.F.R. §§ 200.341-200.342 as well as the requirement of 2 C.F.R. § 200.340(c) to report in FAPIIS the recipient's material failure to comply with the award terms and conditions. See also the section on Actions to Address Noncompliance in this NOFO or in the Preparedness Grants Manual.

b. ***With the Consent of the Recipient***
FEMA may also terminate an award in whole or in part with the consent of the recipient, in which case the parties must agree upon the termination conditions, including the effective date, and in the case of partial termination, the portion to be terminated.

c. ***Notification by the Recipient***
The recipient may terminate the award, in whole or in part, by sending written notification to FEMA setting forth the reasons for such termination, the effective date, and in the case of partial termination, the portion to be terminated. In the case of partial termination, FEMA may determine that a partially terminated award will not accomplish the purpose of the federal award, so FEMA may terminate the award in its entirety. If that occurs, FEMA will follow the requirements of 2 C.F.R. §§ 200.341-200.342 in deciding to fully terminate the award.

2. Program Evaluation
Recipients and subrecipients are encouraged to incorporate program evaluation activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies and federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means "an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency." Evidence Act § 101 (codified at 5 U.S.C. § 311). Evaluation costs are allowable costs (either as direct or indirect), unless prohibited by statute or regulation.

In addition, recipients are required to participate in a DHS-led evaluation if selected, which may be carried out by a third-party on behalf of the Program Office or DHS. By accepting grant funds, recipients agree to participate in the evaluation, which may include analysis of individuals who benefit from the grant, and provide access to program operating personnel and participants, as specified by the evaluator(s) during the award.

3. Period of Performance Extensions
Extensions to the period of performance for this program are allowed. Extensions to the POP identified in the award will only be considered through formal, written requests to the recipient's FEMA Preparedness Officer and must contain specific and compelling justifications as to why an extension is required. Recipients are advised to coordinate with

the FEMA Preparedness Officer as needed when preparing an extension request. Please see the Preparedness Grants Manual for more information.

4. Financial Assistance Programs for Infrastructure

a. ***Build America, Buy America Act***

Recipients and subrecipients must comply with the Build America, Buy America Act (BABAA), which was enacted as part of the Infrastructure Investment and Jobs Act §§ 70901-70927, Pub. L. No. 117-58 (2021); and Executive Order 14005, Ensuring the Future is Made in All of America by All of America's Workers. See also OMB Memorandum M-22-11, Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure.

None of the funds provided under this program may be used for a project for infrastructure unless the iron and steel, manufactured products, and construction materials used in that infrastructure are produced in the United States.

The Buy America preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. As such, it does not apply to tools, equipment, and supplies, such as temporary scaffolding, brought to the construction site and removed at or before the completion of the infrastructure project. Nor does a Buy America preference apply to equipment and furnishings, such as movable chairs, desks, and portable computer equipment, that are used at or within the finished infrastructure project but are not an integral part of the structure or permanently affixed to the infrastructure project.

To see whether a particular FEMA federal financial assistance program is considered an infrastructure program and thus required to include a Buy America preference, please see Programs and Definitions: Build America, Buy America Act | FEMA.gov and Build America, Buy America Act Frequently Asked Questions (FAQs) | FEMA.gov. Additional information is found in Buy America Preference in FEMA Financial Assistance Programs for Infrastructure, FEMA Interim Policy #207-22-0001.

b. ***Waivers***

When necessary, recipients (and subrecipients through their pass-through entity) may apply for, and FEMA may grant, a waiver from these requirements.

A waiver of the domestic content procurement preference may be granted by the agency awarding official if FEMA determines that:

- Applying the domestic content procurement preference would be inconsistent with the public interest.
- The types of iron, steel, manufactured products, or construction materials are not produced in the United States in sufficient and reasonably available quantities or of a satisfactory quality.
- The inclusion of iron, steel, manufactured products, or construction materials produced in the United States will increase the cost of the overall project by more than 25%.

For FEMA awards, the process for requesting a waiver from the Buy America preference requirements can be found on FEMA's website at: "Buy America" Preference in FEMA Financial Assistance Programs for Infrastructure | FEMA.gov.

c. ***Definitions***

Construction materials: an article, material, or supply — other than an item primarily of iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives — that is or consists primarily of non-ferrous metals, plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables), glass (including optic glass), lumber, paint, and drywall.

Domestic content procurement preference: Means all iron and steel used in the project are produced in the United States; the manufactured products used in the project are produced in the United States; or the construction materials used in the project are produced in the United States.

Federal financial assistance: Generally defined in 2 C.F.R. § 200.1 and includes all expenditures by a federal agency to a non-federal entity for an infrastructure project, except that it does not include expenditures for assistance authorities relating to major disasters or emergencies under sections 402, 403, 404, 406, 408, or 502 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act relating to a major disaster or emergency declared under section 401 or 501, respectively, or pre and post disaster or emergency response expenditures.

Infrastructure: Infrastructure projects which serve a public function, including at a minimum, the structures, facilities, and equipment for, in the United States, roads, highways, and bridges; public transportation; dams, ports, harbors, and other maritime facilities; intercity passenger and freight railroads; freight and intermodal facilities; airports; water systems, including drinking water and wastewater systems; electrical transmission facilities and systems; utilities; broadband infrastructure; and buildings and real property; and structures, facilities, and equipment that generate, transport, and distribute energy.

Produced in the United States means the following for:

- Iron and steel: All manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.
- Manufactured products: The product was manufactured in the United States, and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55% of the total cost of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content of the manufactured product has been established under applicable law or regulation.
- Construction Materials: All manufacturing processes for the construction material occurred in the United States.

Project: is any activity related to the construction, alteration, maintenance, or repair of infrastructure in the United States.



Cal OES

GOVERNOR'S OFFICE
OF EMERGENCY SERVICES

Fiscal Year 2023
Homeland Security Grant Program

California Supplement to the Federal Notice of Funding Opportunity

October 2023

EXHIBIT F

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Federal Program Announcement

In February 2023, the U.S. Department of Homeland Security (DHS)/Federal Emergency Management Agency (FEMA) issued the Fiscal Year (FY) 2023 Homeland Security Grant Program (HSGP), Notice of Funding Opportunity (NOFO) and the *FEMA Preparedness Grants Manual*.

Subrecipients must follow the programmatic requirements in the NOFO, FEMA Preparedness Grants Manual, and the applicable provisions of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards located in Title 2, Code of Federal Regulations (C.F.R.), Part 200.

Information Bulletins

DHS issues Information Bulletins (IBs) to provide updates, clarification, and new requirements throughout the life of the grant.

Grant Management Memoranda

Cal OES issues Grant Management Memoranda (GMMs) which provide additional information and requirements regarding HSGP funds.

Purpose of the California Supplement

The FY 2023 HSGP California Supplement to the NOFO (State Supplement) is intended to complement, rather than replace, the NOFO and the FEMA *Preparedness Grants Manual*. Applicants are highly encouraged to thoroughly read the NOFO and the Preparedness Grants Manual before referring to the State Supplement. The State Supplement will emphasize differences between the FY 2022 and FY 2023 HSGP and highlight additional California policies and requirements applicable to FY 2023 HSGP.

Eligible Subrecipients

Eligible Applicants, referred to as Subrecipients, include Counties/Operational Areas (OAs), Urban Areas (UAs), State Agencies (SAs), Departments, Commissions, and Boards who have or can obtain appropriate state Department of Finance budget authority for awarded funds, and federally recognized tribes located in California.

Tribal Allocations

The NOFO strongly encourages Cal OES to provide HSGP funds directly to tribes in California. To implement this requirement, a special Request for Proposal will be issued to California's federally recognized tribes. All Subrecipients are encouraged to coordinate with tribal governments to ensure that tribal needs are considered in their grant applications.

Subrecipient Allocations	FY 2023 HSGP Subrecipient final allocations are provided in Attachment A and reflect reductions to Subrecipients who did not submit minimum thresholds for National Priority Areas, including Subrecipients opting out of the award altogether, and increases to Subrecipients that are helping meet statewide minimum level National Priority Area requirements.
Supplanting	Grant funds must be used to supplement existing funds, not replace (supplant) funds that have been appropriated for the same purpose. Subrecipients may be required to provide supporting documentation that certifies a reduction in non-federal resources that occurred for reasons other than the receipt or expected receipt of federal funds. Supplanting will result in the disallowance of the activity associated with this improper use of federal grant funds.
Public/Private Organizations	Subrecipients may contract with other public or private organizations to perform eligible activities on approved HSGP projects.
Debarred/ Suspended Parties	Subrecipients must not make or permit any award (subaward or contract) at any tier, to any party, that is debarred, suspended, or otherwise excluded from, or ineligible for, participation in federal assistance programs. Subrecipients must obtain documentation of eligibility before making any subaward or contract using HSGP funds and must be prepared to present supporting documentation to monitors/auditors. Before entering into a Grant Subaward, the Subrecipient must notify Cal OES if it knows if any of the principals under the subaward fall under one or more of the four criteria listed at 2 C.F.R. § 180.335. The rule also applies to Subrecipients who pass through funding to other local entities.

Debarred/ Suspended Parties Cont.

If at any time after accepting a subaward, Subrecipients learn that any of its principals fall under one or more of the criteria listed at 2 C.F.R. § 180.335, immediate written notice must be provided to Cal OES and all grant activities halted until further instructions are received from Cal OES. The rule also applies to subawards passed through by Subrecipients to local entities.

Key Changes to the FY 2023 HSGP

National Priority Areas: There are six National Priority Areas (NPAs) for FY 2023. SHSP and UASI applicants must include one Investment Justification (IJ) for each NPA that has a minimum spend requirement, where applicable. For the NPAs with no minimum spend requirement, the Department of Homeland Security strongly encourages recipients to make investments in those areas as they are of critical national concern. For those NPAs that have an associated minimum spend, **all projects related to meeting the minimum spend for those NPAs must be included in the same IJ.**

The six NPAs, along with the relevant minimum spend requirement, are:

- Enhancing information and intelligence sharing and cooperation with federal agencies, including the Department of Homeland Security – 3% minimum;
- Enhancing the protection of soft targets/crowded places – 3% minimum;
- Enhancing cybersecurity – no minimum requirement;
- Enhancing community preparedness and resilience – 3% minimum;
- Combating domestic violent extremism – 3% minimum;
- Enhancing election security – **NEW:** 3% minimum.

Key Changes to the FY 2023 HSGP Cont.

Law Enforcement Terrorism Prevention Activities: Increased from 30% to 35% of the subaward.

Build America, Buy America Act (BABAA):

FY 2023 HSGP is subject to BABAA requirements. The BABAA requires all federal agencies, including FEMA, to ensure that no federal financial assistance for "infrastructure" projects is provided unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States. The BABAA requirements only apply to awards or funds obligated on or after January 2, 2023, and do not apply to awards or funds obligated during the waiver period from July 1, 2022, through January 1, 2023.

FY 2023 National Priorities

DHS/FEMA annually publishes the National Preparedness Report (NPR) to report national progress in building, sustaining, and delivering the core capabilities outlined in the goal of a secure and resilient nation. This analysis provides a national perspective on critical preparedness trends for whole community partners to use to inform program priorities, allocate resources, and communicate with stakeholders about issues of concern.

HSGP Subrecipients are required to prioritize grant funding to demonstrate how investments support closing capability gaps or sustaining capabilities identified in the Threat Hazard Identification and Risk Assessment (THIRA)/Stakeholder Preparedness Review (SPR) process.

DHS/FEMA continually assesses changes to the threat landscape to further the National Preparedness Goal (NPG) of a secure and resilient nation. The following are national priority areas for FY 2023, including the corresponding percentage of funds required in each area:

- Enhancing information and intelligence sharing and cooperation with federal agencies, including DHS – 3%;
- Enhancing the protection of soft targets/crowded places - 3%;
- Enhancing cybersecurity – no minimum;
- Enhancing community preparedness and resilience – 3%
- Combating domestic violent extremism through enhanced intelligence collection & analysis, training, and community resilience – 3%; and
- Enhancing election security – 3% minimum.

The NPA specifically addressing emerging threats has been removed, but activities in this category remain allowable expenses under other investment areas. Further, **applicants must spend a minimum of 30% of their SHSP and UASI awards across the six NPAs but have new flexibility on how that funding is allocated.** Although 15% is required in minimum spending across **five** NPAs, as noted above, the remaining 15% can be allocated across any of the six NPAs. Enhancing Cybersecurity NP does not require a minimum allocation.

FY 2023 National Priorities Cont.

National Priority projects will be reviewed for effectiveness by DHS/FEMA and must be deemed effective prior to the obligation or expenditure of funds.

Projects requiring additional information for DHS/FEMA to determine effectiveness of the project, or projects deemed ineffective, will have a hold placed on their subaward pending submission of requested information and DHS/FEMA approval. Once a project is approved by DHS/FEMA, modifications to the project have special restrictions regarding modifications as indicated below:

Modifications which do not change the project scope and do not decrease the overall project budget can be processed via regular modification request.

Modifications which change the project scope or decrease the overall project budget will require DHS/FEMA approval and must be requested on the National Priority Project Modification Form.

Effectiveness will be evaluated by DHS/FEMA, Cybersecurity and Infrastructure Security Agency, DHS Office of Intelligence and Analysis, DHS Center for Prevention Programs and Partnerships, and/or other DHS components, as appropriate. FEMA will determine whether the proposed approach is clear, logical, and reasonable to address the priority areas of interest and contribute to a culture of national preparedness, based on the following four factors:

- **Investment Strategy (40%):** Projects will be evaluated based on the quality and extent to which the strategy effectively demonstrates supporting the program objective of preventing, preparing for, protecting against, and responding to acts of terrorism, to meet its target capabilities, and otherwise reduce the overall risk to the high-risk urban area, the state, or the nation.

- **Budget (20%):** Projects will be evaluated based on the extent to which a budget plan for each investment demonstrates how grant expenditures maximize cost effectiveness.

FY 2023 National Priorities Cont.

- **Impact/Outcomes (40%):** Projects will be evaluated on how this investment helps the jurisdiction close capability gaps identified in its Stakeholder Preparedness Review and addresses NPs outlined in the FY 2023 NOFO. Further, projects will be evaluated on their identification and estimated improvement of core capability(ies), the associated standardized target(s) that align with their proposed investment, and the ways in which improvements are measured and/or evaluated.
- **Past Performance (additional consideration):** Projects will be evaluated based on the Subrecipient's demonstrated capability to execute the proposed investments. Under this factor, FEMA will consider the information provided by the Subrecipient and may also consider relevant information from other sources.

A detailed description of allowable investments for each NP is included in the FY 2023 HSGP NOFO (Section A).

National Campaigns and Programs

Whole Community Preparedness – Subrecipients should engage with the whole community to advance individual and community preparedness and to work as a nation to build and sustain resilience. In doing so, Subrecipients are encouraged to consider the needs of individuals with access and functional needs and limited English proficiency in the activities and projects funded by the grant.

Subrecipients should utilize established best practices for whole community inclusion and engage with stakeholders to advance individual and jurisdictional preparedness and resilience. Subrecipients are encouraged to consider the necessities of all Californians in the activities and projects funded by the grant, including children, seniors, individuals with disabilities or access and functional needs, individuals with diverse culture and language use, individuals with lower economic capacity, and other underserved populations.

National Campaigns and Programs Cont.

Active Shooter Preparedness – DHS developed a comprehensive Active Shooter Preparedness website, which strives to enhance national preparedness through a whole-community approach by providing the necessary products, tools, and resources to help all stakeholders prepare for and respond to an active shooter incident. Subrecipients are encouraged to review the referenced active shooter resources and evaluate their preparedness needs.

Soft Targets and Crowded Places – States, territories, UAs, and public and private sector partners are encouraged to identify security gaps and build capabilities that address security needs and challenges related to protecting locations or environments that are easily accessible to large numbers of people on a predictable or semi-predictable basis that have limited security or protective measures in place, including town centers, shopping malls, open-air venues, outside hard targets/venue perimeters, and other places of meeting and gathering. For more information, please see DHS's Hometown Security Program.

Community Lifelines – FEMA created Community Lifelines to reframe incident information and impacts using plain language and unity of effort to enable the integration of preparedness efforts, existing plans, and identifies unmet needs to better anticipate response requirements. Additional information may be found at the Community Lifelines Implementation Toolkit website.

Strategic Framework for Countering Terrorism and Targeted Violence – DHS adopted the DHS Strategic Framework for Countering Terrorism and Targeted Violence which explains how the department will use the tools and expertise that have protected and strengthened the country from foreign terrorist organizations to address the evolving challenges of today.

National Campaigns and Programs Cont.

Countering Violent Extremism (CVE) Training - Foreign terrorist groups and individual terrorist thought leaders recruit or inspire Westerners to carry out attacks against western and U.S. targets, including individuals living in communities with the U.S. via, but not limited to, print, video, and social media, as well as through personal interaction. But we also know that violent extremism is not a phenomenon restricted solely to one community and that any effort to counter violent extremism must be applicable to all ideologically motivated violence. Efforts to provide information and training regarding CVE should emphasize the strength of local communities' approach.

National Cybersecurity Review

The National Cybersecurity Review (NCSR) is a required assessment for all Subrecipients of State Homeland Security Program (SHSP) and Urban Areas Security Initiative (UASI) funding to be completed between October and February 2024.

The NCSR is a no-cost, anonymous, and annual self-assessment designed to measure gaps and capabilities of state, local, tribal, territorial, nonprofit, and private sector agencies' cybersecurity programs.

Additionally, FEMA recognizes that some subawards will not be issued until after the NCSR has closed. In these cases, Subrecipients will be required to complete the first available NCSR offered after the subaward has been issued by Cal OES.

The Chief Information Officer (CIO), Chief Information Security Officer (CISO), or equivalent should complete the NCSR. If there is no CIO or CISO, the most senior cybersecurity professional should complete the assessment. Additional information may be found in IB 439 and 429a.

NIMS Implementation

Prior to the allocation of any federal preparedness awards, Subrecipients must ensure and maintain the adoption and implementation of the National Incident Management System (NIMS).

Law Enforcement Terrorism Prevention Activities

At least 35% of the grant funding under SHSP and UASI must be dedicated to Law Enforcement Terrorism Prevention Activities (LETPA). This required LETPA allocation can be from SHSP, UASI, or both and may be met by funding projects in any combination of the six NPAs and any other investments.

Allowable expenditures can be found in the authorizing legislation, Preparedness Grants Manual, Information Bulletin (IB) No. 473 Supplemental Guidance for LETPA Expenditures, the National Prevention Framework, and National Protection Framework.

For an activity to be counted towards the LETPA requirement, it must have a law enforcement terrorism prevention nexus. If an activity is listed in the authorizing legislation or can be directly tied to a capability in the National Prevention Framework or shared capability in the National Protection Framework, then it is presumed to have law enforcement nexus and be a LETPA. For all other claimed activities, nexus to law enforcement and terrorism prevention must be clearly explained.

Refer to IB 485 - FY23 LETPA Supplemental Guidance to the NOFO for further direction on how to account for LETPA activities, best practices for submitting LETPA investments, and information on how to distinguish LETPA from other activities .

Management and Administration

The Management and Administration (M&A) allowance for Subrecipients is set at a maximum of 5% for FY 2023 HSGP.

Indirect Costs

Indirect costs are allowable under the FY 2023 HSGP Grant Award.

Subrecipients with an indirect cost rate approved by their cognizant federal agency may claim indirect costs based on the established rate. Indirect costs claimed must be calculated using the base approved in the indirect cost negotiation agreement. A copy of the approved negotiation agreement is required at the time of application.

Indirect Costs Cont.

Indirect costs are *in addition to* the M&A allowance and must be included in the Grant Award application as a "Project" and reflected in the FMFW on the Indirect Cost Tab if being claimed under the award.

Indirect costs must be claimed no more than once annually, and only at the end of the Subrecipient's fiscal year. An exception to this rule applies if there is a mid-year change to the approved indirect cost rate; in this case, costs incurred to date must be claimed. At that time, a Grant Subaward Modification reflecting the rate change must also be submitted to Cal OES, along with a copy of the new Indirect Cost Rate Agreement.

Organization Costs – Overtime

Operational overtime costs are allowable *for increased security measures at critical infrastructure sites* if associated with detecting, deterring, disrupting, and preventing acts of terrorism and other catastrophic events.

Pursuant to page A-4 of the *Preparedness Grants Manual*, all operational overtime requests must clearly explain how the request meets the criteria of one or more of the categories listed in *Table 2: Authorized Operational Overtime Categories*.

Requests must address the threat environment as it relates to the event or activity requiring operational overtime support and explains how the overtime activity is responsive to the threat.

Post-event operational overtime requests will only be considered on a case-by-case basis, where it is demonstrated exigent circumstances prevented submission of a request in advance of the event or activity. Requests for overtime costs must be submitted to Cal OES via Allowability Request Log (ARL) Form at the time of application, if the activity will occur within one year of the final application submission. All subsequent requests must be submitted at least 60 days in advance of the activity.

All operational overtime costs must be formally pre-approved in writing by DHS/FEMA.

Personnel Cap

Pursuant to 6 U.S.C. § 609(b), SHSP and UASI funds may be used for personnel costs, totaling up to 50 percent of each fund source. A Subrecipient may request this requirement be waived by DHS/FEMA, via Cal OES. Requests for personnel cap waivers must be submitted separately for each fund source in writing to the Program Representative on official letterhead, with the following information:

- Documentation explaining why the cap should be waived;
- Conditions under which the request is being submitted; and
- A budget **and** method of calculation of personnel costs both in percentages of the Grant Award **and** in total dollar amount (waivers must be calculated separately for SHSP and UASI, outlining salary, fringe benefits, and any M&A costs).

Subrecipient requests to exceed the personnel cap must be received by Cal OES at the time of application. Subaward modifications impacting the personnel cap will be reviewed on a case-by-case basis and may require the submittal of the above-mentioned information.

Please see IB 421b for more information on the waiver process.

Equipment Typing/ Identification and Use

Allowable HSGP equipment is listed on the FEMA Authorized Equipment List (AEL) website.

Subrecipients that allocate HSGP funds towards equipment are required to type and identify the capability associated with that equipment. The FEMA Resource Typing Library Tool (RTLT) can be used to help determine the type and capability.

Per FEMA policy, the purchase of weapons and weapon accessories are not allowed with HSGP funds. Special rules apply to pharmaceutical purchases, medical countermeasures, and critical emergency supplies; refer to page A-10 of the FEMA Preparedness Grants Manual for additional information.

Equipment Typing/ Identification and Use Cont.	Expenditures for general purpose equipment are allowable if they align to and support one or more core capabilities identified in the NPG, and in addition, are deployable/sharable through the Emergency Management Assistance Compact and allowable under 6 U.S.C. § 609. Refer to the NOFO and Preparedness Grants Manual for examples of allowable general-purpose equipment.
Equipment Maintenance/ Sustainment	Use of HSGP funds for maintenance contracts, warranties, repair or replacement costs, upgrades, and user fees are allowable as described in FEMA IBs 336 and 379, as well as Grant Programs Directorate (GPD) Policy FP-205-402-125-1.
Emergency Communications Projects	All Subrecipient emergency communications projects must comply with the SAFECOM Guidance on Emergency Communications Grants and describe in their FMFW how such activities align with the goals of the Statewide Communications Interoperability Plan.
Telecom Equipment and Services Prohibitions	Effective August 13, 2020, section 889(f)(2)-(3) of the John S. McCain National Defense Authorization Act for FY 2019 (NDAA) and 2 C.F.R. § 200.216, 200.471, and Appendix II to 2 C.F.R. Part 200 prohibit DHS/FEMA Recipients and Subrecipients (including their contractors and subcontractors) from using any FEMA funds under open or new awards for the following telecommunications equipment or services: 1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation, (or any subsidiary or affiliate of such entities); 2) For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities); 3) Telecommunications or video surveillance services provided by such entities or using such equipment; or

Telecom Equipment and Services Prohibitions Cont.

4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the People's Republic of China.

Additional guidance is available in FEMA Policy #405-143-1, Prohibitions on Expending FEMA Award Funds for Covered Telecommunications Equipment or Services

Prohibited and Controlled Equipment

Effective May 25, 2022, Executive Order (EO) 14074, Advancing Effective, Accountable Policing and Criminal Justice Practices to Enhance Public Trust and Public Safety, Section 12(a) of EO 14074 directs the Department of Homeland Security (DHS) to review its grant programs and, consistent with applicable law, prohibits the use of grant funding to purchase certain types of military equipment by state, local, tribal, and territorial law enforcement agencies (LEAs).

For all awards issued on or after January 1, 2023, The policy directly prohibits certain types of equipment outright (prohibited equipment), whereas other types of equipment may be controlled, or LEAs are required to submit certifications prior to purchase.

Even if equipment is listed as controlled equipment and is not outright prohibited, that does not automatically make it allowable under a particular FEMA program. Recipients and Subrecipients should refer to applicable program guidance or contact your Program Representative to determine if a particular type of equipment is allowable under that program.

Additional information regarding Prohibited and Controlled Equipment is available on FEMA Policy 207-22-0002.

Small Unmanned Aircraft Systems

All requests to purchase Small Unmanned Aircraft Systems (SUAS) with FEMA grant funding must comply with FEMA Policy 207-22-0002 and include copies of the policies and procedures in place to safeguard individuals' privacy, civil rights, and civil liberties of the jurisdiction that will purchase, take title to, or otherwise use the SUAS equipment. The Authorized Equipment Listing for 03OE-07-SUAS details questions that must be included in the Aviation Request justification. Reference the Presidential Memorandum: Promoting Economic Competitiveness While Safeguarding Privacy, Civil Rights, and Civil Liberties in Domestic Use of Unmanned Aircraft Systems for additional information.

FEMA approval is required before a SUAS can be purchased with HSGP grants funds.

Emergency Operations Plans

Subrecipients should update their Emergency Operations Plan (EOP) at least once every two years to remain compliant with the Comprehensive Preparedness Guide 101 version 2.0.

Conflict of Interest

To eliminate and reduce the impact of conflicts of interest in the subaward process, Subrecipients and pass-through entities must follow their own policies and procedures regarding the elimination or reduction of conflicts of interest when making subawards. Subrecipients and pass-through entities are also required to follow any applicable federal, state, local, and tribal statutes or regulations governing conflicts of interest in the making of subawards.

Subrecipients must disclose to their Program Representative, in writing, any real or potential conflict of interest as defined by the federal, state, local, or tribal statutes or regulations, which may arise during the administration of the HSGP subaward within five days of learning of the conflict of interest.

Build America, Buy America Act (BABAA)

Under FEMA financial assistance programs, the BABAA requirements apply to:

- New awards made on or after January 2, 2023,
- New funding that FEMA obligates to existing awards or through renewal awards on or after January 2, 2023; and
- Infrastructure projects.

Funds provided under this program may not be used for a project for infrastructure unless the iron and steel, manufactured products, and construction materials used in that infrastructure are produced in the United States.

The Buy America preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. As such, it does not apply to tools, equipment, and supplies, such as temporary scaffolding, brought to the construction site and removed at or before the completion of the infrastructure project. Additionally, the Buy America preference does not apply to equipment and furnishings, such as movable chairs, desks, and portable computer equipment, that are used at or within the finished infrastructure project but are not an integral part of the structure or permanently affixed to the infrastructure project.

When necessary, Subrecipients may apply for a waiver from these requirements. Additional information regarding the BABAA can be found on FEMA's website under Buy America Preference Buy America Preference.

FY 2023 Investments

The State prioritized the following investment strategies for the FY 2023 subawards:

1. Enhance Information and Intelligence Sharing and Cooperation with Federal Agencies, including DHS **(National Priority)**;
2. Enhance the Protection of Soft Targets/Crowded Places **(National Priority)**;
3. Enhance Cybersecurity **(National Priority)**;
4. Enhancing Community Preparedness and Resilience **(National Priority)**;
5. Combating Domestic Violent Extremism **(National Priority)**;
6. Strengthen Emergency Communications Capabilities Through Planning, Governance, Technology, and Equipment;
7. Enhance Medical and Public Health Preparedness;
8. Strengthen Information Sharing and Collaboration (non-Fusion Center);
9. Enhance Multi-Jurisdictional/Inter-Jurisdictional All-Hazards/Whole Community Incident Planning, Response & Recovery Capabilities;
10. Protect Critical Infrastructure and Key Resources (includes Food and Agriculture); and
11. Enhance Election Security **(National Priority).**

California Homeland Security Strategy Goals

The State prioritized the following California Homeland Security Strategy Goals for the FY 2023 subawards:

1. Enhance Information Collection, Analysis, and Sharing, in Support of Public Safety Operations Across California;
2. Protect Critical Infrastructure and Key Resources from All Threats and Hazards;
3. Strengthen Security and Preparedness Across Cyberspace;
4. Strengthen Communications Capabilities through Planning, Governance, Technology, and Equipment;
5. Enhance Community Preparedness;
6. Enhance Multi-Jurisdictional/Inter-Jurisdictional All-Hazards Incident Catastrophic Planning, Response, and Recovery Capabilities;
7. Improve Medical and Health Capabilities;
8. Enhance Incident Recovery Capabilities;
9. Strengthen Food and Agriculture Preparedness; and
10. Enhance Homeland Security Exercise, Evaluation, and Training Programs.

State Initiative Funding

For FY 2023, Cal OES shall retain 20% of the SHSP and 18.5% of the UASI funding for state initiatives.

"On Behalf Of"

Cal OES may, in conjunction with local approval authorities, designate funds "on behalf of" local entities who choose to decline or fail to utilize their subaward in a timely manner.

Public Alert and Warning

Cal OES encourages Subrecipients to consider the use of this funding to assist their jurisdiction's alignment with the State of California Alert and Warning Guidelines, developed pursuant to Senate Bill 833 of the 2018 Legislative Session.

Financial Management Forms Workbook

The FY 2023 Cal OES FMFW includes:

Grant Subaward Face Sheet – Use the Grant Subaward Face Sheet to apply for grant programs. The Grant Subaward Face Sheet must be signed and submitted in portrait format. An active UEI# (Formerly DUNS#) is required. UEI registration information is available sam.gov.

Authorized Body of 5 – Provide the contact information of Authorized Agents (AA), delegated via the Governing Body Resolution (GBR) or Signature Authorization Form, including staff related to grant activities. More than one person is recommended for designation as the AA; in the absence of an AA, an alternate AA can sign requests.

Project Ledger – The project ledger is used in the application process to submit funding information and is used for submitting cash requests, Grant Subaward Modifications, and assists with the completion of the Biannual Strategy Implementation Report (BSIR).

Planning Tab – Provides detailed information on grant-funded planning activities with a final product identified.

Organization Tab – Provides detailed information on grant-funded organizational activities.

Equipment Tab – Detailed information must be provided under the equipment description for all grant-funded equipment. AEL numbers must be included for all items of equipment. Always refer to the AEL for a list of allowable equipment and conditions, if any.

Training Tab – Provides detailed information on grant-funded training activities. All training activities must receive Cal OES approval prior to starting the event, including a Training Feedback number. The Training Request Form must be submitted and approved to obtain a Training Feedback number and should be submitted at **least** 30 days in advance.

Exercise TAB – Provides detailed information on grant-funded exercises.

M&A Tab – Provides information on grant-funded M&A activities.

Indirect Costs Tab – Provides information on indirect costs.

Financial Management Forms Workbook Cont.

Consultant-Contractor Tab – Provides detailed information on grant-funded consultants and contractors.

Authorized Agent Page – The AA Page must be submitted with the application, all cash requests, and Grant Subaward Modifications. The AA Page must include a valid signature on file with Cal OES and the date.

Subrecipient Grants Management Assessment

Per 2 C.F.R. § 200.332, Cal OES is required to evaluate the risk of non-compliance with federal statutes, regulations, and grant terms and conditions posed by each Subrecipient of pass-through funding. The Subrecipient Grants Management Assessment Form contains questions related to an organization's experience in the management of federal grant awards. It is used to determine and provide an appropriate level of technical assistance, training, and grant oversight to Subrecipients during the subaward. The questionnaire must be completed and returned with the grant application.

Application Attachments

Federal Funding Accountability and Transparency Act (FFATA) Financial Disclosure – Use the FFATA Financial Disclosure Form to provide the information required by the Federal Funding Accountability and Transparency Act of 2006.

Certification Regarding Lobbying – Use the Certification Regarding Lobbying Form to certify lobbying activities, as stipulated by the Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352.

Intelligence Analysts Certificates – Pursuant to the Preparedness Grants Manual, Cal OES must have certificates for completion of training for fusion center analytical personnel. Please provide copies of certificates for each intelligence analyst, if applicable.

UASI Footprint (UASIs Only) – The Urban Area Working Group (UAWG) establishes the 'footprint' of the UA. A map or list defining the footprint must be included with the application.

UAWG Member Roster (UASIs Only) – A list of all current UAWG members with positions or titles.

Indirect Cost Rate Agreement – If claiming indirect costs at a federally-approved rate, please provide a copy of the approved indirect cost rate agreement.

Standard Assurances

The Standard Assurances list the requirements to which the Subrecipients will be held accountable. All Applicants will be required to submit a signed, **original** of the FY 2023 Standard Assurances as part of their FY 2023 HSGP application. The required Standard Assurances can be found only in PDF format on the Cal OES website.

NOTE: Self-created Standard Assurances will not be accepted.

Operational Areas and Urban Areas

Governing Body Resolution – The GBR appoints AAs (identified by the individual's name or by a position title) to act on behalf of the governing body and the Applicant by executing any actions necessary for each application and subaward. All Applicants are required to submit a copy of an approved GBR with their grant application. Resolutions may be valid for up to three grant years given the following:

- The resolution identifies the applicable grant program (e.g., EMPG and/or HSGP);
- The resolution identifies the applicable grant years, (e.g., FY 2023, FY 2024, FY 2025; and
- Adheres to any necessary elements required by local protocols, rules, etc., if applicable.

Resolutions that only identify a single grant program will only be valid for that single program. Resolutions that do not identify applicable grant years will only be valid for the grant year in which the resolution was submitted.

Authorized Agent Information – For each person or position appointed by the governing body, identify the individual in the Authorized Body of 5 ledger of the FMFW.

All changes in AA and contact information must be provided to Cal OES in writing. If the GBR identifies the AA by name, a new Resolution is needed when changes are made. If the GBR identifies the AA by position and/or title, changes may be made by submitting a request on the entity's letterhead, signed by an existing AA. Cal OES will not accept signatures of an AA's designee, unless authorized by the GBR. A change to an AA's designee must be submitted on agency letterhead and signed by the AA, announcing the change to their designee.

Operational Areas Only

Approval Authority Body – OAs must appoint an Anti-Terrorism Approval Body (Approval Authority) to have final approval of the OA's application for HSGP funds. Each member of the Approval Authority must provide written agreement with the OA's application for HSGP funds. The Approval Authority shall consist of the following representatives, and additional voting members may be added by a simple majority vote of the following standing members:

- County Public Health Officer or designee responsible for Emergency Medical Services
- County Fire Chief or Chief of Fire Authority
- Municipal Fire Chief (selected by the OA Fire Chiefs)
- County Sheriff
- Chief of Police (selected by the OA Police Chiefs)

Urban Areas Only

Urban Area Working Groups – Membership in the UAWG must provide either direct or indirect representation for all relevant jurisdictions and response disciplines (including law enforcement, fire service, EMS, hospitals, public health, and emergency management) that comprise the defined UA. It also must be inclusive of local Citizen Corps Council and tribal representatives. The UAWG should also ensure the integration of local emergency management, public health, and health care systems into a coordinated sustained local capability to respond effectively to a mass casualty incident. Additional group composition criteria are found in the FEMA *Preparedness Grants Manual*.

Threat Hazard Identification and Risk Assessment – Subrecipients are required to submit a THIRA for all 32 core capabilities. Beginning in 2019, UAs are required to submit a THIRA every three years. An annual capability assessment will still be required.

Stakeholder Preparedness Review – The SPR is an annual grant requirement for all states, territories, and UAs. It is an annual capability assessment, which helps jurisdictions identify capability gaps and prioritize investment requirements to reach the targets set in their THIRA.

All fusion center investments must align to, and reference, specific performance areas of the assessment that the funding is intended to support.

Fusion Centers Only	Fusion Centers are also required to follow all Reporting and Administrative Metrics for California Fusion Centers, as set forth in the Governor's Homeland Security Advisor/Cal OES Director's letter dated March 16, 2016. These operational and administrative metrics set forth an integrated and coordinated approach for regular and proactive information and intelligence sharing between all fusion centers in the California State Threat Assessment System (STAS).
State Agencies and Tribes Only	State Agencies, and federally recognized tribes may submit the Signature Authorization Form in lieu of a GBR, signed by the most senior ranking official, such as the Secretary, Director, President, Chancellor, or Chairperson.

Application Submission

Subrecipients must submit an electronic copy of their completed FMFW to their Program Representative for review. After the application is approved, a completed copy of the FMFW, along with all other application components must be submitted, with official signatures, by the application due date. During the application process, if it is determined not all allocated funds can be expended by the end of the period of performance, please inform a Program Representative as soon as possible. The completed application should be received by Cal OES no later than the date provided in the FY 2023 HSGP Timeline, referenced as Attachment B.

Late or Incomplete Application

Late or incomplete applications may be denied. If an application is incomplete, the Program Representative may request additional information. Requests for late submission of applications must be made in writing to the Program Representative prior to the application due date. Cal OES has sole discretion to accept or reject a late or incomplete grant application.

HSGP Contact Information

All Subrecipient application materials, questions, comments, and correspondence should be directed to:

California Governor's Office of Emergency Services
ATTN: Grants Management (Building F)
Homeland Security Grants Unit
3650 Schriever Avenue
Mather, CA 95655

Darlene Arambula	(916) 845-8427
Christopher Camacho	(916) 845-8789
Laura Halverstadt	(916) 845-8899
Antoinette Johnson	(916) 845-8260
Jim Lane	(916) 845-8428
Tyrone Freeman	(916) 328-7750
Abigayle Tirapelle	(916) 845-8400

The Program Representative Regional Assignments Map is available at the Cal OES website under "Regional Assignments".

Subaward Approval

Subrecipients will receive a formal notification of award no later than 45 days after Cal OES accepts the federal grant award. The award letter must be signed, dated, and returned to Cal OES within 20 calendar days. Once the completed application, along with the signed award letter, is received and approved, reimbursement of eligible subaward expenditures may be requested using the Cal OES FMFW.

Payment Request Process

To request an advance or cash reimbursement of HSGP funds, Subrecipients must first complete a payment request using the Cal OES HSGP FMFW, returning it to the appropriate Program Representative. Subrecipients who fail to follow the workbook instructions may experience delays in processing the payment request.

Payments can only be made if the Subrecipient has an approved application.

Advances and Interest Earned on Advances

An Advance payment is a payment that is requested before Subrecipients have disbursed the funds for program purposes. Subrecipients may be paid an advance, provided they maintain a willingness and ability to maintain procedures to minimize the time elapsing between the receipt of funds and their disbursement. The timing and amount of advance payments must be as close as administratively feasible to the actual disbursements by the Subrecipient for project costs.

Federal rules require advances to be deposited in interest-bearing accounts. Interest earned amounts up to $500 per year may be retained by Subrecipients for administrative expenses; any additional interest earned on federal advance payments must be returned annually to Cal OES.

Semi-Annual Drawdown Requirements

All Subrecipients must report expenditures and request funds at least semi-annually throughout the period of performance. Semi-annual drawdowns should occur by March and October of each calendar year following final approval of the subaward application, except for the final cash request, which must be submitted within 20 calendar days after the end of the period of performance.

Modifications

Post-award budget and scope modifications must be requested using the Cal OES HSGP FMFW v1.23, signed by the Subrecipient's AA, and submitted to the Program Representative.

The Subrecipient may implement grant modification activities, and incur associated expenses, only after receiving written final approval of the modification from Cal OES.

Modifications Cont.

Subrecipients must provide a written justification with all modification requests. The justification may be included in the body of the e-mail transmitting the request, or in a document attached to the transmittal e-mail. Please reference GMM 2018-17 for additional information regarding modification requests.

Modifications to NP Projects have additional restrictions as indicated below:

Modifications which do not change the project scope and do not decrease the overall project budget can be processed via regular modification request.

Modifications which change the project scope or decrease the overall project budget will require DHS/FEMA approval and must be requested on the National Priority Project Modification Form.

Training Requirements

All grant-funded training activities must receive Cal OES approval prior to starting the training event. Cal OES shall allow Subrecipients to develop a "placeholder" for future training conferences when an agenda has not been established at the time Subrecipient applications are due. Please work with a Program Representative and the Training Branch to identify a possible "placeholder" for these types of training activities.

When seeking approval of non-DHS/FEMA developed courses, course materials must be submitted with the approval requests. Conditional approvals are not offered.

Subrecipients must complete a Training Request Form and submit it electronically to the Cal OES Training Branch to be approved with a Training Feedback Number before beginning any training activities. This includes project components like travel to, materials for, or attendance in training courses. Training Feedback Numbers should be obtained no later than 30 days before the first day of the training or related activities. Requests that are submitted with less than 30 days prior to the start of the training or activity are not guaranteed to be approved in time and run the risk of training being unallowable. Training Feedback numbers must

Training Requirements Cont.

be included on the FMFW Training Ledger to be considered for reimbursement.

For more information on this or other training-related inquiries, contact the Cal OES Training Branch at (916) 845-8745 or Training@CalOES.ca.gov.

Exercises, Improvement Plans, and After-Action Reporting

Subrecipients should engage stakeholders to identify long-term training and exercise priorities. These priorities should address capability targets and gaps identified through the THIRA and SPR process, real-world events, previous exercises, and national areas for improvement identified in the NPR.

Subrecipients must report on all exercises conducted with HSGP grant funds. An After-Action Report (AAR)/Improvement Plan (IP) or Summary Report (for Seminars and Workshops) must be completed and submitted to Cal OES within 90 days after exercise/seminars/workshops are conducted. It is acceptable to submit an *Exercise Summary Report for Seminars and Workshops* in lieu of a full AAR/IP.

Please e-mail AAR/IPs and Summary Reports to:

- hseep@fema.dhs.gov
- exercise@caloes.ca.gov
- christopher.camacho@caloes.ca.gov

For exercise-related issues and/or questions, please email the Cal OES Exercise Team at exercise@caloes.ca.gov.

Exercise costs will not be considered for reimbursement until an AAR/IP is received by Cal OES.

Procurement Standards and Written Procedures

Subrecipients must conduct procurement using documented local government procurement procedures, or the federal procurement standards found in 2 C.F.R. Part 200, whichever are more strict. Subrecipients must also have written conflict of interest policies governing the actions of its employees engaged in the selection, award and administration of contracts, including disciplinary actions for violations of such standards.

Procurement Thresholds

Effective June 20, 2018, the micro-purchase threshold was increased from $3,500 to $10,000 and the simplified acquisition threshold was increased from $150,000 to $250,000. These increases apply to all Subrecipient procurements executed on or after June 20, 2018.

Refer to IB 434 for additional information.

Procurement Documentation

Non-federal entities, other than states and territories, are required to maintain and retain records sufficient to detail the history of procurements, covering at least the rationale for the procurement method, contract type, contractor selection or rejection, and the basis for the contract price. For any cost to be allowable, it must be adequately documented. Examples of the types of documents that would meet this requirement include, but are not limited to:

- Solicitation documentation, such as requests for quotes, invitations for bids, or requests for proposals;
- Responses to solicitations, such as quotes, bids, or proposals;
- Pre-solicitation independent cost estimates and post-solicitation cost/price analyses on file for review by federal personnel, if applicable;
- Contract documents and amendments;
- Documents demonstrating inclusion of required contract provisions; and
- Other documents required by federal regulations applicable at the time the grant was awarded to the Subrecipient.

Noncompetitive Procurement

All noncompetitive procurements exceeding the simplified acquisition threshold requires Cal OES **prior** written approval to be eligible for reimbursement. This method of procurement must be approved by the local Purchasing Agent prior to submitting a request for Cal OES approval. A copy of the Purchasing Agent's approval must be included with the Cal OES Request for Noncompetitive Procurement Authorization form. Cal OES may request additional documentation that supports the procurement effort.

Noncompetitive Procurement Cont.

Cal OES will not reimburse for any noncompetitive procurement contracts for any HSGP terrorism-related training, regardless of the cost of the training. Exceptions to this policy may be approved in limited circumstances, e.g., related to a procurement effort that has resulted in inadequate competition. Please refer to GMM2017-01A and GMM2021-05 for additional guidance.

Performance Bond

Due to the risks associated with delays in vendor delivery of large equipment procurements, DHS/FEMA allows Subrecipients to obtain a "performance bond" for items that are paid for up front to ensure delivery of the equipment within the grant period of performance.

Cal OES *requires* Subrecipients to obtain a performance bond when procuring any equipment item over $250,000, or for any vehicle, aircraft, or watercraft that requires full or partial payment **prior** to receiving the final product(s).

Performance Bond Waivers may be granted on a case-by-case basis and must be submitted to Cal OES prior to procurement.

Environmental Planning and Historic Preservation (EHP)

DHS/FEMA is required to ensure all activities and programs that are funded by the agency comply with federal Environmental Planning and Historic Preservation (EHP) regulations. Subrecipients proposing projects or activities (including, but not limited to, training, exercises, the installation of equipment, and construction or renovation projects) that have the potential to impact the environment, or a historic structure must participate in the EHP screening process. EHP Screening Memos must include detailed project information, explain the goals and objectives of the proposed project, and include supporting documentation.

DHS/FEMA may also require the Subrecipient to provide a confidential California Historical Resources Information System (CHRIS) report in addition to the EHP Screening Form. Determination on the necessity of a CHRIS report is based upon information disclosed on the form. Program Representatives will provide additional instructions should this report be required.

Environmental Planning and Historic Preservation (EHP) Cont.

EHP Screening Requests should be submitted to Cal OES as early as possible. All projects/activities triggering EHP must receive DHS/FEMA written approval prior to commencement of the funded activity.

Updated information may be referenced in the FEMA GPD EHP Policy Guidance.

Construction and Renovation

When applying for construction activity at the time of application, including communication towers, Subrecipients must submit evidence of approved zoning ordinances, architectural plans, any other locally required planning permits, and a notice of federal interest. Additionally, Subrecipients are required to submit an SF-424C Budget and Budget Detail that cites project costs. Communication tower construction requests also require evidence that the Federal Communications Commission's Section 106 review process was completed.

Subrecipients using funds for construction projects must comply with the Davis-Bacon Act. Subrecipients must ensure that their contractors or subcontractors for construction projects pay workers no less than the prevailing wages for laborers and mechanics employed on projects of a character like the contract work in the civil subdivision of the state in which the work is to be performed.

Project construction using SHSP and UASI funds may not exceed $1,000,000 or 15% of the grant subaward (for the purposes of limitations on funding levels, communications towers are not considered construction).

Written approval* for construction must be provided by DHS/FEMA *prior to* the use of any HSGP funds for construction or renovation. *No construction activities (including site preparation, utility installations, and any groundbreaking activities) or equipment installations on existing structures, may begin until the EHP review process is complete.

Inventory Control and Property Management

Subrecipients must use standardized resource management concepts for resource typing and credentialing, in addition to maintaining an inventory by which to facilitate the effective identification, dispatch, deployment, tracking, and recovery of resources.

Subrecipients must have an effective inventory management system, to include:

- Property records that document description, serial/ID number, fund source, title information, acquisition date, cost, federal cost share, location, use, condition, and ultimate disposition;
- A physical inventory conducted at least every two years;
- A control system to prevent loss, damage, and theft of grant purchased equipment and supplies; and
- Adequate maintenance procedures to keep the property in good condition.

Equipment Disposition

When original or replacement equipment acquired under the HSGP is no longer needed for program activities, the Subrecipient must contact the Program Representative to request disposition instructions. See 2 C.F.R. § 200.313(e).

Performance Reporting

Subrecipients must complete a BSIR each Winter and Summer using the DHS/FEMA Grants Reporting Tool (GRT) for the duration of the subaward period of performance or until all grant activities are completed and the subaward is formally closed by Cal OES. Failure to submit a BSIR could result in subaward reduction, suspension, or termination.

Access to the BSIR may be obtained through the GRT. To create a new account, please click the link that reads, "Register for an account" and follow the instructions provided. The Subrecipient will be required to ensure up-to-date project information is entered. The Project Ledger in the FMFW may assist with the BSIR data entry process. For additional assistance with the GRT, please contact your Program Representative.

Extension Requests

Extensions to the initial period of performance identified in the subaward will only be considered through formal, written requests to your Program Representative. Upon receipt of the extension request, Cal OES will:

1. Verify compliance with performance reporting requirements by confirming the Subrecipient has submitted all necessary performance reports;
2. Confirm the Subrecipient has provided sufficient justification for the request; and
3. If applicable, confirm the Subrecipient has demonstrated sufficient progress in past situations where an extension was authorized by Cal OES.

Extension requests will be granted only due to compelling legal, policy, or operational challenges, must be project-specific and will only be considered for the following reasons:

1. Contractual commitments with vendors that prevent completion of the project within the period of performance;
2. The project must undergo a complex environmental review which cannot be completed within this timeframe;
3. Projects are long-term by design and therefore, acceleration would compromise core programmatic goals; and
4. Where other special circumstances exist.

To be considered, extension requests must be received no later than 60 days prior to the end of the Subrecipient's period of performance and must contain specific and compelling justifications as to why an extension is required. All extension requests must address the following:

1. Grant program, fiscal year, and award number;
2. Reason for delay;
3. Current status of the activity/activities;
4. Approved period of performance termination date and new project completion date;
5. Amount of funds drawn down to date;
6. Remaining available funds, both federal and non-federal;

Extension Requests Cont.

7. Budget outlining how remaining federal and non-federal funds will be expended;
8. Plan for completion, including milestones and timeframes for each milestone and the position/person responsible for implementing the plan for completion; and
9. Certification the activity/activities will be completed within the extended period of performance without any modification to the original Project Scope.

General questions regarding extension requirements and the extension request form, should be directed to your Program Representative. For additional information, please see IB 379. Extension requests for personnel and salaries do not meet the requirements of IB 379 and will not be granted. Subrecipients are expected to complete all grant-funded personnel activities by the end of the subaward period of performance.

Progress Reports on Grant Extensions

All Subrecipients that receive Cal OES approval to extend their FY 2023 Grant Subaward period of performance may be required to submit progress reports indicating completed and future project milestones on all extended projects. Progress reports must be submitted electronically to the Subrecipient's Program Representative. Deadlines for the submission of progress reports will be established at the time of extension approval.

Monitoring

Cal OES Grants Monitoring actively monitors Subrecipients, through day-to-day communications, programmatic site visits, desk, and on-site compliance assessments. The purpose of the compliance assessment is to ensure Subrecipients are in compliance with applicable state and federal regulations, grant guidelines, and programmatic requirements.

Monitoring activities may include, but are not limited to:

- Verifying entries recorded on the FMFW categories are properly supported with source documentation;
- Eligibility of and support for expenditures, typically covering two to three years of data;
- Comparing actual Subrecipient activities to those approved in the grant application and subsequent

Monitoring Cont.

modifications, including the review of timesheets and invoices as applicable;
- Procurements and contracts;
- Ensuring equipment lists are properly maintained and physical inventories are conducted;
- Ensuring advances have been disbursed in accordance with applicable guidelines; and
- Confirming compliance with Standard Assurances; and
- Information provided on performance reports and payment requests

NOTE: It is the responsibility of all Subrecipients that pass down grant funds to other entities, to maintain and utilize a formal process to monitor the grant activities of their subawards. This requirement includes, but is not limited to, on-site verification of grant activities, as required. It is common for Subrecipients to receive findings in a programmatic site visit or compliance assessment, which require a Corrective Action Plan (CAP) to be submitted by Subrecipients. Those Subrecipients who fail to submit a CAP, as required, shall have a "hold" placed on any future reimbursements until the "finding" is resolved.

Failure to Submit Required Reports

Periodic reporting is required by the grant. Subrecipients who miss a single reporting deadline may receive a letter addressed to their Board of Supervisors informing them of the failure to report. County OAs and tribes who fail to report twice consecutively may have subsequent awards reduced by 10% until timely reporting is reestablished; UASIs may have a "hold" placed on any future reimbursements.

Suspension/ Termination

Cal OES may suspend or terminate grant funding, in whole or in part, or other measures may be imposed for any of the following reasons:

- Failure to submit required reports.
- Failure to expend funds in a timely manner consistent with the grant milestones, guidance, and assurances.
- Failure to comply with the requirements or statutory progress toward the goals or objectives of federal or state law.
- Failure to make satisfactory progress toward the goals or objectives set forth in the Subrecipient application.
- Failure to follow Grant Subaward requirements or Special Conditions.

Suspension/

Termination Cont.

- Proposing or implementing substantial plan changes to the extent that, if originally submitted, the application would not have been selected for funding.
- False certification in the application or document.
- Failure to adequately manage, monitor, or direct the grant funding activities of their Subrecipients.

Before taking action, Cal OES will provide the Subrecipient reasonable notice of intent to impose corrective measures and will make every effort to informally resolve the problem.

Closeout

Cal OES will close-out Subrecipient awards when it determines all applicable administrative actions and all required work of the federal award have been completed. Subawards will be closed after:

- All funds have been requested and reimbursed, or disencumbered;
- Receiving all applicable Subrecipient reports indicating all approved work has been completed, and all funds have been distributed;
- Completing a review to confirm the accuracy of reported information;
- Reconciling actual costs to subawards, modifications, and payments; and
- Verifying the Subrecipient has submitted a final BSIR showing all grant funds have been expended.

Records Retention

The records retention period is three years from the date of the Cal OES Grant Closeout letter, or until any pending litigation, claim, or audit started before the expiration of the three-year retention period has been resolved and final action is taken.

For indirect cost rate proposals, cost allocation plans, or other rate computation records, the start of the record retention period is dependent on whether the proposal, plan, or other

computation is required to be submitted to the federal government (or to the pass-through entity) for negotiation purposes. See 2 C.F.R. § 200.334(f).

In order for any cost to be allowable, it must be adequately documented per 2 C.F.R. § 200.403(g).

Records Retention Cont.

The Cal OES Grant Closeout Letter will notify the Subrecipient of the start of the records retention period for all programmatic and financial grant-related records.

If the State Administrative Agency's award remains open after the Subrecipient's submission of the final BSIR, Cal OES will complete any additional BSIR reporting required under the award on behalf of the Subrecipient.

Closed grants may still be monitored and audited. Failure to maintain all grant records for the required retention period could result in a reduction of grant funds, and an invoice to return costs associated with the unsupported activities.

If documents are retained longer than the required retention period, FEMA, the DHS Office of Inspector General, Government Accountability Office, and pass-through entity have the right to access these records as well. See 2 C.F.R. §§ 200.334, 200.336.

Attachment A – FY 2023 HSGP Allocations | 2023

*SHSP allocations reflect National Priority Area project adjustments

State Homeland Security Program (SHSP)				
Operational Area	Total Award		Operational Area	Total Award
ALAMEDA	1,650,795		ORANGE	3,091,413
ALPINE	76,145		PLACER	465,161
AMADOR	113,439		PLUMAS	93,069
BUTTE	267,310		RIVERSIDE	2,398,207
CALAVERAS	117,971		SACRAMENTO	1,578,910
COLUSA	94,168		SAN BENITO	137,459
CONTRA COSTA	1,178,218		SAN BERNARDINO	2,161,778
DEL NORTE	100,963		SAN DIEGO	3,210,706
EL DORADO	256,682		SAN FRANCISCO	878,889
FRESNO	1,039,636		SAN JOAQUIN	823,130
GLENN	102,425		SAN LUIS OBISPO	342,774
HUMBOLDT	203,934		SAN MATEO	785,321
IMPERIAL	246,059		SANTA BARBARA	499,634
INYO	93,103		SANTA CLARA	1,882,403
KERN	942,855		SANTA CRUZ	329,271
KINGS	220,012		SHASTA	247,205
LAKE	126,762		SIERRA	78,080
LASSEN	103,878		SISKIYOU	116,809
LOS ANGELES	9,481,457		SOLANO	501,615
MADERA	225,138		SONOMA	535,157
MARIN	320,277		STANISLAUS	599,128
MARIPOSA	102,042		SUTTER	169,572
MENDOCINO	168,349		TEHAMA	132,940
MERCED	346,225		TRINITY	90,284
MODOC	83,289		TULARE	528,108
MONO	87,762		TUOLUMNE	127,741
MONTEREY	488,715		VENTURA	870,207
NAPA	204,898		YOLO	285,965
NEVADA	171,574		YUBA	153,481
			*Total	41,728,498

Fusion Centers	
Region	**Total Award**
SAN FRANCISCO BAY AREA	1,792,050
SACRAMENTO/CENTRAL VALLEY AREA	2,565,000
GREATER LOS ANGELES AREA	2,887,500
SAN DIEGO AREA	2,047,500
ORANGE AREA	835,000
*Total	**10,127,050**

* SHSP allocations reflect National Priority Area project adjustments

Urban Areas Security Initiative (UASI) *A minimum of 35% of UASI funding must be for Law Enforcement Terrorism Prevention			
Urban Area	**Federal Allocation to State**	**Allocation to UASI**	**State Initiatives**
ANAHEIM/SANTA ANA AREA	5,250,000	4,278,750	971,250
BAY AREA	36,493,265	29,742,011	6,751,254
LOS ANGELES/LONG BEACH AREA	66,174,270	53,932,030	12,242,240
RIVERSIDE AREA	3,900,000	3,178,500	721,500
SACRAMENTO AREA	3,800,000	3,097,000	703,000
SAN DIEGO AREA	16,445,560	13,403,131	3,042,429
Total	**132,063,095**	**107,631,422**	**24,431,673**

Attachment B – FY 2023 HSGP Timeline | 2023

DHS/FEMA Announcement of 2023 HSGP NOFO	February 13, 2023
Cal OES Application Due to DHS	May 18, 2023
DHS Award to California	September 25, 2023
Subrecipient period of performance begins	September 1, 2023
2023 HSGP California Supplement release	October 2023
Subrecipient Workshops	October 2023
Subrecipient Awards (45 days from DHS award)	October 2023
Subrecipient Final Applications for FY23 Due to Cal OES	December 29, 2023
Subrecipient period of performance ends	May 31, 2026
Final Cash Requests due to Cal OES	Within twenty (20) calendar days after end of grant
Cal OES's period of performance ends	August 31, 2026

EXHIBIT F

Subrecipient: _____ **FIPS#:** _____

Program Representative: _____

Financial Management Forms Workbook:

- ☐ Grant Award Face Sheet
- ☐ Authorized Body of 5
- ☐ Project Ledger
- ☐ Planning Tab
- ☐ Organization Tab
- ☐ Equipment Tab
- ☐ Training Tab
- ☐ Exercise Tab
- ☐ Consultant/Contractor Tab
- ☐ Management & Administration Tab
- ☐ Indirect Cost Tab
- ☐ Authorized Agent Sheet

Attachments:

- ☐ Original Counter-Signed Award Letter
- ☐ Governing Body Resolution (Certified)
- ☐ Standard Assurances (Signed Originals)
- ☐ FFATA Certification
- ☐ Lobbying Certification
- ☐ Subrecipient Grant Management Assessment Form
- ☐ Indirect Cost Rate Negotiation Agreement
- ☐ Personnel Cap Waiver (If Applicable)
- ☐ Intelligence Analyst(s) Certificates (If Applicable)

UASI Only:

- ☐ UASI Footprint
- ☐ UAWG Roster

State Agencies and Tribes Only:

- ☒ Signature Authority Form (in lieu of Governing Body Resolution)

For Cal OES Use Only

Reviewed by: _____ Date: _____

Management Approval: _____ Date: _____

LOS ANGELES COUNTY/DEPARTMENT OF AUDITOR-CONTROLLER EXHIBIT G

SHARED SERVICES DIVISION

GRANT PAYMENT REQUEST

SECTION A: SUBMITTING YOUR REQUEST

Please submit Grant Payment Request Form along with **legible** supporting documents to:

Grants@auditor.lacounty.gov

In the event e-mail is not available, you can mail your Grant payment request to (please do **not** fax or send duplicates):

Department of Auditor-Controller
Shared Services Division / Attn: Grants Unit
320 W. Temple Street, Room 380
Los Angeles, CA 90012

1. Grant Name & Year:

SECTION B: SUB-RECIPIENT'S INFORMATION

1. Sub-recipient's Name: (reimbursement check will be made payable to a payee entered here)	3. Taxpayer ID #:	4. Contact's Name:
2. Mailing Address (please let us know where you want your check delivered, including attention line if necessary):		4. Contact's phone:
		4. Contact's e-mail:

SECTION C: DETAIL PAYMENT REQUEST INFORMATION

1. SOLUTION AREA (e.g. equipment, training, planning, exercise, organization)	2. PROJECT # (e.g. 011.22)	4. EHP required? (Environmental & Historic Preservation)		5. VENDOR'S INVOICE # (Maximum of 5 invoices)	6. PURCHASE METHOD (including Training)			7.CLAIM AMOUNT (indicate the amount per each line)
		No	Yes (attach State Approval)		If Competitive, indicate the # of bids.	Non-Competitive Bid	Sole Source	
						8. TOTAL		$ 0.00 -

SECTION D: SUB-RECIPIENT'S CERTIFICATION

I certify that (please use the checkbox):

☐ **1.** I am the duly authorized officer of the claimant herein and this claim is in all respect true and correct. All expenditures were made in accordance with applicable laws, rules, regulations and grant conditions and assurances.

☐ **2.** All instructions for this form were followed and all the supporting documentation (per instructions) is included with this claim.

3. _____ _____
AUTHORIZED SIGNATURE DATE

4. _____ _____
AUTHORIZED PRINTED NAME AUTHORIZED TITLE

5. AUTHORIZED CONTACT INFORMATION **(If different from Section B)**:

PHONE # _____

E-MAIL: _____

SECTION E: FOR SSD USE ONLY

STAMP WITH RECEIVED DATE HERE:

ASSIGNED INVOICE NO.:

NOTE: This Form is intended for Internal SSD review purpose only.

Revised on April 2021

COUNTY OF LOS ANGELES
DEPARTMENT OF AUDITOR-CONTROLLER / SHARED SERVICES DIVISION

INSTRUCTIONS TO COMPLETE THE GRANT PAYMENT REQUEST

Purpose of these instructions:

To assist sub-recipients in completing the Grant Payment Request. We appreciate your participation in this program, for questions or suggestions please use our e-mail below to contact us. **Please do not send these instructions to us, they are to be used for your guidance only.**

SECTION A: GENERAL INSTRUCTIONS FOR SUBMISSION OF GRANT PAYMENT REQUEST

In numeral **1** of this section, please enter the name and year of the grant program that you are submitting for payment. In addition, please help us expedite the process of your Homeland Security claims by:

- Completing the Grant payment request correctly and according to these instructions.
- Submitting your Grant payment request using our e-mail --> **Grants@auditor.lacounty.gov** (please do **not** fax documents).
- Sending your Grant payment request only once (we do not require original documents and duplicates will slow down our process).
- Using the checkboxes to ensure all the required supporting documents and files accompany your Grant payment request. Supporting documents are flagged for your convenience with a checkbox within the corresponding areas.
- Ensuring that all documents attached to your Grant payment requests are legible.
- Submitting Grant payment request timely. We do **not** guarantee the process of Grant payment requests that are submitted late or too close to the final due date. Reimbursable expenditures need to be charged within the performance period of the grant and submitted to us as soon as they are incurred.

SECTION B: SUB-RECIPIENT'S INFORMATION

The following numerals provide the instructions to fill in the corresponding numeral in the form:

1. Please enter the name of the agency requesting for payment. The name of the agency should be typed according to its signed agreement and as you need it to appear in the payee line of the reimbursement check.
2. Please enter the complete address (street number and name, city, zip code) and attention line where you will need to receive the reimbursement check. Please note that this is not necessary for L.A. County departments.
3. Please enter the tax ID of the governmental entity requesting payment. Please leave blank for L.A. County departments.
4. Please enter the information of the person that can assist us with detail claim questions.

SECTION C: DETAIL PAYMENT REQUEST INFORMATION

In order to expedite your Grant payment request, in this area's grid, include a **maximum of five (5) invoices or reimbursements charges (one charge or one invoice per line)**. The invoices or charges need to share the same solution area, project #.

The following numerals provide the instructions to fill in the corresponding numeral in the form:

1. Enter the solution area corresponding to the claim. This information is found in the latest budget of the grant. Examples of solution areas are: equipment, training, planning or exercise.
2. Enter the project # corresponding to the claim. This information is found in the latest budget of the grant. An example of Item # is 17.020.
4. Check with an X under either yes or no according to the claim's Environmental & Historical Preservation (EHP) requirements from the State. EHP approval needs to be obtained from the State **prior** to the start of the project on certain equipment items (see AEL description) or training/exercise projects. Please attach the following:

   a) ☐ **State EHP Approval:** if required by the state for your claim.

SECTION C: (Continued)

5. If the expenditures that you are claiming were purchased thru a vendor or contractor, please enter the Invoice # in the grid area. Please note that you are responsible for following acceptable purchasing policies and for documenting your procurement process. Additionally please include the following documentation with your claim:

   a) ☐ **Copy of the invoice**: Please attach an invoice that provides sufficient information to be used as a cross reference with the items described in your grant line item and AEL #. When the invoice includes items that are not being claimed or that belong to different claims or grants, please circle and designate on the invoice the items that you are requesting for reimbursement. Each item circled must have a project #, a funding source, and a total. Purchase orders and price quotes will not be accepted in the place of the invoice.

   b) ☐ **Copy of the purchase order**

   c) ☐ **Print out of the corresponding AEL # (Authorized Equipment List number).** The AEL listing can be found at: https://www.fema.gov/grants/guidance-tools/authorized-equipment-list

   d) ☐ **Proof of payment of the invoice:** The proof of payment for L.A. County Departments is the printout from e-CAPS showing that the check cleared the bank. The proof of payment for **other** than L.A. County Department is the corresponding copy of the bank's cleared check .

   e) ☐ **Calculations for use tax paid:** When use tax is paid, clearly show the calculations of the use tax in the invoice included in your claim.

   f) ☐ **Proof of payment of the use tax**: Please provide official documents which authenticate the remittance of the use tax to the state, the amount and the reference to the invoice being claimed.

   g) ☐ **Federal Debarment Listing:** Please provide a screen print out of the queried Federal Debarment Listing at sam.gov/SAM/. The listing needs to be queried **prior** to the selection of the vendor.

6. If you are claiming services, supplies, training related costs, or any other type of items purchased thru a vendor or contractor or government agency, please indicate with an X the method that you used to acquire the items (do **not** leave blank or mark more than one). Please note that competitive bid, non-competitive bid or sole source are the only valid purchasing methods.

   a) ☐ **Competitive Bid:** for projects that received more than one bid. Please indicate number of bids received (must be more than one).

   b) ☐ **Non-Competitive Bid:** for single bid purchases of $250,000 or more (effective June 21, 2018) to a single vendor or a single project, please attach the approval from the State. The approval needs to be requested from the State **prior** to the start of the project.

   c) ☐ **Sole Source:** for non-bid purchases of $250,000 or more effective (June 21, 2018) to a single vendor or a single project, please attach the approval from the State. The approval needs to be requested from the State **prior** to the start of the project.

7. Enter the amount of your claim after you verify that your budget is sufficient to cover your request. When the amount of the budget is not sufficient, please let your Program Coordinator know of the possible need for budget modification.
8. Enter the "Total Amount" by adding the subtotal claims included in each line.

SECTION D: SUB-RECIPIENT'S CERTIFICATION

The following numerals provide the instructions to fill in the corresponding numeral in the form:

1. Please read and check the box provided if you are an authorized signor.
2. Please read and check the box provided if you are an authorized signor.
3. Please sign the Grant payment request if you are an authorized signor of your agency.
4 & 5. When the authorized person is the same as the contact person in Section B you do not need to enter the authorized contact information. If the authorized person and the contact person in Section B are different, please enter all the fields in this area as requested.

ADDITIONAL ITEMS THAT YOU NEED TO ATTACH TO YOUR GRANT PAYMENT REQUEST:

For Equipment Claims:

a) ☐ **Equipment Inventory Listing (Print out & Excel File):** Please include both the printout of the listing and the corresponding excel file with your claim. The excel file is used to submit your claim with the state and the printout as backup document for audits. If there is no serial # for your equipment please assign a valid ID tag, or write "Consumable" (if it applies) or write N/A. please do NOT leave the corresponding space blank. *1 Please refer to the **Instructions to Equip Inty Tab for completion procedures of Equipment Inventory.**

Additionally, please enter the appropriate CBRNE Mission (Chemical, Biological, Radiological, Nuclear, or Explosive) in the column titled "Equipment Description & Quantity". This only applies to vehicles with AEL # 12VE-00-MISS (Vehicle Specialized Mission:CBRNE).

You need to inform us of any changes on the items above *1. This applies to each piece of equipment added in the Inventory Listing, including when the items are disposed and/or no longer useful. We will update the master inventory listing (per grant requirement) according to the information you give us. Please make sure that you include all the attachments that are necessary to provide us with the requested information.

For Training Claims:

a) ☐ **State Sole Source Approval:** If you are claiming training related costs thru a Non-Competitive Bid or Sole Source training provider, regardless the purchased amount, please attach the State's approval (effective December 03, 2018). The approval needs to be requested from the State prior to the start of the project.

b) ☐ **State-Sponsored Training Reporting Form (with the tracking request #):** Please add this form along with the Training Request Form Training Officer (POC), which you completed at the website, to the claim's backup documentation. All the backup documentation submitted for the training claim needs to agree with the training period and the detail description on the Training Reporting Form and the line item of the Grant. Training request #'s must be obtained from the State prior to the start of the project.

c) ☐ **Receipts and paid invoices:** please include the complete copy of the receipts and paid invoices with your claim for itemized costs such as air plane tickets, hotel stays, instructor's fees, workshop cost, facilities fees, consulting services, etc. Additionally, you will need to include the documents requested in numeral 5 under Section C.

If you are including **personnel cost** with your training claim, please add the following:

d) ☐ **Personnel List (Print out & Excel File):** Please include both the printout of the listing and the corresponding excel file with your claim. The excel file is used to submit your claim with the state and the printout as backup document for audits.

e) ☐ **Documents that certify completion of the training:** please attach supporting documents that show the class name, dates of training, # of hours of the training class, printed name and signature of individual taking the class and approval signature from supervisor or trainer (attach the information for backfilled positions also). Examples of documents that certify completion of training are:

- Attendance sheets (signed by employee and instructor)
- Sign in sheets (same as above)
- Signed training certificates

f) ☐ **Summary Listing of Charges:** Please use the **Training Summary Sheet** form provided in this claim packet that **clearly** shows the breakdown of the training charges per employee and that match the total claimed. This form includes the following: employee name, assignment, job title, date, salary, hours claimed, regular rate, overtime rate, employee benefits rate, claim amount per employee, clear calculations of amount claimed per employee and total (equal to the amount claimed).

Please ensure that the Training Summary Sheet is verified/approved by an authorized signatory, with printed name and title, and dated.

g) ☐ **Backup for the Benefits Rate:** If you are adding benefits to your claim, please make sure that you include the official calculation for the rate used.

h) ☐ **Timecards:** Include a printout of the corresponding timecards. Manual timecards need to indicate the # of hours charged per day to the grant, supervisor's signature, employee name and signature. Automatic system generated timecards need to be approved and include the name of the employee and hours charged per day to the grant.

i) ☐ **Explanation of timekeeping codes:** When the supporting documentation (timesheet, payroll register, etc.) includes timekeeping codes please provide a printout with the explanation of the usage as detailed as possible.

j) ☐ **Payroll register:** The payroll register needs to clearly support and explain the amount claimed per employee. It also needs to show the salary, hourly rate, employee benefits and overtime rate.

k) ☐ **Roster of backfilled positions:** When you are claiming overtime for a backfilled position, please attach the backfilled roster to your claim. The roster needs to include the name of the backfilling employees, a short description of duties performed, the corresponding employee whose duties were covered and the dates accordingly. Please make sure that the roster is signed and that you include documentation corresponding to the employee covered by the backfilling position.

For Planning Claims:

a) ☐ **Deliverable (or final product):** Please include with your claim the final product of the planning activity (deliverable) that was identified in the grant award.

b) ☐ **Signed Certificate of Completion:** The certificate of completion can be an e-mail confirming that the planning activity was completed.

c) ☐ **Invoices:** If your planning claim includes charges invoiced by vendors, please see requirements and documents you need to attach to your claim form under Section C (numeral 5 and numeral 6).

d) ☐ **Supporting Documentation for Personnel Cost:** When your planning claim includes personnel cost, please see d) to i) under Training Claim (supporting documents needed) and add to the documentation.

For Exercise Claims:

a) ☐ **Proof of State Approval of After Action Report (AAR):** In order for your AAR to be approved you have to submit it to the State using the ODP Portal (see link below), within 90 days after completion of the exercise. You need to notify the State when the AAR is uploaded so they can proceed with the approval process.

https://hseep.dhs.gov/DHS_SSO/

b) ☐ **Invoices:** If your exercise claim includes charges invoiced by vendors please see requirements and documents you need to attach to your claim form under Section C (numeral 5 and numeral 6).

c) ☐ **Supporting Documentation for Personnel Cost:** When your exercise claim includes personnel cost, please see d) to i) under Training Claim (supporting documents needed) and add to the documentation.

For Organization Claims: Please see above b) and c) under Exercise Claims

EXHIBIT G

GRANT PROPERTY AND EQUIPMENT INVENTORY LISTING

GRANT NAME:
SUB-RECIPIENT: _____
DATE OF REPORT: _____

Grant Year	Project Number	AEL No.	Description of Property	Serial # or Other ID #	SAFECOM Consult (Yes/No/NA)	Source of Property (SHSP or EMPG Grant Program)	Department (Title Holder)	Vendor Name	Invoice Number	Acquisition		% of FED Participation	Location	Use & Condition (N=New, D=Deployed, O=Out of Service, L=Lost,	Disposition	
										Date	Cost				Date	Sale Price

N:Grants/Subrecipient Monitoring/Forms/Propery & Equipment Inventory Listing
Revised 12/2019

Equipment Inventory Listing
Procedures for Completion

OBJECTIVE: To provide an equipment inventory listing that links the State Homeland Security Workbook, to the Equipment Ledger and to the Equipment Listing to simplify the tracking and accountability; and to eliminate duplication and confusion.

Field	Date Element	Procedure
(1)	Grant Name	SHSP or EMPG
(2)	Sub-Recipient	Name of your agency
(3)	Date of Report	Date report completed {1}
(4)	Grant Year	Grant Year of funds used to purchase equipment
(5)	Project #	Project Number (from Grant Workbook Project Sheets)
(7)	AEL No.	Authorized Equip Listing No (from Grant Workbook)
(8)	Description	Description of the equipment
(9)	Serial # or Other ID #	Serial # or Other identification # used
(10)	Safecom consult	Fill out either by Yes, No, or N/A
(11)	Source of Property	Funding source, i.e, SHSP, EMPG, etc.
(12)	Title Holder	Name of agency (City/Department)
(13)	Vendor Name	Name of the vendor
(14)	Invoice Number	Invoice number
(15)	Acquisition Date	Date equipment acquired
(16)	Acquisition Cost	Cost of the individual equipment item
(17)	% of Fed Part	Fed participation in the cost of equipment
(18)	Location	Location of equipment
(19)	Use & Condition	Use & condition {2}
(20)	Disposition data	Date of disposition
(21)	Sale Price	Sale price, If applicable, or N/A for not applicable

The Equipment Inventory Listing must be completed in its entirety to meet the objective of the form.

Note {1}: This date should be the date the physical inventory of equipment was taken and the results reconciled with the equipment records (at least once every two years).

{2} Indicate: N = New, D = Deployed, O = Out of Service, L = Lost & S = Stolen

Distribution
Copy maintained in sub-recipient file
Copy forwarded to Shared Services Division

EXHIBIT G

Training Summary Sheet

Grant Name _____
Jurisdiction Name: _____
Training Provider: _____
OHS Approved Course Title: _____
Non-SLGCP Course Title & OHS Tracking No. _____
(requires pre-approval thru OEM)
Date of Course: _____
Class/ Exercise Duration/Hours: _____

	EMP NO.	EMPLOYEE NAME	ASSIGNMENT	TITLE	TRAINING REQUEST # (for Training only)	TRAINING START DATE	TRAINING END DATE	SALARY	OT HOURS	REG RATE	OT RATE	OT PAY	Are you claiming for Employee Benefits?	Employee Benefits Rate	CLAIM TOTAL
1											$ -	$ -			$ -
2															
3															
4															
5															
6															
7															
8															
9															
10															
	GRAND TOTAL														$ -

Approved by: _____
Authorized Signature

_____ _____
Print Name and Title Date

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CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (Cal OES)

EXHIBIT G

PLANNING ROSTER

Project	Planning Activity	Solution Area Sub-Category	Discipline	Funding Source	Total Cost	Total Claimed	Cash Request Number	Final Product
					-	-		
	GRAND TOTAL						**$**	

Approved by:

Authorized Signature

Print Name and Title

Date

FMFW v1.09- 06/09

CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (Cal OES)

EXHIBIT G

EXERCISE ROSTER												
Project	Exercise Title	Funding Source	Solution Area Sub-Category	Discipline	Cash Request Number	Total Cost	Total Claimed	Conducted By	Date of Exercise	Exercise Type	Exercise Role	Date AAR entered into HSEEP
						-	-					
	GRAND TOTAL						$					

Approved by:

_____
Authorized Signature

_____
Print Name and Title

_____
Date

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8. Notes on Personnel Cost:

In general, costs associated with:

- Work performed under contract for a specific deliverable DOES NOT count against the personnel cap, however,
- Work performed under contract for an undefined period, such as for personnel costs supporting operational activities, including general planning, training or exercise activities DO count against the personnel cap; and
- Work performed by all non-contractor personnel, including for full- or part-time staff and operational overtime DO count against the personnel cap.

The following examples would not count towards the personnel cap:

- Vendor installation of a radio tower;
- Vendor training on new equipment purchased;
- Contractor hired to create an Emergency Operations Plan;
- Contractor hired to provide deliveries of ICS 400; and
- Contractor hired to assist with planning, training, evaluating, and reporting the effectiveness of a specific exercise.

The following examples would count towards the personnel cap:

- Contractor hired to be the State's WMD training instructor with no specific deliverables under contract;
- Contractor hired to facilitate unidentified number of exercises throughout the performance period;
- Contractor hired to be the part-time auditor of Homeland Security Grants throughout the year; and
- Contractor hired to be an intelligence analyst.

CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (Cal OES)

EXHIBIT G

Project	Employee Name	Project / Deliverable	Funding Source	Discipline	Solution Area	Solution Area Sub Category	Dates of Payroll Period	Total Salary & Benefits charged for this Reporting Period	Total Project Hours	REIMB Request #	Total Cost Charged to Grant
								-	-	N/A	-

174

Subrecipient Monitoring Instrument

Subrecipient Monitoring Instrument

PROJECT TITLE

Los Angeles County State Homeland Security Program
Monitoring Reports

A. FINANCIAL REPORTING REQUIREMENTS

Objective

To determine that the Subrecipient implemented corrective action to address findings noted in its Single Audit that is related to the Homeland Security Grant.

Verification	Yes	No	Comment
1. Was a Single Audit completed for Grant Year 2014-15 and 2015-16?			
2. If yes, did the Subrecipient forward a copy to the Homeland Security Grant Administrator (HSGA) by March 30th of the year following the audit?			
3. Did the Single Audit(s) identify findings related to the Homeland Security Grant? If yes, please continue. If no, please mark N/A and continue to Section B.			
4. Did the Subrecipient develop a corrective action plan that addresses the finding(s)?			
5. Did the Subrecipient send a copy of a corrective action plan to the HSGA?			
6. Did the Subrecipient implement the corrective action plan?			

B. TRAINING

Objective

To determine that the Training expenditures were appropriately documented and that the activities aligned with the project' s goals and objectives. If the Training activities involved employees, determine if the Subrecipient appropriately documented the Training expenditures using employee timecards, sign-in sheets, and certificates of training. If the Training activities involved using consultants or contractors, determine if the Subrecipient followed the appropriate procurement procedures to hire the consultants or contractors. Use Worksheets 1 and 3 (See Attachment E – Subrecipient Monitoring Worksheets).

Verification	Yes	No	Comments
1. Did the Subrecipient receive funding for Training expenditures? If yes, then continue. If no, continue to next section.			
2. Did the Subrecipient receive prior approval from the State either via email or other documentation and did it include the training course name and number?			
3. If the Training expenditures relate to the use of employees, did the Subrecipient appropriately document the Training expenditures using employee timecards, sign-in sheets and certificates of training?			
4. If Training expenditures relate to the use of consultants/contractors, did the Subrecipient follow proper procurement procedures to hire the consultants or contractors?			
5. Did the Subrecipient accurately report the Training expenditures in their accounting records?			
6. For Projects with overtime expenditures for Training:			
a. Did the Subrecipient maintain employee timecards to appropriately document the overtime expenditures?			
b. Did the Subrecipient accurately report the overtime expenditures in their accounting records?			

B. TRAINING (Continued)

Verification	Yes	No	Comments
7. For Projects with backfill expenditures for Training:			
a. Does the Subrecipient have documentation that the backfill expenditures were approved by the State?			
b. Did the Subrecipient appropriately document the backfill expenditures using employee timecards and sign-in sheets?			
c. Did the Subrecipient accurately report the expenditures in their accounting records?			
8. Were employee timecards utilized in Training activities signed and dated by the employee and direct supervisor?			
9. Were the Training expenditures consistent with the State approved grant award and/or post award modification(s)?			
10. Ensure the Subrecipient corrected areas of noncompliance that remain outstanding and were reported as findings in prior Grant Year monitoring reports submitted by HSGA:			
a. If the Project prior Grant Year monitoring report finding was resolved, explain resolution, and indicate such in the current report as resolved.			
b. If the Project prior Grant Year report finding is not resolved, indicate why it has not been resolved and what the Subrecipient is doing to resolve the prior year finding and indicate such in the current report.			

C. PLANNING

Objective

To determine that the Planning expenditures were appropriately documented and that the activities aligned with the project's goals and objectives. If the Planning activities involved employees, determine if the Subrecipient appropriately documented the Planning expenditures using employee timecards and sign-in sheets. If the Planning activities involved using consultants or contractors, determine if the Subrecipient followed the appropriate procurement policies. Use Worksheets 1 and 3 (See Attachment E – Subrecipient Monitoring Worksheets).

Verification	Yes	No	Comments
1. Did the Subrecipient receive funding for Planning expenditures? If yes, continue. If no, continue to next section.			
2. Did the Subrecipient appropriately document the Planning expenditures providing copies of the support documentation that indicated the efforts made to produce the final product and a copy of the product produced?			
3. If Planning expenditures relate to the use of employees, did the Subrecipient use employee timecards and sign-in sheets?			
4. If Planning expenditures relate to the use of consultants/contractors, did the Subrecipient follow proper procurement procedures to hire the consultants or contractors?			
5. Did the Subrecipient accurately report the Planning expenditures in their accounting records?			
6. For Projects with overtime expenditures for Planning:			
a. Did the Subrecipient maintain employee timecards to appropriately document the overtime expenditures?			

C. PLANNING (Continued)

Verification	Yes	No	Comments
b. Did the Subrecipient accurately report the overtime expenditures in their accounting records?			
7. For Projects with backfill expenditures for Planning:			
a. Does the Subrecipient have documentation that the backfill expenditures were approved by the State?			
b. Did the Subrecipient appropriately document the backfill expenditures using employee timecards and sign-in sheets?			
c. Did the Subrecipient accurately report the backfill expenditures in their accounting records?			
8. Were the employee timecards utilized in Planning activities signed and dated by the employee and direct supervisor?			
9. Were the Planning expenditures consistent with the State approved grant award and/or post award modification(s)?			
10. Ensure the Subrecipient corrected area of noncompliance that remain outstanding and were reported as findings in prior Grant Year monitoring reports submitted to HSGA:			
a. If the project prior Grant Year monitoring report finding was resolved, explain resolution, and indicate such in the current report as resolved.			
b. If the project prior Grant Year monitoring report finding is not resolved, indicate why it has not been resolved and what the Subrecipient is doing to resolve the prior year finding and indicate such in the current report.			

D. EQUIPMENT

Objective

To determine that the project Equipment expenditures are supported by invoices and that a listing of the Equipment/property is maintained by the Subrecipient. To determine that the purchases are aligned with the project's goals and objectives. Use Worksheets 2 and 3 (See Attachment E – Subrecipient Monitoring Worksheets).

Verification	Yes	No	Comments
1. Did the Subrecipient receive funding for Equipment expenditures? If yes, continue. If no, continue to next section.			
2. Did the Subrecipient maintain invoices to support the Equipment expenditures?			
3. Did the Subrecipient follow proper procurement procedures to purchase the Equipment and were the items listed in the federal "Authorized Equipment List" and/or "Standardized Equipment List"?			
4. Did the Subrecipient accurately report the Equipment expenditures in their accounting records?			
5. Did the Subrecipient maintain an Equipment inventory that listed the following: a) Description of Equipment, b) Serial number or other identification number, c) AEL number, d) Fund/source/grant year, e) Title holder, f) 100 percent of federal participation. If no, then identify percentage, g) Acquisition date, h) Acquisition cost, i) Quantity, j) Equipment location, k) Use and condition of Equipment, l) Disposal date and sale price of the Equipment			
6. Did the Subrecipient conduct an inventory of Equipment purchased with Cal/OES grant funds at least once every two years?			

D. EQUIPMENT (Continued)

Verification	Yes	No	Comments
7. Was the Equipment physically inspected to ensure: a. The Equipment existed and agreed to inventory listing? b. The Equipment worked and adequately trained staff are available to operate the Equipment?			
8. Did the Subrecipient maintain Equipment in a secure location?			
9. For property other than Equipment, i.e. supplies, did the Subrecipient have controls and accountability to safeguard and ensure that the items are used and solely for authorized purposes?			
10. For Equipment disposal, if any: a. Was the disposition consistent with federal regulations? b. What is the status of the proceeds received from the disposal?			
11. Did the Subrecipient have a policy for damaged, destroyed, lost or stolen Equipment including but not limited to informing the Cal/OES, steps to replace the Equipment and an investigative process?			
12. Were the Equipment expenditures consistent with State approval grant award and/or post award modification(s)?			
13. Ensure the Subrecipient corrected areas of noncompliance that remain outstanding and were reported as findings in prior Grant Year monitoring reports maintained by HSGA: a. If the project prior Grant Year monitoring report finding was resolved, explain resolution, and indicate such in the current report as resolved. b. If the project prior Grant Year monitoring report finding is not resolved, indicate why it has not been resolved and what the Subrecipient is doing to resolve the prior year finding and indicate such in the current report.			

E. EXERCISE

Objective

To determine that the Exercise expenditures were appropriately documented and the activities align with project's goals and objectives. If the Exercise activities involved employees, determine if the Subrecipient appropriately documented the Exercise expenditures using timecards and sign-in sheets. If the Exercise activities involved using consultants or consultants, determine if the Subrecipient followed the appropriate procurement procedure. Use Worksheets 1 and 3 (See Attachment E – Subrecipient Monitoring Worksheets).

Verification	Yes	No	Comments
1. Did the Subrecipient receive funding for Exercise expenditures? If yes, continue. If no, continue to next section.			
2. Did the Subrecipient receive prior approval from the State either via email or other documentation and did it include the Exercise course name and number?			
3. If the Exercise expenditures relate to the use of employees, did the Subrecipient appropriately document the Exercise expenditures using employee timecards, sign-in sheets, and certificates for Exercise?			
4. If the Exercise expenditures relate to the use of consultants/ contractors, did the Subrecipient follow proper procurement procedures to hire the consultants or contractors?			
5. Did the Subrecipient accurately report the Exercise expenditures in their accounting records?			
6. For Projects with overtime expenditures for Exercise:			
a. Did the Subrecipient maintain employee timecards to appropriately document the overtime expenditures?			
b. Did the Subrecipient accurately report the overtime expenditures in their accounting records?			
c. Did the Subrecipient accurately report the backfill expenditures in their accounting records?			
7. For Projects with backfill expenditures for Exercise:			
a. Does the Subrecipient have documentation that the backfill expenditures were approved by the State?			
b. Did the Subrecipient appropriately document the backfill expenditures using employee timecards and sign-in sheets?			

E. EXERCISE (Continued)

Verification	Yes	No	Comments
8. Were the employee timecards utilized in the Exercise activities signed and dated by the employee and direct supervisor?			
9. Were the Exercise expenditures consistent with the State approved grant award and/or post award modifications?			
10. Ensure the Subrecipient corrected areas of noncompliance that remain outstanding and were reported as findings in prior Grant Year monitoring reports:			
a. If the Project prior Grant Year monitoring report finding was resolved, explain resolution and indicate such in the current report as resolved.			
b. If the Project prior Grant Year monitoring report finding is not resolved, indicate why it has not been resolved and what the Subrecipient is doing to resolve the prior year finding and indicate such in the current report.			

F. ORGANIZATION

Objective

To determine that the Organization expenditures were appropriately documented and that the activities align with the project's goals and objectives. If the Organization activities involved employees, determine if the Subrecipient appropriately documented the Organization expenditures using employee timecards and sign-in sheets. If the Organization activities involved using consultants or contractors, determine if the Subrecipient followed the appropriate procurement policies. Use Worksheets 1 and 3 (See Attachment E – Subrecipient Monitoring Worksheets).

Verification	Yes	No	Comments
1. Did the Subrecipient receive funding for Organization expenditures? If so, continue. If no, continue to next section.			
2. If the Organization expenditures relate to the use of employees, did the Subrecipient document the expenditures using employee timecards, sign-in sheets, or with other support documentation that substantiated the expense?			
3. If the Organization expenditures relate to the use of consultants or contractors, did the Subrecipient follow proper procurement procedures to hire the consultants or contractors?			
4. Did the Subrecipient accurately report the Organization expenditures in their accounting records?			
5. For Projects with overtime expenditures for Organization:			
a. Did the Subrecipient maintain employee timecards to appropriately document the overtime expenditures?			
b. Did the Subrecipient accurately report the overtime expenditures in their accounting records.?			

F. ORGANIZATION (Continued)

Verification	Yes	No	Comments
6. For Projects with backfill expenditures for Organization:			
b. Does the Subrecipient have documentation that the backfill expenditures were approved by the State?			
c. Did the Subrecipient appropriately document the backfill expenditures using employee timecards and other payroll documentation?			
7. Were employee timecards utilized in Organization activities signed and dated by the employee and direct supervisor?			
8. Were the Organization expenditures consistent with the State approved grant award and/or post award modification(s)?			
9. Ensure that the Subrecipient corrected areas of noncompliance that remain outstanding and were reported as findings in prior Grant Year monitoring reports maintained by HSGA:			
a. If the Project prior Grant Year monitoring report finding was resolved, explain resolution and indicate such in the current report as resolved.			
b. If the Project prior Grant Year monitoring report finding is not resolved, indicate why it has not been resolved and what the Subrecipient is doing to resolve the prior year finding and indicate such in the current report.			

Office of the
South Gate City Clerk

MAY 22 2025
FILED
11:24am

Item No. 9

City of South Gate
CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**
Originating Department: **Public Works**

Department Director: *Arturo Cervantes* ***City Manager:*** *Rob Houston*

SUBJECT: CONTRACT CHANGE ORDER NO. 2 TO CONTRACT NO. 2023-66-CC WITH WGJ ENTERPRISES, INC., dba PCI FOR THE CONSTRUCTION OF THE THERMOPLASTIC STRIPING OF STREETS CITYWIDE, CITY PROJECT NO. 654-ST

PURPOSE: To approve Contract Change Order ("CCO") No. 2 to Contract No. 2023-66-CC to re-stripe additional crosswalks and pavement markings on intersections along Tweedy Avenue, California Avenue and Southern Avenue, as part of the Thermoplastic Striping of Streets Citywide Project.

RECOMMENDED ACTIONS: The City Council will consider:

a. Approving Contract Change Order No. 2 to Contract No. 2023-66-CC ("Agreement") with WGJ Enterprises, Inc., dba PCI ("WGJ"), to re-stripe additional crosswalks and pavement markings under the Thermoplastic Striping of Streets Citywide, City Project No. 654-ST, in the amount of $56,600; and
b. Authorizing the Assistant City Manager/Director of Public Works to execute Contract Change Order No. 2.

FISCAL IMPACT: There is no impact to the General Fund. CCO No. 2 to the Agreement is in the amount of $56,600 and will be funded with Proposition C Funds. The total Project budget is $218,760 which is planned to be expended as summarized below.

Project Services	**Proposition C**
Construction Contract No. 2023-66-CC	$100,860
Contract Change Order No. 1	$31,732
Contract Change Order No. 2	$56,600
Construction Management and Inspection	$14,000
Construction Management and Inspection Contingency	$2,000
Staff Time (Project Management)	$13,568
Total	**$218,760**

ANALYSIS: The proposed CCO No. 2, in the amount of $56,600, will authorize the re-striping of intersections along Tweedy Boulevard, California Avenue and Southern Avenue, with durable thermoplastic material. The proposed work includes re-striping crosswalks, and pavement markings.

CCO No. 2 is priced consistent with the bid pricing. By leveraging the unit bid costs, this change order delivers cost-effective, long-lasting pavement graphics extending marking life to seven years or more and reducing annual maintenance needs while significantly improving both daytime and nighttime visibility for motorists and pedestrians.

BACKGROUND: The City's roadway network spans more than 125 miles of streets, all of which depend on high-visibility pavement legends, crosswalks, and lane delineations to promote safe and efficient traffic flow. These essential markings utilize durable thermoplastic materials, offering superior reflectivity and extended service life compared to conventional paint. This project will fully refurbish existing crosswalks and pavement legends with new thermoplastic applications and will refresh all lane lines and centerlines to uphold consistent visibility standards and full compliance with MUTCD guidelines.

On May 23, 2023, the City Council awarded the Thermoplastic Striping of Streets Citywide contract to WGJ in the amount of $100,860. Work commenced on June 22, 2023, and concluded on August 18, 2023. During this initial phase, it was necessary to administratively approve Change Order No. 1, totaling $31,732 to cover the actual quantities of thermoplastic work performed that exceeded the original bid estimates. This supplemental authorization ensured uninterrupted progress and delivered immediate safety enhancements without delay.

Construction of the project was completed under budget, allowing additional funding to be used for restriping crosswalks and pavement markings on other City streets. Staff conducted a field survey to identify additional locations where the pavement was in good condition and suitable for restriping. This survey took time to complete. Once potential locations were identified, staff re-initiated the construction scheduling process with the contractor. However, WGJ had a full schedule due to commitments in other jurisdictions, and also faced a shortage of materials, which further delayed efforts to reschedule the work. As a result, the construction contract was put on hold and the start date was postponed.

Construction is planned to start on May 26, 2025, and be completed within ten (10) working days.

ATTACHMENTS:
A. Contract Change Order No. 2
B. Location Map of New Locations
C. Location Map of Completed Work
D. Change Order No. 1
E. Contract No. 2023-66-CC

JL:lc

City of South Gate, Public Works Department

Contract Change Order

Date April 7, 2025 Change Order No. 002 Account/Contract No. 311-790-31-9473

Contractor WGJ Enterprises, Inc. dba PCI Account Code _____

Contract Date January 10, 2023 City Contract No. 2023-66-CC

Plan Reference _____

Change Order Amount $56,600.00 Extension of Contract, if warranted 14 working days

Reason for Change Project savings with additional funds from field operations to do additional themoplastic striping.

Description of Change Restiping of crosswalks and pavement marking on State Street, California Avenue and Southern Avenue.

Original Contract Amount	$	100,860.00
Total of previous authorized Change Orders	$	31,732.00
New Change Order Amount	$	56,600.00
New Contract Amount	$	189,192.00

The Changes described above are hereby authorized.

Approved: April 7, 2025.

Construciton Manager

Project Manager

Assistant City Manager/Director of Public Works

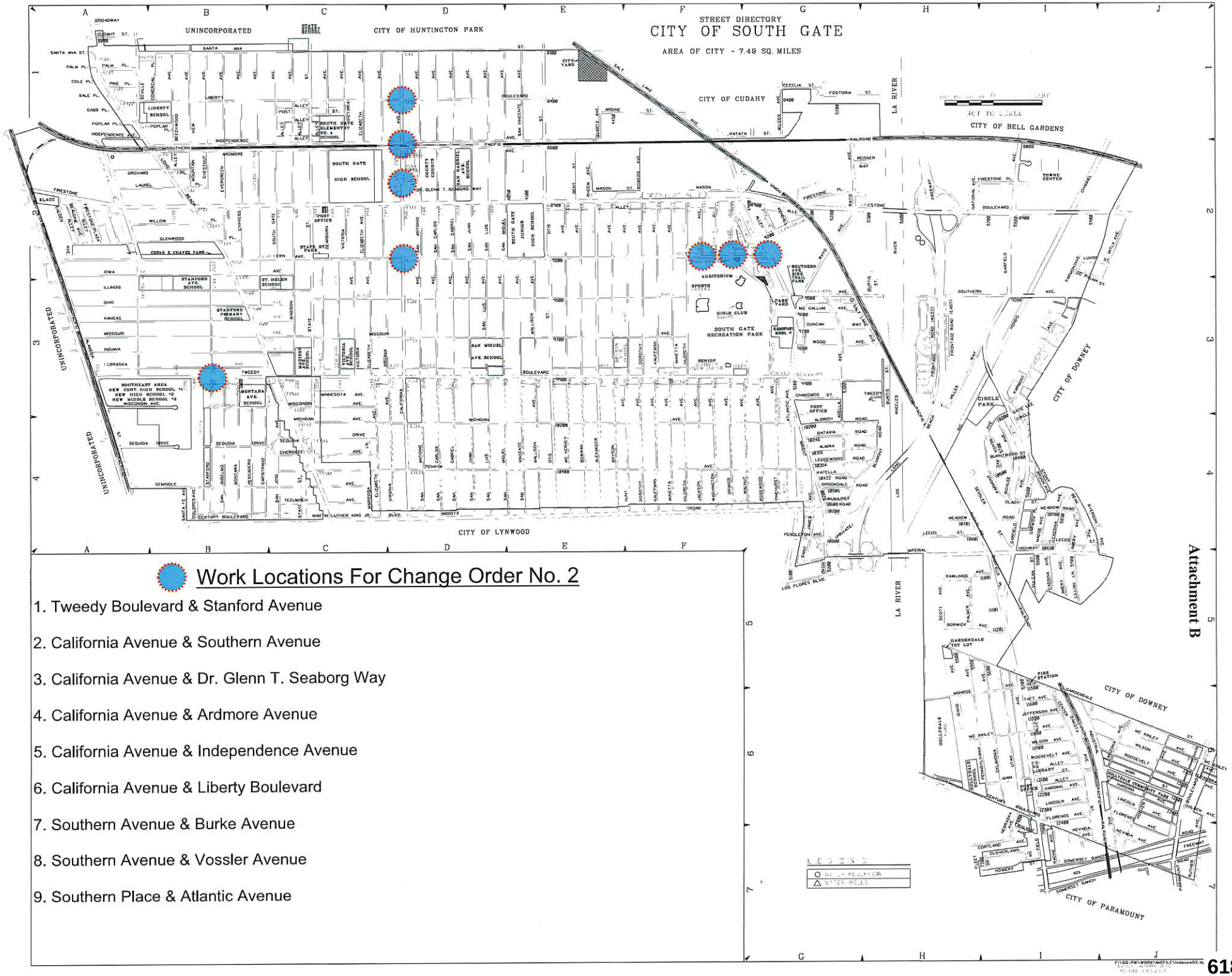
City Manager

PCI

Contractor

By Authorized Agent / Frank Villegas 4/23/25

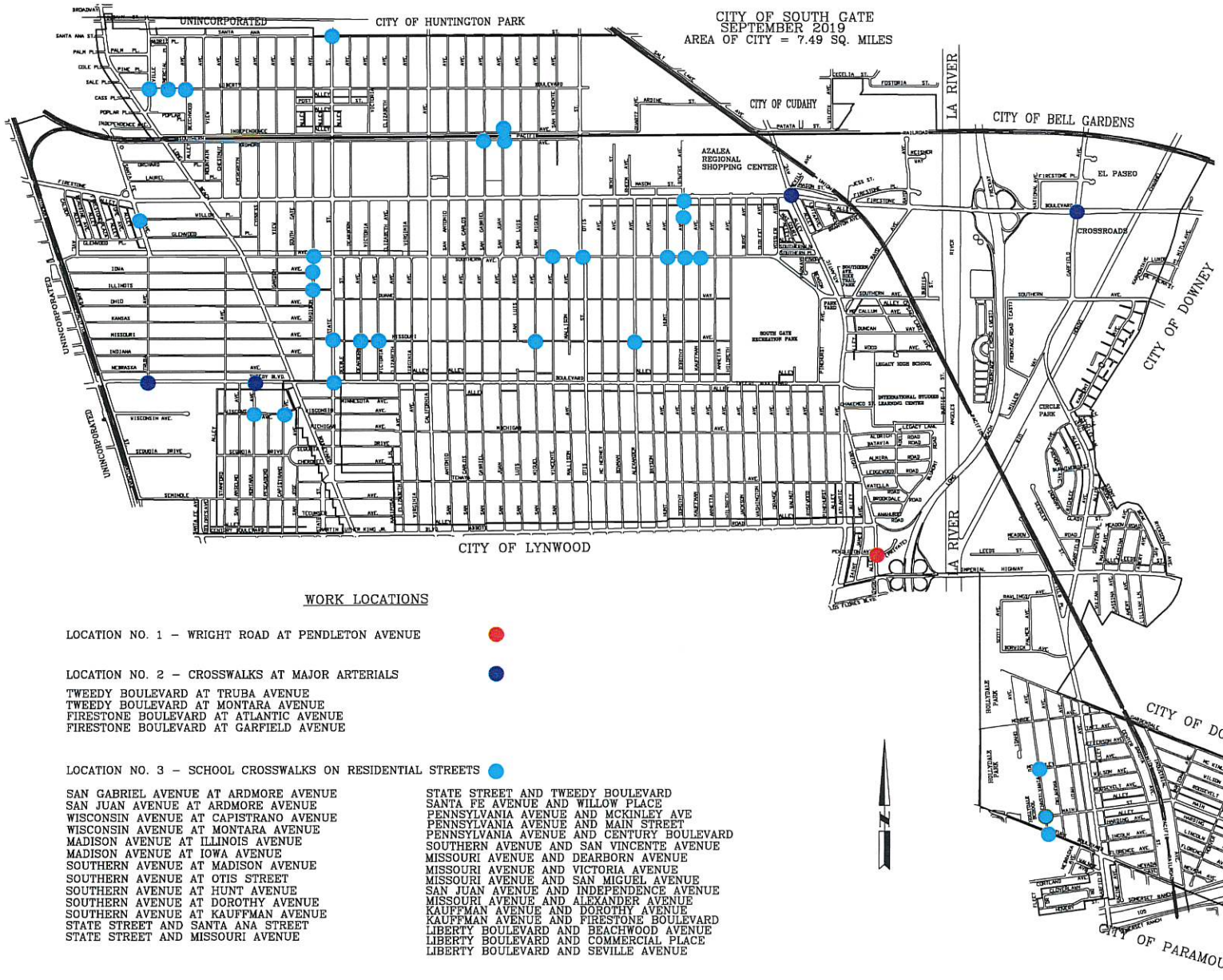
Original - Project File
CC: - Contractor
- Department



Work Locations For Change Order No. 2

1. Tweedy Boulevard & Stanford Avenue
2. California Avenue & Southern Avenue
3. California Avenue & Dr. Glenn T. Seaborg Way
4. California Avenue & Ardmore Avenue
5. California Avenue & Independence Avenue
6. California Avenue & Liberty Boulevard
7. Southern Avenue & Burke Avenue
8. Southern Avenue & Vossler Avenue
9. Southern Place & Atlantic Avenue

Attachment B



WORK LOCATIONS

LOCATION NO. 1 – WRIGHT ROAD AT PENDLETON AVENUE

LOCATION NO. 2 – CROSSWALKS AT MAJOR ARTERIALS

TWEEDY BOULEVARD AT TRUBA AVENUE
TWEEDY BOULEVARD AT MONTARA AVENUE
FIRESTONE BOULEVARD AT ATLANTIC AVENUE
FIRESTONE BOULEVARD AT GARFIELD AVENUE

LOCATION NO. 3 – SCHOOL CROSSWALKS ON RESIDENTIAL STREETS

SAN GABRIEL AVENUE AT ARDMORE AVENUE
SAN JUAN AVENUE AT ARDMORE AVENUE
WISCONSIN AVENUE AT CAPISTRANO AVENUE
WISCONSIN AVENUE AT MONTARA AVENUE
MADISON AVENUE AT ILLINOIS AVENUE
MADISON AVENUE AT IOWA AVENUE
SOUTHERN AVENUE AT MADISON AVENUE
SOUTHERN AVENUE AT OTIS STREET
SOUTHERN AVENUE AT HUNT AVENUE
SOUTHERN AVENUE AT DOROTHY AVENUE
SOUTHERN AVENUE AT KAUFFMAN AVENUE
STATE STREET AND SANTA ANA STREET
STATE STREET AND MISSOURI AVENUE
STATE STREET AND TWEEDY BOULEVARD
SANTA FE AVENUE AND WILLOW PLACE
PENNSYLVANIA AVENUE AND MCKINLEY AVE
PENNSYLVANIA AVENUE AND MAIN STREET
PENNSYLVANIA AVENUE AND CENTURY BOULEVARD
SOUTHERN AVENUE AND SAN VINCENTE AVENUE
MISSOURI AVENUE AND DEARBORN AVENUE
MISSOURI AVENUE AND VICTORIA AVENUE
MISSOURI AVENUE AND SAN MIGUEL AVENUE
SAN JUAN AVENUE AND INDEPENDENCE AVENUE
MISSOURI AVENUE AND ALEXANDER AVENUE
KAUFFMAN AVENUE AND DOROTHY AVENUE
KAUFFMAN AVENUE AND FIRESTONE BOULEVARD
LIBERTY BOULEVARD AND BEACHWOOD AVENUE
LIBERTY BOULEVARD AND COMMERCIAL PLACE
LIBERTY BOULEVARD AND SEVILLE AVENUE

Attachment C

CITY OF SOUTH GATE
8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280
WWW.CITYOFSOUTHGATE.ORG
(323) 563-5781

DATE	PO NUMBER
7/1/2023	0007790

VENDOR: 0013977:PCI
975 WEST 1ST STREET
AZUSA, CA 91702

SHIP TO: P. W. ENGINEERING DIVISION
8650 CALIFORNIA AVE
SOUTH GATE, CA 90280

Contact:
Email:
FOB Point:
Terms: Net 30 Days
Req Del Date:
Special Inst:

Req. No: 0023277
Dept: P.W. ENGINEERING DIVISION
Contact: YOUNG, KARLA
Expiration Date:

Quantity	Unit	Description	Unit Price	Ext. Price
		THIS IS A REVISED PURCHASE ORDER THERMOPLASTIC STRIPING OF STREETS CITYWIDE		100,860.00
		CO #1: ADDITIONAL RE-STRIPING OF MARKINGS AND OVERRUN OF FINAL QUANTITIES.		31,732.00
		FOR PROMPT PAYMENT, INVOICES MUST CONTAIN A PURCHASE ORDER # SEE LAST PAGE FOR TERMS AND CONDITIONS The City of South Gate is open for deliveries: Monday through Thursday 7:30 to 11:30 a.m. and 12:30 to 4:30 p.m. CLOSED ON FRIDAYS AND HOLIDAYS		

BILL TO: CITY OF SOUTH GATE
8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280

SUBTOTAL	132,592.00
TAX	0.00
FREIGHT	0.00
TOTAL	132,592.00

Account Number	Amount	Account Number	Amount

Authorized Signature

VENDOR COPY

CITY OF SOUTH GATE
PUBLIC WORKS DEPARTMENT

CONTRACT/PO CHANGE ORDER

CHANGE ORDER #: 1
PROJECT TITLE: Thermoplastic Striping of Streets Citywide
CONTRACT #: 2023-66-CC
CONTRACTOR: WGJ Enterprises, Inc.

CITY PROJECT #: 654-ST
PURCHASE ORDER #: 0007790
CHANGE REQUESTED BY: Jose Loera
DATE OF REPORT: 9/28/2023

RECEIVED
OCT 04 2023
CITY OF SOUTH GATE
ADMINISTRATIVE SERVICES
DEPARTMENT

	Cost	Calendar Days
Original contract/PO amount:	$ 100,860.00	
Previous Change Orders amount:	$ -	
This Change Order amount:	$ 31,732.00	
Total **increase** to contract (all change orders) to date:	$ 31,732.00	
Revised total contract amount:	$ 132,592.00	
Percentage of total increase (or decrease) to contract amount to date:	31.5%	

DESCRIPTION OF CHANGE ORDER WORK TO BE PERFORMED, ESTIMATE OF QUANTITIES, AND PRICES TO BE PAID:

Change in Bid item Quantities

Item #	Detailed description	Contract Quantity	Previous Change Orders Quantity	THIS Change Orders Quantity	Total Adjusted Contract Quantity	Unit	Unit Cost	Change Order Cost	Time Extension Working Days
1	**Additional re-striping of pavement markings and overrun of final quantities.**							**$31,732.00**	**0**
							Total Cost:	**$31,732.00**	**0**

THE TOTAL AMOUNT OF THIS CHANGE ORDER IS: $31,732.00

Approval Recommended by:
Jose Loera, T.E., Project Manager — Date: 9/28/2023

Approved by:
Arturo Cervantes, P.E., Assistant City Manager/Director of Public Works — Date: 9/28/23

Approved by:
~~Kristopher Ryan~~, Director of Administrative Services (Acting) — Date: 10/4/23

Mendy O'Kelly

DEPARTMENT OF PUBLIC WORKS
INTEROFFICE MEMORANDUM

DATE: September 28, 2023

TO: Chris Jeffers, City Manager

FROM: Arturo Cervantes, Assistant City Manager/Director of Public Works

SUBJECT: Contract Change Order No. 1 to Contract No. 2023-66-CC with WGJ Enterprises, Inc., for the Installation of the Thermoplastic Striping of Streets Citywide, City Project No. 654-ST

PURPOSE: To secure administrative approval of Change Order No. 1 to Contract No. 2023-66-C with WGI Enterprises, Inc., which is necessary to fund additional work completed on the Thermoplastic Striping of Streets Citywide Project, which was beyond the contract scope and quantities.

RECOMMENDED ACTIONS: Approve and execute Change Order No. 1 to Contract No. 2023-66-C with WGI Enterprises, Inc., to fund additional work completed, beyond the contract quantities, under the Thermoplastic Striping of Streets Citywide, City Project No. 654-ST, for an amount not-to-exceed $31,732.

FISCAL IMPACT: There is no impact to the General Fund. Change Order No. 1 to Contract No. 2023-66-C is in the amount of $31,732 and it will be funded with Proposition C Funds budgeted in the Capital Improvement Program. The total revised contract amount is $132,592. The budget is summarized below:

Service	Total
Design Phase	$ 10,380
Construction Contract Phase 1	$132,592
Inspection Services Phase 1	$ 10,000
Construction Contract Phase 2	$ 56,600
Inspection Services Phase 2	$ 5,000
Staff Time	$ 3,000
Total Budget	**$217,572**

BACKGROUND: The City's roadway network has over 125 miles of streets. The street pavements are marked with pavement legends and crosswalks that require repainting with thermoplastic material. The Thermoplastic Striping of Streets Citywide Project was implemented to repaint faded legends and crosswalks adjacent to schools, to enhanced visibility and pedestrian safety. The project also included repainting crosswalks and pavement markings on major arterials throughout the City, including at the intersections of Firestone Boulevard at Atlantic Avenue, Firestone Boulevard at Garfield Avenue and Wright Road at Pendleton Avenue.

On May 23, 2023, the City Council awarded Contract No. 2023-66-C to WGI Enterprises, Inc., in the amount of $100,860. Construction of the project began on July 31, 2023 and was completed on August 17, 2023.

Change Order No. 1 is needed to fund the following:

- The contract included an estimate of quantities of work to be performed to complete the project. The actual quantities of work completed were higher than the estimated quantities. This change order will provide $31,732 funding for the additional quantities of work performed, which will be paid based on the contract unit costs. Work included the re-striping of pavement markings, turning arrows and limit lines. It has necessary since the striping details were faded or missing.

I am recommending that Change Order No. 1 be approved administratively, under the authority granted in Section D (2) of Chapter 1.54.610 Approval of modifications and change orders of the South Gate Municipal Code. This section stipulates: "Where the modification (individually or together with any previous modification) will result in a total contract amount greater than ten thousand dollars but less than fifty thousand dollars, the modification shall be executed by the purchasing supervisor and approved in writing by the finance director."

Cc: a) Change Order No. 1
b) Contract No. 2023-66-C

AGREEMENT FOR THE THERMOPLASTIC STRIPING OF STREETS CITYWIDE PROJECT, CITY PROJECT NO. 654-ST BETWEEN THE CITY OF SOUTH GATE AND WGJ ENTERPRISES, INC.

This Agreement for the Thermoplastic Striping of Streets Citywide Project, City Project No. 654-ST ("Agreement"), is made and entered into on May 23, 2023, by and between the City of South Gate, a municipal corporation ("City"), and WGJ Enterprises, Inc., a California corporation, License No. 415490 ("Contractor"). City and Contractor are sometimes hereinafter individually referred to as a "Party" and collectively referred to as "Parties."

The City and the Contractor hereto mutually agree as follows:

ARTICLE I

THE PROJECT

For and in consideration of the mutual promises set forth herein, Contractor agrees with City to perform and complete in good and workmanlike manner all work required by the Contract Documents for City Contract No. _____, which involves the Thermoplastic Striping of Streets Citywide Project, City Project No. 654-ST.

Said work shall be performed in accordance with the Plans, Specifications, and other Contract Documents, all of which are referenced in Article III hereof and incorporated herein as though fully set forth. Contractor shall furnish at its own expense all labor, materials, equipment and services necessary therefore, except such labor, materials, equipment and services as are specified in the Contract Documents to be furnished by City.

ARTICLE II

CONTRACT SUM AND PAYMENT

For performing and completing the work in accordance with the Contract Documents, City shall pay Contractor, in full compensation therefore, the contract sum of **One Hundred Thousand Eight Hundred Sixty Dollars ($100,860)** set forth in the Bid Schedule(s) that are included among the Contract Documents. Said sum shall constitute payment in full for all work performed hereunder, including, without limitation, all labor, materials, equipment, tools and services used or incorporated in the work, supervision, administration, overhead, expenses and any and all other things required, furnished or incurred for completion of the work as specified in the Contract Documents. City shall make payments to Contractor on account of the contract sum at the time, in the manner, and upon the conditions specified in the Contract Documents.

ARTICLE III

CONTRACT DOCUMENTS

The Contract Documents, which constitute the entire Agreement between the City and the Contractor, are enumerated as follows: the Notice Inviting Bids, the Instructions to Bidders, the Accepted Proposal, the Bid Schedule(s), the List of Subcontractors, Contractor's Industrial Safety Record, the Contractors Qualification Statement, the Bid Security Forms for Check or Bond, this Agreement, the Worker's Compensation Insurance Certificate, the Performance Bond, the Payment Bond, the Non-Collusion Affidavit, the Specifications, and Special Provisions and all addenda as prepared prior to the date of bid opening setting forth any modifications or interpretations of any of said documents, and any and all supplemental agreements heretofore or herewith executed amending or extending the work contemplated and which may be required to complete the work in a substantial and acceptable manner, all of which are referred to as the Contract Documents. These form the entire "Contract", and all are as fully a part of the Contract as if attached to this Agreement or repeated herein.

ARTICLE IV

INDEMNIFICATION

The Contractor shall indemnify, hold harmless and defend (with counsel selected by the City), the City of South Gate and its affiliated entities, its officers, employees, consultants and sub-consultants, their respective officers, agents, employees (collectively the "Indemnified Parties"), from any and all claims and losses whatsoever occurring or resulting to any and all persons, firms, or corporations furnishing or supplying work, services, materials, or supplies in connection with the performance of this Agreement, any and all claims, lawsuits or actions arising from the awarding or execution of this Agreement, and from any and all claims and losses occurring or resulting to any person, firm, corporation or property for damage, injury, death arising out of or connected with the Contractor's obligation to indemnify, defend and save harmless the "Indemnified Parties" as stated hereinabove including, but not be limited to, paying all legal fees and costs incurred in connection with any such claims, losses, lawsuits or actions. THIS PROVISION SHALL SURVIVE THE COMPLETION OF WORK AND SERVICES TO BE PROVIDED UNDER THIS AGREEMENT AND THE OTHER CONTRACT DOCUMENTS.

ARTICLE V

COMMENCEMENT, COMPLETION AND LIQUIDATED DAMAGES

Contractor shall commence work on a date to be specified in a written Notice to Proceed from the City's Director of Public Works and shall complete all work for each phase within 4 to 10 working days PER PHASE to complete all work from the date of the City's Notice to Proceed for each phase of work, unless authorized otherwise by the City Engineer. All work is expected to be completed within 2 months of the initial NTP, including all phases, thereafter (subject to "force majeure" delays, if any, to the extent allowed under the Contract Documents). If the work is not completed within that time, Contractor shall owe and pay to the City liquidated damages in the

amount or amounts set forth in the Contract Documents.

ARTICLE VI

EFFECTIVE DATE

This Agreement shall become effective and commence on May 23, 2023.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Maria del Pilar Avalos, Mayor

Dated: 06/14/23

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

WGJ ENTERPRISES, INC.:

By: _____
William G. Jacob, President

Dated: 6/6/2023

APPROVED
BY: _____ DATE 6/6/2023

WORKER'S COMPENSATION INSURANCE CERTIFICATE

The Contractor shall execute the following form as required by the California Labor Code, Sections 1860 AND 1861.

> I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work of this Contract.

DATED: 6/6/2023

WGJ ENTERPRISES, INC.

By: _____
William G. Jacob

President
Title

ATTEST:

By: _____
Signature

_____
Title

INDEMNIFICATION AND LIABILITY INSURANCE REQUIREMENTS

The following requirements must be met when submitting insurance certificates to the City of South Gate in connection with Public Works and other projects:

1. The insurance certificate must be issued to the City of South Gate, 8650 California Avenue, South Gate, CA 90280, attention of the City Engineer.

2. The City of South Gate, South Gate Housing Authority, and their officers, employees, elected officials, and agents must be shown as additional insured per ISO CG 20 10 11 85, and separate endorsement signed by an authorized representative of the insurance company is required.

3. The City has the right to request a copy of complete insurance policy including all endorsements and certificates.

4. The Certificate must include cross liability coverage either included in the Commercial General Liability coverage, and so indicate on the face of the Certificate under that heading or by separate endorsement.

5. The Certificate should also indicate that the insurance covers "All Operations" or should specify the particular services to be provided.

6. Contractor shall procure and maintain for the duration of the Contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his agents, representatives, employees or subcontractors.

   Minimum Scope of Insurance

   Coverage shall be at least as broad as:

   1. Insurance Services Office Commercial General Liability coverage (occurrence from CG 0001).

   2. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).

   3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

   4. Course of Construction insurance covering for "all risks" of loss. Earthquake and flood insurance is not required to be furnished by the Contractor.

Contractor shall maintain limits no less than:

1. General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the project which is the subject of this Agreement and the location where work thereunder is to be performed, or the general aggregate limit shall be twice the required occurrence limit.

2. Automobile Liability: $1,000,000 per accident for bodily injury and property damage.

3. Employer's Liability: $1,000,000 per accident for bodily injury or disease.

4. Course of Construction: Completed value of the project that is the subject of this Agreement.

Deductibles and Self-Insured Retention

Any deductibles or self-insured retention must be declared to and approved by the City. At the option of the City, either the insurer shall reduce or eliminate such deductibles or self-insured retention as respects the City, its officers, officials, employees and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Other Insurance Provisions

The general liability and automobile policies are to contain, or be endorsed to contain, the following provisions:

1. The City, its officers, officials, employees, and volunteers are to be covered as insurers with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Contractor; and with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance or as a separate owner's policy.

2. For any claims related to the project that is the subject of this Agreement, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be in excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled, or modified, by either party, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

Course of construction policies shall contain the following provisions:

1. The City shall be named as loss payee.
2. The insurer shall waive all rights of subrogation against the City.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

Verification of Coverage

Contractor shall furnish the City with original certificates and amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms provided by the City or on other than the City's forms, provided those endorsements or policies conform to the requirements. All certificates and endorsements are to be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications at any time.

Subcontractors

Contractor shall include all subcontractors as insurers under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverage for subcontractors shall be subject to all of the requirements stated herein.

Indemnification

The Contractor shall indemnify, hold harmless and defend (with counsel selected by the City of South Gate), the City of South Gate, the City of South Gate Housing Authority, their consultants and sub-consultants, and their respective officers, agents, and employees, from any and all claims and losses whatsoever occurring or resulting to any and all persons, firms, corporations or other entities furnishing or supplying work, services, materials, or supplies in connection with the performance of this Agreement, any and all claims, lawsuits or actions arising from the awarding or execution of this Agreement, and from any and all claims and losses occurring or resulting to any person, firm, corporation or other entity, or property for damage, injury, death arising out of or connected with the Contractor's obligation to indemnify, defend and save harmless the City of South Gate, the City of South Gate Housing Authority, their consultants, sub-consultants, and other parties listed above, as stated hereinabove shall include, but not be limited to, paying all legal fees and costs incurred by legal counsel of the City of South Gate's choice in representing the City of South Gate, the City of South Gate Housing Authority, consultants and sub-consultants in connection with any such claims, losses, lawsuits or actions. THIS PROVISION SHALL SURVIVE THE COMPLETION OF WORK AND SERVICES TO BE PROVIDED UNDER THIS AGREEMENT.

Item No. 10

Office of the
South Gate City Clerk

MAY 22 2025
FILED
11:24 AM

City of South Gate
CITY COUNCIL
AGENDA BILL

For the Regular Meeting of: **May 27, 2025**

Originating Department: **Public Works**

Department Director: _____ *City Manager:* _____
Arturo Cervantes *Rob Houston*

SUBJECT: PURCHASE ORDER TO LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS, SERVICE REQUEST NO. 272919 FOR EMERGENCY CALL OUT AT THE INTERSECTION OF SANTA ANA STREET AND PALM/SEVILLE

PURPOSE: Approve a purchase order to fund Service Request No. 272919 with the Los Angeles County Department of Public Works ("LACDPW") for emergency traffic signal repairs performed at the intersection of Santa Ana Street and Palm/Seville. LACDPW responded to an emergency call-out and has completed the necessary work to restore the traffic signal to full operation. The repairs were considered time-sensitive and essential for public safety.

RECOMMENDED ACTIONS: The City Council will consider:

a. Approving a Purchase Order for the Los Angeles County Department of Public Works ("County"), Service Request No. 272919 to fund emergency call-out traffic signal repairs at the intersection of Santa Ana Street and Palm/Seville, for an amount not to exceed $60,500; and
b. Authorizing the City Manager to execute the Purchase Order, in a form approved by the City Attorney.

FISCAL IMPACT: There is no impact on the General Fund. The proposed Purchase Order is in the amount of $60,500. It will be funded with $11,500 in Gas Tax and $49,000 in Measure R Funds, budgeted for the Fiscal Year 2024/25.

ANALYSIS: The traffic signal system at the intersection of Santa Ana Street and Palm/Seville sustained damage due to vandalism, resulting in compromised wiring at multiple pull box locations. As a result, the intersection became inoperative, creating a public safety hazard. In alignment with the City of South Gate's ("City") policy to prioritize urgent infrastructure repairs that impact public health and safety, the Public Works Department coordinated an expedited response to restore signal functionality in collaborations with LACDPW.

Under the City's existing agreement with LACDPW, the County provides both routine and extraordinary maintenance for designated traffic signal intersections within South Gate. Given the urgency of the situation and the County's established role as the City's contracted maintenance provider, Public Works is recommending that the City Council approve a sole-source Purchase

Order to Los Angeles County Public Works in an amount not to exceed $60,500 for emergency traffic signal repair work that has already been completed. The work was performed as an emergency call-out to promptly restore full signal operation and address a critical public safety issue. This action ensures proper authorization and funding for the completed work and aligns with the City's commitment to maintaining safe and functional infrastructure for the benefit of the public.

BACKGROUND: The City of South Gate Public Works Department maintains 93 traffic signalized intersections throughout the City, which are equipped with safety lights, illuminated street name signs, video vehicle detection systems, battery back-up systems, and speed awareness signs. These intersections are critical components of the City's infrastructure, contributing to public safety and the smooth flow of traffic.

Maintenance, service, and repair of these intersections are carried out through a combination of in-house staff and contract services. In collaboration with agencies such as Los Angeles County Public Works, the City ensures that its traffic signal systems are functioning optimally.

Recently, the electrical wiring for the traffic signal system at the intersection of Santa Ana Street and Palm/Seville was vandalized, rendering the signal inoperative and the intersection dark. If not promptly addressed, this condition poses a significant risk to public safety, may contribute to increased traffic congestion, and raises the potential for traffic accidents. Timely repairs are critical to restoring safe travel conditions and ensuring the continued reliability of the City's transportation infrastructure.

The fee proposal submitted by Los Angeles County Public Works for the necessary repairs was thoroughly reviewed by City staff. After careful evaluation, it was determined that the proposed costs align with industry standards for similar repair work. Given the urgency of the situation and the County's established expertise, the proposal is considered reasonable and appropriate for the scope of work required. Staff has confirmed that the costs reflect fair pricing for the services to be rendered, ensuring the City is receiving value in line with prevailing market rates.

ATTACHMENTS: A. Traffic Signal Maintenance Agreement
B. Service Request and Fee Proposal

OH:lc

Attachment A

41069

A G R E E M E N T

The COUNTY OF LOS ANGELES, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and the CITY OF SOUTH GATE, a municipal corporation, hereinafter referred to as "CITY", do enter into the following Agreement:

WHEREAS, COUNTY AND CITY desire to provide for the maintenance of traffic signal, illuminated street name sign and highway safety lighting installations at locations which are partially or wholly under jurisdiction of one or both of the parties hereto, and to arrange herein for the particular maintenance functions to be performed and to specify the cost of such maintenance;

NOW THEREFORE, it is mutually agreed as follows:

1. COUNTY will perform, at a level of service equal to that which County performs for County-owned traffic signals, routine traffic signal, illuminated street name sign and highway safety lighting maintenance, hereinafter referred to as "routine maintenance", and extraordinary traffic signal, illuminated street name sign and highway safety lighting maintenance, hereinafter referred to as "extraordinary maintenance", at locations shown in Appendix "A" and "C", and CITY will perform, at a level of service equal to that which City performs for City-owned traffic signals, such services at locations shown in Appendix "B".

(a) For each highway intersection shown in Appendix "A" and "B", the parties hereto shall share the expense of such services in the same proportion that the number of

approaches or percentages of approaches under their respective jurisdiction bears to the total number of approaches entering said intersection.

(b) For each highway intersection shown in Appendix "C", COUNTY will bear the full expense of those traffic signal maintenance services which are included in routine maintenance. The expense of all extraordinary maintenance shall be shared by the parties hereto in the same proportion that the number of approaches or percentages of approaches under their respective jurisdiction bears to the total number of approaches entering said intersection.

The jurisdictional share at an intersection shall be determined by the methods described in Appendix "D".

2. Routine maintenance includes patrolling for traffic signal malfunctions, illuminated street name sign and highway safety lighting outages; inspection, testing, and timing of traffic signal controllers, and field repairs made during routine inspection.

3. Each party that provides routine maintenance shall establish a flat monthly rate per intersection for routine maintenance. This monthly rate shall be the average monthly cost of routine maintenance for all traffic signals that each maintains and operates, regardless of location. These monthly rates shall be used for billing and shall be revised and adjusted for each fiscal year to ensure an equitable annual cost.

4. Extraordinary maintenance includes addition or replacement of major traffic signal, illuminated street name sign and highway safety lighting equipment due to obsolescence, wear or inadequacy; repair due to damage from any cause, including vandalism, except those field repairs made to equipment internal to the controller cabinet during routine maintenance inspection calls; replacement of inductive loop detectors and detector pads; extensive repainting; and relamping and replacement of ballasts for illuminated street name signs and highway safety lighting. Excepted are those highway safety lighting installations owned and maintained by the Southern California Edison Company.

5. Extraordinary maintenance which exceeds $500 in cost (except that necessary to maintain operation) shall be subject to the approval of CITY'S authorized designate, when performed by COUNTY, and subject to the written approval of the Road Commissioner or his authorized designate, when performed by CITY. All costs shall be assessed directly against the installation involved. Denial of such approval shall void the provisions of Paragraph 2 of the hereinafter noted "Assumption of Liability Agreement".

6. COUNTY will provide for the furnishing of electrical energy at locations shown in Appendix "A" and "C" which are partially under the jurisdiction of either of the parties hereto, and CITY shall provide for the furnishing of electrical energy at locations shown in Appendix "B" which are partially under the jurisdiction of either of the parties hereto. Each party hereto

will provide for the furnishing of electrical energy at locations, whether shown in Appendix "A", "B" or "C", which are wholly within their respective jurisdiction. The expense of all electrical energy shall be shared by the parties hereto in the same proportion that the number of approaches or percentages of approaches under their respective jurisdiction bears to the total number of approaches entering said intersection.

7. Bills for routine maintenance, extraordinary maintenance, and electrical energy shall be rendered monthly. The first bill for routine maintenance in the fiscal year shall show the itemization of salaries and wages, material, equipment, and appropriate overheads upon which the flat rates referred to in Paragraph 3 are based. Materials shall include miscellaneous items of service and expense. All bills for extraordinary maintenance shall show the itemization specified above.

8. On bills for routine and extraordinary maintenance, current percentages may be added to salaries and wages for overhead and to equipment costs for depreciation of equipment. These percentages, if added, shall be shown as separate items in the rates for routine and extraordinary maintenance.

9. Traffic signal, illuminated street name sign or highway safety lighting installations may be added to or deleted from Appendix "A", "B" or "C" under the terms of this Agreement by so

stipulating in subsequent agreements or by written approval of both the Road Commissioner of the County of Los Angeles and CITY'S authorized designate. The same approval procedure shall be used to revise each agency's share of the cost of maintenance as required by changing jurisdictions.

10. The provisions of Paragraph 2 of the "Assumption of Liability Agreement" heretofore entered into between the parties hereto referring to the exception to City's agreement to assume liability and hold County harmless, are expressly made applicable to this Agreement only in the following situation:

(a) With reference only to those locations shown in Appendixes "A" and "C" for routine maintenance and for extraordinary maintenance at those locations where the estimated cost is under $500, and for extraordinary maintenance at those locations where the estimated cost is over $500 and the cost approved by the City as designated in Paragraph 5 of this Agreement.

Except as herein indicated, the provisions of said Paragraph 2 shall remain in full force and effect.

11. This Agreement shall supersede all prior CITY-COUNTY agreements regarding the maintenance of traffic signals, illuminated street name signs and highway safety lighting.

12. This Agreement shall be effective upon execution by both parties and may be terminated upon thirty days written notice by either party.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective officers, duly authorized, for the COUNTY OF LOS ANGELES on February 11, 1982, and for the CITY OF SOUTH GATE on 12-22, 1981.

ATTEST:

JAMES S. MIZE

Executive Officer and
Clerk of the Board of Supervisors

By _____

ATTEST: JAMES S. MIZE
EXECUTIVE OFFICER
CLERK OF THE BOARD OF SUPERVISORS
By D. Ochoa Deputy

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
66
FEB 9 19

JAMES S. MIZE
EXECUTIVE OFFICER

Approved as to Form:

JOHN H. LARSON
County Counsel

By _____
Deputy

COUNTY OF LOS ANGELES

By _____
Chairman, Board of Supervisors

CITY OF SOUTH GATE

By _____
Mayor (12-22-81)

By _____
City Clerk

(SEAL)

APPROVED AS TO FORM

CITY ATTORNEY.

26A

September 1981

City Service Request Tracking System

Request Details

City Service Request Details

Request Number
272919

Date Submitted
4/22/2025

Status
Pending City Approval

Requesting City
South Gate

Subject
Traffic Signal Emergency Services

Location
Santa Ana & Seville/Palm

Work Description
Wire theft and vandalism at the traffic signal intersection necessitates the replacement of certain 28-conductor cable runs to restore full functionality. The total length of the affected cable runs is approximately 200 feet. The work required is at Santa Ana & Seville.

Category > Agreement > Service Type
Traffic Signal > General Services > Traffic Signal Emergency Services

Purchase Order No
0008167

Estimated Project Amount
$8000

Desired Completion Date
4/25/2025

Additional Notification Recipients
Arturo Cervantes, Eric Mirzaian

Requested By
Osie Harrell oharrell@sogate.org 3235635785

Approved By
Arturo Cervantes acervantes@sogate.org 3235639512

Current Approver
Arturo Cervantes acervantes@sogate.org 3235639512

Plans, Maps and/or Attachments

#	File Name

County Summary

Cost Estimate
60500

Estimated Completion Date
4/24/2025

Program Cost Account

Program

MMS Work Order Number

Primary Operating Division
Operational Services Division

Division	Name	Phone Number
Operational Services Division	Art Arriola	(626) 458-1780
Operational Services Division	Edward E Carmona Leon	(626) 458-1709
Operational Services Division	Elma Derharotounian	(626) 458-1700
Operational Services Division	Pedro Cruz	(626) 458-1708

City Service Representative
Mahdad Derakhshani (626) 458-7136

Item No. 11

Office of the
South Gate City Clerk

MAY 22 2025 8:05am
FILED

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**

Originating Department: **Office of the City Clerk**

City Clerk: _____ ***City Manager:*** _____

Yodit Glaze *Rob Houston*

SUBJECT: APPROVAL OF CITY COUNCIL MEETING MINUTES

PURPOSE: To historically preserve the events of the City Council Meetings.

RECOMMENDED ACTION: The City Council will consider:

a. Approving the Special and Regular Meeting minutes of April 8, 2025;
b. Approving the Special and Regular Meeting minutes of April 22, 2025; and
c. Approving the Special Meeting minutes of April 29, 2025.

FISCAL IMPACT: None.

ANALYSIS: The minutes are provided to the City Council on the Wednesday prior to their regular business meeting. Amendments should be provided to the City Clerk's Office within 24 hours of a City Council Meeting so that verification of the record and corrections are made accordingly. A revised document will be provided to the City Council prior to the Meeting.

BACKGROUND: The minutes typically describe the events of the meeting and may include a list of attendees, a statement of the issues considered by the participants, and related responses or decisions for the issues.

ATTACHMENTS: City Council Minutes

CITY OF SOUTH GATE
SPECIAL CITY COUNCIL MEETING
MINUTES
TUESDAY, APRIL 8, 2025

CALL TO ORDER Joshua Barron, Vice Mayor called a Special City Council Meeting to order at 5:30 p.m.

ROLL CALL Yodit Glaze, City Clerk

PRESENT Vice Mayor Joshua Barron, Council Member Maria del Pilar Avalos, Council Member Gil Hurtado and Council Member Al Rios; City Treasurer Jose De La Paz, City Manager Rob Houston

ABSENT/EXCUSED Mayor Maria Davila

LATE City Attorney Raúl F. Salinas arrived at 5:32 p.m.

1 PROCLAMATIONS The City Council issued a Proclamation declaring the month of April 2025, as DMV/Donate Life Month.

2 PROCLAMATIONS The City Council issued a Proclamation declaring the month of April 2025, as Autism Awareness month.

3 PROCLAMATIONS The City Council issued a Proclamation declaring the month of April 13-19, 2025, as National Public Safety Telecommunicator's Week.

4 PROCLAMATIONS The City issued a Proclamation declaring the month of April 2025, as Fair Housing Month.

CLOSED SESSION The Council Members recessed into Closed Session at 6:08 p.m. and reconvened at 6:45 p.m. with four (4) Members of Council present. City Attorney Salinas reported the following:

1. CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION
   Pursuant to Government Code Section 54956.9(a), 54954.9(b)(3)(C)

a. Erick Arteaga v. City of South Gate, et al.

b. Bertha Quintero v. City of South Gate, et al.
c. Dulce Vargas v. City of South Gate, et al.
d. Leticia Delgado v. City of South Gate

Item 1(a) is an employment law case filed by a former employee against the City of South Gate.

Item 1(b) is a slip and fall personal injury case based on a raised sidewalk on Hunt Avenue.

Item 1(c) is also a raised sidewalk on St. James Avenue.

Item 1(d) is also an allegedly raised sidewalk on 8635 Madison Avenue.

These are all lawsuits filed in court. And on a motion made by Council Member Hurtado and seconded by Vice Mayor Barron and on a vote of 4-0, the City Council authorized the defense of those lawsuits.

2. CONFERENCE WITH LABOR NEGOTIATOR
Pursuant to Government Code Section 54957.6

Agency Representation:	Rob Houston, City Manager
Unrepresented Employees:	Top Management/Department Directors Hourly Employees
Employee Organizations:	SGMEA, SGPMMA, SGDMA, SGPMA SGPOA

On item 2, a brief conversation was had with the City Manager with respect to the Top Labor Negotiation and the same impact on the associations. There was no discussion and no action taken in closed session.

ADJOURNMENT Council Member Hurtado adjourned the meeting at 6:52 p.m. and seconded by Council Member Rios.

PASSED and **APPROVED** on this day of 2025.

ATTEST:

Maria Davila, Mayor

Yodit Glaze, City Clerk

CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, APRIL 8, 2025

CALL TO ORDER	Joshua Barron, Vice Mayor called a Regular City Council Meeting to order at 6:52 p.m.
INVOCATION	Tina Fierro, Deputy Director of Parks & Recreation
PLEDGE OF ALLEGIANCE	Manuel Arana, Police Captain
ROLL CALL	Yodit Glaze, City Clerk
PRESENT	Vice Mayor Joshua Barron, Council Member Maria del Pilar Avalos, Council Member Gil Hurtado and Council Member Al Rios; City Treasurer Jose De La Paz, City Manager Rob Houston, City Attorney Raúl F. Salinas
ABSENT/EXCUSED	Mayor Maria Davila

COMMENTS FROM THE AUDIENCE - NON-AGENDA ITEMS

Mario Dominguez, South Gate resident, concerned that the Wi-Fi in the Council Chambers keeps failing. Mr. Dominguez is not happy with the new design for the ELAC presentation.

Students on a group assignment for USC provided pictures of Frontage Road which needs a lot of repair work. The fencing that divides the street and the 710 freeway has been torn and ripped, which is dangerous for the homeless population. Also, trucks and truckers dump trash.

Roberto Rodriguez, South Gate resident, informed the Council that the residents were not informed of the increase in trash services.

EMAILS

Jennifer Daily, urging the Council to hold the Planning Commission's unanimous decision on March 18, 2025, to reject Engle's appeal for continued metal processing operations and zone change at 8530 Alameda.

Roberto Sanchez expresses his frustration with how the city handles community participation, particularly with emails and call-in features for the Council meetings. He accuses Council Members and City staff using these tactics to sensor participation. He criticizes the state of Tweedy Boulevard and the library as hazardous due to crime.

Maria Chavez expresses frustration with city management citing several issues regarding financial mismanagement. She criticizes the proposed Utility User Tax as a bailout for the City Council and city staff. She

EMAILS CONT'D

regards the Tweedy Mile Business District ongoing repairs as slopy and poorly executed. She questions the additional taxpayer monies spent on Urban Orchard Park due to inadequate planning. She highlights design flaws on the Long Beach Boulevard improvements regarding dangerous rocks placed on the sidewalks and then later removed.

REPORTS AND COMMENTS FROM CITY OFFICIALS

Arturo Cervantes, Director of Public Works stated receiving questions on Frontage Road, as well as emails to be addressed. Mr. Cervantes stated that the city takes pride in maintaining its roadways. The challenges are simply funds. Mr. Cervantes stated Frontage Road is scheduled for repair. Public Works has completed the designs. Mr. Cervantes stated the designs for Tweedy are to meet safety and ADA standards. The city did run into a procedural and regulatory issue on the Urban Orchard Project with LA accounting. The Urban Orchard Project is not being funded through the general fund but through grants. Regarding the rocks designed on Long Beach Boulevard, the use of those rocks or stones is industry standard and many cities are being used. The design was for places where the public does not walk in, but the city understands the potential for safety issues, so the design is being replaced with another design.

Vice Mayor Barron asked Mr. Cervantes to speak about the increase in the trash.

Mr. Cervantes stated that the city has a franchise agreement with UWS to provide solid waste and part of that there is an annual rate increase. The community is notified by UWS, not by the city. He doesn't understand why certain individuals don't get to see them.

Vice Mayor Barron asked if trucks are allowed to park on Frontage Road adjacent to the 710 freeway.

Manuel Arana, Police Captain, believes the city does not allow trucks to park on the street. The police department have had meetings with businesses owners that allow truck drivers to park on the street.

Tina Fierro, Deputy Director of Parks & Recreation, mentioned a couple of events scheduled for this weekend.

David Crabtree, Interim Director of Community Development – nothing to report.

Steven Aragon, Acting Budget and Finance Manager - nothing to report.

Jon Hamilton, Director of Human Resources - nothing to report.

REPORTS AND COMMENTS FROM CITY OFFICIALS CONT'D

Manuel Arana, Police Captain, stated the topic about homelessness at the library is a complex topic because the library is a county facility. The reason the homeless are at the library is because of the wi-fi open to the public. The captain made it clear that being homeless is not a crime, however due to the school being close the police department have contacted these individuals to provide resources.

Rob Houston, City Manager, made a general comment on the community's concerns.

Vice Mayor Barron asked the City Manager to verify why the city's website was not working to report a pothole. He also asked City Manager to speak on the length of time approved by Council to work on the Tweedy Boulevard.

Rob Houston, City Manager, will verify the city's website. He also spoke on the Tweedy Boulevard project.

Raúl F. Salinas, City Attorney, stated that the Public Records Brown Act allows for the summarization of emails.

Council Member Avalos stated attending a meeting with the Southeast Water Coalition last Thursday. Three important issues were discussed regarding WRD's practices. WRD is scheduled to have a public hearing meeting on April 29th at 10:00 a.m. to discuss water rate increase.

Council Member Avalos will also be attending the Greater Los Angeles Vector Control District meeting tomorrow. Vector Control are also seeking to increase their rates. Vector Control are scheduled to make a presentation at the May 13th City Council meeting. She thanked City Manager for the South Gate app. She encourages the community to use it. She commended the Public Works Department for fixing a light pole that had its wire pulled out.

Jose De La Paz, City Treasurer, stated that the International Studies Learning Center, high school robotics team has made it to the Robotics World Championship in Houston, TX next week. He mentioned that if the team wins the World Championship it gives them an opportunity to compete globally against other countries.

Vice Mayor Barron wishes the team well and whether they win or not they should attend a council meeting to be honored.

Yodit Glaze, City Clerk – nothing to report.

REPORTS AND COMMENTS FROM CITY OFFICIALS CONT'D

Council Member Hurtado stated receiving a lot of complaints from residents that city employees are taking too long to come out when it has to do with loud music, vehicles parked on lawn, people working as mechanics on their properties.

Council Member Hurtado mentioned that the general fund was not used for the Urban Orchard Project. He would like for the residents to reach out to Council and discuss mismanage of city funds. He thanked Mr. Crabtree for his time as Interim Director of Community Development.

Council Member Rios asked if the city participated in the Homeless Count. Mentioned that at the last City Council meeting the LACCD had a presentation. He walked Tweedy Boulevard and made some observations. He inquired if the prices for the activities at the park for the children be reduced.

Vice Mayor Barron spoke about mismanagement of funds. He stated that the Finance Department has been awarded three times in a row an accountant reward. He mentioned that the budget hearings are held every year, and no one attends the meetings.

Vice Mayor Barron attended a meeting with the other eighty-eight (88) Mayors of LA County hosted by Mayor Karen Bass regarding amazing events in LA County coming soon, including FIFA World Cup in 2026, Super Bowl in 2027 and the Olympics in 2028.

Vice Mayor Barron supports ELAC being in this community.

EXCUSED FROM MEETING

At this time, 7:47 p.m., Council Member Avalos, was excused from the meeting and departed from the Council Chambers.

CONSENT CALENDAR

Agenda Items 1 and 2 were approved by motion of Council Member Hurtado and seconded by Council Member Rios.

ROLL CALL: Council Member Hurtado, yes; Council Member Rios, yes; Vice Mayor Barron, yes; Council Member Avalos, excused; Mayor Davila, excused.

1 INVESTMENTS

The City Council received and filed the Quarterly Investment Report for the quarter ended September 30, 2024, during Consent Calendar.

2 INVESTMENTS

The City Council received and filed the Quarterly Investment Report for the quarter ended December 31, 2024, during Consent Calendar.

3
MUNICIPAL CODE
ADMIN

The City Council approved items A, B & C by motion of Council Member Hurtado and seconded by Council Member Rios:

a. Received and filed the Annual Military Equipment Report;

b. Finding this matter to be exempt under CEQA per Section 15061 (b)(3) of the CEQA Guidelines; and

c. Renewed South Gate Municipal Code 1.39.010 (Military Equipment Policy).

ROLL CALL: Council Member Hurtado, yes; Council Member Rios, yes; Vice Mayor Barron, yes; Council Member Avalos, excused; Mayor Davila, excused.

4
WARRANTS

The City Council approved the Warrant Register for April 8, 2025, was approved (with the exception of Warrant No. 109714) by motion of Council Member Rios and seconded by Council Member Hurtado.

Total of Checks:	$ 4,894,475.02
Less: Voids	$ (28,428.48)
Less: Employee Payroll Deductions	$ (290,397.82)
Grand Total:	$ 4,575,648.72

Cancellations: 104813, 104826, 104827, 104851, 104857, 104884, 105021, 105298, 105656, 105819, 105820, 105829, 105875, 105876, 105924, 105939, and 109449

Arturo Cervantes, Director of Public Works requested Invoice No. 345592, A, B, C (Warrant No. 109714) be pulled for further review and be brought back at a future time.

ROLL CALL: Council Member Hurtado, yes; Council Member Rios, yes; Vice Mayor Barron, yes; Council Member Avalos, excused; Mayor Davila, excused.

ADJOURNMENT Council Member Hurtado adjourned the meeting in memory of Manuel Rivera, longtime South Gate resident at 8:27 p.m. and seconded by Council Member Rios.

PASSED and **APPROVED** on this day of 2025.

ATTEST:

Maria Davila, Mayor

Yodit Glaze, City Clerk

CITY OF SOUTH GATE
SPECIAL CITY COUNCIL MEETING
MINUTES
TUESDAY, APRIL 22, 2025

CALL TO ORDER Maria Davila, Mayor called a Special City Council Meeting to order at 5:00 p.m.

ROLL CALL Yodit Glaze, City Clerk

PRESENT Mayor Maria Davila Vice Mayor Joshua Barron, Council Member Maria del Pilar Avalos, Council Member Gil Hurtado and Council Member Al Rios; City Treasurer Jose De La Paz, City Manager Rob Houston, City Attorney Raúl F. Salinas

1
CERTIFICATE OF APPRECIATION The City Council presented Certificates of Appreciation to the participants of the Baker to Vegas Challenge Cup Relay.

2
CERTIFICATE OF APPRECIATION The City Council presented a Certificate of Appreciation to Detective John Affeld for his 50 years of dedicated service to the City of South Gate.

3
PROCLAMATION The City Council issued a Proclamation declaring May 2025, as Water Safety and Drowning Prevention Month.

4
PROCLAMATION The City Council issued a Proclamation declaring April 26, 2025, as the 20th Annual Earth Day Celebration.

5
PERSONNEL RECRUITMENT & SELECTION The City Council unanimously received and filed the list of new and promoted full-time employees hired or promoted during March 2025.

CLOSED SESSION The Council Members recessed into Closed Session at 5:57 p.m. and reconvened at 6:42 p.m. with All Members of Council present. City Attorney Salinas stated the discussion was not finished, so nothing to report. Mr. Salinas recommended the Council make a motion to recess the Special City Council Meeting and return after the Regular City Council Meeting.

At this time, 6:44 p.m., it was moved by Council Member Avalos, seconded by Council Member Rios and unanimously carried that the Special City Council Meeting be recessed in order that the Council might hold its Regular City Council Meeting. The meeting reconvened at 9:49 p.m. with all Council present.

ROLL CALL: Council Member Avalos, yes; Council Member Hurtado, yes; Council Member Rios, yes; Vice Mayor Barron, yes; Mayor Davila, yes.

The Council Members recessed into Closed Session at 9:49 p.m. and reconvened at 11:03 p.m. with All Members of Council present. City Attorney Salinas reported the following:

1. CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION
   Pursuant to Government Code Section 54956.9(a), 54954.9(b)(3)(C)

   a. *City of South Gate v. 3M Company et al.,*
      Case Number 2:22-cv-3340-RMG,MDL No. 2873

   b. Maria Palencia v. City of South Gate, et al.

Item 1(a) was not discussed in closed session. It will be brought back at a future City Council meeting.

Item 1(b) is a claim for personal injuries against the city. There was a presentation made by the City Attorney and upon completion of that presentation, a motion was made by Council Member Avalos and seconded by Mayor Davila and on a vote of 5-0, the Council authorized the City Attorney's Office to defend the city's interest.

2. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
   Pursuant to Government Code Section 54956.9(c)

   One (1) - Potential Case

On item 2, a presentation was made with respect to one anticipated litigation that the city may bring. The identification of the party against whom we'd be bringing will be disclosed pursuant to the Brown Act. There was no reportable action taken in connection with that discussion.

3. CONFERENCE WITH LABOR NEGOTIATOR
Pursuant to Government Code Section 54957.6

Agency Representation:	Rob Houston, City Manager
Unrepresented Employees:	Top Management/Department Directors Hourly Employees
Employee Organizations:	SGMEA, SGPMMA, SGDMA, SGPMA, SGPOA

Item 3 was not discussed in closed session and will be the subject of a future closed session discussion.

ADJOURNMENT Council Member Hurtado unanimously adjourned the meeting at 11:05 p.m. and seconded by Vice Mayor Barron.

PASSED and **APPROVED** on this day of 2025.

ATTEST:

Maria Davila, Mayor

Yodit Glaze, City Clerk

CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, APRIL 22, 2025

CALL TO ORDER	Maria Davila, Mayor called a Special City Council Meeting to order at 6:44 p.m.
INVOCATION	Steve Costley, Director of Parks & Recreation
PLEDGE OF ALLEGIANCE	Gabe Perez, Director of Community Development
ROLL CALL	Yodit Glaze, City Clerk
PRESENT	Mayor Maria Davila, Vice Mayor Joshua Barron, Council Member Maria del Pilar Avalos, Council Member Gil Hurtado and Council Member Al Rios; City Treasurer Jose De La Paz, City Manager Rob Houston, City Attorney Raúl F. Salinas

1
PUBLIC HEARING
DENY EXT. OF TEMPORARY
USE PERMIT NO. 2020-01

The City Council considered:

a. Conducting a public hearing pursuant to South Gate Municipal Code Section 11.50.040.B;

b. Accepting the determination that this matter is exempt from the California Environmental Quality Act; and

c. Adopting the findings as outlined in the Resolution (Attachment A); and

d. Upholding the decision of the Planning Commission to uphold the determination of the Director of Community Development to deny an extension of Temporary Use Permit No. 2020-01.

2
PUBLIC HEARING
TERMINATING TRUCK
TRALER STORAGE

The City Council considered:

a. Conducting a public hearing pursuant to South Gate Municipal Code Section 11.50.040.B;

b. Accepting the determination that this matter is exempt from the California Environmental Quality Act; and

c. Adopting the findings as outlined in the Resolution (Attachment A); and

d. Upholding the decision of the Planning Commission upholding the determination of the Director of Community Development that the legal, nonconforming use for a metal processing and/or recycling activities at the subject property have been abandoned and can no longer be conducted, and the use of the site for truck trailer storage as a principal use unrelated to metal processing/recycling activities is not a legal, nonconforming use and must be immediately terminated.

3
PUBLIC HEARING DENYING ZONE CHANGE FROM INDUSTRIAL FLEX TO HEAVY MFG.

The City Council considered:

a. Conducting a public hearing pursuant to South Gate Municipal Code Section 11.50.040.B;

b. Accepting the determination that this matter is exempt from the California Environmental Quality Act; and

c. Adopting the findings as outlined in the Resolution (Attachment A); and

d. Denying the zone change of the subject property from IF (Industrial Flex) to M3 (Heavy Manufacturing) and amendments to the Community Design Element and Housing Element of the General Plan regarding removing the subject property from the South Gate College District.

City Attorney Salinas stated that a public hearing is like being in a court of law except there's no judge. The judge is replaced by the members of the City Council. It is important to respect the viewpoints that are offered by everyone whether you support them or not.

Mr. Salinas informed the City Council that the representative for the applicant is present and have him introduce himself.

Alfred Fraijo, attorney at SOMOS Law Group, and counsel for the applicant as it relates to items 1, 2, and 3. Mr. Fraijo is requesting a continuation of tonight's items to allow for his client to consult with the city and negotiate a resolution of this matter. The applicant would like to explore the withdrawal of its appeals in favor of a timely and reasonable termination of the current uses at the site. Although his client maintains that the use at issue is longstanding and grandfathered it has also considered with careful consideration the comments from the public.

Mr. Fraijo is asking Council to direct staff to meet and confer with his client.

City Attorney Salinas clarified that tonight's request is not for an indefinite period of time, but the City Council's next regularly scheduled meeting is May 13th and that is the date Mr. Fraijo is requesting the Council to consider in order to present a resolution to the Council and the public withdrawal of the appeal.

Mr. Fraijo has confirmed that date and reiterated his client wants to resolve the matter as soon as possible.

City Attorney Salinas stated that since public hearings were publicly noticed, and members of the public are present, it should be open to the public understanding that the request before the Council is to continue all three items to May 13th.

Mayor Davila asked if anyone in the audience wished to speak on all three items and any emails received.

The following people expressed opposition to said appeals: Lizette Ruiz, planning commissioner; Mario Dominguez, Jr.

City Attorney Salinas reminded the public that the motion that's pending before the Council is whether to continue the public hearings or not. After hearing public comments, if the City Council decides not to continue the public hearings, then it will be open to the public to talk about the actual merits of the appeals.

Continuation of the following people expressed opposition to said appeals: Omar Ruiz; Jennifer Daley, SELA for a Better Tomorrow; Joanne, Cancer Research Advocate; Amber Rivera; Jonathan; David Moreno, 8429 Santa Fe Avenue; Javier, South Gate resident; Janet Preciado Vargas, Southeast LA Youth Organizer for Communities for a Better Environment; Thomas Buckley, South Gate resident; Lillian Buckley, South Gate resident; Gabriel Guerrero, South Gate resident; Jose Luis Zerba, Walnut Park resident; Claudia Aleman, South Gate resident; Ms. Ortiz, South Gate resident and Master's Student and Researcher at USC for Environmental Justice Spaces; Alejandra, member of Communities for a Better Environment and a student at South Gate High School; Ady Cortez, South Gate resident and a student at South Gate High School; Kate, South Gate resident and a USC student; Maricela Talamantes, City of Lynwood resident; Janeta Esmeralda Vasquez

Having no one else come forward nor any emails, Mayor Davila closed the audience portion.

City Attorney Salinas stated that the request is to continue the public hearing to the regular meeting of the City Council on May 13th and if the Council wants to take up that request it would be in the form of a motion.

Vice Mayor Barron asked for clarification on the termination of use mentioned by the attorney.

City Attorney Salinas stated that the request for additional time is to allow for the applicant to propose conditions that would be acceptable to the City Council with respect to the termination of the use of the property for its current use including a withdrawal of the appeal that would include the zone change as well as the continued trucking use.

Council Member Hurtado stated the applicant is asking for a continuation and if the Council vote no would they be prepared to address the issues tonight.

City Attorney Salinas stated that if the request is not to continue then we would move forward with the public hearings this evening.

Mayor Davila asked Mr. Fraijo to come forward.

Mr. Fraijo indicated their preference is to continue the matter. Their expectation is that their client has indicated previously and gives him authority to represent tonight that their interest is to withdraw the appeals and not proceed with the presentations that they would otherwise make as it relates to those appeals because they would be rendered moot. Should they proceed with their intention which is to close out the use at the site as has been requested and recommended by the commission.

Mayor Davila motioned to continue the items to the City Council Meeting of May 13, 2025, and seconded by Vice Mayor Barron.

Council Member Hurtado asked if the items are continued, it would be final.

City Attorney Salinas answered the request is just to continue to May 13th Council can indicate that there will be no further continuance as part of the motion.

Council Member Hurtado, if the motion is to continue, he does not believe it's going to go past that.

Council Member Avalos asked for clarification if the applicant's attorney is withdrawing the appeals.

Mr. Fraijo stated that the request is to continue the items so that they can proceed with a formal withdrawal. The purpose of the continuance is that they can work with city staff at the direction of this Council to provide for what they believe is the proper termination of the use. That would be the result if we don't continue with the appeals that we withdraw the request

for zone change, temporary use permit and the Director's determination related to their judgment that the use is no longer grandfathered.

Council Member Rios is upset that the applicant is not present and felt this situation should had been resolved a long time ago.

ROLL CALL: Council Member Avalos, no; Council Member Hurtado, yes; Council Member Rios, no; Vice Mayor Barron, yes; Mayor Davila, yes.

RECESS

The City Council recessed at 7:57 p.m., and reconvened at 8:09 p.m., with all Members of Council present.

COMMENTS FROM THE AUDIENCE - NON-AGENDA ITEMS

Mario Dominguez, Jr., asked when this city will be getting fiber optic cables because that enables us to have phone-based calling feature or the possibility of having Zoom. Mr. Dominguez spoke with Richard Iglesias, City Clerk, for the City of Cudahy and they have Zoom and live stream their meetings. Mr. Dominguez was inquiring if the City of South Gate can possibly live stream the meetings too.

Ms. Ortiz, South Gate resident, is asking the City Council and City Manager to investigate traffic control and safety measures on Garfield Avenue.

Dinora Valle, South Gate resident, is asking the City Council for help with a roof contractor.

Mayor Davila asked if Community Development would be able to assist her.

City Manager Houston stated it could be a Better Business Bureau. It's unlikely to be a city related issue.

Lizette Ruiz, Kauffman Avenue, submitted a couple pictures today regarding the continuing blocking of pedestrian walkways through the corners. Ms. Ruiz also submitted an article a couple of weeks ago regarding Jeff Bonta's lawsuit regarding CEQA.

Janet stated that two weeks ago the city went to her mother's house and removed two trees. Her family never asked for the trees to be removed. They called asking if the city would trim the trees. She is asking that two fruit trees be planted.

COMMENTS FROM THE AUDIENCE - NON-AGENDA ITEMS CONT'D

Council Member Avalos asked for the address. Janet replied, 10458 Stanford Avenue.

Council Member Hurtado asked if the trees were on private property or the sidewalk. Janet replied, on the sidewalk, but the city cannot just remove trees.

Kate, South Gate resident and a Master student at USC School of Social Work is here speaking on behalf of her neighborhood in Hollydale asking the city to invest in Hollydale.

Thomas Buckley, South Gate resident, brought up two grievances regarding public records request.

Armando Velasquez, Independence Avenue, stated that this Friday will be their first Annual Golden Apple and Heart of a Hero Honors Ceremony. Seventeen teachers will be recognized, fourteen of which are from South Gate, and the majority are LAUSD teachers. One South Gate Police Officer and fire department will also be recognized.

Mayor Davila asked Mr. Velasquez to provide the names of the people being recognized so a Certificate of Appreciation can be presented.

REPORTS AND COMMENTS FROM CITY OFFICIALS

Arturo Cervantes, Director of Public Works, provided an update regarding requesting an update on the COG's Regional fiber optic project.

Mr. Cervantes stated that the city is familiar with the Garfield Avenue traffic. The city has invested over $6 million dollars in traffic, bike and safety improvements. The city is also planning to add a traffic signal at the intersection of Glady Street and Garfield. Also, a protective cross walk midway between Circle Park and Imperial Highway.

Mr. Cervantes stated that regarding the removal of trees, the city has strict rules against removing trees. When trees are removed there are specific reasons (tree has died, tree is in danger of fallen, or weather has impacted it). He will follow up on the reasoning of these two trees removal.

Mr. Cervantes stated that the Tweedy Mile Complete Street Project is almost completed.

Steve Costley, Director of Parks & Recreation Earth Day, is this Saturday, and he'll have Mr. Cervantes speak on it.

Mr. Cervantes thanked the City Council for recognizing Earth Day. It is taking place this Saturday, April 26th.

REPORTS AND COMMENTS FROM CITY OFFICIALS CONT'D

Mr. Costley stated that on the same day in the evening there will be Mom's Prom for the first time. On May 3rd at 10:00 a.m. there will be the opening of the JAA with a new president.

City Manager Houston introduced Gabriel Perez, the new Community Development Director. Mr. Perez comes from the City of Coachella.

Jon Hamilton, Director of Human Resources, stated if anyone is interested in working for the City of South Gate, please see the city's website.

Darren Arakawa, Chief if Police stated that this Thursday between 5-7 p.m. is "Tacos with a Cop" in Area 5 on Garfield Avenue at Estrada's Meat Market.

The Chief thanked Armando Vasquez for the Hero Award. Officer Pedro Gutierrez will be honored that night.

Rob Houston, City Manager, is happy to see Tweedy Boulevard almost complete and is looking forward to partnering with the businesses on Tweedy to make certain the investments are shared.

Raúl F. Salinas, City Attorney, stated that the city receives through the City Clerk's Office a significant number of Public Records Act Request. The City Clerk's Office does a wonderful job working within its resources. It relies on various departments to return documents compliant with the Public Records Act.

Jose De La Paz, City Treasurer, stated that the meetings on the city's website should be straightforward. Mr. De La Paz inquired about the fiber optic. He was asked if the city has a moratorium on trenching.

Mr. Cervantes stated there has not been an opportunity to review the fiber optic design. He stated there is a pavement moratorium.

Mr. De La Paz stated the businesses on Tweedy northside between Tweedy and California have been complaints regarding homeless encampments.

Mr. De La Paz stated that 250 schools were present at the Robotics World Championship in Houston, TX.

Mayor Davila asked to follow up with the Principal from STEAM to recognize all the students that participated in this program for the second meeting in May.

Yodit Glaze, City Clerk, thanked City Attorney's explanation on the Public Records Act Request.

REPORTS AND COMMENTS FROM CITY OFFICIALS CONT'D

Council Member Avalos asked if the cost of PRA's is on the city's website. She also stated that Vector Control will be providing a presentation at the next Council meeting. She attended Congresswoman Barragan's town hall meeting about what's going on in Washington D.C. and asked city staff if it's possible for Council to hold a town hall meeting for the immigrant community to be informed as to what they can do. She said the City of Lynwood had a town hall meeting.

Council Member Avalos received complaints about bikes and scooters riding on the sidewalks. She asked if tonight's meeting can be adjourned in memory of Pope Francis.

Council Member Avalos stated that when she was mayor, the Vatican reached out to her that in 2026 Pope Francis wanted to bring "La Pelota de Trapo" (The Rag Ball) program.

City Attorney Salinas informed Councilwoman Avalos that the City Manager brought to his attention that we do list the price per page for the PRA's on the city's website.

Council Member Hurtado stated that Channel 7 had posted on social media about Kilmar. He wants everyone to know that Council is listening to the public and reading emails.

Council Member Rios is requesting the city be mindful when cutting down trees. He understands about investing in the Hollydale area. Many businesses on Tweedy Boulevard are happy how the boulevard is coming along.

Council Member Rios welcomed Mr. Perez, the new Director of Community Development.

Council Member Rios is willing to work with the city staff member that works with the homeless. He congratulated the B2V team and the Legacy High School Robotics team.

Vice Mayor Barron agrees with Council Member Rios about the homeless. He thinks the police department does a great job going out and identifying the individuals that actual want the help.

Vice Mayor Barron attended a meeting with city staff and Union Pacific about all the illegal dumping and homeless population around the railroad tracks.

REPORTS AND COMMENTS FROM CITY OFFICIALS CONT'D

Vice Mayor Barron stated that it is not okay to scare children at schools. He appreciates it when the community attend meetings and speaks about their concerns.

Mayor Davila has nothing to report.

CONSENT CALENDAR

Agenda Items 4, 5 and 6 were approved by motion of Council Member Hurtado and seconded by Council Member Avalos.

ROLL CALL: Council Member Avalos, yes; Council Member Hurtado, yes; Council Member Rios, yes, but no on item 5; Vice Mayor Barron, yes; Mayor Davila, yes.

4 STREETS/SIDEWALKS/ LANDSCAPING

The City Council unanimously approved items A & B during Consent Calendar:

a. Resolution No. 2025-11-CC entitled Resolution of the City Council of the City of South Gate, California, preliminarily approving the Engineer's Report for the proceedings of the Fiscal Year 2025/26 Annual Levy and Collection of Assessments for the Street Lighting and Landscape Maintenance District No. 1; and

b. Resolution No. 2025-12-CC entitled Resolution of the City Council of the City of South Gate, California, declaring the City's intention to levy and collect assessments under the Fiscal Year 2025/26 Annual Levy and Collection of Assessments within the Street Lighting and Landscape Maintenance District No. 1 and setting a Public Hearing for May 27, 2025.

5 WATER

The City Council approved items A, B, C & D during Consent Calendar:

a. Professional Engineering Services Agreement (Contract No. 2025-24-CC) with MNS Engineers, Inc., to prepare design and construction documents necessary for the Demolition of Salt Lake Water Tank, City Project No. 734-WTR, for an amount not to exceed Two Hundred Ninety-One Thousand Five Hundred and Ten Dollars ($291,510);

b. Appropriated $350,000 in Water Funds for the Demolition of Salt Lake Water Tank, City Project No. 734-WTR;

5
WATER CONT'D

c. Authorized the City Manager to approve and execute amendments up to a cumulative amount of $100,000; and

d. Authorized the Mayor to execute the Agreement in a form acceptable to the City Attorney.

6
MINUTES

The City Council unanimously approved items A & B during Consent Calendar:

a. Special and Regular Meeting minutes of March 11, 2025; and

b. Special and Regular Meeting minutes of March 25, 2025.

7
WARRANTS

The City Council unanimously approved items A & B by motion of Council Member Avalos and seconded by Vice Mayor Barron:

a. Check No. 109714 from April 8, 2025; and

b. Warrant Register for April 22, 2025.

Total of Checks:	$3,524,972.94
Less: Voids	$ 0.00
Less: Employee Payroll Deductions	$ (612,163.86)
Grand Total:	$2,912,809.08

Cancellations: 109830

ROLL CALL: Council Member Avalos, yes; Council Member Hurtado, yes; Council Member Rios, yes; Vice Mayor Barron, yes; Mayor Davila, yes.

ADJOURNMENT

Council Member Rios unanimously adjourned the meeting in memory of Kenneth G. Leabres, long-time South Gate resident and father of South Gate employee James Leabres and Pope Francis at 9:49 p.m. and seconded by Council Member Avalos.

PASSED and **APPROVED** on this day of 2025.

ATTEST:

Maria Davila, Mayor

Yodit Glaze, City Clerk

CITY OF SOUTH GATE
SPECIAL CITY COUNCIL MEETING
MINUTES
TUESDAY, APRIL 29, 2025

CALL TO ORDER Maria Davila, Mayor called a Special City Council Meeting to order at 5:00 p.m.

ROLL CALL Yodit Glaze, City Clerk

PRESENT Mayor Maria Davila Vice Mayor Joshua Barron, Council Member Maria del Pilar Avalos, Council Member Gil Hurtado and Council Member Al Rios; City Manager Rob Houston, City Attorney Raúl F. Salinas

ABSENT/EXCUSED Jose De La Paz, City Treasurer

CLOSED SESSION The Council Members recessed into Closed Session at 5:03 p.m. and reconvened at 7:25 p.m. with All Members of Council present. City Attorney Salinas was excused from the rest of the meeting and departed from closed session at 6:21 p.m. City Manager Houston reported the following:

1. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
   Pursuant to Government Code Section 54956.9(c)

   One (1) - Potential Case

There was no reportable action taken.

2. CONFERENCE WITH LABOR NEGOTIATOR
   Pursuant to Government Code Section 54957.6

Agency Representation:	Rob Houston, City Manager
Unrepresented Employees:	Top Management/Department Directors Hourly Employees
Employee Organizations:	SGMEA, SGPMMA, SGDMA, SGPMA, SGPOA

There was no reportable action taken.

ADJOURNMENT Council Member Rios unanimously adjourned the meeting at 7:26 p.m. and seconded by Council Member Hurtado.

PASSED and **APPROVED** on this day of 2025.

ATTEST:

Maria Davila, Mayor

Yodit Glaze, City Clerk

Item No. 12

11:50 am

Office of the
South Gate City Clerk

MAY 22 2025

FILED

City of South Gate

CITY COUNCIL

AGENDA BILL

For the Regular Meeting of: **May 27, 2025**

Originating Department: **Community Development**

Department Director: *Gabriel Perez*

City Manager: *Rob Houston*

SUBJECT: PROFESSIONAL SERVICES AGREEMENT WITH DE NOVO PLANNING GROUP FOR CONSULTING SERVICES FOR THE SOUTH GATE FORWARD LAND USE STUDY TO AMEND REQUIREMENTS FOR LAND USES, IMPROVING LAND USES SURROUNDING FUTURE TRANSIT CENTERS, ENHANCING COMMERCIAL CORRIDORS, AND PREPARING RELATED ENVIRONMENTAL DOCUMENTATION

PURPOSE: To award a professional services agreement ("Agreement") to De Novo Planning Group ("De Novo") for consulting services to address three important issues: (1) an ordinance amendment regarding land uses; (2) land use improvements surrounding two future transit centers; and (3) enhancements to commercial corridors to encourage new businesses and development.

An environmental review to analyze potential impacts created by an ordinance or other actions is required pursuant to the California Environmental Quality Act ("CEQA") Guidelines.

RECOMMENDED ACTIONS: The City Council will consider:

a. Approving an Agreement with De Novo for planning and environmental services; and
b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney.

FISCAL IMPACT: According to the consultant's proposal, planning and environmental services would cost $524,905, which would be paid from the General Fund.

ALIGNMENT WITH COUNCIL GOALS: The FY 2024-2025 Annual Action Plans supports the City Council goals of creating and protecting strong and sustainable neighborhoods by supporting projects and programs that benefit low-and moderate-income residents of South Gate.

BACKGROUND: On April 16, 2024, the Planning Commission ("Commission") held a public hearing on a similar item to consider a Zone Code Amendment to modify Title 11, Chapter 11.21 of the South Gate Municipal Code to revise the City of South Gates's ("City") Ordinance pertaining to building area maximums for warehousing land use types. The Commission considered two resolutions: the first, Resolution No. 2024-02A, recommended to the City Council that the City's Zoning Code be revised to eliminate size limitations on warehouses in the City's Urban Mixed-Use Zones and Commercial Industrial Zones; the second, Resolution No. 2024-02B, would direct staff to study the matter further and return to the Commission later with recommendations. The Commission voted to deny both resolutions by a vote of 3-2 and 5-0, respectively.

On May 28, 2024, City Council considered an appeal of the Planning Commission's denial of the Zone Code Amendment. City Council received public comments from members of the public. At the conclusion of the hearing, the City Council voted, 3-2, to direct staff to explore alternatives of having a cap on warehouse use in the City, and further research the issue on industrial uses. Subsequently, staff engaged the services of Kosmont Companies ("Kosmont") to provide guidance on what other cities are doing in regard to industrial use policies.

On August 21, 2024, City Council received a presentation from the Kosmont Companies ("Kosmont") on an industrial land use study. The City retained Kosmont to research various policies adopted by select cities. While there are a few cities that prohibit new warehouses, most create policies to generate substantial revenue from new warehouses to offset traffic and other impacts and help achieve a better balance between businesses and residential neighborhoods. The City's industrial land is in high demand because the City is in a prime location near Port of LA and Long Beach. The growth of e-commerce also lures businesses and developers who are seeking opportunities for new warehouses and distribution centers in the City. The City has a number of industrially zoned parcels that are suitable for redevelopment, but questions arose as to what will be acceptable uses in the future. Currently, there are industrial areas in the City that are blighted and underutilized and landowners and businesses are interested in bringing industrial land uses, including warehousing, to revitalize these areas. Industrial development with warehousing can create opportunities for landowners and create jobs, but they can also create negative impacts for the community. The City Council took no action but directed staff to review options for development alternatives.

On January 28, 2025, City Council held a workshop to discuss amending requirements for industrial uses, improving land uses surrounding future transit centers, enhancing commercial corridors, and preparing related environmental documentation. Council received public testimony and discussed the issue. At the conclusion, City Council voted, 4-1 (Council Member Rios dissenting), to direct staff to release a request for proposal ("RFP") to solicit planning and environmental services from qualified consultants to address the matter. The RFP was released to several consulting firms on February 13, 2025, and three proposals were received.

ANALYSIS:

The City's 2015 Zoning Code prohibits new industrial warehouse development over 15,000 square feet (SF). Through previous discussions, City Council directed staff to review options to make the city more business friendly so there is a better balance between businesses and residential neighborhoods. Additionally, Metro is planning to build two new transit centers in the City which will directly affect surrounding properties and potentially be a catalyst for improvements in our commercial corridors. In order to foster development in a way that improves the quality of life for residents, staff sought a consultant that would offer the following:

1. Ordinance Amendment: Consider a citywide ordinance that proposes a broader definition of industrial uses, particularly in relation to warehousing and truck-generating businesses. Currently, the City has a 15,000-square-foot limit on warehousing and part of the industrial land use review would include either eliminating or revising that limit.
2. Future Transit Centers: Consider addressing land uses surrounding two Metro transit centers scheduled to be constructed over the next 10 years within the City boundaries. Staff seeks recommendations to create overlay zones or similar for each area surrounding these stations to promote economic benefits for the City through expanded development zoning. The City will be partnering with Metro to coordinate transit center planning.
3. Commercial Corridors: Staff seeks recommendations on zoning overlay adjustments that would promote more opportunities for business growth and redevelopment along major commercial corridors within the City. This includes the entire length of Tweedy, Firestone, and Long Beach Boulevards, and Atlantic Avenue.

On February 13, 2025, an RFP was released to several qualified planning and environmental firms to solicit interest in addressing the three items above. On March 20, 2025, staff received proposals from the following three firms:

- RRM Design Group (RRM)
- De Novo Planning Group (De Novo)
- Kimley Horn

Each firm is proposing an environmental impact report ("EIR") to comply with CEQA. Timing ranges from 14 to 16 months and total costs range from $524,905 to $697,512. Table 1 summarizes the proposals received.

Table 1 – Consultant Comparison

Consultant	CEQA Doc.	Timing (mos.)	CEQA Cost	Total Cost	Subconsultants	Workshops/Mtgs.
RRM*	EIR	16	$248,013	$697,512	Economics: Natelson Dale Group Environmental: Rincon Consultants Transportation: Kittelson & Associates	1 kick-off/site tour; series of focus groups; 2 community workshops; 1 PC/CC study session; 3 PC/CC
De Novo	EIR	18	$216,345	$524,905	Economics: Economic & Planning Systems Transportation: Kittelson & Associates	1 kick-off mtg.; 3 focus groups; 1 community open house; 4 study sessions and/or public hearings with PC/CC
Kimley Horn	EIR	14	$275,830	$697,065	Hazardous: Ninyo & Moore Biological: Bargas	2 focus groups; 2 workshops; 1 scoping mtg.; 2 PC/CC mtgs.

*RRM originally proposed a mitigated negative declaration (MND) to meet CEQA, which would have taken 12 months and cost $586,403 total. The proposal was amended after discussions with staff to better align with the City's needs.

Staff reviewed the proposals and ranked them based on technical approach, consultant and subconsultant experience with similar projects, project management, and project costs. Although all

three firms have the expertise, approach, and management to serve the City's needs, staff chose to interview the top two firms to get a better understanding of the proposals. On April 22, 2025, staff conducted remote interviews with RRM and De Novo. At the conclusion of the interviews, both firms proved to be capable of providing the services needed.

RRM Design Group

RRM has a robust team that can meet the criteria described in the RFP. RRM's outreach approach includes conducting focus groups, questionnaires, and providing electronic information. The economic subconsultant, Natelson Dale Group, will provide "real world" reviews to come up with practical solutions that work for investors and developers. The traffic subconsultant, Kittleson & Associates, will review and make recommendations on warehouse options.

In order to better align with the City's needs, staff requested RRM to modify certain aspects of the proposal. Specifically, a full EIR would better address environmental concerns and be a more defensible document. Certain mobility tasks were unnecessary and could be removed. Other details such as printing costs and data collection were also discussed.

The revised proposal shows environmental services at $248,013, planning services at $436,250, and reimbursable expenses at $13,250, for a total of $697,512 with a timeframe of 16 months. This is $111,109 more and 4 months longer than RRM's original proposal. Although more costly than the original, RRM's revised schedule and costs were comparable to the other two consultants. RRM's completion at 16 months is between Kimley Horn's expectations of 14 months and De Novo's expectation of 18 months. RRM's revised cost is comparable to Kimley Horn's, but $172,607 more than De Novo's proposal.

De Novo Planning Group

De Novo's proposal was the lowest in terms of cost at $525,905, but the longest in terms of project completion at 18 months. De Novo put together a capable team also using Kittleson & Associates to handle transportation issues similar to RRM's proposal. Economic & Planning Systems will be handling economic issues focused on identifying economic opportunities, stimulating revitalization, and fostering investment of underutilized sites. De Novo is part of the City's "bench" consultants for on-call environmental services and has worked on several projects in the City, including most recently the City Ventures project on Adella Avenue. De Novo is able to involve senior staff more if needed and can shift tasks in the scope if necessary. If the City chooses to focus less on mobility, there could be a cost savings of $5,000. Environmental technical studies can begin once a confirmed "project" is received, which could shorten the timeline. De Novo's approach to community outreach involves direct mailers to residents on information items, conducting surveys, having focus group meetings, and providing a community open house.

De Novo has a proven track record of successfully completing projects on time and under budget, which involves expediting schedules. They are available to initiate the work program immediately. They have multiple senior level project managers who will be assigned to the project and prides itself on senior level managers being highly involved in the day-to-day project operations. Their team has significant experience working with one another on similar challenging projects. This results in efficiencies since team members understand the interrelatedness of each task and the expectations of each work product. De Novo understands that sometimes projects change resulting in

having to modify the work program. They have the flexibility to make these changes in real time as needed.

CONCLUSION:

The City received three proposals from reputable and qualified firms. Any of the three would be capable of doing the work, but staff believes De Novo's would be the best fit to meet the needs of the community based on reviews of the proposals and interviews with the top two firms. De Novo has done work in the City and is familiar with certain aspects of the community. De Novo provided the least costly proposal and is capable of meeting the City's needs. The final work product is expected to better facilitate industrial uses looking to do business in South Gate while protecting the interests of the community, enhance commercial corridors, and guide future development on properties surrounding two future transit centers.

ATTACHMENTS:

A. Request for Proposal released February 13, 2025
B. Agreement for Professional Services with De Novo Planning Group
C. Proposal from De Novo Planning Group dated March 20, 2025
D. Proposal from RRM Design Group received March 20, 2025 (revised May 2, 2025)
E. Proposal from Kimley Horn received March 20, 2025

REQUEST FOR PROPOSALS

PLANNING AND ENVIRONMENTAL CONSULTING SERVICES

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

Release Date: February 13, 2025

Proposals Due: March 20, 2025, by 5:00 PM PST

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Introduction

The City is seeking assistance to address three important South Gate issues: (1) ordinance amendment options regarding industrial uses (including consideration of warehouse square footage maximums); (2) land use considerations and improvements surrounding two future transit centers; and (3) enhancements to commercial corridors to further economic development goals.

1. Ordinance Amendment: Prepare a draft citywide ordinance that provides for broader or different considerations for industrial uses, particularly in relation to warehousing and truck-generating businesses. Critical to this issue is the City's consideration of current warehouse square footage maximums for individual developments and at what amount, if any, future maximums should be set. Currently, the City has a 15,000-square-foot limit on warehousing and part of the industrial land use review would include either eliminating or revising that limit.

   The City requires an environmental review to analyze potential impacts created by the ordinance and its development standards – most particularly warehouse square footage maximums.

2. Future Transit Centers: Metro is planning to build two new transit centers in the City which will directly affect surrounding properties. The City seeks to address land uses surrounding the two transit sites which are scheduled to be constructed over the next 10 years. The City requests recommendations for the future vision for these areas and to create overlay zones or alternative land use controls for each surrounding area to promote economic benefits for the City through expanded development zoning. Tasks include considering and setting a vision for the future of these lands and providing for the land use tools to achieve the agreed upon vision. The City will be partnering with Metro to coordinate transit center planning.

   In 2019, the City drafted the Gateway District Specific Plan which involves the proposed transit center site near Atlantic Avenue and Firestone Boulevard. Although not yet adopted, the draft is available on the City's website and can be used as a resource. The consultant should utilize the material that has been prepared and advise the City if the draft should be advanced to adoption, modified based on this work program, or if the City should pursue other alternative actions.

   The second site is located near the I-105 Freeway and the Green Line station in the Hollydale area. The City currently has a drafted scope with Metro to complete a feasibility study under the transit-oriented development strategic implementation program (TOD SIP). The City has been meeting with Metro to see if it is feasible to expand the scope to include connections to commercial areas on Garfield Avenue and Paramount Boulevard. The consultant should determine if these connections are feasible and recommend ways to improve the corridors.

3. Commercial Corridors: Economic development stimulus is desired to stimulate the City's commercial corridors. Currently we have numerous empty buildings and struggling businesses. The consultant should provide recommendations on zoning overlay adjustments that would

promote more opportunities for business growth and redevelopment along major commercial corridors within the City. This includes the entire length of Tweedy, Firestone, Long Beach Boulevard, Atlantic Avenue, and small corridors in the Holllydale area of South Gate.

The City is seeking an experienced consulting firm that can provide planning and environmental services who understands the needs of the community and the obligations of the Community Development Department to protect the health, safety, and welfare of residents.

The consulting firm selected will be responsible for the preparation of a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR), technical studies and other California Environmental Quality Act (CEQA) documentation. The consulting firm may team with other consultant firms; however, the City prefers to work with one main point of contact from the selected consultant firm. The consulting firm(s) will work collaboratively with City staff, elected and appointed officials, residents, and other members of the South Gate community.

City Information

The City of South Gate has continued to grow and develop since its incorporation in 1923. Located in the heart of the Los Angeles Metropolitan Area, the City of South Gate is a busy, urban community consisting of residential, commercial, and industrial development spread over 7.4 square miles. The City is strategically located along the 710 Freeway with close access to the 105 Freeway. South Gate is 20 miles north of the Ports of Los Angeles and Long Beach, 7 miles south of downtown Los Angeles, and 13 miles east of the Los Angeles International Airport, making it an ideal location for residents in the Los Angeles County area, and a main thoroughfare for regional, national, and global transportation and trade for businesses. According to the U.S. Census Bureau, the City's population estimate in 2023 is 90,070.

The City is a full-service general law city that operates under the City Council-City Manager form of government and provides a full range of municipal services including police services, street maintenance and repair, building and safety, engineering, planning and parks and recreation activities. The City consists of 9 departments, 7 parks, 5 community centers, 2 county libraries, an aquatic center, a dog park, and a golf course.

Project Overview

The purpose of this RFP is to solicit and select a firm(s) to provide consultant services to assist City staff as it relates to the issues above. Under the direction of the City's Community Development Director, the consultant(s) will provide a range of expertise to carry out the needs of the City. All services provided by the consultant(s) shall be performed by individuals who meet the qualifications, education, and certification/licensing for the position(s). The successful consultant(s) shall also have the resources to provide cost effective and timely services, including providing outstanding customer service to the City and its related clients.

Proposed Timeline

Activity	Date
Initial distribution of RFP	February 13, 2025
Proposal Submittal Deadline	March 20, 2025 – 5:00 P.M. PT
Interview(s), if necessary	April 8, 2025
Recommendation and Selection of Firm	April 22, 2025
Execution of Agreement	May 13, 2025

Scope of Services and Consultant's Responsibilities

General Expectations

The ideal consultant or consultant team would work collaboratively with staff and community stakeholders to prepare General Plan and Zoning Code amendments that proactively engage the community, comply with all applicable laws and regulations, and results in a product that thoroughly addresses the needs of the community. It is expected that the consultant will:

- Research ordinances of other cities to identify applicable requirements, general conditions, mitigation measures, etc. for:
    - Industrial uses, most specifically warehouse square footage maximums
    - Transit centers/stations
    - Major retail/commercial corridors
- Identify constraints and opportunities within the City for new warehouses and related square footage caps, as well as other industrial zoning district amendments the City should consider. Envisioned tasks include providing for a "tiered options" discussion to any warehouse square footage maximums, outlining anticipated impacts, providing a comparison of economic benefits, and recommending mitigation strategies which may be considered by the City.
- Provide defensible strategies for the future recovery of costs expended on this work program by any future related development which may occur.
- Identify streets and intersections that would be impacted by truck traffic generated from warehouses and other industrial uses.
- Identify linkages from industrial areas to transit stations/corridors and major commercial areas and determining ways to improve those linkages.
- Review Metro's Transit Oriented Development Strategic Implementation Program (TOD SIP) and provide recommendations on activities that meet the criteria that would make the City eligible for funding. (https://storymaps.arcgis.com/stories/ba09140a9e4a476bac529c83814e3955)
- Provide community outreach which may include community meetings to receive resident feedback. The outreach approach is envisioned to leverage similar project best practices, successes, common strategies and related code amendments which the Team have identified and to provide for an efficient, timely, and expedited approach for the City's consideration.

- Coordinate with other government agencies to ensure programs, policies, and procedures are addressed.
- Provide recommendations for the areas of study which encourage point-of-sales within the City to increase sales tax revenues.
- Provide discussion regarding any recommendations, including creating and attracting high-paying jobs, and how they maintain consistency or enhance other goals and policies of the General Plan.
- Recommend parking alternatives to reduce the required number of parking spaces—with particular interest for restaurant and food service uses, encourage alternative transportation, and promote train ridership.
- Recommend zoning and code adjustments that would encourage new restaurants, retail, and other commercial businesses along major corridors.
- Provide an adequate CEQA document including furnishing appropriate technical reports such as analyses of air quality, noise, traffic, etc., and drafting mitigation measures. It is anticipated that the preparation of the environmental document may be required for potential future projects including but not limited to the following types:
    - Residential developments
    - Small and large mixed-use projects
    - Industrial developments
    - Commercial developments
    - Transit centers
    - Capital projects
- Typical environmental impacts which will need to be assessed include but are not limited to:
    - Aesthetics
    - Agricultural Resources
    - Air Quality
    - Biological Resources
    - Cultural Resources
    - Climate Change/Global Warming Geology and Soils
    - Geology/Soils
    - Hazards and Hazardous Materials
    - Hydrology and Water Quality
    - Mineral Resources
    - Noise
    - Population and Housing
    - Public Service
    - Recreation
    - Tribal Cultural Resources
    - Transportation/Traffic
    - Utilities and Service Systems

At the start of the project, the consultant will meet with City staff and selected individuals to discuss the approach and expectations. The consultant will meet on a regular basis with the Community Development Director, Planning Manager, and other City staff to review the progress of any work product and to discuss any changes in direction or needed details. The consultant must be prepared to effectively address the following:

- Assist City staff in identifying land use options and alternatives.
- Draft code regulations and policies.
- Manage the environmental process including the preparation of environmental documents and technical reports.
- Providing and facilitating any public outreach (see also, General Expectations, page 5) .
- Attend regularly scheduled coordination meetings with City staff when work is in progress.
- Attend public meetings and hearings and be prepared to interface with various representatives and stakeholders.
- Demonstrate the depth and breadth of the firm providing a full range of consulting services capable of meeting the needs of the community.
- Provide strong emphasis on the management of multiple issues and competing priorities while maintaining quality, meeting schedules, and staying within budget.

Subconsultants may be utilized for various technical reports. The City reserves the right to require the use of approved subconsultants, particularly with respect to traffic reports, and not permit the use of subconsultants that have not been approved.

INSTRUCTIONS TO PROPOSERS AND PROCEDURES FOR SUBMITTAL

It is the responsibility of the Proposer to ensure timely delivery is made to the City of South Gate.

1. Proposals shall be submitted by **March 20, 2025, at 5:00 P.M. PT** to the City Clerk's Office. Submissions after this deadline will not be accepted.

2. Each Proposer must submit one (1) unbound and reproducible copy; three (3) bound signed copies and one (1) electronic version (USB flash drive) of its proposal to the City of South Gate. Submit proposals to:

   City of South Gate
   City Clerk's Office
   Attn: John F. Signo, AICP, Planning Manager
   8650 California Avenue
   South Gate, CA 90280

3. All Proposals shall be submitted on standard 8-1/2" x 11" paper. All pages should be numbered and identified sequentially by section. Proposals must be tabbed and indexed accordingly. Although not as a substitute for a complete written response, additional material, such as technical documents may be referenced in any response and included as exhibits.

4. The Proposer's Proposal must not be marked as confidential or proprietary. The City may refuse to consider a Proposal so marked. Information in Proposals shall become public property and subject to disclosure laws. All Proposals shall become the property of the City. The City reserves the right to make use of any information or ideas in the Proposals.

5. By submitting a Proposal, the Proposer represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of providing and performing quality work to achieve the City's objectives.

6. Proposals must be valid for a period of 120 calendar days from the Closing Date and Time for Receipt of Proposals.

7. Pre-contractual expenses are defined as expenses incurred by the Proposer in: preparing its Proposal in response to this RFP; submitting that Proposal to the City; negotiating with the City any matter related to the Proposer's Proposal; and any other expenses incurred by the Proposer prior to the date of award and execution, if any, of the Agreement. The City shall not, in any event, be liable for any pre-contractual expenses incurred by Proposers in the preparation of their Proposal.

8. Each Proposer must submit its Proposal in strict accordance with all requirements of this RFP. Deviations, clarifications, and/or exceptions must be clearly identified and listed separately as alternative items for the City's consideration.

9. After the Closing Date and Time for Receipt of Proposals, evaluation and proposal clarification will commence, all of which will be conducted by City staff. City staff will make subsequent recommendations of approval to the City Council.

10. Proposers judged most responsive to the City's requirements may be asked to give a presentation of their Proposal to the City staff. Selected Proposers should be prepared to make their presentation within five (5) calendar days after notification and be prepared to discuss all aspects of their Proposal in detail, including technical questions regarding the Proposal. No Proposer shall be allowed to alter or amend its Proposal through the use of the presentation process.

11. In the event the City deems it necessary to clarify or make any changes to this RFP, these changes shall be made in the form of a written addendum authorized and issued only by the City Staff or authorized designee.

12. The City reserves the right to negotiate modifications with any Proposer as necessary to serve the best interest of the City. Any Proposal may be rejected if it is conditional, incomplete or deviates from specifications in this request. The City reserves the right to waive, at its discretion, any procedural irregularity, immaterial defects or other improprieties, which the

City deems reasonably correctable or otherwise not warranting rejection of the Proposal. Any waiver will not excuse a proponent from full compliance.

13. Proposers shall describe their approach to the Scope of Work and to indicate costs.

14. The City reserves the right to:

    a. Reject any or all price quotes, waive technicalities or formalities, and accept any price quote deemed in the best interest of the City;
    b. Negotiate the final Agreement with any Proposer(s) as necessary to serve the best interest of the City;
    c. Withdraw this RFP at any time without prior notice and, furthermore, makes no representations that any contract will be awarded to any Proposer responding to this RFP; or,
    d. Award its total requirements to one Proposer or to apportion those requirements among two or more Proposers as the City may deem to be in its best interest.

15. In addition, negotiations may or may not be conducted with Proposers; therefore, the Proposal submitted should contain the Proposer's most favorable terms and conditions, since the selection and award may be made without discussion with any Proposer.

16. Where two or more Proposers desire to submit a single proposal in response to this RFP, they should do so on a prime/sub-contractor basis rather than as a joint venture. The City intends to contract with a single firm and not with multiple firms doing business as a joint venture.

    a. Firms intending to pursue this proposal in a "prime/sub-contractor" basis must identify any portion of the scope of work that will be subcontracted. Include the subcontractor's qualifications and key personnel, telephone number and contact person. The City reserves the right to approve or reject all consultants or internal staff performing consulting services, proposed by the consultant during or after the consultant review and selection process.

PROPOSAL RESPONSE REQUIREMENTS AND EVALUATION PROCESS

Response Items

Responses must provide the required information in the following order for each underscored item. Proposers shall respond by repeating the section and sub-section number(s) and statement/question and by providing the appropriate response hereunder.

1. Cover Letter
   The cover letter shall identify the Proposer and state other general information which the Proposer desires to include regarding the Proposer's business organization. Please include the point of contact and contact information (including email address and phone number) in the cover letter. The cover letter shall not exceed one (1) page.

2. Work Plan

Each Proposer shall submit the following information:

a. Methodology: Provide the Methodology/Approach proposed for the work as defined in the Scope of Work.

b. Project Schedule: Propose a timeline for completion for the work including start date, milestones, and target date of completion. Any assumptions regarding turnaround time for staff review and City Council should be clearly noted. The City expects some overlap between the planning and environmental documents to occur concurrently. The goal and desired target completion date of the full work program is **one year**. This goal aside, the City seeks input through the proposal process on more specific timing considerations based on work program details, needs, and related benefits of the approach to completing this work effort.

c. Qualifications and Prior Experience: The capabilities of the consultant's organization should be discussed. Minimum requirements for submitting a proposal in response to this RFP include the following:

    i. Demonstrated experience, competence, and qualifications of the consultant and the participating staff successfully providing similar services to municipalities; and,

    ii. Ability to perform the work in a timely manner, availability of staff and contingency plans.

d. Personnel: this section must delineate the experience and profession of appropriate licenses and certifications of personnel.

e. Conflict of Interest: provide a brief summary on potential conflict of interest issues which are to be addressed by consultant.

f. Reference: list at least three municipal clients for whom comparable services have been performed within the last five years. Include the name, job title, email address and telephone number of each client's principal representative. This section shall not exceed seven (7) pages.

3. Fees

The Proposer shall provide a bid for all professional services and ongoing services and support being proposed which identifies:

a) An itemized cost breakdown, including hourly rates and number of hours for each major component of service, with a cross-reference to each component of service.
b) A total proposed "Not to Exceed" cost for the performance of all services.
c) A proposed payment schedule for all services to be performed and products to be delivered.

4. Resources to be provided by the City
   The Proposer must list any resources, City assistance, or other items expected to be provided by the City. This section shall not exceed one (1) page.

Insurance Requirements

The selected consultant must provide and maintain at its own expense, procure and maintain during the term of the contract Workers' Compensations and Commercial General Liability as follows:

a) Workers' Compensation Insurance as required by law. The Consultant shall require all subcontractors similarly to provide such compensation insurance for their respective employees.

b) Commercial general and automotive liability insurance protecting the Consultant in amounts not less than $1,000,000 for personal injury to any one person, $1,000,000 for injuries arising out of one occurrence, and $500,000 for property damages or a combined single limit of $1,000,000.

Each such policy of insurance shall:

a) Be issued by a financially responsible insurance company or companies admitted and authorized to do business in the State of California, or which is approved in writing by the City.

b) Name and list as additional insured the City, its officers and employees.

c) Specify that such insurance acts as primary insurance.

d) Contain a clause substantially in the following words: "It is hereby understood and agreed that this policy shall not be canceled nor materially changed except upon thirty (30) days prior written notice to the City of South Gate indicating such cancellation or material change."

e) Cover the operations of the Consultant pursuant to the terms of any contract, including the Consultant's indemnity obligations thereunder.

Upon the request of the City, the Consultant shall provide evidence of the insurance coverage required herein. Insurance shall be in force on or before commencement of performance of this Agreement. Upon the request of the City, current certification of insurance shall be kept on file with the City at all times during the term of this Agreement. Failure on the part of the Consultant to procure or maintain required insurance shall constitute a material breach of contract under which the City may terminate this Agreement.

Evaluation Process

Each consultant responding to the RFP will be evaluated by City staff on each element of the work plan and general information described above in the following order:

a) Review of the experience, qualifications and references of the consultant to determine their ability to provide the requested services;

b) Review of the methodology/approach proposed by the consultant;

c) Review of proposed project timeline; and,

d) Review of the estimated fees and costs.

Selection/Award Procedures

A Professional Services Agreement will be provided for execution. It may be modified to incorporate other pertinent Articles/Terms and Conditions set forth in this RFP, including those added by addendum, and to reflect the Proposer's offer or the outcome of contract negotiations, if any, conducted with the Proposer's. A sample of the City's Professional Services Agreement is included with this RFP, as Attachment "A".

ATTACHMENT "A"

AGREEMENT FOR PROFESSIONAL SERVICES FOR (TYPE OF SERVICE) SERVICES BETWEEN THE CITY OF SOUTH GATE AND (COMPANY NAME)

This Agreement for Professional Services for **(TYPE OF SERVICE)** Services ("Agreement") is made and entered into on **(DATE)**, by and between the City of South Gate, a municipal corporation ("City"), and **(COMPANY NAME)**, Inc., a California corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS

WHEREAS, City desires to retain a qualified provider for certain services relating to **(TYPE OF SERVICE)**;

WHEREAS, Consultant warrants to City that it has the requisite skills, knowledge, qualifications, manpower and expertise to perform properly and timely the Professional Services under this Agreement; and

WHEREAS, based on such representation, City desires to contract with Consultant to perform the services as described in the Scope of Services attached hereto as Exhibit "A" of this Agreement.

NOW, THEREFOR, the Parties hereby agree as follows:

1. **SCOPE OF SERVICES.** City hereby engages Consultant, and Consultant accepts such engagement, to perform the services set forth in the Scope of Services as described in Exhibit "A" attached hereto and made part of this Agreement. The Scope of Services may be mutually amended from time to time by both Parties in writing.

2. **COMPENSATION FOR SERVICES.** The total amount of compensation for this Agreement shall not exceed the sum of **(SPELL OUT AMOUNT IN BOLD)** **for example: One Thousand Two Hundred Twenty-Five Dollars – then put amount in parenthesis for example (**$1,225.00**)** as described in Consultant's proposal attached hereto as Exhibit "A." City shall pay Consultant for its professional services rendered and costs incurred pursuant to this Agreement. No additional compensation shall be paid for any other expenses incurred, unless first approved in writing by **(DIRECTOR'S TITLE OR CITY MANAGER)** or his/her designee.

   2.1 Consultant shall be required to attend meetings at City Hall as necessary in the delivery of the projects. Travel time between Consultant's office and City Hall shall not be billable. Consultant may request an exemption on a case-by-case basis, which shall be subject to City approval.

2.2 Consultant shall be paid in accordance with the schedule included in Consultant's proposal attached hereto as Exhibit "A." City shall pay Consultant within thirty (30) days of receipt of the invoice.

2.3 No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by Consultant of its obligations under this Agreement.

3. TERM OF AGREEMENT. This Agreement is effective as of **(DATE)**, and will remain in effect for a period of **(ENTER AMOUNT)** year from said date or until project completion, unless otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided herein.

4. CITY AGENT. The **(DIRECTOR'S TITLE OR CITY MANAGER)** ("Director"), or his/her designee, for the purposes of this Agreement, is the agent for City. Whenever approval or authorization is required, Consultant understands that the Director, or his/her designee, has the authority to provide that approval or authorization.

5. CONFLICT OF INTEREST. Consultant represents that it presently has no interest and shall not acquire any interest, direct or indirect, in any real property located in the City which may be affected by the services to be performed by Consultant under this Agreement. Consultant further represents that in performance of this Agreement, no person having any such interest shall be employed by it. Within ten (10) days, Consultant agrees that it will immediately notify City of any other conflict of interest that may exist or develop during the term of this Agreement.

5.1 Consultant represents that no City employee or official has a material financial interest in Consultant's business. During the term of this Agreement and/or as a result of being awarded this Agreement, Consultant shall not offer, encourage or accept any financial interest in Consultant's business or in this Agreement by any City employee or official.

6. GENERAL TERMS AND CONDITIONS.

6.1 Termination for Convenience. City may terminate this Agreement at any time without cause by giving fifteen (15) days written notice to Consultant of such termination and specifying the effective date thereof. In that event, all finished or unfinished documents and other materials shall, at the option of City, become its property. If this Agreement is terminated by City as provided herein, Consultant will be paid the total amount of its costs as of the termination date. In no event shall the amount payable upon termination exceed the total maximum compensation provided for in this Agreement.

6.2 Termination for Cause.

6.2.1 City may, by written notice to Consultant, terminate the whole or any part of this Agreement in any of the following circumstances:

a. If Consultant fails to perform the services required by this Agreement within the time specified herein or any authorized extension thereof; or

b. If Consultant fails to perform the services called for by this Agreement or so fails to make progress as to endanger performance of this Agreement in accordance with its terms, and in either of these circumstances does not correct such failure withing a period of ten (10) days (or such longer period as City may authorize in writing) after receipt of notice from City specifying such failure.

6.2.2 In the event City terminates this Agreement in whole or in part as provided above in Subsection 6.2.1, City may procure, upon such terms and in such manner as it may deem appropriate, services similar to those terminated.

6.2.3 If this Agreement is terminated as provided above in Subsection 6.2.1, City may require Consultant to provide all finished or unfinished documents, data, studies, drawings, maps, photographs, reports, films, charts, sketches, computations, surveys, models, or other similar documentation prepared by Consultant. Upon such termination, Consultant shall be paid an amount equal to the value of the work performed. In ascertaining the value of the work performed up to the date of termination, consideration shall be given to both completed work and work in progress, to complete and incomplete drawings, and to other documents whether delivered to City or in possession of Consultant, and to authorized reimbursement expenses.

6.2.4 If, after notice of termination of the Agreement under the provisions of Subsection 6.2.1 above, it is determined, for any reason, that Consultant was not in default, or that the default was excusable, then the rights and obligations of the Parties shall be the same as if the notice of termination had been issued pursuant to Subsection 6.1. above.

6.3 Non-Assignability. Consultant shall not assign or transfer any interest in this Agreement without the express prior written consent of City.

6.4 Non-Discrimination.

6.4.1 Consultant shall not discriminate against any employee, subcontractor, or applicant for employment because of to race, creed, gender, gender identity (including gender expression), color, religion, ancestry, sexual orientation, national origin, disability, age, marital status, family/parental status, or

veteran/military status, in the performance of its services and duties pursuant to this Agreement and will comply with all applicable laws, ordinances and codes of the federal, state, and county and the City governments. Consultant will take affirmative action to ensure that subcontractors and applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, sex, national origin, disability, or age. Consultant will take affirmative action to ensure that all employment practices, including those of any subcontractors retained by Consultant to perform services under this Agreement, are free from such discrimination. Such employment practices include, but are limited to: hiring, upgrading, demotion, transfer, recruitment, recruitment advertising, layoff, termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

6.4.2 The provisions of Subsection 6.4.2 above shall be included in all solicitations or advertisements placed by or on behalf of Consultant for personnel to perform any services under this Agreement. City shall have access to all documents, data, and records of Consultant and its subcontractors for purposes of determining compliance with the equal employment opportunity and non-discrimination provisions of this Section, and all applicable provisions of Executive Order No. 11246 (relating to federal restrictions against discriminatory practices) is available for review and on file with the City Clerk's Office.

6.5 Insurance. Consultant shall submit to City, certificates indicating compliance with the following minimum insurance requirements no less than one (1) day prior to beginning of performance under this Agreement:

6.5.1 Workers Compensation Insurance as required by law. Consultant shall require all subcontractors similarly to provide such workers' compensation insurance for their respective employees.

6.5.2 Comprehensive general and automobile liability insurance protecting Consultant in amounts not less than $1,000,000 per occurrence/accident for bodily injury and property damage liability. Each such policy of insurance shall:

a. Be issued by a financially responsible insurance company or companies admitted and authorized to do business in the State of California or which is approved in writing by City.

b. Name and list as additional insured the City, its officers and employees.

c. Specify its acts as primary insurance.

d. Contain a clause substantially in the following words: "It is hereby

understood and agreed that this policy shall not be canceled except upon thirty (30) days prior written notice to City of such cancellation or material change."

e. Cover the operations of Consultant pursuant to the terms of this Agreement.

6.6 Indemnification. Consultant agrees to indemnify, defend and hold harmless City and/or any other City agency, including other employees, officers and representatives, for/from any and all claims or actions of any kind asserted against City and/or any other City agency arising out of Consultant's (including Consultant's employees, representatives, products and subcontractors) negligent performance under this Agreement, excepting only such claims or actions which may arise out of sole or active negligence of City and/or any other City agency, or any third parties not acting on behalf of, at the direction of, or under the control of Consultant.

6.7 Compliance with Applicable Law. Consultant and City shall comply with all applicable laws, ordinances, and codes of the Federal, State, County and City governments, without regard to conflict of law principles.

6.8 Independent Contractor. This Agreement is by and between City and Consultant and is not intended, nor shall it be construed, to create the relationship of agency, servant, employee, partnership, joint venture, or association, as between City and Consultant.

6.8.1 Consultant shall be an independent contractor and shall have no power to incur any debt or obligation for or on behalf of City. Neither City nor any of its officers or employees shall have any control over the conduct of Consultant, or any of Consultant's employees, except as herein set forth, and Consultant expressly warrants not to, at any time or in any manner, represent that it, or any of its agents, servants or employees are in any manner employees of City, it being distinctly understood that Consultant is and shall at all times remain to City a wholly independent contractor and Consultant's obligations to City are solely such as are prescribed by this Agreement.

6.8.2 Indemnification of CalPERS Determination - In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as, for the payment of any penalties and interest on such contributions which would otherwise be the responsibility of City.

6.8.3 Business License Required. According to Title 2.08.40 of the South Gate Municipal Code, a business license will be required prior to doing business within the City, even if the business is located outside of the City. Verification of a valid South Gate business license will be required prior to start of work and any fees associated with the acquisition or maintenance of such business license shall be the sole responsibility of Consultant.

6.9 Consultant's Personnel.

6.9.1 All services required under the Agreement will be performed by Consultant, or under Consultant's direct supervision, and all personnel shall possess the qualifications, permits and licenses required by State and local law to perform such services, including, without limitation, a City of South Gate business license as required by the South Gate Municipal Code.

6.9.2 Consultant shall be solely responsible for the satisfactory work performance of all personnel engaged in performing services required by this Agreement, and compliance with all reasonable performance standards established by City.

6.9.3 Consultant shall be responsible for payment of all employees' and subcontractors' wages and benefits and shall comply with all requirements pertaining to employer's liability, workers' compensation, unemployment insurance and Social Security.

6.9.4 Consultant shall indemnify and hold harmless City and all other related entities, officers, employees and representatives from any liability, damages, claims, costs, and expenses of any nature arising from alleged violations of personnel practices or of any acts of omissions by Consultant in connection with the work performed arising from this Agreement.

6.10 Copyright. No reports, maps or other documents produced in whole or in part under this Agreement shall be the subject of an application for copyright by or on behalf of Consultant.

6.11 Legal Construction.

6.11.1 This Agreement is made and entered into in the State of California and shall in all respects be interpreted, enforced, and governed under the laws of the State of California without regard to conflict of law principles.

6.11.2 This Agreement shall be construed without regard to the identity of the persons who drafted its various provisions. Each and every provision of this Agreement shall be construed as though each of the parties participated equally in the drafting of same, and any rule of construction that a document is to be construed

against the drafting party shall not be applicable to this Agreement.

6.11.3. The article and section, captions and headings herein have been inserted for convenience only and shall not be considered or referred to in resolving questions of interpretation or construction.

6.11.4. Whenever in this Agreement the context may so require, the masculine gender shall be deemed to refer to and include the feminine and neuter, and the singular shall refer to and include the plural.

6.12 Counterparts. This Agreement may be executed in counterparts and, as so executed, shall constitute an agreement which shall be binding upon all Parties hereto.

6.13 Final Payment Acceptance Constitutes Release. The acceptance by Consultant of the final payment made under this Agreement shall operate as and be a release of City from all claims and liabilities for compensation to Consultant for anything done, furnished, or relating to Consultant's work or services. Acceptance of payment shall be any negotiation of City's check or the failure to make a written extra compensation claim within ten (10) calendar days of the receipt of that check. However, approval or payment by City shall not constitute, nor be deemed, a release of the responsibility and liability of Consultant, its employees, sub-consultants and agents for the accuracy and competency of the information provided and/or work performed; nor shall such approval or payment be deemed to be an assumption of such responsibility or liability by City for any defect or error in the work prepared by Consultant, its employees, sub-consultants and agents.

6.14 Corrections. In addition to the above indemnification obligations, Consultant shall correct, at its expense, all errors in the work which may be disclosed during City's review of Consultant's report or plans. Should Consultant fail to make such correction in a reasonably, timely manner, such correction shall be made by City, and the cost thereof shall be charged to Consultant.

6.15 Files. All files of Consultant pertaining to City shall be and remain the property of City. Consultant will control the physical location of such files during the term of this Agreement and shall be entitled to retain copies of such files upon termination of this Agreement.

6.16 Waiver; Remedies Cumulative. Failure by a Party to insist upon the performance of any of the provisions of this Agreement by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such Party's right to demand compliance by such other Party in the future. No waiver by a Party of a default or breach of the other party shall be effective or binding upon such a Party unless made in writing by such Party, and no such waiver shall be implied from any omissions by a Party to take any action with respect to such default or breach. No

express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a Party under this Agreement, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

6.17 Mitigation of Damages. In all such situations arising out of this Agreement, the Parties shall attempt to avoid and minimize the damages resulting from the conduct of the other Party.

6.18 Severability. If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

6.19 Attorneys' Fees. The Parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorneys' fees arising out of and/or connected with the negotiation, drafting and execution of the Agreement, and all matters arising out of or connected therewith except that, in the event any action is brought by any Party hereto to enforce this Agreement, the prevailing Party in such action shall be entitled to reasonable attorneys' fees and costs in addition to all other relief to which that Party or those Parties may be entitled.

6.20 Entire Agreement and Amendments. This Agreement constitutes the whole agreement between City and Consultant, and neither party has made any representations to the other except as expressly contained herein. Neither party, in executing or performing this Agreement, is relying upon any statement or information not contained in this Agreement. Any amendments, changes or modifications to this Agreement must be made in writing and appropriately executed by both City and Consultant.

6.21 Notices. Any notice required to be given hereunder shall be deemed to have been given by email transmission with confirmation of delivery and depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY:
City of South Gate
(DIRECTOR'S NAME & TITLE OR CM)
(ADDRESS)
South Gate, CA 90280
Email: **(EMAIL ADDRESS)**
TEL: **(PHONE NO.)**

WITH COURTESY COPY TO:
City of South Gate
Yodit Glaze, City Clerk
8650 California Avenue
South Gate, CA 90280
Email: yglaze@sogate.org
TEL: (323)563-9510

TO CONSULTANT:
(NAME OF CONSULTANT)
(CONSULTANT'S TITLE)
(CONSULTANT/COMPANY NAME)
(COMPANY ADDRESS)
(CITY, STATE, ZIP CODE)
Email: **(CONSULTANT'S EMAIL ADDRESS)**
TEL: **(PHONE NUMBER)**

6.22 Warranty of Authorized Signatories. Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign.

6.23 Consultation with Attorney. Consultant warrants and represents that it has consulted with an attorney or knowingly and voluntarily decided to forgo such a consultation.

6.24 Interpretation Against Drafting Party. City and Consultant agree that they have cooperated in the review and drafting of this agreement. Accordingly, in the event of any ambiguity, neither Party may claim that the interpretation of this Agreement shall be construed against either Party solely because that Party drafted all or a portion of this Agreement, or the clause at issue.

7. **CALIFORNIA LEVINE ACT DISCLOSURE STATEMENT.** In accordance with California SB1439 extended requirements under Government Code Section 84308, also known as the "Levine Act," a disclosure must be filed of political contributions totaling more than two hundred fifty dollars ($250) within the previous twelve (12) months, and for three (3) months following the date a final decision is made to award an agreement. Therefore, the City requires that Consultant fill out the California Levine Act Disclosure Statement form available on the City website and submit it to the City Clerk's Office prior to the approval of this Agreement.

8. **EFFECTIVE DATE.** The effective date of this Agreement is **(DATE)** and will remain in effect through and until project completion, unless otherwise terminated in accordance with the terms of this Agreement.

[Remainder of page left blank intentionally.]

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Maria Davila, Mayor

Dated: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raúl F. Salinas, City Attorney

DRAFT

(COMPANY NAME):

By: _____
(CONSULTANT'S NAME AND TITLE)

Dated: _____

AGREEMENT FOR PROFESSIONAL SERVICES FOR PLANNING AND CONSULTING SERVICES BETWEEN THE CITY OF SOUTH GATE AND DE NOVO PLANNING GROUP

This Agreement for Professional Services for Planning and Environmental Services ("Agreement") is made and entered into on **May 27, 2025,** by and between the City of South Gate, a municipal corporation ("City"), and De Novo Planning Group, a California corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS

WHEREAS, City desires to retain a qualified provider for certain services relating to: (1) an ordinance amendment regarding industrial uses; (2) land use improvements surrounding two future transit centers; (3) enhancements to commercial corridors to encourage new businesses and development; and

WHEREAS, Consultant warrants to City that it has the requisite skills, knowledge, qualifications, manpower and expertise to perform properly and timely the Professional Services under this Agreement; and

WHEREAS, based on such representation, City desires to contract with Consultant to perform the services as described in the Scope of Services attached hereto as Exhibit "A" of this Agreement.

NOW, THEREFOR, the Parties hereby agree as follows:

1. **SCOPE OF SERVICES.** City hereby engages Consultant, and Consultant accepts such engagement, to perform the services set forth in the Scope of Services as described in Exhibit "A" attached hereto and made part of this Agreement. The Scope of Services may be mutually amended from time to time by both Parties in writing.

2. **COMPENSATION FOR SERVICES.** The total amount of compensation for this Agreement shall not exceed the sum of **Five Hundred Twenty-Four Thousand Nine Hundred Five Dollars ($524,905.00)** as described in Consultant's proposal attached hereto as Exhibit "A." City shall pay Consultant for its professional services rendered and costs incurred pursuant to this Agreement. No additional compensation shall be paid for any other expenses incurred, unless first approved in writing by the Director of Community Development or his/her designee.

   2.1 Consultant shall be required to attend meetings at City Hall as necessary in the delivery of the projects. Travel time between Consultant's office and City Hall shall not be billable. Consultant may request an exemption on a case-by-case basis, which shall be subject to City approval.

   2.2 Consultant shall be paid in accordance with the schedule included in Consultant's

proposal attached hereto as Exhibit "A." City shall pay Consultant within thirty (30) days of receipt of the invoice.

2.3 No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by Consultant of its obligations under this Agreement.

3. **TERM OF AGREEMENT.** This Agreement is effective as of **May 27, 2025**, and will remain in effect for a period of **18 months** through November 27, 2026, or until project completion, unless otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided herein.

4. **CITY AGENT.** The Director of Community Development ("Director"), or his/her designee, for the purposes of this Agreement, is the agent for City. Whenever approval or authorization is required, Consultant understands that the Director, or his/her designee, has the authority to provide that approval or authorization.

5. **CONFLICT OF INTEREST.** Consultant represents that it presently has no interest and shall not acquire any interest, direct or indirect, in any real property located in the City which may be affected by the services to be performed by Consultant under this Agreement. Consultant further represents that in performance of this Agreement, no person having any such interest shall be employed by it. Within ten (10) days, Consultant agrees that it will immediately notify City of any other conflict of interest that may exist or develop during the term of this Agreement.

5.1 Consultant represents that no City employee or official has a material financial interest in Consultant's business. During the term of this Agreement and/or as a result of being awarded this Agreement, Consultant shall not offer, encourage or accept any financial interest in Consultant's business or in this Agreement by any City employee or official.

6. **GENERAL TERMS AND CONDITIONS.**

6.1 Termination for Convenience. City may terminate this Agreement at any time without cause by giving fifteen (15) days written notice to Consultant of such termination and specifying the effective date thereof. In that event, all finished or unfinished documents and other materials shall, at the option of City, become its property. If this Agreement is terminated by City as provided herein, Consultant will be paid the total amount of its costs as of the termination date. In no event shall the amount payable upon termination exceed the total maximum compensation provided for in this Agreement.

6.2 Termination for Cause.

6.2.1 City may, by written notice to Consultant, terminate the whole or any part of this Agreement in any of the following circumstances:

a. If Consultant fails to perform the services required by this Agreement within the time specified herein or any authorized extension thereof; or

b. If Consultant fails to perform the services called for by this Agreement or so fails to make progress as to endanger performance of this Agreement in accordance with its terms, and in either of these circumstances does not correct such failure withing a period of ten (10) days (or such longer period as City may authorize in writing) after receipt of notice from City specifying such failure.

6.2.2 In the event City terminates this Agreement in whole or in part as provided above in Subsection 6.2.1, City may procure, upon such terms and in such manner as it may deem appropriate, services similar to those terminated.

6.2.3 If this Agreement is terminated as provided above in Subsection 6.2.1, City may require Consultant to provide all finished or unfinished documents, data, studies, drawings, maps, photographs, reports, films, charts, sketches, computations, surveys, models, or other similar documentation prepared by Consultant. Upon such termination, Consultant shall be paid an amount equal to the value of the work performed. In ascertaining the value of the work performed up to the date of termination, consideration shall be given to both completed work and work in progress, to complete and incomplete drawings, and to other documents whether delivered to City or in possession of Consultant, and to authorized reimbursement expenses.

6.2.4 If, after notice of termination of the Agreement under the provisions of Subsection 6.2.1 above, it is determined, for any reason, that Consultant was not in default, or that the default was excusable, then the rights and obligations of the Parties shall be the same as if the notice of termination had been issued pursuant to Subsection 6.1. above.

6.3 Non-Assignability. Consultant shall not assign or transfer any interest in this Agreement without the express prior written consent of City.

6.4 Non-Discrimination.

6.4.1 Consultant shall not discriminate against any employee, subcontractor, or applicant for employment because of to race, creed, gender, gender identity (including gender expression), color, religion, ancestry, sexual orientation, national origin, disability, age, marital status, family/parental status, or veteran/military status, in the performance of its services and duties pursuant to this Agreement and will comply with all applicable laws, ordinances and codes of the federal, state, and county and the City governments. Consultant will take affirmative action to ensure that subcontractors and applicants are employed, and

that employees are treated during employment without regard to their race, color, religion, ancestry, sex, national origin, disability, or age. Consultant will take affirmative action to ensure that all employment practices, including those of any subcontractors retained by Consultant to perform services under this Agreement, are free from such discrimination. Such employment practices include, but are limited to: hiring, upgrading, demotion, transfer, recruitment, recruitment advertising, layoff, termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

6.4.2 The provisions of Subsection 6.4.2 above shall be included in all solicitations or advertisements placed by or on behalf of Consultant for personnel to perform any services under this Agreement. City shall have access to all documents, data, and records of Consultant and its subcontractors for purposes of determining compliance with the equal employment opportunity and non-discrimination provisions of this Section, and all applicable provisions of Executive Order No. 11246 (relating to federal restrictions against discriminatory practices) is available for review and on file with the City Clerk's Office.

6.5 Insurance. Consultant shall submit to City, certificates indicating compliance with the following minimum insurance requirements no less than one (1) day prior to beginning of performance under this Agreement:

6.5.1 Workers Compensation Insurance as required by law. Consultant shall require all subcontractors similarly to provide such workers' compensation insurance for their respective employees.

6.5.2 Comprehensive general and automobile liability insurance protecting Consultant in amounts not less than $1,000,000 per occurrence/accident for bodily injury and property damage liability. Each such policy of insurance shall:

a. Be issued by a financially responsible insurance company or companies admitted and authorized to do business in the State of California or which is approved in writing by City.

b. Name and list as additional insured the City, its officers and employees.

c. Specify its acts as primary insurance.

d. Contain a clause substantially in the following words: "It is hereby understood and agreed that this policy shall not be canceled except upon thirty (30) days prior written notice to City of such cancellation or material change."

e. Cover the operations of Consultant pursuant to the terms of this Agreement.

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6.8 Independent Contractor. This Agreement is by and between City and Consultant and is not intended, nor shall it be construed, to create the relationship of agency, servant, employee, partnership, joint venture, or association, as between City and Consultant.

6.8.1 Consultant shall be an independent contractor and shall have no power to incur any debt or obligation for or on behalf of City. Neither City nor any of its officers or employees shall have any control over the conduct of Consultant, or any of Consultant's employees, except as herein set forth, and Consultant expressly warrants not to, at any time or in any manner, represent that it, or any of its agents, servants or employees are in any manner employees of City, it being distinctly understood that Consultant is and shall at all times remain to City a wholly independent contractor and Consultant's obligations to City are solely such as are prescribed by this Agreement.

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6.16 Waiver; Remedies Cumulative. Failure by a Party to insist upon the performance of any of the provisions of this Agreement by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such Party's right to demand compliance by such other Party in the future. No waiver by a Party of a default or breach of the other party shall be effective or binding upon such a Party unless made in writing by such Party, and no such waiver shall be implied from any omissions by a Party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a Party under this Agreement, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

6.17 Mitigation of Damages. In all such situations arising out of this Agreement, the Parties shall attempt to avoid and minimize the damages resulting from the conduct of the other Party.

6.18 Severability. If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

6.19 Attorneys' Fees. The Parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorneys' fees arising out of and/or connected with the negotiation, drafting and execution of the Agreement, and all matters arising out of or connected therewith except that, in the event any action is brought by any Party hereto to enforce this Agreement, the prevailing Party in such action shall be entitled to reasonable attorneys' fees and costs in addition to all other relief to which that Party or those Parties may be entitled.

6.20 Entire Agreement and Amendments. This Agreement constitutes the whole agreement between City and Consultant, and neither party has made any representations to the other except as expressly contained herein. Neither party, in executing or performing this Agreement, is relying upon any statement or information not contained in this Agreement. Any amendments, changes or modifications to this Agreement must be made in writing and appropriately executed by both City and Consultant.

6.21 Notices. Any notice required to be given hereunder shall be deemed to have been given by email transmission with confirmation of delivery and depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY:
City of South Gate
Gabriel Perez, Community Development Director
8650 California Avenue
South Gate, CA 90280
Email: gperez@sogate.org
TEL: (323) 563-9566

WITH COURTESY COPY TO:
City of South Gate
Yodit Glaze, City Clerk
8650 California Avenue
South Gate, CA 90280
Email: yglaze@sogate.org
TEL: (323)563-9510

TO CONSULTANT:
De Novo Planning Group
c/o Amanda Tropiano, Principal
180 E. Main Street, Suite 108
Tustin, CA 92780
Email: atropiano@denovoplanning.com
TEL: (714) 453-7711

6.22 Warranty of Authorized Signatories. Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign.

6.23 Consultation with Attorney. Consultant warrants and represents that it has consulted with an attorney or knowingly and voluntarily decided to forgo such a consultation.

6.24Interpretation Against Drafting Party. City and Consultant agree that they have cooperated in the review and drafting of this agreement. Accordingly, in the event of any ambiguity, neither Party may claim that the interpretation of this Agreement shall be construed against either Party solely because that Party drafted all or a portion of this Agreement, or the clause at issue.

7. **CALIFORNIA LEVINE ACT DISCLOSURE STATEMENT.** In accordance with California SB1439 extended requirements under Government Code Section 84308, also known as the "Levine Act," a disclosure must be filed of political contributions totaling more than two hundred fifty dollars ($250) within the previous twelve (12) months, and for three (3) months following the date a final decision is made to award an agreement. Therefore, the City requires that Consultant fill out the California Levine Act Disclosure Statement form available on the City website and submit it to the City Clerk's Office prior to the approval of this Agreement.

8. **EFFECTIVE DATE.** The effective date of this Agreement is **May 27, 2025,** and will remain in effect through and until project completion, unless otherwise terminated in accordance with the terms of this Agreement.

[Remainder of page left blank intentionally.]

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
Maria Davila, Mayor

Dated: _____

ATTEST:

By: _____
Yodit Glaze, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: _____
Raúl F. Salinas, City Attorney

"CONSULTANT"
DE NOVO PLANNING GROUP
a California Corporation

By: _____
Amanda Tropiano, Principal

Dated: _____

2. WORK PLAN

2A. METHODOLOGY

Provide the Methodology/Approach proposed for the work as defined in the Scope of Work

We have prepared the following work plan in response to the City's Request for Proposals and our experience working on other zoning projects throughout California. All work products will be delivered in an electronic format; where hard copies of products are provided, they are specifically identified in the associated task deliverable.

TASK 1: ORDINANCE AMENDMENT

De Novo will prepare a draft citywide ordinance that provides for broader or different considerations for industrial uses, particularly in relation to warehousing and truck-generating businesses.

1.1 ANALYSIS OF EXISTING CODE AND CASE STUDIES

De Novo will review the City's existing code requirements relative to current warehouse and truck-generating businesses. We understand that this specifically includes an assessment of the City's current warehouse square footage maximums for individual developments and what, if any, amendments should be made to this standard.

De Novo will work with Staff to identify up to five example jurisdictions which are expected to generally reflect the type of industrial/warehouse development desired in South Gate. De Novo will review the development codes for these example agencies regarding industrial development and prepare a summary memorandum with key findings and recommendations.

1.2 MOBILITY ASSESSMENT AND RECOMMENDATIONS (INDUSTRIAL)

Kittelson will analyze mobility conditions in the City's warehouse/industrial areas to determine what conditions may need to be addressed for existing or expanded warehouse uses. This can include reviewing the study area data to understand:

- Causes and types of crashes involving trucks
- Adequacy of streets and intersections for safe truck movements
- Adequacy of designated truck routes and signage
- Locations where high truck and automobile demand overlap

As part of this mobility analysis, Kittelson will review the City's General Plan and relevant codes to identify potential transportation-related shortcomings that can affect industrial uses in the City. Given the passage of Assembly Bill (AB) 98, this project can be an opportunity for South Gate to comply with State requirements for warehouse/logistics uses and networks.

After identifying gaps and needs in the city's industrial areas, recommended mobility improvements, standards, and requirements will be developed to support the safe movement of goods through South Gate. Recommendations to safely accommodate the needs of trucks could address:

- Recommendations and standards for roadway configurations and intersection layouts
- Parking and loading standards
- Designated truck routes and accompanying signage

These recommendations will incorporate field-collected heavy vehicle volumes and traffic volume forecasts for projected future conditions.

1.3 DRAFT ORDINANCE

De Novo will prepare a redline/strikethrough draft ordinance amendment to provide for broader or different considerations for industrial uses. This scope of work assumes two rounds of Staff review.

Task 1 Deliverables:

- Administrative and Final Development Code Review Memorandum
- Mobility Analysis and Recommendations
- Administrative, Screencheck and Final Redline Ordinance Amendment

PHASE 2: FUTURE TRANSIT CENTERS

In order to develop this scope of work to address land uses surrounding the City's two new transit sites, our team has made some assumptions and recommendations based on our experience working on similar projects throughout California. Our objective is to deliver a final work product that is implementable through amendments to the City's General Plan and Zoning Code. **In particular, we have assumed that the work product developed as part of this project will be a series of new Zoning Districts and/or Overlay Zones (not a Specific Plan or Plans).**

2.1 EXISTING CONDITIONS ANALYSIS

On the basis of background studies, on-site investigation, base maps and special information provided by the City, the project team shall consider and evaluate the following:

Existing Document Review

We will review existing documents including the General Plan, Housing Element, Zoning Code, draft Gateway District Specific Plan, draft scope of work delivered to Metro as part of the TOD SIP, and other documents, as relevant. These planning efforts will be incorporated into the planning process.

As part of this work Kittelson will review the Gateway District Specific Plan recommendations and incorporate our updated analyses to determine what components should be retained and/or modified, if applicable. With its vision of a pedestrian- and transit-oriented mixed-use district that would reduce VMT, the Specific Plan provides valuable recommendations for multimodal streets, vehicle parking standards, walking and bicycling facilities, public transit accessibility, and placemaking.

Planning Factors

We will analyze and summarize existing land uses; property configuration; land use clusters, districts and corridors; access potentials, views and visual characteristics; public facilities and schools; and recreation and open space.

Case Studies

De Novo will work with Staff to identify up to five example jurisdictions which are expected to generally reflect the type of development desired around the two new transit stations, with a focus on agencies who rely primarily on base zones and/or overlays to define land use strategies. De Novo will review the development codes for these example agencies and prepare a summary memorandum with key findings and recommendations.

2.2 MOBILITY ANALYSIS AND RECOMMENDATIONS (TRANSIT CENTERS)

Kittelson will analyze mobility conditions in the two future TOD areas to determine what conditions may reduce the attractiveness for walking, bicycling, or taking transit within these future mixed-use development areas. This mobility analysis will be similar to the approach described above for retail and commercial corridors; we will focus on the conditions that pedestrians, bicyclists, and transit users may face, as well as code deficiencies. In addition, the mobility analysis for the TOD areas can also include analyzing:

- Causes, types, and trends for transit vehicle-involved crashes
- The effects of traffic volumes and roadway capacity on transit operations
- Barriers to accessing adjacent land uses that may complement future TOD development

After identifying gaps and needs in the future TOD areas, recommended mobility improvements, standards, and requirements will be developed. The nature of the walking, bicycling, and transit recommendations will be similar to those of the retail and commercial corridors, but can include additional considerations such as:

- Transit vehicle-priority roadway treatment recommendations and standards
- Additional wayfinding and bus stop amenities to support transfers and first/last mile trips
- Opportunities to facilitate multimodal trip chaining by implementing mobility hubs

2.3 LAND USE CONCEPT/ZONING DESIGNATIONS

We will work with the City to develop a vision for the transit areas and to prepare a set of updated and/or new Land Use/Zoning Designations that refine existing categories and/or create new opportunities for growth. Each designation will include:

- Allowable uses;
- Development intensities;
- Development standards;
- Images and illustrations to convey intended development outcome

At this time, the exact number of new land use/zoning designations needed to describe the community's vision for the two transit areas is unknown. Given our current understanding of the project, we assume that the creation of at least 2 but no more than 4 new zoning districts and/or overlays zones will be appropriate. We pride ourselves on being flexible to the needs of our clients and seek to develop a solution to the proposed land use/zoning designations in collaboration with Staff and the community.

2.4 LAND USE CONCEPT ALTERNATIVES

Working collaboratively with City Staff, the team will explore up to two (2) alternative land use concepts for each study area in addition to one (1) baseline land use concept for each study area with an assessment of advantages and disadvantages to enable preparation of a tentative physical development program in terms of land use categories, quantities and increment.

2.5 FINAL COMPREHENSIVE LAND USE CONCEPT

Based on feedback from the City and public, the team will develop one (1) preferred land use concept for each opportunity area. We assume this will take the form of a zoning map, accompanied by final defined zoning districts/overlay zones. Recommendations for revisions to the Land Use Element will also be prepared to support implementation of the land use concepts.

Task 2 Deliverables:

- Existing Conditions Summary Report
- Mobility Analysis and Recommendations
- Administrative Draft Land Use Concepts/ Zoning Designations
- Two land use concepts for each opportunity area (plus baseline map)
- Final land use concept for each opportunity area
- Final zoning designations
- Summary Memorandum with recommendations for any potential General Plan Element amendments

TASK 3: COMMERCIAL CORRIDORS

EPS will lead the economic development strategy for the City's commercial corridors, conducting a series of tasks designed to identify economic opportunities, stimulate revitalization, and foster investment of under-utilized sites. The strategy will be informed by the following inter-related tasks.

3.1 REAL ESTATE MARKET CONDITIONS

EPS will evaluate real estate market conditions in South Gate and broader trade area affecting the likely success of various job-oriented uses, including industrial and commercial uses of various typologies. This task will also Identify constraints and opportunities within the City for new warehouses and related square footage caps, as well as the implications and feasibility of other industrial zoning district amendments the City should consider.

EPS will utilize both publicly available (e.g., US Census and Zillow) as well as vendor data (e.g., CoStar) to obtain and assess market performance indicators (e.g., rents, sales prices, occupancy rates) and for financial inputs used subsequent tasks. EPS will review the publicly accessible information on planned, proposed, and recently completed development projects in the broader Trade Area as a basis for identifying potential successful development prototypes. To the extent available, EPS will also evaluate the ownership characteristics of properties in selected sub-districts identified and well positioned for change (as property specific ownership information may not be readily available, the proposed budget does not include detailed research into the ownership characteristics of individual parcels).

3.2 STAKEHOLDER INTERVIEWS ON BARRIERS TO DEVELOPMENT

EPS will work with City Staff to identify a selection of up to 5 stakeholders including local property owners, developers active in or near South Gate, and/or real estate brokers. EPS will schedule and conduct phone/video interviews with these stakeholders to inform an "on-the-ground" understanding of opportunities and challenges for development within the commercial corridors. If desired by the City, EPS may also include staff from other jurisdictions that share some market characteristics with South Gate and that have seen recent success in achieving similar redevelopment goals to better understand best practices.

3.3 DEVELOPMENT FEASIBILITY ANALYSIS

The redevelopment of an active or vacant site can present complex economic challenges that require focused financial analysis and realistic strategies to address short, medium, and long-term issues. This is particularly true in situations involving multiple property owners with differing assets, financial resources, motivations, and time horizons. The EPS Team has addressed these issues directly in many settings, and will do so in South Gate, with clearly documented and appropriately detailed financial analytics that rely on established methodologies and best practices in real estate investment.

EPS will prepare a site-level pro forma model to determine residual land value for up to four development scenario / opportunity site. This analysis will be based on a set of interactive financial pro-forma models that simulate the development economics and investment cash-flow of each land use prototype under consideration (e.g., commercial mixed-use stand-alone office or retail,). EPS will utilize data from multiple sources, including other project work with developers, stakeholder interviews, and construction cost databases to estimate assumptions including development costs, financing, and economic return thresholds. The development financial model will be designed to test the implications of specific planning parameters such as appropriate FAR, parking ratios, set-backs, impact fees, and other key project elements.

3.4 MOBILITY ANALYSIS AND RECOMMENDATIONS (COMMERCIAL CORRIDORS)

We will analyze mobility conditions along the city's retail and commercial corridors to determine the conditions that either encourage or discourage people from driving, walking, bicycling, or taking transit to local retail establishments. This can include reviewing the study area data to understand:

- Multimodal activity levels
- Multimodal crash causes, types, and trends
- Pedestrian and bicyclist facility condition and comfort (including crossing locations)
- Availability and quality of bike parking
- Availability and quality of amenities at bus stops
- Convenience of walking between transit stops, parking, and major destinations
- Public parking regulations, availability and convenience
- Corridor traffic levels and congestion
- Factors negatively affecting vehicle operations at intersections

As part of this mobility analysis, Kittelson will review the City's General Plan and codes to identify policies and programs that may contribute to barriers to the vitality of retail along these corridors. This will include an assessment of the development code in regard to requirements for bicycle and pedestrian access improvements, parking supply and regulations, and transportation demand management (TDM).

After identifying gaps and needs along South Gate's retail and commercial corridors, recommended mobility improvements, standards, and requirements will be developed. Our approach will incorporate recommendations for people with disabilities and will be performed using our experience working on state-of-the-practice documents such as the FHWA Separated Bike Lane Planning and Design Guide and the NACTO Urban Bikeway Design Guide. Recommended improvements, standards, and requirements for retail and commercial corridors could address:

- Pedestrian facilities such as high-visibility crosswalks, bulbouts/curb extensions, improved sidewalks, and traffic signal improvements
- Bicycle facilities such as low-stress bikeways, intersection crossing treatments, raised intersections, and bicycle-oriented traffic signal improvements
- End-of-trip bicycle facilities such as safe and secure bike racks and lockers
- ADA facilities such as improved curb ramps and accessible pedestrian signals (APS)
- Bicycle- and pedestrian-oriented wayfinding signage
- Bus stop amenities such as benches and shelters
- Modifications to parking, loading/unloading, or roadway configurations

As part of developing the mobility recommendations, we will utilize study area VMT and traffic volume forecasts for projected future conditions, which will be prepared as part of the environmental impact analyses

Task 3 Deliverables:

- Real Estate Market Conditions Technical Memo (Administrative and Final)
- Commercial Corridor Development Feasibility Report (Administrative and Final)
- Mobility Analysis and Recommendations

TASK 4: COMMUNITY OUTREACH

An ordinance amendment to address industrial/warehouse uses, as well as new zoning tools and implementation programs to address the land use needs around future transit centers and along commercial corridors, must reflect the vision of the larger South Gate community and key stakeholders. Our work program includes customized outreach to engage diverse stakeholders including the South Gate Chamber of Commerce, property owners, local businesses, residents, potential developers, and other community stakeholders. We have outlined the following outreach tasks to assist with this effort (in addition to interviews conducted in Task 3).

4.1 DIRECT MAILER

To ensure maximum participation in the process, we propose preparing and delivering a postcard-sized advertisement to every residential and business address in the City. To maximize the effectiveness of the direct mailer, we recommend that the mailer be prepared and delivered at the very beginning of the project. A bilingual mailer is envisioned to include the following information:

- A brief message regarding the project components and objectives
- The specific days, times, locations, and topics for the community outreach events
- A link to the City's website/contact information

The De Novo team will design the mailer and work with a local printer to prepare and deliver the mailers using the USPS Every Door Direct Mail (EDDM) delivery system. Based on USPS records, there are approximately 27,000 residential and business addresses in the City. This task includes preparation, printing, coordination with the USPS EDDM program, and delivery (postage).

4.2 SURVEYS

Our team will prepare and facilitate two online surveys to collect general public input on the issue areas; typically the first survey is focused on establishing a vision (especially for the transit areas) and the second survey is focused on the draft land use plan (and could potentially include ideas related to the commercial corridors as well). We expect that these surveys will be prepared using a combination of programs such as SurveyMonkey and/or ESRI StoryMaps, which will allow users to specifically review and comment on details land use ideas.

4.3 FOCUS GROUP MEETINGS

We will facilitate a series of up to three focus groups with key stakeholders (i.e., business owners/Chamber of Commerce, the development community, property owners) to discuss the transit areas and/or commercial corridors. The timing of these meetings will occur mid-point during the process, generally after initial public input is gathered but before the land use plan(s) are finalized.

The City will support the identification of potential stakeholder groups. The timing, dates, location, and stakeholder list will be determined in collaboration with Staff based on the needs of the project.

4.4 COMMUNITY OPEN HOUSE

The team will host a Community Open House to invite the public to provide feedback on the Land Use Plan Alternatives. All members of the community will be invited to attend, including residents, local businesses, property owners, and interested developers.

Task 4 Deliverables:

- Printing and delivery of approximately 27,000 pieces of direct mail (black/white, two-sided printing, half-page)
- Develop content for two surveys in SurveyMonkey and/or StoryMaps
- Facilitation of three focus group meetings
- Community open house
- Outreach summary report

TASK 5: ENVIRONMENTAL REVIEW

As described in the RFP, there is the potential that Project implementation would include amendments to the City's zoning ordinance allowing for increased development capacity above existing conditions. The nature of the potential amendments are currently unknown and will be determined through the previous tasks. For purposes of the scope of work, it is assumed environmental review for the three planning components would occur under a Program Environmental Impact Report (EIR). However, if through the planning process it is determined that the proposed Project's development potential is within the growth anticipated by the South Gate General Plan 2035 and analyzed in the General Plan Final EIR, De Novo will identify and discuss with City staff the potential for alternative CEQA clearance options, which may provide for a modified environmental review process (e.g., Addendum to the General Plan Final EIR, General Plan Supplemental EIR).

In 2022, De Novo was selected to provide on-call environmental consulting services to the City pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). As part of these services, De Novo has prepared a CEQA Class 1 Categorical Exemption for the 9350 Rayo Avenue (Amazon) Project and a joint CEQA/NEPA Initial Study/Environment Assessment for the 9001-9019 Long Beach Boulevard Residential Project. Most recently in 2025, De Novo provided expedited preparation of technical studies and a CEQA Class 32 Categorical Exemption for the 10130 Adella Residential Project. Through these services, De Novo has become familiar with the City's processes and regulatory environment, and has provided consistency, local knowledge, and professional expertise to the City that extends beyond these specific projects

4.1 ENVIRONMENTAL SCOPING AND CONSULTATION

Project Description

The Project Description is a critical element of the environmental review and establishes the foundation for technical analysis. The Project Description will detail the project location and environmental setting, project characteristics, project objectives, phasing, discretionary actions, and required permits and approvals based on available information. Detailed project description information including, existing and proposed development (land use acreages, residential units, and non-residential square footage) and future development potential will be identified as part of the proposed Project. De Novo will submit the Project Description to the City for review and approval. We have assumed that no modifications to the Project Description will occur after approval by the City.

Initial Study and Notice of Preparation

De Novo will prepare an Initial Study (IS) to address potential impacts associated with the proposed Project. The Initial Study will be prepared consistent with the requirements of CEQA and Appendix G of the CEQA Guidelines. The contents of the Administrative Draft Initial Study will be consistent with all applicable provisions of CEQA and the CEQA Guidelines. The Administrative Draft Initial study will be provided to the City for review. De Novo will revise the Initial Study, providing the City with a Second Draft Initial Study with revisions in tracked changes for ease of review. Upon acceptance by the City, De Novo will finalize the Initial Study.

De Novo will also prepare the Notice of Preparation in accordance with CEQA Guidelines Section 15082. The Notice of Preparation will indicate the City's decision to prepare a EIR. The Draft Notice of Preparation will be provided to the City for review. De Novo will revise the Notice, providing the City with a Second Draft Notice of Preparation for review. Upon acceptance by the City, De Novo will finalize the Notice of Preparation for public distribution. This task includes filing the Notice of Preparation and Initial Study with the State Clearinghouse, the County Clerk, and mailing the Notice of Preparation to a City-approved Distribution List. For budgetary purposes, this task includes the County Clerk filing fee and mailing to a maximum of 30 notices to affected agencies and interested parties. However, we assume the

City will publish any required newspaper notices and radius mailings for the Project. Comments received in response to the Notice of Preparation will be evaluated during the preparation of the EIR.

Scoping Meeting

A public scoping meeting will be scheduled during the Notice of Preparation public review period. De Novo will prepare presentation materials and facilitate the meeting. The scoping meeting will include an overview of the Project and an overview of the environmental review process and identification of environmental issues that will be addressed in the EIR.

Tribal Consultation

Under AB 52, the City, as the CEQA Lead Agency, is required to begin consultation with California Native American tribes that are traditionally and culturally affiliated with the Project area prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under this task, De Novo will assist the City with consultation under AB 52 by obtaining the City's AB 52 consultation list and providing the City with letters for transmittal on City letterhead. The City will be responsible for responding to any requests for consultation received from the tribes. The results of the contacts and meeting with the Tribes will be summarized in the EIR.

Task 5.1 Deliverables:

- One (1) electronic copy of the Draft and Final Project Description
- One (1) electronic copy of the Administrative Draft, Revised Draft, and Final Initial Study
- One (1) electronic copy of the Draft and Final Notice of Preparation
- Thirty (30) copies of the NOP to agencies/ interested parties on the City's distribution list
- Two (2) copies of the NOP for filing at the County Clerk
- Electronic submittal of the Initial Study, NOP, and NOC to the State Clearinghouse
- One (1) electronic copy of the Draft and Final AB 52 tribal consultation letters
- Certified mailing of AB 52 tribal consultation letters

5.2 TECHNICAL STUDIES AND ADMINISTRATIVE DRAFT PROGRAM EIR

Executive Summary

This section will provide a concise description of the project, the potential areas of controversy, issues to be resolved, project alternatives, and a summary of impacts and mitigation measures. The intent of this section is to provide the City and the public with a simple and easy to understand overview of the project and related issues, which will be analyzed and discussed much more thoroughly in the contents of the EIR.

Introduction and Purpose

The Introduction will serve as an overview of the EIR, describing its purpose and relevant environmental review procedures, the document organization, and the methodology used.

Project Description

The Project Description section will incorporate the completed product referenced above with minor modifications/additions, as appropriate.

Cumulative Projects/Analysis

De Novo will analyze the environmental impacts of the Project when viewed in combination with other known, approved, or reasonably foreseeable projects in the region. The cumulative analysis will address each topic covered in the environmental analysis and will identify appropriate mitigation measures for any significant impacts identified. This cumulative analysis will consider the approved General Plan buildout and the additional growth anticipated by the proposed Project, as well as any other growth and development anticipated by the City. The cumulative analysis for each topical area will be incorporated throughout the analyses scoped below under Environmental Analysis.

Environmental Analysis

The Draft EIR will be prepared consistent with the requirements of CEQA, the CEQA Guidelines, and relevant case law. The Environmental Analysis section will thoroughly discuss the existing conditions for each environmental issue area, identify short-term construction and long-term operational environmental impacts associated with the Project, and their associated levels of significance. For each environmental topical area,

the impact analysis subsection will begin with a list of all thresholds contained in CEQA Guidelines Appendix G and the thresholds for significance shall be identified for every environmental issue. For each environmental issue requiring analysis, the EIR will state the level of significance, and then provide the analysis discussion, mitigation measures specific to this environmental issue, and level of significance after mitigation. The EIR is anticipated to evaluate each of the following environmental issue areas:

A. Air Quality

The Air Quality analysis will describe regional air quality and local air quality in the vicinity of the Project area, as well as meteorological conditions that could affect air pollutant dispersal or transport. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed. Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed and compared to the South Coast Air Quality Management District's (SCAQMD) Regional Thresholds of Significance. Operational (i.e., area, mobile, and energy source) emissions will be quantified and compared to the SCAQMD regional thresholds of significance. The emissions will be quantitatively derived. Project consistency with the Air Quality Management Plan (AQMP) will also be addressed. Based on localized meteorological data and SCAQMD's Localized Significance Thresholds (LST) methodology, localized impacts will be analyzed. As a result of the California Supreme Court decision for Sierra Club vs. County of Fresno (Friant Ranch L.P.), the resultant human health impacts from the Project's potential short-term construction and long-term operational air emissions will be qualitatively analyzed. The analysis will include the methodology for calculating emissions, an analysis of the proposed Project's air quality impacts, a cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on air quality.

B. Energy

The energy implications of the Project will be analyzed in compliance with Appendix G of the CEQA Guidelines. These statutes and guidelines require a project to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. The analysis will identify energy consumption associated with short-term construction activities and long-term operations associated with buildings and transportation. We will quantify electricity and natural gas use anticipated by the Project. Such "Energy" emissions would be provided directly by the CalEEMod outputs for the air quality and greenhouse gas emissions modeling. The analysis will calculate and compare county-wide and Project level operational per capita energy consumption. Appendix G requires a consistency analysis with state or local plans for renewable energy or energy efficiency.

C. Greenhouse Gas Emissions

De Novo's in-house Environmental Scientists will prepare a Greenhouse Gas Emissions analysis pursuant to the requirements of Executive Order S-3-05 and the Global Warming Solutions Act of 2006 (AB 32). The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in Climate Change & CEQA, which was prepared in coordination with the California Air Resources Board and the Governor's Office of Planning and Research as a common plat-form for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. The analysis will meet the requirements of CEQA Guidelines Section 15064.4. The discussion and analysis will include quantification of GHGs generated by the Project using the latest version of the CalEEMod computer model as well as a quantitative analysis of the Project's consistency with any applicable state and local plans, including all applicable South Gate General Plan policies and the South Gate Municipal Code.

D. Hazards and Hazardous Materials

De Novo will evaluate potential hazards that could impact or be generated by future development, including hazardous and toxic materials, high fire hazards, and emergency evacuation and/or emergency response. De Novo will review agency records regarding known hazardous material sites/handlers and identify the potential of environmental conditions within the Project area due to the reported regulatory properties, if any.

E. Land Use/Planning

The Project may involve amendments to the City's Zoning Ordinance to provide for Project implementation. The proposed Project will be reviewed for any potential conflicts with a land use plan, policy, or regulation adopted for purposes of avoiding or mitigating an environmental effect. The analysis will consider any implications that may arise out of the discretionary approvals that are requested.

F. Noise

Project implementation may allow for increased development capacity when compared to existing conditions. Existing ambient noise measurements will be taken to document baseline conditions. Since site-specific development is not being proposed, construction noise will be evaluated on a programmatic level to determine if applicable City standards are likely to be exceeded.

Existing and existing plus Project traffic noise levels will be modeled to determine the increase in ambient noise levels compared to the applicable standards. Potential operational noise impacts will be determined using SoundPlan modeling software. The model will be used to generate stationary/operational noise levels and illustrate how the potential conditions and operations could impact the adjacent uses. The results will be compared to the City's compatibility noise matrix for consistency to the City's Noise Element.

The results of the analysis will be summarized in a noise impact study that will document the existing noise environment; predict the future noise environment; and discuss Project noise impacts in light of the City's General Plan and Municipal Code, and CEQA significance thresholds.

G. Public Services

De Novo will contact potentially affected agencies (e.g., fire, police, school, park/recreation) to confirm relevant existing conditions and potential Project impacts. The discussion will focus on the potential to result in the need for new or physically altered governmental facilities, the construction of which could cause a significant environmental impact.

H. Transportation

Kittelson will conduct a detailed VMT analysis to determine if there would be significant VMT impacts associated with the Project. As part of this task, Kittelson will modify the SCAG regional travel demand model with proposed land use and roadway network changes to estimate the change in total VMT and VMT per person on a citywide basis. If significant VMT impacts are identified, we will develop mitigation measures such as TDM that can be incorporated into proposed City standards, codes, and requirements.

As part of this analysis, Kittelson will utilize the SCAG travel demand model to develop future daily roadway volume forecasts (for up to 20 roadway segments) and vehicle fleet mix, to inform the team's mobility recommendations and conduct a non-CEQA assessment of daily vehicle roadway operations. This data will also support other CEQA impact analyses such as air quality and noise.

I. Utilities/Service Systems

Based on information provided by the City and existing resources, the ability of existing infrastructure to support potential increased development capacity will be confirmed, including the potential for the construction of new or expanded facilities and the potential to result in an environmental effect on a programmatic basis. The discussion will focus on the potential alteration of existing facilities, extension, or expansion of new facilities and the increased demand on services based on the proposed land uses. Utilities addressed include water, wastewater, solid waste, electricity, natural gas, and telecommunications. This scope of work assumes information regarding capacities and needed improvements will be provided by the City/utility provider and does not include capacity modeling or preparation of a Water Supply Assessment.

Growth Inducement

The EIR will include an analysis of potential growth-inducing impacts pursuant to CEQA Guidelines Section 15126.2(d). The analysis in this section will be based on data from the City, California Department of Finance, and U.S. Census. The section will discuss ways in which the proposed Project could foster economic or population growth, either directly or indirectly, in the surround-

ing environment. Potential growth-inducing impacts from the potential development will be analyzed as they relate to population, housing, and employment factors. The analysis will address growth-inducing impacts in terms of whether the Project influences the rate, location, and the amount of growth. Growth-inducing impacts will be assessed based on the Project's consistency with adopted/proposed plans that have addressed growth management from a local and regional standpoint.

Alternatives to the Proposed Action

De Novo will analyze up to three (3) alternatives, including the No Project Alternative, as required by the CEQA Guidelines. The analysis will provide a comparison of the environmental impacts of each alternative (for each impact area) to that of the proposed Project (Preferred Alternative). This scope of work assumes that the alternatives analysis will not be conducted to the same level of detail as the analysis of the proposed Project.

Additional Sections

Additional EIR sections to meet CEQA and City requirements will be prepared and include the following: Significant Irreversible Environmental Changes That Would Be Involved In the Proposed Action Should It Be Implemented; Effects Found Not To Be Significant; Inventory of Unavoidable Adverse Impacts; and Organizations and Persons Consulted/References will be provided.

Administrative Draft EIR Submittal

The previous tasks will result in the Administrative Draft EIR, which will be provided to City staff for review and comment.

Task 5.2 Deliverables:

- One (1) electronic copy of the Administrative Draft EIR

5.3 DRAFT EIR

Second Administrative Draft EIR

De Novo will respond to one complete set of comments from City staff on the Administrative Draft EIR. The Second Administrative Draft EIR will be provided to the City with all revisions made in track changes to assist in review of the document.

Public Review Draft

De Novo will respond to a second review of the Administrative Draft EIR. This task assumes substantive comments will be raised as part of the Administrative Draft EIR review. Upon approval, De Novo will prepare the Draft EIR for the required 45-day public review period. In addition, the Notice of Completion (NOC) and Notice of Availability (NOA) will be prepared for submittal to the State Clearinghouse and the County Clerk, and for distribution to the City-approved distribution list. De Novo will file the notice with the County Clerk and provide the documents through the CEQA Submit portal to the State Clearinghouse. We assume the City will publish any required newspaper notices and radius mailings for the Project.

Task 5.3 Deliverables:

- One (1) electronic copy of the Second Administrative Draft EIR
- One (1) electronic copy of the Public Review Draft EIR
- Two (2) hardcopies of the Public Review Draft EIR with Appendices on flash drive
- One (1) electronic copy of the Draft and Final Notice of Availability (NOA)
- Thirty (30) copies of the NOA to agencies/ interested parties on the City's distribution list
- Two (2) copies of the NOA for filing at the County Clerk
- Electronic submittal of the Draft EIR, Draft EIR Appendices, NOA, and NOC to the State Clearinghouse

5.4 FINAL EIR

Responses to Comments/Administrative Draft Final EIR

At the conclusion of the Draft EIR public review period, the De Novo team will prepare responses to the written comments received during the Program EIR public review period. De Novo will address one complete set of comments from City staff on the Draft Responses to Comments and will provide the revisions in track changes for ease of review. De Novo will respond to a second set of comments and finalize this section for inclusion in the Administrative Final EIR.

At this time, the extent of public and agency comments that will result from the review process is unknown. This task identifies a maximum budget allocation to prepare the responses to comments by the Project team. Should the level of comments and responses exceed our budgeted estimate, we will discuss the potential for additional funding needs with the City. The scope of work does not assume supplemental technical studies or extensive additional analysis will be required to provide responses to comments. If it is determined that supplemental technical studies or additional analysis are needed, De Novo will work with the City to determine the associated scope of work and additional funding necessary.

The Administrative Final Program EIR, which will be a separately bound from the Draft EIR, will consist of the Response to Comments, MMRP, and revised Draft EIR text, as necessary. Any revisions to the Draft EIR will be shown as an excerpt demarcated with underline for new text and strikethrough for deleted text. De Novo will issue a Notice of Availability to responsible agencies, local agencies and interested persons advising that the Final EIR is available for public review.

Findings and Statement of Overriding Considerations

CEQA Findings of Fact/Statement of Overriding Considerations will be prepared that identify each potentially significant and significant impact, describe mitigation for the impact, and the resultant level of significance after mitigation. The Findings will identify each alternative and, if the alternative was not selected as the proposed Project, identify why the alternative was not feasible and considerations for not selecting the alternative. For each significant and unavoidable impact, the Findings will identify economic, legal, social, technical, or other defensible reasons why the Project should be approved in light of the significant effects of the Project. De Novo will submit the Draft Findings for City review and will respond to one complete set of City comments.

Notice of Determination

De Novo will prepare and file a Notice of Determination (NOD) with the County Clerk and State Clearinghouse within five days of EIR certification. Our budget excludes the filing fees for the County Clerk and California Department of Fish and Wildlife (CDFW).

Task 5.4 Deliverables:

- One (1) electronic copy of the Administrative Draft, Second Administrative Draft and Final Responses to Comments
- One (1) electronic copy of the Administrative Draft, Second Administrative Draft and Final Mitigation Monitoring and Reporting Program
- One (1) electronic copy of the Final Program EIR (including Responses to Comments, Mitigation Monitoring and Reporting Program, and Errata, if necessary)
- Two (2) hardcopies of the Final EIR (including the Final Responses to Comments, Mitigation Monitoring Program, and Errata, if necessary)
- Notice of Availability advising responsible agencies, local agencies, and interested persons of the availability of the Final EIR
- One (1) electronic copy of the Draft Findings and Statement of Overriding Consideration
- One (1) electronic copy of the Notice of Determination
- Two (2) hard copies of the Notice of Determination for filing at the County Clerk

PHASE 6: PROJECT MANAGEMENT AND COORDINATION

De Novo will serve as the Prime Consultant of a multidisciplinary professional services team, responsible for all coordination activities, including coordination of subconsultants and administrative tasks. For this project, De Novo has assembled a team of technical experts with a deep history and success working together to prepare and implement creative planning tools. We hold ourselves to the highest professional standards and we are committed to completing the project objectives on schedule and on budget.

6.1 KICK-OFF MEETING AND TOUR

Within two weeks of receiving the notice-to-proceed, the De Novo team will meet in-person with City staff (hybrid/remote connection will also be available) to kick-off the project and participate in a tour of the opportunity areas. We anticipate discussing the following at the kick-off meeting:

- Project management and communication protocols;
- Confirm/finalize project scope of work and schedule;
- Discuss community outreach approach; and
- Review data request for key background documents

6.2 MEETINGS WITH CITY STAFF

De Novo will facilitate twice-a-month meetings with City staff to ensure that the project is on schedule, on budget, and that any issues are quickly resolved. While the more regular use of virtual communication platforms is a welcome addition to the project management process, we believe it is still critically important to meet face-to-face with City staff on a regular basis to develop trust and accountability. We assume that one meeting per month will be in-person at City Hall and the other meeting will be virtual.

6.3 PROJECT ADMINISTRATION

Our strategy includes a dedicated Principal-level project manager who will be hands-on throughout the project. Our internal administration procedures include: regular check-ins with subconsultant teams; internal weekly conference calls with the management team from De Novo and each subconsultant (as relevant to the timing of the task of each subconsultant); biweekly updates to the task list, including internal deliverables necessary to meet our deliverables to the City; and establishment of a secure online file sharing site to ensure that all background documents, technical reports, updated schedules, and approach memos are readily available to each team member.

6.4 STUDY SESSIONS/PUBLIC HEARINGS

De Novo will prepare for and facilitate up to four study sessions and/or public hearings with the Planning Commission and/or City Council. These meetings are expected to include an analysis of the Land Use Concepts and review of the final work products for implementation.

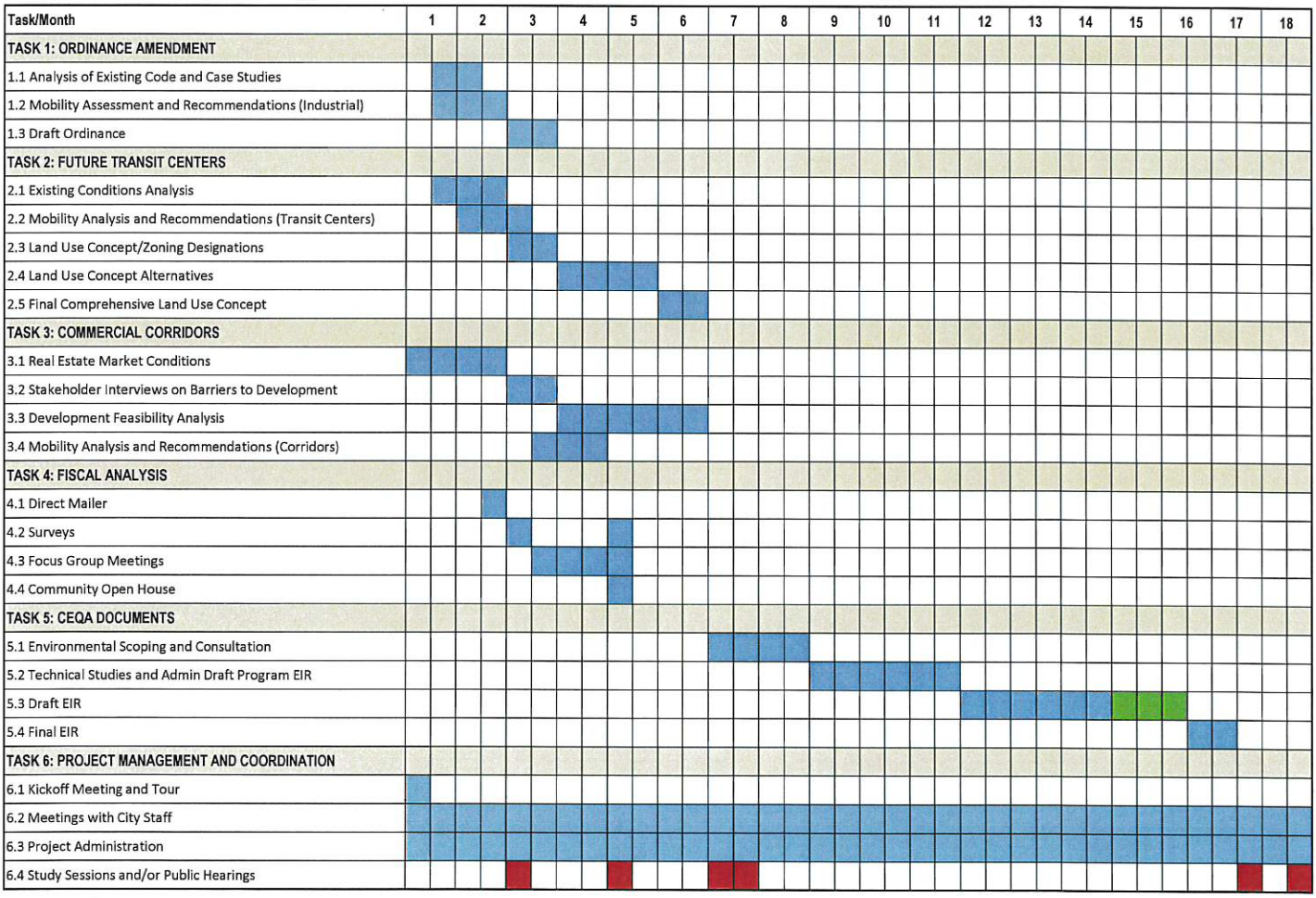
Phase 6 Deliverables:

- Kickoff meeting agenda, data needs list, summary notes, tour photos, project schedule/work plan with major work components and milestones
- Twice monthly meetings with City staff (one in-person, one virtual) for 12 months
- Ongoing project administration led by the Project Manager
- Facilitation of up to four study sessions and/or public hearings with Planning Commission and/or City Council

2B. PROJECT SCHEDULE

Propose a timeline for completion for the work including start date, milestones, and target date of completion. Any assumptions regarding turnaround time for staff review and City Council should be clearly noted. The City expects some overlap between the planning and environmental documents to occur concurrently. The goal and desired target completion date of the full work program is one year. This goal aside, the City seeks input through the proposal process on more specific timing considerations based on work program details, needs, and related benefits of the approach to completing this work effort.

As described in the RFP, our team understands that the City desires to complete this project expeditiously. Based on our experience working on similar projects (specifically projects that require preparation of an EIR), we believe that the project can be completed in approximately 18 months, which allows 6 months for the planning assignments to be completed and approximately 10 months for preparation of the EIR, followed by 2 months of public hearings. We are happy to work with you to refine this schedule as appropriate to meet your needs, but we believe this is a streamlined but feasible schedule.



CITY OF SOUTH GATE

Planning and Environmental Consulting Services



Submitted March 20, 2025

PREPARED FOR:
City of South Gate
Community Development Department
8650 California Avenue
South Gate, CA 90280

PREPARED BY:
De Novo Planning Group
180 E Main Street, Suite 108
Tustin, CA 92780

In Association With:
Economic and Planning Systems and
Kittelson & Associates, Inc.

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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1. COVER LETTER

March 20, 2025

Community Development Department
8650 California Avenue
South Gate, CA 90280

Subject: Planning and Environmental Consulting Services

Thank you for the opportunity to submit this proposal to prepare an ordinance update, planning around future transit centers, an analysis of commercial corridors, and environmental documents, including all tasks specified in the RFP and project management services. Below we have outlined our dedicated team members and why the De Novo team is best qualified to assist you on this work effort.

De Novo Planning Group would serve as the prime consultant for this contract with the City. De Novo is a relatively small planning firm in terms of staff size. We know this, and we embrace it. We consider our size to be a tremendous asset to our clients since it allows us to provide **superior levels of customer service** at very competitive billing rates. Our team is led by Principal Amanda Tropiano (who will serve as the Principal-in-Charge and Project Manager), Starla Barker, AICP (who will lead the preparation of environmental documentation), and Perry Banner (who will serve as the Co-Project Manager). Amanda, Starla, and Perry have managed numerous long-range planning projects, and we have developed a highly successful approach to complex (and creative) projects of this nature. **We will remain personally involved in every aspect of the project from start to finish.**

Our team also includes the following subject-area specialists: **Economic & Planning Systems** (economic/market analysis) and **Kittelson & Associates, Inc.** (mobility). This project team has worked together on numerous recent projects, including for the cities of Fontana, Westminster, Lake Forest, San Jacinto, La Verne, and Milpitas, to name just a few. **All of our team members are ready to start work immediately upon the City's notice to proceed and are committed to delivering the products on-time and on-budget.**

We have structured this scope of work to best meet the City's needs, as we understand them. However, I would like to emphasize that we are more than happy to work collaboratively with the City to refine this scope of work and approach to best meet the City's needs and expectations for this very important project. We are confident that De Novo's expertise in preparing implementable planning tools across California coupled with our subconsultant team's proven collaborative approach presents the City with a unique opportunity to hire **a team of consultants with the best possible combination of skills needed for this project**.

We look forward to the opportunity to further discuss our proposal and our approach to your project. This proposal shall remain valid for a minimum of 120 days. If you have any questions regarding this submittal, please do not hesitate to contact me at (714) 453-7711 or at atropiano@denovoplanning.com.

Sincerely,

Amanda Tropiano
Principal

Starla Barker, AICP
Principal Planner

DE NOVO PLANNING GROUP
180 E MAIN STREET, SUITE 108 | TUSTIN CA 92780
ATROPIANO@DENOVOPLANNING.COM | (714) 453-7711

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2. WORK PLAN

2A. METHODOLOGY

Provide the Methodology/Approach proposed for the work as defined in the Scope of Work

We have prepared the following work plan in response to the City's Request for Proposals and our experience working on other zoning projects throughout California. All work products will be delivered in an electronic format; where hard copies of products are provided, they are specifically identified in the associated task deliverable.

TASK 1: ORDINANCE AMENDMENT

De Novo will prepare a draft citywide ordinance that provides for broader or different considerations for industrial uses, particularly in relation to warehousing and truck-generating businesses.

1.1 ANALYSIS OF EXISTING CODE AND CASE STUDIES

De Novo will review the City's existing code requirements relative to current warehouse and truck-generating businesses. We understand that this specifically includes an assessment of the City's current warehouse square footage maximums for individual developments and what, if any, amendments should be made to this standard.

De Novo will work with Staff to identify up to five example jurisdictions which are expected to generally reflect the type of industrial/warehouse development desired in South Gate. De Novo will review the development codes for these example agencies regarding industrial development and prepare a summary memorandum with key findings and recommendations.

1.2 MOBILITY ASSESSMENT AND RECOMMENDATIONS (INDUSTRIAL)

Kittelson will analyze mobility conditions in the City's warehouse/industrial areas to determine what conditions may need to be addressed for existing or expanded warehouse uses. This can include reviewing the study area data to understand:

- Causes and types of crashes involving trucks
- Adequacy of streets and intersections for safe truck movements
- Adequacy of designated truck routes and signage
- Locations where high truck and automobile demand overlap

As part of this mobility analysis, Kittelson will review the City's General Plan and relevant codes to identify potential transportation-related shortcomings that can affect industrial uses in the City. Given the passage of Assembly Bill (AB) 98, this project can be an opportunity for South Gate to comply with State requirements for warehouse/logistics uses and networks.

After identifying gaps and needs in the city's industrial areas, recommended mobility improvements, standards, and requirements will be developed to support the safe movement of goods through South Gate. Recommendations to safely accommodate the needs of trucks could address:

- Recommendations and standards for roadway configurations and intersection layouts
- Parking and loading standards
- Designated truck routes and accompanying signage

These recommendations will incorporate field-collected heavy vehicle volumes and traffic volume forecasts for projected future conditions.

1.3 DRAFT ORDINANCE

De Novo will prepare a redline/strikethrough draft ordinance amendment to provide for broader or different considerations for industrial uses. This scope of work assumes two rounds of Staff review.

Task 1 Deliverables:

- Administrative and Final Development Code Review Memorandum
- Mobility Analysis and Recommendations
- Administrative, Screencheck and Final Redline Ordinance Amendment

PHASE 2: FUTURE TRANSIT CENTERS

In order to develop this scope of work to address land uses surrounding the City's two new transit sites, our team has made some assumptions and recommendations based on our experience working on similar projects throughout California. Our objective is to deliver a final work product that is implementable through amendments to the City's General Plan and Zoning Code. **In particular, we have assumed that the work product developed as part of this project will be a series of new Zoning Districts and/or Overlay Zones (not a Specific Plan or Plans).**

2.1 EXISTING CONDITIONS ANALYSIS

On the basis of background studies, on-site investigation, base maps and special information provided by the City, the project team shall consider and evaluate the following:

Existing Document Review

We will review existing documents including the General Plan, Housing Element, Zoning Code, draft Gateway District Specific Plan, draft scope of work delivered to Metro as part of the TOD SIP, and other documents, as relevant. These planning efforts will be incorporated into the planning process.

As part of this work Kittelson will review the Gateway District Specific Plan recommendations and incorporate our updated analyses to determine what components should be retained and/or modified, if applicable. With its vision of a pedestrian- and transit-oriented mixed-use district that would reduce VMT, the Specific Plan provides valuable recommendations for multimodal streets, vehicle parking standards, walking and bicycling facilities, public transit accessibility, and placemaking.

Planning Factors

We will analyze and summarize existing land uses; property configuration; land use clusters, districts and corridors; access potentials, views and visual characteristics; public facilities and schools; and recreation and open space.

Case Studies

De Novo will work with Staff to identify up to five example jurisdictions which are expected to generally reflect the type of development desired around the two new transit stations, with a focus on agencies who rely primarily on base zones and/or overlays to define land use strategies. De Novo will review the development codes for these example agencies and prepare a summary memorandum with key findings and recommendations.

2.2 MOBILITY ANALYSIS AND RECOMMENDATIONS (TRANSIT CENTERS)

Kittelson will analyze mobility conditions in the two future TOD areas to determine what conditions may reduce the attractiveness for walking, bicycling, or taking transit within these future mixed-use development areas. This mobility analysis will be similar to the approach described above for retail and commercial corridors; we will focus on the conditions that pedestrians, bicyclists, and transit users may face, as well as code deficiencies. In addition, the mobility analysis for the TOD areas can also include analyzing:

- Causes, types, and trends for transit vehicle-involved crashes
- The effects of traffic volumes and roadway capacity on transit operations
- Barriers to accessing adjacent land uses that may complement future TOD development

After identifying gaps and needs in the future TOD areas, recommended mobility improvements, standards, and requirements will be developed. The nature of the walking, bicycling, and transit recommendations will be similar to those of the retail and commercial corridors, but can include additional considerations such as:

- Transit vehicle-priority roadway treatment recommendations and standards
- Additional wayfinding and bus stop amenities to support transfers and first/last mile trips
- Opportunities to facilitate multimodal trip chaining by implementing mobility hubs

2.3 LAND USE CONCEPT/ZONING DESIGNATIONS

We will work with the City to develop a vision for the transit areas and to prepare a set of updated and/or new Land Use/Zoning Designations that refine existing categories and/or create new opportunities for growth. Each designation will include:

- Allowable uses;
- Development intensities;
- Development standards;
- Images and illustrations to convey intended development outcome

At this time, the exact number of new land use/zoning designations needed to describe the community's vision for the two transit areas is unknown. Given our current understanding of the project, we assume that the creation of at least 2 but no more than 4 new zoning districts and/or overlays zones will be appropriate. We pride ourselves on being flexible to the needs of our clients and seek to develop a solution to the proposed land use/zoning designations in collaboration with Staff and the community.

2.4 LAND USE CONCEPT ALTERNATIVES

Working collaboratively with City Staff, the team will explore up to two (2) alternative land use concepts for each study area in addition to one (1) baseline land use concept for each study area with an assessment of advantages and disadvantages to enable preparation of a tentative physical development program in terms of land use categories, quantities and increment.

2.5 FINAL COMPREHENSIVE LAND USE CONCEPT

Based on feedback from the City and public, the team will develop one (1) preferred land use concept for each opportunity area. We assume this will take the form of a zoning map, accompanied by final defined zoning districts/overlay zones. Recommendations for revisions to the Land Use Element will also be prepared to support implementation of the land use concepts.

Task 2 Deliverables:

- Existing Conditions Summary Report
- Mobility Analysis and Recommendations
- Administrative Draft Land Use Concepts/ Zoning Designations
- Two land use concepts for each opportunity area (plus baseline map)
- Final land use concept for each opportunity area
- Final zoning designations
- Summary Memorandum with recommendations for any potential General Plan Element amendments

TASK 3: COMMERCIAL CORRIDORS

EPS will lead the economic development strategy for the City's commercial corridors, conducting a series of tasks designed to identify economic opportunities, stimulate revitalization, and foster investment of under-utilized sites. The strategy will be informed by the following inter-related tasks.

3.1 REAL ESTATE MARKET CONDITIONS

EPS will evaluate real estate market conditions in South Gate and broader trade area affecting the likely success of various job-oriented uses, including industrial and commercial uses of various typologies. This task will also Identify constraints and opportunities within the City for new warehouses and related square footage caps, as well as the implications and feasibility of other industrial zoning district amendments the City should consider.

EPS will utilize both publicly available (e.g., US Census and Zillow) as well as vendor data (e.g., CoStar) to obtain and assess market performance indicators (e.g., rents, sales prices, occupancy rates) and for financial inputs used subsequent tasks. EPS will review the publicly accessible information on planned, proposed, and recently completed development projects in the broader Trade Area as a basis for identifying potential successful development prototypes. To the extent available, EPS will also evaluate the ownership characteristics of properties in selected sub-districts identified and well positioned for change (as property specific ownership information may not be readily available, the proposed budget does not include detailed research into the ownership characteristics of individual parcels).

3.2 STAKEHOLDER INTERVIEWS ON BARRIERS TO DEVELOPMENT

EPS will work with City Staff to identify a selection of up to 5 stakeholders including local property owners, developers active in or near South Gate, and/or real estate brokers. EPS will schedule and conduct phone/video interviews with these stakeholders to inform an "on-the-ground" understanding of opportunities and challenges for development within the commercial corridors. If desired by the City, EPS may also include staff from other jurisdictions that share some market characteristics with South Gate and that have seen recent success in achieving similar redevelopment goals to better understand best practices.

3.3 DEVELOPMENT FEASIBILITY ANALYSIS

The redevelopment of an active or vacant site can present complex economic challenges that require focused financial analysis and realistic strategies to address short, medium, and long-term issues. This is particularly true in situations involving multiple property owners with differing assets, financial resources, motivations, and time horizons. The EPS Team has addressed these issues directly in many settings, and will do so in South Gate, with clearly documented and appropriately detailed financial analytics that rely on established methodologies and best practices in real estate investment.

EPS will prepare a site-level pro forma model to determine residual land value for up to four development scenario / opportunity site. This analysis will be based on a set of interactive financial pro-forma models that simulate the development economics and investment cash-flow of each land use prototype under consideration (e.g., commercial mixed-use stand-alone office or retail,). EPS will utilize data from multiple sources, including other project work with developers, stakeholder interviews, and construction cost databases to estimate assumptions including development costs, financing, and economic return thresholds. The development financial model will be designed to test the implications of specific planning parameters such as appropriate FAR, parking ratios, set-backs, impact fees, and other key project elements.

3.4 MOBILITY ANALYSIS AND RECOMMENDATIONS (COMMERCIAL CORRIDORS)

We will analyze mobility conditions along the city's retail and commercial corridors to determine the conditions that either encourage or discourage people from driving, walking, bicycling, or taking transit to local retail establishments. This can include reviewing the study area data to understand:

- Multimodal activity levels
- Multimodal crash causes, types, and trends
- Pedestrian and bicyclist facility condition and comfort (including crossing locations)
- Availability and quality of bike parking
- Availability and quality of amenities at bus stops
- Convenience of walking between transit stops, parking, and major destinations
- Public parking regulations, availability and convenience
- Corridor traffic levels and congestion
- Factors negatively affecting vehicle operations at intersections

As part of this mobility analysis, Kittelson will review the City's General Plan and codes to identify policies and programs that may contribute to barriers to the vitality of retail along these corridors. This will include an assessment of the development code in regard to requirements for bicycle and pedestrian access improvements, parking supply and regulations, and transportation demand management (TDM).

After identifying gaps and needs along South Gate's retail and commercial corridors, recommended mobility improvements, standards, and requirements will be developed. Our approach will incorporate recommendations for people with disabilities and will be performed using our experience working on state-of-the-practice documents such as the FHWA Separated Bike Lane Planning and Design Guide and the NACTO Urban Bikeway Design Guide. Recommended improvements, standards, and requirements for retail and commercial corridors could address:

- Pedestrian facilities such as high-visibility crosswalks, bulbouts/curb extensions, improved sidewalks, and traffic signal improvements
- Bicycle facilities such as low-stress bikeways, intersection crossing treatments, raised intersections, and bicycle-oriented traffic signal improvements
- End-of-trip bicycle facilities such as safe and secure bike racks and lockers
- ADA facilities such as improved curb ramps and accessible pedestrian signals (APS)
- Bicycle- and pedestrian-oriented wayfinding signage
- Bus stop amenities such as benches and shelters
- Modifications to parking, loading/unloading, or roadway configurations

As part of developing the mobility recommendations, we will utilize study area VMT and traffic volume forecasts for projected future conditions, which will be prepared as part of the environmental impact analyses

Task 3 Deliverables:

- Real Estate Market Conditions Technical Memo (Administrative and Final)
- Commercial Corridor Development Feasibility Report (Administrative and Final)
- Mobility Analysis and Recommendations

TASK 4: COMMUNITY OUTREACH

An ordinance amendment to address industrial/warehouse uses, as well as new zoning tools and implementation programs to address the land use needs around future transit centers and along commercial corridors, must reflect the vision of the larger South Gate community and key stakeholders. Our work program includes customized outreach to engage diverse stakeholders including the South Gate Chamber of Commerce, property owners, local businesses, residents, potential developers, and other community stakeholders. We have outlined the following outreach tasks to assist with this effort (in addition to interviews conducted in Task 3).

4.1 DIRECT MAILER

To ensure maximum participation in the process, we propose preparing and delivering a postcard-sized advertisement to every residential and business address in the City. To maximize the effectiveness of the direct mailer, we recommend that the mailer be prepared and delivered at the very beginning of the project. A bilingual mailer is envisioned to include the following information:

- A brief message regarding the project components and objectives
- The specific days, times, locations, and topics for the community outreach events
- A link to the City's website/contact information

The De Novo team will design the mailer and work with a local printer to prepare and deliver the mailers using the USPS Every Door Direct Mail (EDDM) delivery system. Based on USPS records, there are approximately 27,000 residential and business addresses in the City. This task includes preparation, printing, coordination with the USPS EDDM program, and delivery (postage).

4.2 SURVEYS

Our team will prepare and facilitate two online surveys to collect general public input on the issue areas; typically the first survey is focused on establishing a vision (especially for the transit areas) and the second survey is focused on the draft land use plan (and could potentially include ideas related to the commercial corridors as well). We expect that these surveys will be prepared using a combination of programs such as SurveyMonkey and/or ESRI StoryMaps, which will allow users to specifically review and comment on details land use ideas.

4.3 FOCUS GROUP MEETINGS

We will facilitate a series of up to three focus groups with key stakeholders (i.e., business owners/Chamber of Commerce, the development community, property owners) to discuss the transit areas and/or commercial corridors. The timing of these meetings will occur mid-point during the process, generally after initial public input is gathered but before the land use plan(s) are finalized.

The City will support the identification of potential stakeholder groups. The timing, dates, location, and stakeholder list will be determined in collaboration with Staff based on the needs of the project.

4.4 COMMUNITY OPEN HOUSE

The team will host a Community Open House to invite the public to provide feedback on the Land Use Plan Alternatives. All members of the community will be invited to attend, including residents, local businesses, property owners, and interested developers.

Task 4 Deliverables:

- Printing and delivery of approximately 27,000 pieces of direct mail (black/white, two-sided printing, half-page)
- Develop content for two surveys in SurveyMonkey and/or StoryMaps
- Facilitation of three focus group meetings
- Community open house
- Outreach summary report

TASK 5: ENVIRONMENTAL REVIEW

As described in the RFP, there is the potential that Project implementation would include amendments to the City's zoning ordinance allowing for increased development capacity above existing conditions. The nature of the potential amendments are currently unknown and will be determined through the previous tasks. For purposes of the scope of work, it is assumed environmental review for the three planning components would occur under a Program Environmental Impact Report (EIR). However, if through the planning process it is determined that the proposed Project's development potential is within the growth anticipated by the South Gate General Plan 2035 and analyzed in the General Plan Final EIR, De Novo will identify and discuss with City staff the potential for alternative CEQA clearance options, which may provide for a modified environmental review process (e.g., Addendum to the General Plan Final EIR, General Plan Supplemental EIR).

In 2022, De Novo was selected to provide on-call environmental consulting services to the City pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). As part of these services, De Novo has prepared a CEQA Class 1 Categorical Exemption for the 9350 Rayo Avenue (Amazon) Project and a joint CEQA/NEPA Initial Study/Environment Assessment for the 9001-9019 Long Beach Boulevard Residential Project. Most recently in 2025, De Novo provided expedited preparation of technical studies and a CEQA Class 32 Categorical Exemption for the 10130 Adella Residential Project. Through these services, De Novo has become familiar with the City's processes and regulatory environment, and has provided consistency, local knowledge, and professional expertise to the City that extends beyond these specific projects

4.1 ENVIRONMENTAL SCOPING AND CONSULTATION

Project Description

The Project Description is a critical element of the environmental review and establishes the foundation for technical analysis. The Project Description will detail the project location and environmental setting, project characteristics, project objectives, phasing, discretionary actions, and required permits and approvals based on available information. Detailed project description information including, existing and proposed development (land use acreages, residential units, and non-residential square footage) and future development potential will be identified as part of the proposed Project. De Novo will submit the Project Description to the City for review and approval. We have assumed that no modifications to the Project Description will occur after approval by the City.

Initial Study and Notice of Preparation

De Novo will prepare an Initial Study (IS) to address potential impacts associated with the proposed Project. The Initial Study will be prepared consistent with the requirements of CEQA and Appendix G of the CEQA Guidelines. The contents of the Administrative Draft Initial Study will be consistent with all applicable provisions of CEQA and the CEQA Guidelines. The Administrative Draft Initial study will be provided to the City for review. De Novo will revise the Initial Study, providing the City with a Second Draft Initial Study with revisions in tracked changes for ease of review. Upon acceptance by the City, De Novo will finalize the Initial Study.

De Novo will also prepare the Notice of Preparation in accordance with CEQA Guidelines Section 15082. The Notice of Preparation will indicate the City's decision to prepare a EIR. The Draft Notice of Preparation will be provided to the City for review. De Novo will revise the Notice, providing the City with a Second Draft Notice of Preparation for review. Upon acceptance by the City, De Novo will finalize the Notice of Preparation for public distribution. This task includes filing the Notice of Preparation and Initial Study with the State Clearinghouse, the County Clerk, and mailing the Notice of Preparation to a City-approved Distribution List. For budgetary purposes, this task includes the County Clerk filing fee and mailing to a maximum of 30 notices to affected agencies and interested parties. However, we assume the

City will publish any required newspaper notices and radius mailings for the Project. Comments received in response to the Notice of Preparation will be evaluated during the preparation of the EIR.

Scoping Meeting

A public scoping meeting will be scheduled during the Notice of Preparation public review period. De Novo will prepare presentation materials and facilitate the meeting. The scoping meeting will include an overview of the Project and an overview of the environmental review process and identification of environmental issues that will be addressed in the EIR.

Tribal Consultation

Under AB 52, the City, as the CEQA Lead Agency, is required to begin consultation with California Native American tribes that are traditionally and culturally affiliated with the Project area prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under this task, De Novo will assist the City with consultation under AB 52 by obtaining the City's AB 52 consultation list and providing the City with letters for transmittal on City letterhead. The City will be responsible for responding to any requests for consultation received from the tribes. The results of the contacts and meeting with the Tribes will be summarized in the EIR.

Task 5.1 Deliverables:

- One (1) electronic copy of the Draft and Final Project Description
- One (1) electronic copy of the Administrative Draft, Revised Draft, and Final Initial Study
- One (1) electronic copy of the Draft and Final Notice of Preparation
- Thirty (30) copies of the NOP to agencies/ interested parties on the City's distribution list
- Two (2) copies of the NOP for filing at the County Clerk
- Electronic submittal of the Initial Study, NOP, and NOC to the State Clearinghouse
- One (1) electronic copy of the Draft and Final AB 52 tribal consultation letters
- Certified mailing of AB 52 tribal consultation letters

5.2 TECHNICAL STUDIES AND ADMINISTRATIVE DRAFT PROGRAM EIR

Executive Summary

This section will provide a concise description of the project, the potential areas of controversy, issues to be resolved, project alternatives, and a summary of impacts and mitigation measures. The intent of this section is to provide the City and the public with a simple and easy to understand overview of the project and related issues, which will be analyzed and discussed much more thoroughly in the contents of the EIR.

Introduction and Purpose

The Introduction will serve as an overview of the EIR, describing its purpose and relevant environmental review procedures, the document organization, and the methodology used.

Project Description

The Project Description section will incorporate the completed product referenced above with minor modifications/additions, as appropriate.

Cumulative Projects/Analysis

De Novo will analyze the environmental impacts of the Project when viewed in combination with other known, approved, or reasonably foreseeable projects in the region. The cumulative analysis will address each topic covered in the environmental analysis and will identify appropriate mitigation measures for any significant impacts identified. This cumulative analysis will consider the approved General Plan buildout and the additional growth anticipated by the proposed Project, as well as any other growth and development anticipated by the City. The cumulative analysis for each topical area will be incorporated throughout the analyses scoped below under Environmental Analysis.

Environmental Analysis

The Draft EIR will be prepared consistent with the requirements of CEQA, the CEQA Guidelines, and relevant case law. The Environmental Analysis section will thoroughly discuss the existing conditions for each environmental issue area, identify short-term construction and long-term operational environmental impacts associated with the Project, and their associated levels of significance. For each environmental topical area,

the impact analysis subsection will begin with a list of all thresholds contained in CEQA Guidelines Appendix G and the thresholds for significance shall be identified for every environmental issue. For each environmental issue requiring analysis, the EIR will state the level of significance, and then provide the analysis discussion, mitigation measures specific to this environmental issue, and level of significance after mitigation. The EIR is anticipated to evaluate each of the following environmental issue areas:

A. Air Quality

The Air Quality analysis will describe regional air quality and local air quality in the vicinity of the Project area, as well as meteorological conditions that could affect air pollutant dispersal or transport. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed. Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed and compared to the South Coast Air Quality Management District's (SCAQMD) Regional Thresholds of Significance. Operational (i.e., area, mobile, and energy source) emissions will be quantified and compared to the SCAQMD regional thresholds of significance. The emissions will be quantitatively derived. Project consistency with the Air Quality Management Plan (AQMP) will also be addressed. Based on localized meteorological data and SCAQMD's Localized Significance Thresholds (LST) methodology, localized impacts will be analyzed. As a result of the California Supreme Court decision for Sierra Club vs. County of Fresno (Friant Ranch L.P.), the resultant human health impacts from the Project's potential short-term construction and long-term operational air emissions will be qualitatively analyzed. The analysis will include the methodology for calculating emissions, an analysis of the proposed Project's air quality impacts, a cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on air quality.

B. Energy

The energy implications of the Project will be analyzed in compliance with Appendix G of the CEQA Guidelines. These statutes and guidelines require a project to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. The analysis will identify energy consumption associated with short-term construction activities and long-term operations associated with buildings and transportation. We will quantify electricity and natural gas use anticipated by the Project. Such "Energy" emissions would be provided directly by the CalEEMod outputs for the air quality and greenhouse gas emissions modeling. The analysis will calculate and compare county-wide and Project level operational per capita energy consumption. Appendix G requires a consistency analysis with state or local plans for renewable energy or energy efficiency.

C. Greenhouse Gas Emissions

De Novo's in-house Environmental Scientists will prepare a Greenhouse Gas Emissions analysis pursuant to the requirements of Executive Order S-3-05 and the Global Warming Solutions Act of 2006 (AB 32). The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in Climate Change & CEQA, which was prepared in coordination with the California Air Resources Board and the Governor's Office of Planning and Research as a common plat-form for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. The analysis will meet the requirements of CEQA Guidelines Section 15064.4. The discussion and analysis will include quantification of GHGs generated by the Project using the latest version of the CalEEMod computer model as well as a quantitative analysis of the Project's consistency with any applicable state and local plans, including all applicable South Gate General Plan policies and the South Gate Municipal Code.

D. Hazards and Hazardous Materials

De Novo will evaluate potential hazards that could impact or be generated by future development, including hazardous and toxic materials, high fire hazards, and emergency evacuation and/or emergency response. De Novo will review agency records regarding known hazardous material sites/handlers and identify the potential of environmental conditions within the Project area due to the reported regulatory properties, if any.

E. Land Use/Planning

The Project may involve amendments to the City's Zoning Ordinance to provide for Project implementation. The proposed Project will be reviewed for any potential conflicts with a land use plan, policy, or regulation adopted for purposes of avoiding or mitigating an environmental effect. The analysis will consider any implications that may arise out of the discretionary approvals that are requested.

F. Noise

Project implementation may allow for increased development capacity when compared to existing conditions. Existing ambient noise measurements will be taken to document baseline conditions. Since site-specific development is not being proposed, construction noise will be evaluated on a programmatic level to determine if applicable City standards are likely to be exceeded.

Existing and existing plus Project traffic noise levels will be modeled to determine the increase in ambient noise levels compared to the applicable standards. Potential operational noise impacts will be determined using SoundPlan modeling software. The model will be used to generate stationary/operational noise levels and illustrate how the potential conditions and operations could impact the adjacent uses. The results will be compared to the City's compatibility noise matrix for consistency to the City's Noise Element.

The results of the analysis will be summarized in a noise impact study that will document the existing noise environment; predict the future noise environment; and discuss Project noise impacts in light of the City's General Plan and Municipal Code, and CEQA significance thresholds.

G. Public Services

De Novo will contact potentially affected agencies (e.g., fire, police, school, park/recreation) to confirm relevant existing conditions and potential Project impacts. The discussion will focus on the potential to result in the need for new or physically altered governmental facilities, the construction of which could cause a significant environmental impact.

H. Transportation

Kittelson will conduct a detailed VMT analysis to determine if there would be significant VMT impacts associated with the Project. As part of this task, Kittelson will modify the SCAG regional travel demand model with proposed land use and roadway network changes to estimate the change in total VMT and VMT per person on a citywide basis. If significant VMT impacts are identified, we will develop mitigation measures such as TDM that can be incorporated into proposed City standards, codes, and requirements.

As part of this analysis, Kittelson will utilize the SCAG travel demand model to develop future daily roadway volume forecasts (for up to 20 roadway segments) and vehicle fleet mix, to inform the team's mobility recommendations and conduct a non-CEQA assessment of daily vehicle roadway operations. This data will also support other CEQA impact analyses such as air quality and noise.

I. Utilities/Service Systems

Based on information provided by the City and existing resources, the ability of existing infrastructure to support potential increased development capacity will be confirmed, including the potential for the construction of new or expanded facilities and the potential to result in an environmental effect on a programmatic basis. The discussion will focus on the potential alteration of existing facilities, extension, or expansion of new facilities and the increased demand on services based on the proposed land uses. Utilities addressed include water, wastewater, solid waste, electricity, natural gas, and telecommunications. This scope of work assumes information regarding capacities and needed improvements will be provided by the City/utility provider and does not include capacity modeling or preparation of a Water Supply Assessment.

Growth Inducement

The EIR will include an analysis of potential growth-inducing impacts pursuant to CEQA Guidelines Section 15126.2(d). The analysis in this section will be based on data from the City, California Department of Finance, and U.S. Census. The section will discuss ways in which the proposed Project could foster economic or population growth, either directly or indirectly, in the surround-

ing environment. Potential growth-inducing impacts from the potential development will be analyzed as they relate to population, housing, and employment factors. The analysis will address growth-inducing impacts in terms of whether the Project influences the rate, location, and the amount of growth. Growth-inducing impacts will be assessed based on the Project's consistency with adopted/proposed plans that have addressed growth management from a local and regional standpoint.

Alternatives to the Proposed Action

De Novo will analyze up to three (3) alternatives, including the No Project Alternative, as required by the CEQA Guidelines. The analysis will provide a comparison of the environmental impacts of each alternative (for each impact area) to that of the proposed Project (Preferred Alternative). This scope of work assumes that the alternatives analysis will not be conducted to the same level of detail as the analysis of the proposed Project.

Additional Sections

Additional EIR sections to meet CEQA and City requirements will be prepared and include the following: Significant Irreversible Environmental Changes That Would Be Involved In the Proposed Action Should It Be Implemented; Effects Found Not To Be Significant; Inventory of Unavoidable Adverse Impacts; and Organizations and Persons Consulted/References will be provided.

Administrative Draft EIR Submittal

The previous tasks will result in the Administrative Draft EIR, which will be provided to City staff for review and comment.

Task 5.2 Deliverables:

- One (1) electronic copy of the Administrative Draft EIR

5.3 DRAFT EIR

Second Administrative Draft EIR

De Novo will respond to one complete set of comments from City staff on the Administrative Draft EIR. The Second Administrative Draft EIR will be provided to the City with all revisions made in track changes to assist in review of the document.

Public Review Draft

De Novo will respond to a second review of the Administrative Draft EIR. This task assumes substantive comments will be raised as part of the Administrative Draft EIR review. Upon approval, De Novo will prepare the Draft EIR for the required 45-day public review period. In addition, the Notice of Completion (NOC) and Notice of Availability (NOA) will be prepared for submittal to the State Clearinghouse and the County Clerk, and for distribution to the City-approved distribution list. De Novo will file the notice with the County Clerk and provide the documents through the CEQA Submit portal to the State Clearinghouse. We assume the City will publish any required newspaper notices and radius mailings for the Project.

Task 5.3 Deliverables:

- One (1) electronic copy of the Second Administrative Draft EIR
- One (1) electronic copy of the Public Review Draft EIR
- Two (2) hardcopies of the Public Review Draft EIR with Appendices on flash drive
- One (1) electronic copy of the Draft and Final Notice of Availability (NOA)
- Thirty (30) copies of the NOA to agencies/ interested parties on the City's distribution list
- Two (2) copies of the NOA for filing at the County Clerk
- Electronic submittal of the Draft EIR, Draft EIR Appendices, NOA, and NOC to the State Clearinghouse

5.4 FINAL EIR

Responses to Comments/Administrative Draft Final EIR

At the conclusion of the Draft EIR public review period, the De Novo team will prepare responses to the written comments received during the Program EIR public review period. De Novo will address one complete set of comments from City staff on the Draft Responses to Comments and will provide the revisions in track changes for ease of review. De Novo will respond to a second set of comments and finalize this section for inclusion in the Administrative Final EIR.

At this time, the extent of public and agency comments that will result from the review process is unknown. This task identifies a maximum budget allocation to prepare the responses to comments by the Project team. Should the level of comments and responses exceed our budgeted estimate, we will discuss the potential for additional funding needs with the City. The scope of work does not assume supplemental technical studies or extensive additional analysis will be required to provide responses to comments. If it is determined that supplemental technical studies or additional analysis are needed, De Novo will work with the City to determine the associated scope of work and additional funding necessary.

The Administrative Final Program EIR, which will be a separately bound from the Draft EIR, will consist of the Response to Comments, MMRP, and revised Draft EIR text, as necessary. Any revisions to the Draft EIR will be shown as an excerpt demarcated with underline for new text and strikethrough for deleted text. De Novo will issue a Notice of Availability to responsible agencies, local agencies and interested persons advising that the Final EIR is available for public review.

Findings and Statement of Overriding Considerations

CEQA Findings of Fact/Statement of Overriding Considerations will be prepared that identify each potentially significant and significant impact, describe mitigation for the impact, and the resultant level of significance after mitigation. The Findings will identify each alternative and, if the alternative was not selected as the proposed Project, identify why the alternative was not feasible and considerations for not selecting the alternative. For each significant and unavoidable impact, the Findings will identify economic, legal, social, technical, or other defensible reasons why the Project should be approved in light of the significant effects of the Project. De Novo will submit the Draft Findings for City review and will respond to one complete set of City comments.

Notice of Determination

De Novo will prepare and file a Notice of Determination (NOD) with the County Clerk and State Clearinghouse within five days of EIR certification. Our budget excludes the filing fees for the County Clerk and California Department of Fish and Wildlife (CDFW).

Task 5.4 Deliverables:

- One (1) electronic copy of the Administrative Draft, Second Administrative Draft and Final Responses to Comments
- One (1) electronic copy of the Administrative Draft, Second Administrative Draft and Final Mitigation Monitoring and Reporting Program
- One (1) electronic copy of the Final Program EIR (including Responses to Comments, Mitigation Monitoring and Reporting Program, and Errata, if necessary)
- Two (2) hardcopies of the Final EIR (including the Final Responses to Comments, Mitigation Monitoring Program, and Errata, if necessary)
- Notice of Availability advising responsible agencies, local agencies, and interested persons of the availability of the Final EIR
- One (1) electronic copy of the Draft Findings and Statement of Overriding Consideration
- One (1) electronic copy of the Notice of Determination
- Two (2) hard copies of the Notice of Determination for filing at the County Clerk

PHASE 6: PROJECT MANAGEMENT AND COORDINATION

De Novo will serve as the Prime Consultant of a multidisciplinary professional services team, responsible for all coordination activities, including coordination of subconsultants and administrative tasks. For this project, De Novo has assembled a team of technical experts with a deep history and success working together to prepare and implement creative planning tools. We hold ourselves to the highest professional standards and we are committed to completing the project objectives on schedule and on budget.

6.1 KICK-OFF MEETING AND TOUR

Within two weeks of receiving the notice-to-proceed, the De Novo team will meet in-person with City staff (hybrid/remote connection will also be available) to kick-off the project and participate in a tour of the opportunity areas. We anticipate discussing the following at the kick-off meeting:

- Project management and communication protocols;
- Confirm/finalize project scope of work and schedule;
- Discuss community outreach approach; and
- Review data request for key background documents

6.2 MEETINGS WITH CITY STAFF

De Novo will facilitate twice-a-month meetings with City staff to ensure that the project is on schedule, on budget, and that any issues are quickly resolved. While the more regular use of virtual communication platforms is a welcome addition to the project management process, we believe it is still critically important to meet face-to-face with City staff on a regular basis to develop trust and accountability. We assume that one meeting per month will be in-person at City Hall and the other meeting will be virtual.

6.3 PROJECT ADMINISTRATION

Our strategy includes a dedicated Principal-level project manager who will be hands-on throughout the project. Our internal administration procedures include: regular check-ins with subconsultant teams; internal weekly conference calls with the management team from De Novo and each subconsultant (as relevant to the timing of the task of each subconsultant); biweekly updates to the task list, including internal deliverables necessary to meet our deliverables to the City; and establishment of a secure online file sharing site to ensure that all background documents, technical reports, updated schedules, and approach memos are readily available to each team member.

6.4 STUDY SESSIONS/PUBLIC HEARINGS

De Novo will prepare for and facilitate up to four study sessions and/or public hearings with the Planning Commission and/or City Council. These meetings are expected to include an analysis of the Land Use Concepts and review of the final work products for implementation.

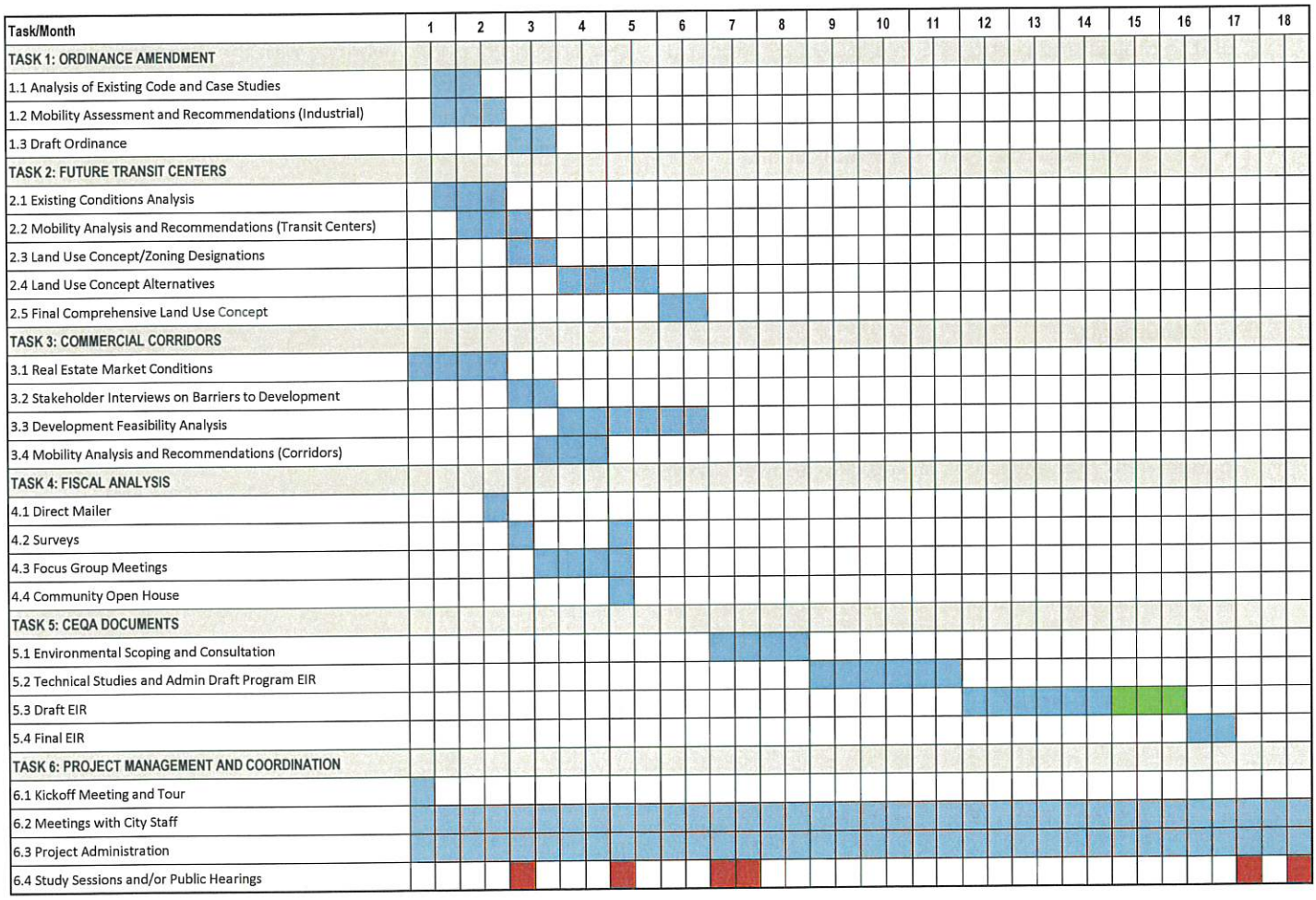
Phase 6 Deliverables:

- Kickoff meeting agenda, data needs list, summary notes, tour photos, project schedule/work plan with major work components and milestones
- Twice monthly meetings with City staff (one in-person, one virtual) for 12 months
- Ongoing project administration led by the Project Manager
- Facilitation of up to four study sessions and/or public hearings with Planning Commission and/or City Council

2B. PROJECT SCHEDULE

Propose a timeline for completion for the work including start date, milestones, and target date of completion. Any assumptions regarding turnaround time for staff review and City Council should be clearly noted. The City expects some overlap between the planning and environmental documents to occur concurrently. The goal and desired target completion date of the full work program is one year. This goal aside, the City seeks input through the proposal process on more specific timing considerations based on work program details, needs, and related benefits of the approach to completing this work effort.

As described in the RFP, our team understands that the City desires to complete this project expeditiously. Based on our experience working on similar projects (specifically projects that require preparation of an EIR), we believe that the project can be completed in approximately 18 months, which allows 6 months for the planning assignments to be completed and approximately 10 months for preparation of the EIR, followed by 2 months of public hearings. We are happy to work with you to refine this schedule as appropriate to meet your needs, but we believe this is a streamlined but feasible schedule.



2C. QUALIFICATIONS AND PRIOR EXPERIENCE:

The capabilities of the consultant's organization should be discussed. Minimum requirements for submitting a proposal in response to this RFP include the following:

i. Demonstrated experience, competence, and qualifications of the consultant and the participating staff successfully providing similar services to municipalities; and,

ii. Ability to perform the work in a timely manner, availability of staff and contingency plans.

DE NOVO PLANNING GROUP

De Novo Planning Group is a land use and environmental planning firm specializing in community planning, environmental studies, design, and development services. Founded in 2008 in the greater Sacramento area, De Novo opened an office in Orange County in 2017—led by Principal Amanda Tropiano—to serve southern California clients. The firm's principal-level staff have successfully completed over 400 projects consisting of comprehensive general plans, visioning plans, specific plans, housing elements, environmental impact reports, negative declarations, initial studies, NEPA analyses, climate action plans, biological assessments, wetland delineations, and development projects throughout California. As part of essentially all of our long-range planning projects, De Novo designs and implements community engagement programs.

OUR MISSION

Our mission is to provide municipal and private sector clients with world-class professional services, through principal-level attention to every project. We pride ourselves on our ability to work with clients to balance their economic, social, environmental, legal, and political goals. Our services result in an integrated planning and environmental solution for every project that is technically sound, cost effective and delivered within the client's schedule.

OUR PHILOSOPHY

Our philosophy is to proactively plan and design projects in such a way that public and environmental concerns are addressed and accommodated early in the process. We strongly believe in the use of local knowledge for developing sensible and cost-effective solutions to local concerns. Our solutions integrate local knowledge with the best available resources to achieve recognized national and international standards for planning and environmental management, to achieve a balance in local economic, social, and environmental goals. De Novo Planning Group is dedicated to fostering a partnership with each agency we serve, through listening to the community and stakeholders and reflecting the ideas and concerns we hear in the approach developed for each project.

Community Planning

- General Plans
- Visioning Plans
- Housing Elements
- Specific Plans
- Zoning Codes
- Public Facilitation
- Grant Writing
- Project Management
- Application Processing
- Project Review/Peer Review

Environmental Studies

- CEQA Compliance
- NEPA Compliance
- Biological Studies
- Agricultural Studies
- Air Quality Studies
- Climate Action Plans
- Sustainability Planning
- Mitigation Monitoring
- Permitting

Design

- Land Use Plans
- Subdivision Layouts
- Site Planning
- Design Guidelines

Development

- Feasibility Studies
- Due Diligence Packages
- Competition Analyses
- Cost Estimate

ECONOMIC & PLANNING SYSTEMS, INC.

Economic & Planning Systems, Inc. (EPS) is a land economics consulting firm experienced in the full spectrum of services related to real estate development, the financing of public infrastructure and government services, land use planning and policy analysis, and urban revitalization. EPS was founded on the principle that real estate development and land use-related public policy should be built on realistic assessment of market forces and economic trends, feasible implementation measures, and recognition of public policy objectives, including provisions for required public facilities and services. Our primary practice areas include:

- Real Estate Economics
- Fiscal and Economic Impact Analysis
- Public Finance
- Housing Policy
- Land Use and Transportation
- Public-Private Partnership (P3)
- Economic Development and Revitalization
- Parks and Open Space Economics

The EPS practice centers around our understanding of regions, cities, and neighborhoods as complex systems, subject to cycles of economic growth, stability, decline, and regeneration. EPS has addressed real estate development and land use issues in all phases of this urban life cycle for both public and private sector clients throughout the western United States for more than 30 years. We excel in collaborating with our clients to create and maintain places that are economically, socially, and ecologically vibrant and that adapt to evolving market pressures and community needs. Our balanced portfolio of clients allows us to consider land use decisions through a variety of perspectives. EPS has offices in Los Angeles, Oakland, Sacramento, and Denver, Colorado. Please visit our website for further information at: www.epsys.com.

EPS has worked on numerous projects with a similar scope and context to those faced in South Gate. The list below includes representative EPS planning efforts focused on repositioning and promoting redevelopment in and along commercial districts or corridors, that have resulted in successful projects completed or underway. Our work covers cities of varying sizes and economic circumstances and provides us team with both a breadth and depth of knowledge on best practices, emerging trends, and analytical techniques directly applicable to stimulating investment in the South Gate.

- Glendora Arrow Highway and Route 66 Specific Plans
- Lake Forest General Plan Update and Mixed-Use Zoning Code
- Downtown Mountain View Revitalization Strategy
- Santa Rosa Downtown Station Area Specific Plan
- Rolling Hills Estates Commercial Village Revitalization Strategy
- Downtown Pasadena Playhouse District Strategic Plan
- San Clemente Downtown Strategic Plan
- Redwood City El Camino Real Corridor Plan
- Downtown Walnut Creek Precise Plan
- Los Gatos Downtown Strategic Plan
- San Bruno Transit Corridor and Downtown Strategic Plan
- Duarte Town Center Specific Plan
- Hermosa Beach Downtown Market Strategies
- Chula Vista, CA Bayfront Master Plan
- Mountain View Downtown Market Assessment and Precise Plan Implementation
- Downtown Napa Specific Plan
- Doheny Village Commercial Revitalization Strategy

EPS Commercial Revitalization Practice

EPS commonly assists cities and other public entities with the development of strategies to promote revitalization, ensure sustainability, or stimulate reinvestment in targeted districts or neighborhoods such as downtowns and commercial corridors. Our work combines technical rigor and creative problem-solving skills to produce far-looking, ambitious, and yet achievable recommendations. EPS services strategically combine marketing and business development with the elimination of physical, environmental, and market constraints to create a vital mix of business, civic, and pedestrian activity.

Our geographic focus in this practice ranges from specific sites within a redevelopment project area to entire neighborhoods or sub-markets within a city. EPS maintains strong contacts with active developers within its key markets, including Southern California, and EPS has a history of helping cities attract development through effective regulatory changes and marketing initiatives. Many of EPS's core services are precisely those sought by the City under this RFQ, including:

- **Real Estate Market Research and Analysis** to identify and assess development opportunities through an understanding of local and regional supply and demand dynamics.
- **Economic Development and Revitalization Strategies** to enhance job creation, revenue generation, and physical improvements in the community.
- **Pro Forma Analysis and Review** to develop feasibility analysis to test whether the economics of development (costs and revenues) are expected to yield competitive, risk-based financial returns.
- **Fiscal and Economic Impact Analysis** to project municipal revenues and service demands and costs associated with proposed development as well as direct, indirect, and induced impacts on the local and regional community.
- **Public Infrastructure Financing and Financing Plans** for infrastructure, community benefits, and other development components that optimally utilize available tools and resources to yield a feasible project, including impact fees, community facility districts, enhanced infrastructure financing districts, among others.
- **Developer / Tenant Engagement and Solicitation** to attract interest and test the market interest of potential investors through direct outreach, preparation of marketing material, release of RFQs/RFPs, and managing correspondence and evaluation of with interested parties.





KITTELSON & ASSOCIATES, INC.

Kittelson & Associates, Inc. has provided comprehensive transportation engineering, planning, and research services to government and private organizations since 1985. With a staff of over 220 people working in 24 offices nationwide (including four offices in California, plus offices in Alaska, Arizona, Florida, Idaho, Maryland, Massachusetts, North Carolina, Pennsylvania, Ohio, Oregon, Virginia, and Washington, D.C.), we are able to address our clients' needs with local experience and national expertise. Our Southern California regional office was established in 2014 in the City of Orange and serves clients throughout Los Angeles and Orange Counties.

Kittelson is united by collective expertise, local and national experts who offer decades of progressive research, technological innovation, and a diverse portfolio of industry-leading work. We recognize that healthy, sustainable societies depend on efficient, active, and safe multi-modal transportation that is cost-effective to manage, operate, enhance, and use.

KAI's staff brings a demonstrated understanding of transportation and circulation requirements, travel demand modeling, and regional knowledge developed through more than 30 years of project experience in California including on recent general plans and specific plans in both Northern and Southern California. The firm provides support for all stages of planning and environmental analysis, from site analysis through approval and construction. KAI's staff is particularly knowledgeable about California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance, and the recent changes to the CEQA-required transportation analyses. Our staff approaches each project by building an understanding of client and project needs and jurisdiction requirements, tailoring work to assist clients in successfully fulfilling environmental requirements in an efficient and cost-effective manner.

Work will primarily be preformed out of KAI's City of Orange office.

AN EXPERIENCED PROJECT TEAM

The De Novo Planning Group team represents a full-service team of city planning and subject-matter experts capable of providing all services requested by the City of South Gate. We recognize and appreciate the tremendous commitment you are making to this program; the impacts to your time and financial resources are real and significant and it is our goal to work with you on an innovative program that results in an implementation-oriented plan. We will closely coordinate with City Staff and will provide principal-level attention to every step of the process while adhering to the project schedule and budget.

As planning practitioners, we truly see ourselves as your community's "scribes". Every planning project that we undertake is specifically tailored to the community we are working in, from developing an appropriate project approach, assembling the best team of subconsultants, listening to and learning from the community, implementing the work plan, and delivering the products. It is our job to guide you and the community through this complicated process while being mindful of local issues, opportunities, and preferences.

PROJECT CONTROLS

Our project team is fully committed to implementing an effective and efficient work program and bringing the project forward expeditiously. We thrive under deadlines, and we have a track record of meeting or exceeding our project schedules. Our use of Principal-level staff throughout all stages of the project allows us to work quickly, efficiently, and produce preliminary draft documents of superior quality. Our project managers take a very active and hands-on role, and we diligently manage our team and coordinate with City staff to ensure that all parties are continuously aware of pending deadlines, outstanding tasks, and draft work products that will require staff review.

We take tremendous pride in our ability to adhere to our project budgets. Our project managers are also principals and senior managers of the firm, and to this end, we have the authority to take any steps necessary to ensure that our projects remain on budget. We manage our project budgets using sophisticated budget tracking software and all members of the team log and record hours-worked by task to provide a transparent accounting process. Project Manager and Principal Amanda Tropiano will manage all monthly billing reports and will provide the City with a corresponding monthly status report identify work completed, upcoming work efforts, and outstanding action items.

We strongly encourage the City to call every one of our references and specifically inquire about the extraordinary steps we take to ensure we do not modify or exceed our budgets.

PUBLIC INPUT PROCESS

With in-house community engagement expertise, De Novo is able to effectively and efficiently manage the entire work program, collaborate with public engagement specialists, and connect outreach efforts to actionable public policy work programs.

Our past experience preparing long-range policy documents has taught us that a key to a successful project is meaningful stakeholder and city leadership involvement. However, the process of working with a group of diverse interests can be challenging, it may be difficult to reach consensus on all issues, and there may be challenges associated with generating public interest and involvement in the process.

We have designed a strategic engagement program that maximizes the use of technology to engage people more quickly and at lower costs than traditional methods. We continually look for opportunities to enhance the experience and are willing and able to adapt quickly during the project to customize our approach, implement new effective tools, and reflect lessons learned.

When a program doesn't go as-planned or produce the expected results, the De Novo team seeks to identify the underlying challenge and address it head-on. Our work program is intended to help the City achieve the level of engagement that must be present in this process in order to prepare meaningful policy documents.

OUR COMMITMENT TO IMPLEMENTATION

When preparing planning tools, our entire team carefully considers how the project can be implemented by the local agency post-adoption. Our team brings to the table experience working as City staff which gives us special insight into how planning documents are implemented on a day-to-day basis. Additionally, our team has prepared specific plans, financing strategies, and environmental documents for private projects allowing us to see first-hand how the development industry interprets and responds to zoning direction. To highlight the success of our approach, three projects and an example of their implementation are provided below.

FONTANA DOWNTOWN DEVELOPMENT GUIDEBOOK

Project Considerations

- Support for increased density
- Placemaking
- Streetscape improvements
- Preservation of sales tax dollars
- Multimodal transportation
- Streamlined project approval
- Analysis of best practices

Implementation

The Fontana Development Guidebook has spurred the City to re-imagine Sierra Avenue, the main thoroughfare of Downtown Fontana. The City has initiated plans to remove two travel lanes and improve the pedestrian experience; eventually Sierra Avenue will be fully closed to create a vibrant pedestrian zone.



LAKE FOREST GENERAL PLAN UPDATE AND EIR

Project Considerations

- Stakeholder engagement
- Community support
- Identification of infill opportunities
- Analysis of market trends
- Role of technology in planning
- Target areas for focused City attention and funding
- Future project streamlining

Implementation

The 2040 Lake Forest General Plan has launched several implementation actions, including a Neighborhood Improvement Study with funding allocated to implementing local neighborhood improvement actions in southwest Lake Forest, new mixed-use zoning, and updated capital improvement plans.



WESTMINSTER GENERAL PLAN UPDATE AND EIR

Project Considerations

- Mobile home owner concerns
- New mixed-use designations
- Density and intensity
- Placemaking/identity
- Trilingual outreach
- Unincorporated county islands
- Traffic mitigation measures
- Implementation plan

Implementation

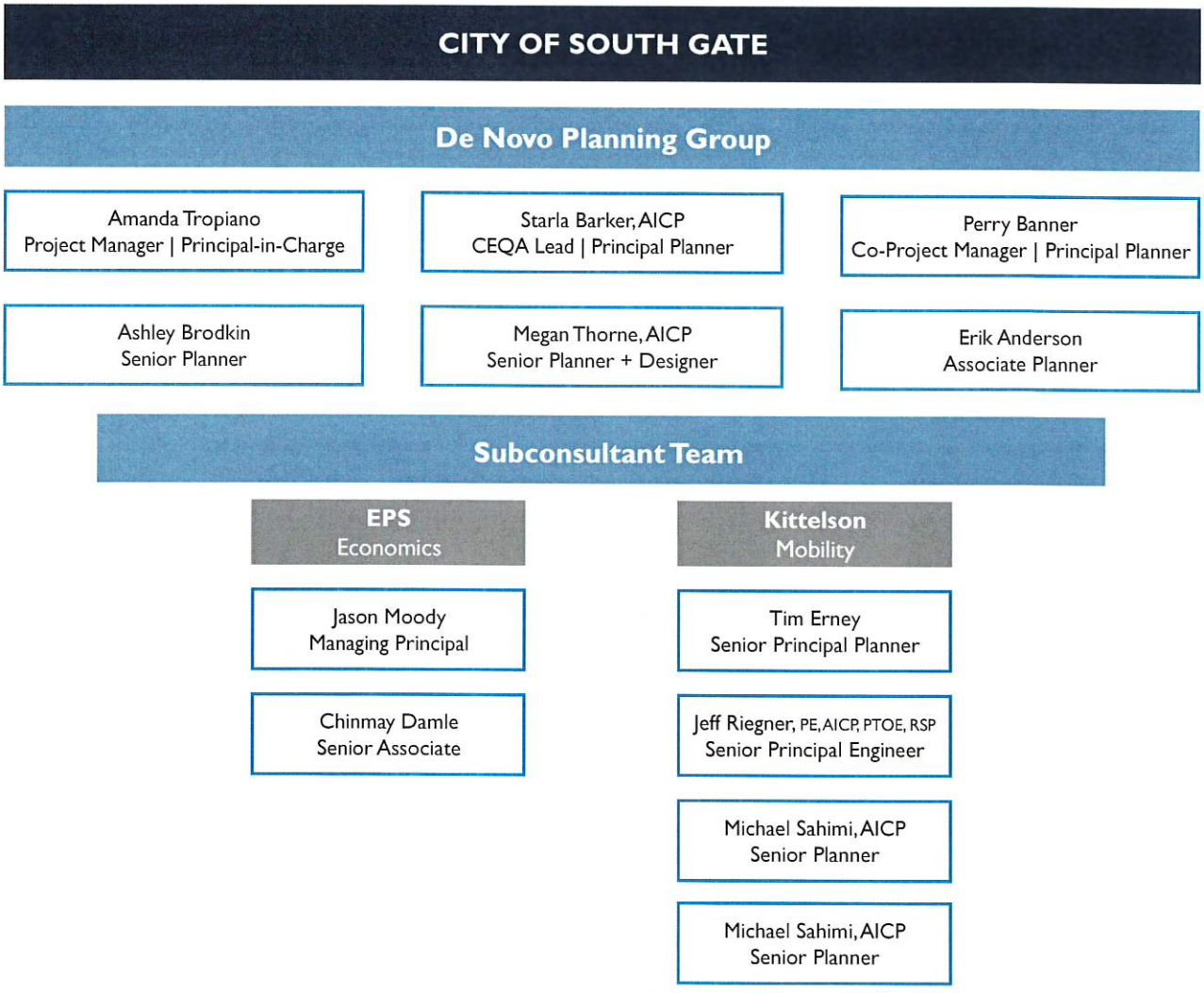
Approved in June 2018, the Bolsa Row project will bring a dynamic, mixed use complex to Little Saigon, implementing the City's new MU-Little Saigon General Plan land use designation. The project includes: 200 apartments, a hotel, a banquet facility, and about 45,000 square feet of retail,



2D. PERSONNEL

This section must delineate the experience and profession of appropriate licenses and certifications of personnel.

De Novo will be the prime and manage a team with deep experience in community and environmental planning. Below is a chart outlining key management personnel. For ease of reference, the following pages include brief biographies for key staff, and resumes for all team members are included in Appendix A.



Amanda Tropiano
Principal-in-Charge/PM, De Novo



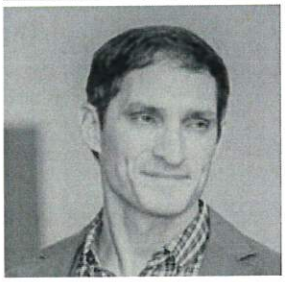
With deep professional planning experience in the region, Amanda has successfully managed a wide variety of land use planning projects, all of which have included a robust community engagement program. These projects include General Plan Updates for Lake Forest, San Jacinto, San Marcos, Indian Wells, Lawndale, and La Verne and community projects in Irvine, Yorba Linda, Westminster, Rancho Santa Margarita, and Tustin. Amanda is certified by the International Association of Public Participation (IAP2).

Starla Barker, AICP
Principal Planner, De Novo



Starla Barker, AICP, is a principal planner with De Novo Planning Group whose primary responsibilities are the management and preparation of environmental documents (Initial Studies, Negative Declaration, Environmental Impact Reports, and Environmental Assessments), as well as other planning documents including General Plans and Specific Plans. With over 17 years of professional planning experience Starla has successfully managed a wide range of projects with particular emphasis in General Plans, urban infill, downtown, and redevelopment projects.

Perry Banner
Principal Planner/Co-PM, De Novo



Perry Banner brings a combined 20 years of experience in local government and private practice planning to the firm with work in both the United States and Canada. Perry possesses a diverse range of skills, including project management, land use analysis, and policy development. His capabilities also include economic development and real estate development. Perry also supports private sector clients in navigating public agency approval processes.

Ashley Brodkin
Senior Planner, De Novo



Ashley Brodkin is responsible for the preparation of environmental documents, as well as a wide variety of planning projects including General Plans, Specific Plans, ordinance updates, and local CEQA guidelines. Ashley has prepared and managed a variety of CEQA and NEPA documents for capital improvements, new developments, redevelopment and urban infill, warehouse/logistics, and public policy document projects, and a variety of planning projects including General Plans, Housing Elements, Specific Plans, Development Ordinance Updates, and entitlements.

Megan Thorne, AICP
Senior Planner/Designer, De Novo



With over 15 years of professional planning experience, Megan has worked on a wide variety of planning projects for public and private sector clients, including numerous specific plans, general plans, corridor plans, site plans, design guidelines, strategic plans, sustainability programs, visioning projects, transit-oriented development plans, zoning documents, outreach programs, and 3D visualizations. Megan possesses the ability to think creatively and envision change while keeping projects grounded with achievable benchmarks and implementable policy goals.

Erik Anderson
Associate Planner, De Novo



Erik has worked on a diverse range of projects for public and private sector clients, with a focus on environmental and sustainability planning, land-use planning, and policy development. Erik provides project support in the preparation of CEQA documentation and long-range planning documents, including General Plans, Housing Elements, and Zoning updates. His experience includes grassroots lobbying with a non-profit environmental organization and work in the legal field.

Jason Moody
Managing Principal, EPS



Jason has worked at the firm for over 20 years. He has worked extensively for a variety of public- and private-sector clients in the areas of economic impact analysis, regional economics and competitiveness, development feasibility, and fiscal analysis. Jason has led the firm's practice in the area of reuse, revitalization, and in-fill development, focusing on the feasibility of individual projects as well as entire districts and corridors. He has participated in numerous GPUs and SPs.

Chinmay Damle
Senior Associate, EPS



Chinmay Damle joined EPS as an Associate in 2021, bringing academic and professional experience in land use, economic development, real estate economics, and California environmental review. His portfolio at EPS includes affordable housing, development feasibility and policy analysis, and socioeconomic data analytics. Before joining EPS, Chinmay was an Analyst at FirstCarbon Solutions, responsible for developing environmental documents and analyzing potential impacts, as required by the California Environmental Quality Act (CEQA).

Tim Erney, AICP, PTP, CTP
Senior Principal, Kittelson



Tim Erney is a Senior Principal Planner with over 20 years of experience managing analyses and documentation for sustainable transportation practices, TDM measures, pedestrian and bicycle reviews, environmental review projects, access and circulation studies, parking evaluations, and data collection programs. He has conducted detailed technical analyses of local and regional roadway facilities, including traffic forecasting, modal split analyses, traffic diversion, and operational analyses. Tim has been leading the firm's efforts on the evaluation of emerging technologies and alternative evaluation metrics.

Jeff Riegner, PE, AICP, PTOE, RSP
Senior Principal Engineer, Kittelson



Jeff R. Riegner has experience in wide-ranging multimodal transportation planning and design projects. He is a trusted advisor to public sector transportation clients, helping them meet ambitious, accelerated strategic goals. Jeff is a nationally recognized expert in complete streets and bicycle and pedestrian facility planning and design, with a proven ability to manage and successfully complete challenging and highly complex projects on time and within budget.

Michael Sahimi, AICP
Senior Planner, Kittelson



Michael Sahimi is a senior transportation planner with experience in active transportation and safety analyses. Michael's active transportation work has included developing citywide active transportation plans, preparing conceptual bicycle and pedestrian improvement designs, and conducting bicycle and pedestrian safety analyses. His safety work has included conducting both citywide as well as site-specific multimodal safety analyses and developing recommended improvements to reduce conflicts between bicyclists, pedestrians, and motor vehicles

Mychal Loomis, PE, TE, PTOE, RSP
Associate Engineer, Kittelson



Mychal Loomis is a certified transportation engineer and road safety professional serving an array of project and client types. He has over 18 years of experience developing long-range mobility plans for communities, creating traffic and circulation plans to support new development, authoring local and statewide road safety plans, and designing several major roadways and phasing plans. Mychal provides responsive and holistic viewpoints on mobility, with a drive for serving clients and finding solutions supported by the community.

2E. CONFLICT OF INTEREST

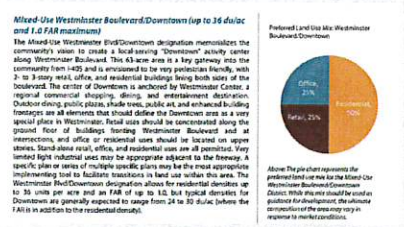
Provide a brief summary on potential conflict of interest issues which are to be addressed by consultant.

De Novo Planning Group attests on behalf of the entire team, including our subconsultants, that there are no real or perceived conflicts of interest that need to be addressed by the team. De Novo Planning Group is currently listed on the City of South Gate's on-call list of environmental consultants. Should a future project be considered for assignment to De Novo through this contract, De Novo will confirm with the City that there continues to be no conflict of interest with work on the assignments.

2F. REFERENCES

List at least three municipal clients for whom comparable services have been performed within the last five years. Include the name, job title, email address and telephone number of each client's principal representative. This section shall not exceed seven (7) pages.

Please contact our references to hear first-hand our commitment to our clients and their budgets and schedules. For each project we pursue, we carefully evaluate our staffing resources and availability to ensure that our team can be fully dedicated to the work effort. We completed this level of review and analysis for these projects and are confident that our existing staff have sufficient time to dedicate to the City. Project profiles for the references listed below, and other relevant projects, are provided on the following pages.



City of Westminster, Housing Element Update, CEQA Addendum, Zoning Code Update, Mixed-Use District Assessment and Amendment
Alice Tieu, Planner
714-548-3485 | atieu@westminster-ca.gov



City of Fontana, Downtown Fontana Plan
Patty Nevins, Director of Planning
909-350-7626 | pnevins@Fontanaca.gov



City of Lake Forest, City of Lake Forest, General Plan Update, EIR, Mixed-Use Zoning, Housing Element, Safety Element
Gayle Ackerman, Director of Development Services
949-461-3463 | GAckerman@lakeforestca.gov



City of Lawndale General Plan Update, Development Code Update, Hawthorne Boulevard Specific Plan Update, and EIR
Peter Kann, Community Development Director
(310) 973-3231 | pkann@lawndalecity.org



City of Lomita General Plan Update, Development Code Update, and EIR
Adrian Fernandez, Community and ED Director
(310) 325-7110 x 122 | a.fernandez@lomitacity.com

GENERAL PLAN, EIR, ZONING CODE UPDATE, HOUSING ELEMENT, AND MIXED-USE DISTRICT REVITALIZATION

City of Westminster

The City of Westminster comprehensively updated its General Plan in 2016. As part of the General Plan Update, the City established new mixed-use land use designations to guide future development throughout the City. De Novo Planning Group is in the process of assisting the City with a comprehensive update to its Zoning Code, including text and map amendments necessary to create consistency with the General Plan. As part of the first phase of work (Phase A), which was completed in late 2022, De Novo Planning Group prepared new development standards for mixed-use development including graphic renderings of objective design standards. This effort was also customized to implement the program requirements associated with the City's 2021-2029 Housing Element. A robust GIS analysis of the City's General Plan Land Use Map and current Zoning Map was also prepared and the Zoning Map was amended to implement the General Plan's land use direction.

Phase B of the project will include a comprehensive update to all sections of the Zoning Code beyond those necessary to create consistency with the General Plan. Included in this effort will be an update to the administrative procedures, multifamily design standards, allowable uses, and development standards for all residential and commercial zones.

The City of Westminster is also seeking to stimulate redevelopment in its Mixed-use Districts. Many of the properties in these areas exhibit obsolete development patterns that are under-performing from an economic perspective. The City seeks to implement strategies to attract new development projects consisting of mixed-use housing, commercial, office, and service uses that advance its economic, fiscal, and place-making goals.

EPS is leading a multi-disciplinary team that includes De Novo Planning to evaluate economic consideration effecting development feasibility and identify City regulatory and policy interventions to achieve desired outcomes. The EPS analysis has evaluated regulatory considerations to foster timely investment given Westminster's competitive attributes and enable staff to approach developers to pursue mixed -use projects. EPS has buttressed its market and feasibility analysis with developer and property owner interviews to provide "on-the-ground" insights of opportunities and challenges for development within the Mixed-Use Districts. EPS is also helping the City prepare marketing materials to be used for developer, investor, and tenant outreach. These materials include illustrations of desired development prototypes at key sites, concise and compelling summaries of the City's economic context, and expected planning initiatives designed to foster desired outcomes.

Date Range: 2019-2023

Key Considerations

- Public education
- Trilingual engagement
- Compliance with State Housing Law
- Streamlined future development
- Stakeholder involvement



DOWNTOWN DEVELOPMENT GUIDEBOOK

City of Fontana

De Novo Planning Group led the Fontana Downtown Core Project which included changes to the development code and the creation of a Development Guide. The final work product is the Downtown Fontana Development Guide ("Guide"), designed to be a user-friendly handbook to help guide development in the Downtown Core. De Novo worked with our subconsultants to identify current market conditions and needed incentives necessary to encourage the type of development the City wishes to see.

The City identified the Downtown Core as an area where strategically concentrated efforts could provide increased residential development opportunities and offer more support for mixed-uses within a focused area of the Downtown. Development within the Downtown Core is implemented through a new General Plan land use category and six new Form-Based Code (FBC) districts.

The goal of this Guide is to encourage and incentivize continued economic investment in the downtown through a clear process and set of standards that allows for development to respond to market conditions and reflect changing consumption patterns and preferences for retail, housing, and other life-style choices. This Guide provides market-driven opportunities for future investment and practical implementation strategies for the continued success and health of the Downtown Core, including:

- Support for housing including multi-family housing and higher residential densities in select areas;
- Updated form-based standards and guidelines to support the area's continued revitalization;
- Improved administrative process to facilitate by-right project approval for specific project types;
- Development impact fee incentives; and
- Top-tier environmental clearance that provide opportunities for subsequent projects to tier off of the environmental document by focusing additional analysis on any project-specific impacts.

Date Range: 2020-2023

Key Considerations

- Support for increased density
- Placemaking
- Streetscape improvements
- Preservation of sales tax dollars
- Multimodal transportation
- Streamlined project approval
- Analysis of best practices



A Livable Public Realm
California's best downtowns provide a beautiful, comfortable, pedestrian-oriented public realm that serves as an outdoor room where it's comfortable to be a pedestrian and cyclist. Tree-lined streets seamlessly connect the Downtown Core, neighborhoods, and major corridors of the area.



Downtown as a Destination
The Downtown Core is a lively mixed-use district and cultural hub intended to be shared by everyone. This area is a local and regional destination for retail, employment, culture, and housing, that builds upon Fontana's historic character.



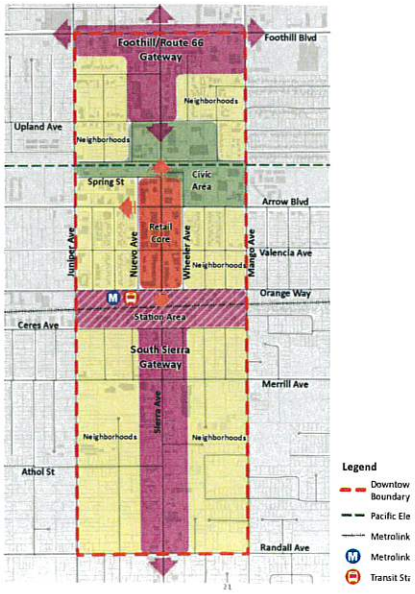
Vibrant Corridors
Reinvigorating Fontana's corridors with a mix of commercial amenities, job-generating businesses and a range of housing types serves to reinforce the Downtown Core. More amenities within walking or cycling distance of existing neighborhoods encourage new housing and employment near planned transit stops.



Diverse Housing Opportunities
Allowing higher-intensity residential and mixed-use development attracts a mix of housing options for a range of household sizes, ages, incomes, and lifestyles. A higher concentration of residential uses creates more walkable, transit-servable neighborhoods.



A Simplified Entitlement Process
By streamlining the entitlement process, Fontana maintains flexibility to take advantage of future development opportunities while providing support to the private sector.



GENERAL PLAN UPDATE, EIR, HOUSING ELEMENT, AND SAFETY ELEMENT, MU ZONING

City of Lake Forest

De Novo Planning Group prepared the City of Lake Forest General Plan Update. Three years after the City incorporated in 1991, Lake Forest adopted its first General Plan to help guide the City's physical development. Since then, the City has undergone a number of significant changes including the annexations of Portola Hills and Foothill Ranch, the closure of the El Toro Marine Corps Base, and the launch of the Opportunities Study Area. De Novo served as the Prime Consultant and directly managed a robust community engagement program including one-on-one interviews, community open houses, visioning workshops, General Plan Advisory Committee meetings, online surveys and feedback tools, and social media campaign. The new General Plan is based on the community's vision and values and will guide the long-term growth and development in Lake Forest for the next 20 years.

A key component of the work program is establishing a range of contemporary technical studies with updated data on which to base future decisions. The project includes a branding program and outreach materials. Three Visioning Workshops were hosted for the community throughout the summer of 2018 to understand community priorities and values related to a long-term vision statement, land use and community character, and mobility. In particular, the City is looking at how new technologies will impact best planning practices over the life of the General Plan and how to develop a plan, policies, and programs which will respond to new technologies as they emerge.

The City also formed a General Plan Advisory Committee which met ten times. De Novo Planning Group served as the Chair of the GPAC and facilitated the conversation with key community members and representatives to ensure that the new General Plan accurately reflects community values.

De Novo worked on the City of Lake Forest's Mixed Use Zoning Code. The intent of this project was to create customized mixed use development standards to implement the land use designations created and adopted through the comprehensive General Plan Update. As part of a multidisciplinary project team, De Novo assisted the City with public outreach, preparation of development standards, and CEQA compliance.

Date Range: 2018-2023

Key Considerations

- Cohesive community identify
- Traffic and parking
- New technologies
- Regional access and amenities
- Housing
- Air quality
- Outreach to stakeholders
- Coordination with employers
- Branding





CITY OF LAWNDALE GENERAL PLAN UPDATE, HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE, FOCUSED ZONING CODE UPDATE, AND EIR

City of Lawndale

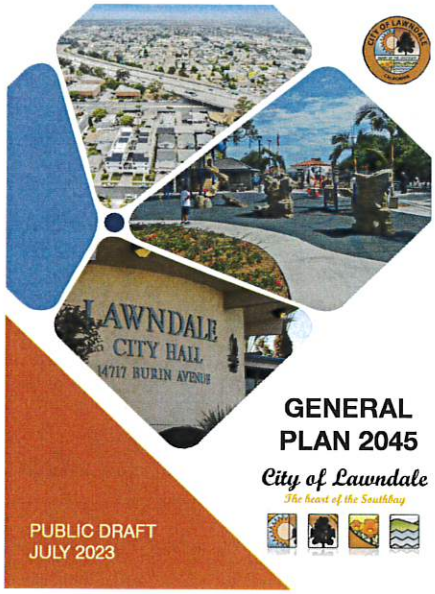
De Novo Planning Group are currently working with the City of Lawndale to prepare a comprehensive update to the City's General Plan and the corresponding EIR, as well as an update to the Hawthorne Boulevard Specific Plan and a focused update to its Zoning Ordinance. The City of Lawndale has a population of approximately 32,000, with an area of roughly 1.9 square miles. Lawndale is located in the heart of the South Bay area of Los Angeles County. The City of Lawndale's General Plan and Hawthorne Boulevard Specific Plan Update is a multi-year process that includes a comprehensive review and revision of the City's existing General Plan, which establishes a vision for the future of the City, and the Hawthorne Boulevard Specific Plan, which implements this vision along Hawthorne Boulevard, as well as Artesia Boulevard and Redondo Beach Boulevard. This process also includes the preparation of an Environmental Impact Report (EIR), which investigates the possible impacts of the General Plan and Specific Plan Update policy changes to the surrounding physical environment.

The General Plan reflects the community's values and desires and addresses important issues such as land use and urban design; mobility; housing; resource management; public safety; environmental justice; economic development; community facilities and services; and public health. The Lawndale General Plan is supported and implemented by important complementary plans and programs, including the Hawthorne Boulevard Specific Plan, Zoning Ordinance, and Climate Action Plan. While the General Plan provides high-level guidance on local issues and priorities, these plans and programs implement the General Plan and provide more specific direction regarding critical topics, such as the redevelopment of Hawthorne Boulevard, which serves as the City's primary transportation route, corridor of economic activity, and community focal point; expectations on permitted uses throughout the City; and the City's strategy to support a more resilient and sustainable future.

Date Range: 2020-2023

Key Considerations

- Suburban/urban redevelopment
- Corridor revitalization
- Housing growth
- Right-size development standards
- Financial feasibility





LOMITA GENERAL PLAN UPDATE, ZONING CODE UPDATE, AND EIR

City of Lomita

De Novo Planning Group led a team of consultants on a major project for the City of Lomita to prepare a comprehensive update to the City's General Plan, corresponding EIR, Zoning Code and Zoning Map update, and preparation of objective design standards for multifamily and mixed-use developments. Integrating innovative engagement techniques and creative communication methods are key to this important project in Lomita. Like many cities in southern California, the City of Lomita is experiencing changes to who lives, works, and visits the community. Its residents are more diverse than ever; its population is getting older, but relatively affordable home prices and new development along major cooridors will attract new residents to this charming community. People who call Lomita home celebrate the City's history and culture and are proud of its unique small-town atmosphere.

Generating excitement at the first outreach event, the City's General Plan Update continued to engage a wide range of community members and key stakeholders through traditional in-person and online outreach strategies. As part of our elevated work program, De Novo prepared a brief 3-minute video celebrating the history of Lomita and describing how the City is preparing for its future by updating its General Plan. The team also facilitated a General Plan Advisory Committee that gathered over the course of eight meetings to discuss important issues in Lomita, including housing opportunities, economic development, transportation and mobility, and infrastructure constraints. De Novo prepared and released a direct mailer to every address in Lomita, which resulted in high levels of engagement for the Visioning Workshops.

Based on information gathered from the broad community, the team was able to craft a new land use plan that expands the range of housing and mixed-use development opportunities along the city's major corridors. This involved a process of stakeholder engagement, as well as review by the Planning Commission and City Council. De Novo is implementing the General Plan through an update to the Zoning Code, including Housing Element implementation.

Date Range: 2023-2024

Key Considerations

- Corridor revitalization
- Economic development
- Housing growth
- Downtown revitalization
- Use of technology
- Implementation actions





EPS EXAMPLE PROJECT: CITY OF TUSTIN SPECIFIC PLAN REASSESSMENTS

EPS provided economic analysis and policy advisory services to the City of Tustin to reassess the regulatory framework established under two Specific Plans adopted in 2018, one in the historic Old Town district and the other in a nearby commercial corridor. The Tustin City Council unanimously approved EPS' policy recommendations in December 2023, initiating a number of regulatory changes and programmatic initiatives that will support redevelopment. Key highlights include revising residential parking standards, reducing and standardizing fees, and streamlining the approval process for residential projects. This initiative, backed by EPS's extensive experience in urban revitalization, aims to reduce barriers to investment in these vital areas and support implementation of the City's planning vision.

Tustin City Council had initiated the project in order attract more investment and revitalize the downtown core by removing regulatory barriers to redevelopment. The project also supported implementation of the City's recently approved Housing Element, as both Plan Areas containing housing development opportunity sites expected to help meet housing production goals under the City's Regional Housing Needs Allocation (RHNA).

EPS leveraged its extensive expertise on catalytic development in downtowns and commercial corridors to devise effective strategies that accounted for community concerns around parking, affordable housing, quality retail, neighborhood scale, and density. EPS conducted market and feasibility analyses as well as detailed review of development trends within the surrounding submarket and trade areas to identify types of redevelopment projects that could be achievable in Tustin. EPS then performed a detailed review of existing planning policies before crafting a set of recommended initiatives and regulatory changes that will encourage investment in vacant and underutilized parcels. EPS worked closely with staff throughout the project, and incorporated feedback from local developers and property owners, Planning Commissioners, and City Council members.

Reference:

Justina Willkom, Community Development Director, City of Tustin, 714-573-3138, jwillkom@tustinca.org



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3. FEES

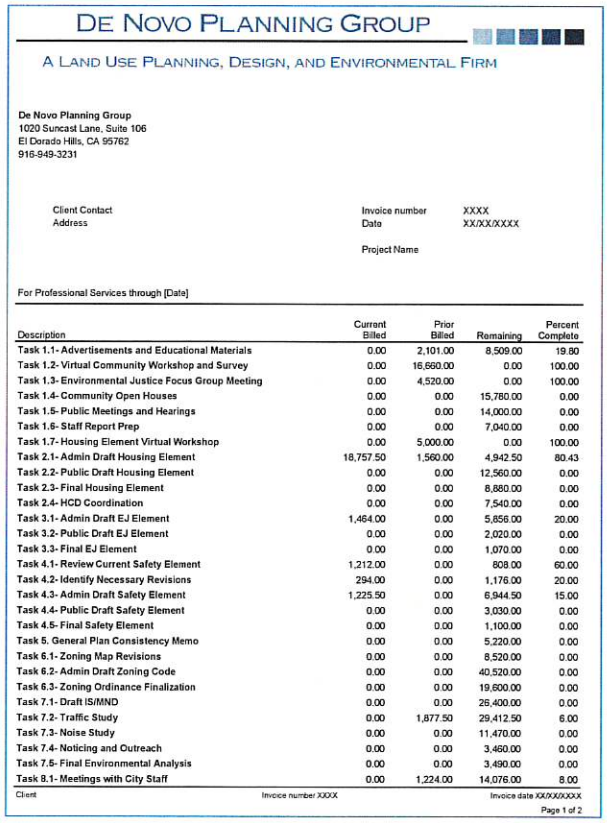
The Proposer shall provide a bid for all professional services and ongoing services and support being proposed which identifies:

a) An itemized cost breakdown, including hourly rates and number of hours for each major component of service, with a cross-reference to each component of service.

b) A total proposed "Not to Exceed" cost for the performance of all services.

c) A proposed payment schedule for all services to be performed and products to be delivered.

An itemized cost breakdown, including a "Not to Exceed" fee, is provided on the following page. De Novo prepares monthly invoices based on the percentage complete of each task. De Novo will prepare a summary report to support each monthly invoice to describe the work completed the prior month. A sample invoice is provided below.



DE NOVO PLANNING GROUP

A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
916-949-3231

Client Contact
Address

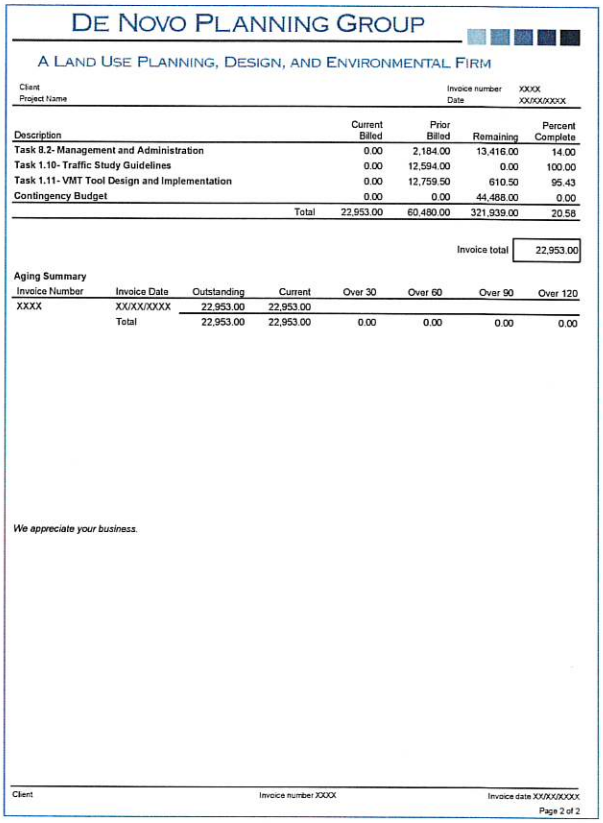
Invoice number XXXX
Date XX/XX/XXXX

Project Name

For Professional Services through [Date]

Description	Current Billed	Prior Billed	Remaining	Percent Complete
Task 1.1- Advertisements and Educational Materials	0.00	2,101.00	8,509.00	19.80
Task 1.2- Virtual Community Workshop and Survey	0.00	16,660.00	0.00	100.00
Task 1.3- Environmental Justice Focus Group Meeting	0.00	4,520.00	0.00	100.00
Task 1.4- Community Open Houses	0.00	0.00	15,780.00	0.00
Task 1.5- Public Meetings and Hearings	0.00	0.00	14,000.00	0.00
Task 1.6- Staff Report Prep	0.00	0.00	7,040.00	0.00
Task 1.7- Housing Element Virtual Workshop	0.00	5,000.00	0.00	100.00
Task 2.1- Admin Draft Housing Element	18,757.50	1,560.00	4,942.50	80.43
Task 2.2- Public Draft Housing Element	0.00	0.00	12,560.00	0.00
Task 2.3- Final Housing Element	0.00	0.00	8,880.00	0.00
Task 2.4- HCD Coordination	0.00	0.00	7,540.00	0.00
Task 3.1- Admin Draft EJ Element	1,464.00	0.00	5,856.00	20.00
Task 3.2- Public Draft EJ Element	0.00	0.00	2,020.00	0.00
Task 3.3- Final EJ Element	0.00	0.00	1,070.00	0.00
Task 4.1- Review Current Safety Element	1,212.00	0.00	808.00	60.00
Task 4.2- Identify Necessary Revisions	294.00	0.00	1,176.00	20.00
Task 4.3- Admin Draft Safety Element	1,225.50	0.00	6,944.50	15.00
Task 4.4- Public Draft Safety Element	0.00	0.00	3,030.00	0.00
Task 4.5- Final Safety Element	0.00	0.00	1,100.00	0.00
Task 5. General Plan Consistency Memo	0.00	0.00	5,220.00	0.00
Task 6.1- Zoning Map Revisions	0.00	0.00	8,520.00	0.00
Task 6.2- Admin Draft Zoning Code	0.00	0.00	40,520.00	0.00
Task 6.3- Zoning Ordinance Finalization	0.00	0.00	19,600.00	0.00
Task 7.1- Draft IS/MND	0.00	0.00	26,400.00	0.00
Task 7.2- Traffic Study	0.00	1,877.50	29,412.50	6.00
Task 7.3- Noise Study	0.00	0.00	11,470.00	0.00
Task 7.4- Noticing and Outreach	0.00	0.00	3,460.00	0.00
Task 7.5- Final Environmental Analysis	0.00	0.00	3,490.00	0.00
Task 8.1- Meetings with City Staff	0.00	1,224.00	14,076.00	8.00

Client | Invoice number XXXX | Invoice date XX/XX/XXXX
Page 1 of 2



DE NOVO PLANNING GROUP

A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

Client
Project Name

Invoice number XXXX
Date XX/XX/XXXX

Description	Current Billed	Prior Billed	Remaining	Percent Complete
Task 8.2- Management and Administration	0.00	2,184.00	13,416.00	14.00
Task 1.10- Traffic Study Guidelines	0.00	12,594.00	0.00	100.00
Task 1.11- VMT Tool Design and Implementation	0.00	12,759.50	610.50	95.43
Contingency Budget	0.00	0.00	44,488.00	0.00
Total	22,953.00	60,480.00	321,939.00	20.58

Invoice total 22,953.00

Aging Summary

Invoice Number	Invoice Date	Outstanding	Current	Over 30	Over 60	Over 90	Over 120
XXXX	XX/XX/XXXX	22,953.00	22,953.00				
	Total	22,953.00	22,953.00	0.00	0.00	0.00	0.00

We appreciate your business.

Client | Invoice number XXXX | Invoice date XX/XX/XXXX
Page 2 of 2

De Novo Planning Group

South Gate Planning and Environmental Consulting Services

TASK/ACTIVITY	Principal/Project Manager		Principal Planner/ Co-Project Manager		Senior Planner		Associate Planner		Assistant Planner/ GIS		De Novo Subtotals TOTALS		Econ/Fiscal	Mobility		ACTIVITY TOTALS
	Hours	$175	Hours	$150	Hours	$115	Hours	$105	Hours	$95	Hours	Fee	EPS	Kittelson	Printing/ Mailing/ Translation	Fee
TASK 1: ORDINANCE AMENDMENT																
1.1 Analysis of Existing Code and Case Studies	2	$350	4	$600	0	$0	0	$0	16	$1,520	22	$2,470				$2,470
1.2 Mobility Assessment and Recommendations (Industrial)	4	$700	0	$0	0	$0	0	$0	0	$0	4	$700		$12,582		$13,282
1.3 Draft Ordinance	2	$350	8	$1,200	0	$0	0	$0	40	$3,800	50	$5,350				$5,350
TASK 1 SUBTOTAL	**8**	**$1,400**	**12**	**$1,800**	**0**	**$0**	**0**	**$0**	**56**	**$5,320**	**76**	**$8,520**	**$0**	**$12,582**	**$0**	**$21,102**
TASK 2: FUTURE TRANSIT CENTERS																
2.1 Existing Conditions Analysis	8	$1,400	20	$3,000	24	$2,760	40	$4,200	60	$5,700	152	$17,060				$17,060
2.2 Mobility Analysis and Recommendations (Transit Centers)	4	$700	0	$0	0	$0	0	$0	0	$0	4	$700		$31,455		$32,155
2.3 Land Use Concept/Zoning Designations	24	$4,200	40	$6,000	24	$2,760	60	$6,300	40	$3,800	188	$23,060				$23,060
2.4 Land Use Concept Alternatives	24	$4,200	80	$12,000	80	$9,200	112	$11,760	24	$2,280	320	$39,440				$39,440
2.5 Final Comprehensive Land Use Concept	8	$1,400	12	$1,800	40	$4,600	20	$2,100	0	$0	80	$9,900				$9,900
TASK 2 SUBTOTAL	**68**	**$11,900**	**152**	**$22,800**	**168**	**$19,320**	**232**	**$24,360**	**124**	**$11,780**	**744**	**$90,160**	**$0**	**$31,455**	**$0**	**$121,615**
TASK 3: COMMERCIAL CORRIDORS																
3.1 Real Estate Market Conditions	4	$700	0	$0	0	$0	0	$0	0	$0	4	$700	$15,000			$15,700
3.2 Stakeholder Interviews on Barriers to Development	2	$350	0	$0	0	$0	0	$0	0	$0	2	$350	$5,000			$5,350
3.3 Development Feasibility Analysis	4	$700	0	$0	0	$0	0	$0	0	$0	4	$700	$25,000			$25,700
3.4 Mobility Analysis and Recommendations (Corridors)	4	$700	0	$0	0	$0	0	$0	0	$0	4	$700		$18,873		$19,573
TASK 3 SUBTOTAL	**14**	**$2,450**	**0**	**$0**	**0**	**$0**	**0**	**$0**	**0**	**$0**	**14**	**$2,450**	**$45,000**	**$18,873**	**$0**	**$66,323**
TASK 4: COMMUNITY OUTREACH																
4.1 Direct Mailer	0	$0	2	$300	8	$920	0	$0	0	$0	10	$1,220			$10,500	$11,720
4.2 Surveys	8	$1,400	16	$2,400	24	$2,760	32	$3,360	50	$4,750	130	$14,670			$500	$15,170
4.3 Focus Group Meetings	12	$2,100	40	$6,000	24	$2,760	24	$2,520	12	$1,140	112	$14,520		$6,200	$500	$21,220
4.4 Community Open House	8	$1,400	8	$1,200	6	$690	24	$2,520	40	$3,800	86	$9,610			$1,000	$10,610
TASK 4 SUBTOTAL	**28**	**$4,900**	**66**	**$9,900**	**62**	**$7,130**	**80**	**$8,400**	**102**	**$9,690**	**338**	**$40,020**	**$0**	**$6,200**	**$12,500**	**$58,720**
TASK 5: ENVIRONMENTAL REVIEW																
5.1 Environmental Scoping and Consultation	12	$2,100	60	$9,000	40	$4,600	40	$4,200	40	$3,800	192	$23,700			$1,000	$24,700
5.2 Technical Studies and Admin Draft Program EIR	40	$7,000	240	$36,000	240	$27,600	130	$13,650	120	$11,400	770	$95,650		$46,605		$142,255
5.3 Draft EIR	20	$3,500	60	$9,000	60	$6,900	40	$4,200	32	$3,040	212	$26,640			$1,500	$28,140
5.4 Final EIR	16	$2,800	40	$6,000	60	$6,900	24	$2,520	24	$2,280	164	$20,500			$750	$21,250
TASK 5 SUBTOTAL	**88**	**$15,400**	**400**	**$60,000**	**400**	**$46,000**	**234**	**$24,570**	**216**	**$20,520**	**1338**	**$166,490**	**$0**	**$46,605**	**$3,250**	**$216,345**
TASK 6: PROJECT MANAGEMENT AND COORDINATION																
6.1 Kickoff Meeting and Tour	8	$1,400	12	$1,800	8	$920	4	$420	4	$380	36	$4,920		$1,400		$6,320
6.2 Meetings with City Staff	12	$2,100	24	$3,600	0	$0	0	$0	0	$0	36	$5,700		$3,540		$9,240
6.3 Project Administration	24	$4,200	0	$0	0	$0	0	$0	0	$0	24	$4,200				$4,200
6.4 Study Sessions and/or Public Hearings	40	$7,000	40	$6,000	24	$2,760	24	$2,520	0	$0	128	$18,280		$2,760		$21,040
TASK 6 SUBTOTAL	**84**	**$14,700**	**76**	**$11,400**	**32**	**$3,680**	**28**	**$2,940**	**4**	**$380**	**224**	**$33,100**	**$0**	**$7,700**	**$0**	**$40,800**
Subtotals	**290**	**$ 50,750**	**706**	**$ 105,900**	**662**	**$ 76,130**	**574**	**$ 60,270**	**502**	**$ 47,690**	**2,734**	**$ 340,740**	**$ 45,000**	**$ 123,415**	**$ 15,750**	**$ 524,905**
TOTAL FEE (NOT TO EXCEED)																**$524,905**

Subconsultants and Direct Costs are billed at no markup. De Novo Planning Group reserves the right to reallocate budget between various consulting team members and between tasks, provided the overall project budget does not change.

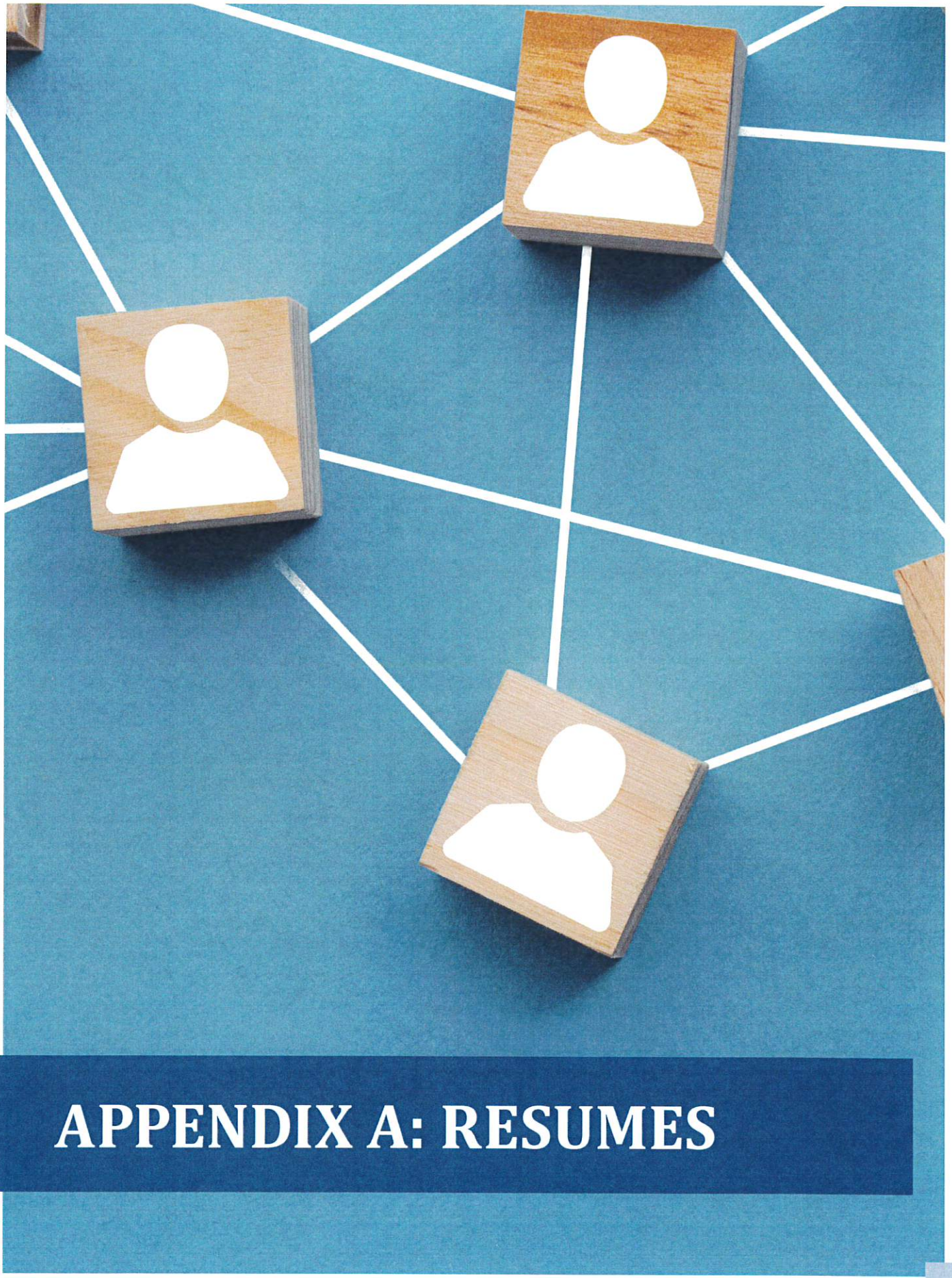
4. RESOURCES TO BE PROVIDED BY THE CITY

The Proposer must list any resources, City assistance, or other items expected to be provided by the City. This section shall not exceed one (1) page.

As a partner on this project, the De Novo Team sees the following items as being under the purview of staff responsibilities. Those items include:

- Providing all necessary background data including background documents (adopted documents such as the General Plan, General Plan EIR, reports, and studies), GIS information, and any other necessary city-owned data
- Securing meeting locations and/or needed facilities for all in-person public outreach events
- Facilitation of the process to identify and appoint General Plan Advisory Committee members
- Identifying key stakeholders and key partnerships for inclusion in the General Plan update process
- Local distribution of required notices and documents including the City's CEQA distribution list and AB 52 Tribal Consultation list
- Secure meeting location/facility for the Scoping Meeting
- Timely review of draft work products and consolidated comments
- Payment of noticing and filing fees (i.e., Clerk fees, CDFW fees, etc.)

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APPENDIX A: RESUMES

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Amanda Tropiano

PRINCIPAL



Amanda Tropiano is a principal with De Novo Planning Group and is responsible for leading the firm's Southern California practice. With over 15 years of professional planning experience in the region, Amanda has successfully managed a wide variety of land use and environmental planning projects for public and private sector clients, including numerous General Plans, specific plans, corridor plans, strategic plans, sustainability programs, visioning projects, transit-oriented development plans, zoning documents, outreach programs, and CEQA projects. Amanda is also an IAP2 trained public outreach practitioner and has completed project management training with PSMJ. Amanda consistently brings to the table her passion, creativity, and strategic thinking to make sure every project exceeds her client's expectations. Amanda also supports the land use due diligence efforts of clients throughout southern California and assists with navigating public agency planning procedures, reviewing existing regulatory direction, facilitating the entitlement process, and serving as a liaison between public agencies and private developers.

EDUCATION

MA, Urban and Regional Planning,
University of California, Irvine

BA, Urban Studies and Planning,
University of California, San Diego

BA, Political Science: Comparative Politics,
University of California, San Diego

Study Abroad Program,
University of Sussex

ORGANIZATIONS

Urban Land Institute

International Association for Public Participation (IAP2)

American Planning Association

Congress for New Urbanism

RELEVANT PROJECT EXPERIENCE

General Plan Update, Housing Element, and EIR,
City of Lake Forest

General Plan Update and EIR,
City of La Verne

General Plan Update, Housing Element, EIR, and CAP,
City of San Jacinto

General Plan Update, Housing Element, Zoning Update, and EIR,
City of San Marcos

Focus General Plan Update and EIR,
City of Glendale

General Plan Update, Hawthorne Blvd Specific Plan Update, and EIR,
City of Lawndale

General Plan Update and EIR,
City of Campbell

General Plan Update and EIR,
City of Milpitas

Housing Element Update
City of Temecula

General Plan Update and EIR,
City of Westminster*

General Plan Update and EIR,
City of Menifee*

General Plan Update, Housing Element and EIR,
City of Yucaipa*

Housing Element Update,
City of Santa Ana*

Irvine Neighborhood Plan,
City of Irvine

Springs Specific Plan and EIR,
Sonoma County

SAVI Ranch Land Use and Mobility Vision Plan,
City of Yorba Linda*

Vision Plan,
City of Carson*

Crafton Hills College Village Overlay Zone,
City of Yucaipa*

Downtown Bellflower Transit-Oriented Development Specific Plan
City of Bellflower*

Envision Alhambra 2035 Public Outreach Campaign and Phase I General Plan Update,
City of Alhambra*

Torrance Strategic Plan Update: Community Profile and Environmental Scan,
City of Torrance*

Downtown Transit Study,
City of Fontana*

* Project was completed by Ms. Tropiano while he was employed at another planning firm

Starla Barker, AICP

PRINCIPAL PLANNER



Starla Barker, AICP, is a principal planner with De Novo Planning Group whose primary responsibilities are the management and preparation of environmental documents (Initial Studies, Negative Declaration, Environmental Impact Reports, and Environmental Assessments), as well as other planning documents including General Plans and Specific Plans. With over 20 years of professional planning experience Starla has successfully managed a wide range of projects with particular emphasis in General Plans, urban infill, downtown, and redevelopment projects. Utilizing her experience in community planning, Starla is regularly involved in land use and policy planning, including the development and implementation of community outreach programs, and frequently manages and prepares environmental clearance documents for citywide policy planning and redevelopment projects. Through her extensive experience in both policy and environmental planning, Starla is keenly aware of the interaction between the two and consistently takes a proactive and comprehensive approach to understanding planning and environmental issues and developing solutions.

EDUCATION

Masters, Urban and Regional Planning, California State Polytechnic University, Pomona

BA, Business Economics, University of California, Riverside

ORGANIZATIONS

American Planning Association

LICENSES/CERTIFICATIONS

American institute of Certified Planners, 2009, No. 024079

RELEVANT PROJECT EXPERIENCE

General Plan Update and Rezoning EIR, City of Lomita

Housing Element, Rezoning Program, and ODS CEQA Compliance, City of Laguna Hills

Housing and Safety Element Update CEQA Compliance City of Rancho Santa Margarita

Land Use Element, Zoning Code, and Zoning Map Amendment CEQA Compliance City of Rancho Santa Margarita

General Plan and Zoning Update EIR City of San Jacinto

Downtown Core EIR City of Fontana

General Plan Land Use and Zoning Amendments EIR City of Gardena

General Plan Update EIR City of La Verne

General Plan Update EIR City of Lawndale

The Commons at Aliso Viejo IS/MND City of Aliso Viejo

2500 North Hollywood Way Hotel EIR City of Burbank

The Harper Mixed Use Project EIR City of West Hollywood

385 Nyes Place IS/MND City of Laguna Beach

Marlin Drive IS/ND City of Laguna Beach

2354 San Clemente IS/MND City of Laguna Beach

820 Gainsborough IS/MND City of Laguna Beach

Hotel Development Standards GPA & Zone Change IS/MND City of Gardena

1500 Raymond Ave Industrial IS/MND City of Fullerton

1901 Via Burton Industrial CEQA City of Fullerton

General Plan Transportation & Mobility Element Update ND City of Bell Gardens

Applied Medical Expansion IS/MND City of Lake Forest

Lock & Leave Self Storage IS/MND City of Lake Forest

Melia Evergreen Residential IS/MND City of Gardena

Olson Townhomes IS/MND City of Gardena

2550 Orange Industrial IS/MND City of Signal Hill

Paradise Chevrolet IS/MND City of Temecula

Bedford Court IS/MND City of Temecula

Perry A. Banner

PRINCIPAL PLANNER



Perry Banner brings a combined 20 years of experience in local government and private practice planning to the firm with work in both the United States and Canada. Perry possesses a diverse range of skills, including project management, land use analysis, and policy development. His capabilities also include economic development and real estate development.

Perry has successfully managed a wide variety of urban planning projects, including general plans, community plans, specific plans, transit-oriented development plans, zoning documents, and public outreach programs. His passion lies in helping communities, neighborhoods, and their residents visualize the future and giving them the tools to make well-informed decisions. He believes in questioning conventional wisdom and always looking at problems from multiple angles and viewpoints to find effective and innovative solutions to develop plans that create results. Perry also supports private sector clients in navigating public agency approval processes.

EDUCATION

BA, Economics
University of Western Ontario, London, Canada

Diploma, Urban and Regional Planning Technology
Fanshawe College, London, Canada

Ross Minority Program in Real Estate
University of Southern California, Los Angeles

ORGANIZATIONS

American Planning Association

Congress for New Urbanism

RELEVANT PROJECT EXPERIENCE

General Plan Update, Zoning Code Update and EIR
City of Lomita

General Plan Update and EIR
City of San Marcos

General Plan Update and EIR
City of San Jacinto

General Plan Update and EIR
City of Lawndale

General Plan Update and EIR
City of Rolling Hills Estates*

Community Plans Continuum Project
County of San Bernardino*

Housing Element Update (6th Cycle)
City of Stanton

Housing Element Update (6th Cycle)
City of Hawthorne

Housing Element Update (6th Cycle)
City of Westminster

Housing Element Update (6th Cycle)
City of Sausalito

Housing Element Update (6th Cycle)
City of Sonoma

Housing Element Update (6th Cycle)
City of Matinez

Local Hazard Mitigation Plan, Safety Element Update and EJ Element
City of Glendora

Local Hazard Mitigation Plan and Safety Element Update
City of Lawndale*

Meredith International Centre Specific Plan Amendment
Craig Development Corp/City of Ontario*

Pueblo Viejo Implementation Strategy Plan and Design Guidelines
City of Coachella*

One Metro West Specific Plan and EIR (Peer Review)
City of Costa Mesa*

Small Lot Subdivision Ordinance
City of Orange

TOD Overlay – Marine Avenue Green Line Station
Cities of Lawndale, Hawthorne and Redondo Beach*

Commercial Cannabis Program
City of Pasadena*

Short-term Rental Program
City of Pasadena*

SOMO Village Development Project
City of Rohnert Park

Pilot Travel Center (Palmdale)
Pilot Company

141st and Normandie Townhomes Project IS/MND
The Olson Company

* Project was completed by Mr. Banner while he was employed at another agency or planning firm.



Ashley Brodkin

SENIOR PLANNER

Ashley Brodkin is a Senior Planner and project manager with De Novo Planning Group and is responsible for the preparation of environmental documents, as well as a wide variety of planning projects including General Plans, Specific Plans, ordinance updates, and local CEQA guidelines. With over 10 years of experience, Ashley has prepared and managed a variety of CEQA and NEPA documents for capital improvements, new developments, redevelopment and urban infill, warehouse/logistics, and public policy document projects, and a variety of planning projects including General Plans, Housing Elements, Specific Plans, Development Ordinance Updates, and entitlements.

With experience as both a private consultant and in public service, as well as experience in both policy and environmental planning, Ashley provides a holistic approach to projects and proactively problem solves.

EDUCATION

BA, English Literature,
University of Washington, Seattle, Washington

Master of Urban and Regional Planning,
Cal Poly Pomona, Pomona, California

ORGANIZATIONS

Association of Environmental Professionals

RELEVANT PROJECT EXPERIENCE

General Plan Update, Zoning Update, and EIR
City of San Jacinto

General Plan Update, Hawthorne Blvd Specific Plan Update, Zoning Update and EIR
City of Lawndale

Downtown Core EIR
City of Fontana

General Plan Land Use and Zoning Amendments EIR
City of Gardena

General Plan Update and EIR
City of La Verne

Harper Mixed Use Project EIR
City of West Hollywood

2500 North Hollywood Way Hotel EIR
City of Burbank

Ceanothus Drive Program EIR
City of Laguna Beach

749 Marlin Dr Road Extension IS/ND
City of Laguna Beach

2354 San Clemente St Project IS/MND
City of Laguna Beach

820 Gainsborough Dr Project IS/MND
City of Laguna Beach

1500 Raymond Ave Industrial IS/MND
City of Fullerton

General Plan Land Use and Zoning Amendments EIR
City of Gardena

General Plan Update and EIR,
County of Orange

Pilot Travel Center Project EIR
City of Perris

9001-9019 Long Beach Blvd Residential Project IS/MND/EA
City of South Gate

2501 Rosecrans Project CERT
City of Gardena

Applied Medical Expansion IS/MND
City of Lake Forest

Circulation Element Update IS/ND
City of Bell Gardens

Shepherd North Project EIR
City of Clovis

Housing Element Update (6th Cycle) IS/ND
City of Hawthorne

Housing Element Update (6th Cycle)
City of Orange*, cities of Glendale, Avalon, Indian Wells, Rancho Santa Margarita, Stanton, Westminster, Lake Forest, and Temecula

Housing Ordinances Zoning Update
City of San Marcos

Accessory Dwelling Unit Ordinance
City of Ventura

North Orange County Cities SB 743 Implementation Study
City of Orange*

* Project was completed by Ms. Brodkin while she was employed at another agency or planning firm

Megan Thorne, AICP, LEED AP BD+C

SENIOR PLANNER + DESIGNER



Megan Thorne is a senior planner and project manager with De Novo Planning Group. With over 15 years of professional planning experience, Megan has worked on a wide variety of planning projects for public and private sector clients, including numerous specific plans, general plans, corridor plans, site plans, design guidelines, strategic plans, sustainability programs, visioning projects, transit-oriented development plans, zoning documents, outreach programs, and 3D visualizations. Megan possesses the ability to think creatively and envision change while keeping projects grounded with achievable benchmarks and implementable policy goals. She excels at communicating complex information and policy ideas in a compelling and simple manner. As a designer, Megan has differentiated herself with her hand-drawing abilities as well as her technical skills. Her technical expertise includes 3D modeling, graphic design, and web design. She continues to pioneer ways new technology can improve old processes from community outreach approaches to the web-publication of planning documents.

EDUCATION

MCP, City Planning, Urban Design Concentration
University of Pennsylvania, Philadelphia

BS, Urban, Rural, and Environmental Planning,
Brigham Young University, Provo

Research,
Cambridge University (UK), Pembroke College

ORGANIZATIONS

Urban Land Institute

AICP Certified, American Planning Association
AICP Certification # 35377

U.S. Green Building Council
LEED AP BD+C,
Credential Id # 10433552-AP-BD+C

RELEVANT PROJECT EXPERIENCE

Burbank Media District Specific Plan
City of Burbank*

Rialto Specific Plan Update
City of Rialto*

River Walk Specific Plan
Stanislaus County

Downtown Bellflower Transit-Oriented Development Specific Plan
City of Bellflower*

West Carson Transit-Oriented Development Specific Plan
City of West Carson*

Morena Corridor Specific Plan
City of San Diego*

Long Beach Southeast Area (SEASP) Specific Plan
City of Long Beach*

Stanton Plaza Specific Plan Amendment and EIR Addendum
City of Stanton*

Airport Gateway Specific Plan
Inland Valley Development Agency*

Harmony Specific Plan
Lewis Companies, City of Highland*

De Anza Revitalization Plan
City of San Diego*

Fontana Downtown Design Guidelines
City of Fontana

Irvine Neighborhood Plan
City of Irvine

General Plan Update and EIR
City of San Jacinto

General Plan Update and EIR
City of La Verne

General Plan Update and EIR
City of Lake Forest

General Plan Update and EIR
City of Westminster*

General Plan Update and EIR
City of San Marcos

South El Monte Zoning Code Update
City of South El Monte*

Hemet Zoning Code Update
City of Hemet*

ADU Ordinance and Guidebook
City of Ione

City of Bellflower Sign Code Update
City of Bellflower

Temecula CAP Baseline Study
City of Temecula*

OCCOG Geospatial Solutions
Orange County Council of Governments*

Housing Policy Leadership Academy
Southern California Association of Governments*

Livermore Downtown Visioning & Site Planning
City of Livermore*

* Project was completed by Ms. Thorne while she was employed at another planning firm

Erik Anderson, AICP

ASSOCIATE PLANNER



Erik has worked on a diverse range of projects for public and private sector clients, with a focus on environmental and sustainability planning, land-use planning, and policy development. Erik provides project support in the preparation of CEQA documentation and long-range planning documents, including General Plans, Housing Elements, Zoning updates, and Local Hazard Mitigation Plans. His experience includes grassroots lobbying with a non-profit environmental organization and work in the legal field. Erik is passionate about serving communities and creating innovative work through place-based development strategies

EDUCATION

Master of City and Regional Planning,
Cal Poly, San Luis Obispo

BA, Political Science,
University of California, Los Angeles

ORGANIZATIONS

American Planning Association

Association of Environmental Professionals

Congress for the New Urbanism

LICENSES/CERTIFICATIONS

American Institute of Certified Planners, 2023, No. 343661

AWARDS

2019 California Planning Foundation, Central Coast Section Scholarship

2019 & 2020 Errett Fisher Foundation Scholarship

RELEVANT PROJECT EXPERIENCE

General Plan Update, Zoning Update, and EIR,
City of Lomita

Housing Element, Rezoning Program, and ODS CEQA Compliance,
City of Laguna Hills

General Plan Update, Zoning Update, and EIR
City of San Jacinto

General Plan Update, Hawthorne Blvd Specific Plan Update, and EIR
City of Lawndale

Zoning Update and Addendum to General Plan EIR
City of Westminster

General Plan Land Use and Zoning Amendments EIR
City of Gardena

General Plan Update and EIR
City of Red Bluff

Downtown Core EIR
City of Fontana

Mountain House Incorporation IS/ND
San Joaquin County

SR-120 Interchange IS/MND
City of Lathrop/Caltrans

Circulation Element Update IS/ND
City of Bell Gardens

U-Haul Expansion IS/MND
City of Gardena

2354 San Clemente IS/MND
City of Laguna Beach

385 Nyes Place IS/MND
City of Laguna Beach

1500 Raymond Ave Industrial IS/MND
City of Fullerton

1901 Via Burton Industrial CEQA
City of Fullerton

Applied Medical Expansion IS/MND
City of Lake Forest

2500 North Hollywood Way Hotel EIR
City of Burbank

The Harper Mixed Use Project EIR
City of West Hollywood

The Commons at Aliso Viejo IS/MND
City of Aliso Viejo

Paradise Chevrolet IS/MND
City of Temecula

Focused General Plan Update
City of Glendale

Local Hazard Mitigation Plan
Laguna Hills, CA

Housing and Safety Element Update
City of Rancho Santa Margarita

Housing Element Update (6th Cycle)
Cities of Lawndale, Glendale, Hawthorne, La Verne, Avalon, Lake Forest, Rancho Santa Margarita, Westminster, Martinez, Temecula, and San Jacinto



Jason Moody

Managing Principal

Education

Master of Public Policy, UC Berkeley, 1995

BA in Economics, UC Santa Cruz, 1988

Previous Employment

Budget Analyst for City of San Francisco (1995)

Research Analyst, Fisher Center for Real Estate and Urban Economics (1994–5)

Business Analyst, Port Authority of New York/New Jersey (1994)

Print Media Journalist, States News Service, Washington, DC (1989–1992)

Affiliations

International Downtown Association

International Economic Development Council

Publications/Presentations

Affordability and Sustainability, presentation at CivicWell Policymakers Conference, 2025

The Evolving Role of Small City Downtowns in the Post-Pandemic Era" Californian APA, 2024

"Creative Economy in Post Pandemic Economy," presentation at CALED annual conference. June 21st, 2023

"Preparing for Infill Housing in Retail & Office Developments," Urban Land Institute TAP Report for Orange County Council of Governments (OCCOG)

"Revitalizing the Commercial Strip with Housing," California Economic Snapshot Quarterly Report. CALED, December 2022

"Retail versus Housing: Rethinking the Fiscal Paradigm" Meta-hosted webinar, June 10, 2022

About

As a Managing Principal at EPS, Jason has worked at the firm for almost 30 years and has been instrumental in building the firm's presence in Southern California. He has extensive experience in the areas of real estate market and financial analysis, socio-economic forecasting, regional economics, and corridor revitalization. He regularly works for both public and private sector clients, focusing on the feasibility and economic implications of individual projects as well as larger areas, including mixed-use districts, corridors, and entire cities. Jason has applied this expertise in numerous land use planning and policy efforts, including General Plans, Specific Plans, and Master Plans, as part of multidisciplinary teams.

Selected Corridor Revitalization Experience

South Gate Area Revitalization and TOD Study

The proposed Orange Line/West Santa Ana Branch Corridor includes a station at the intersection of Firestone and Atlantic Boulevards in the heart of South Gate's most industrialized area. Working with the design firm CD+A for this ongoing SCAG-sponsored study to prepare an area TOD concept plan, EPS has analyzed market support for various potential land uses, analyzed the financial feasibility of development prototypes, and prepared a phasing strategy to integrate near-term opportunities from the azalea retail development next door with the long-term promise of light rail service between the Gateway Cities and downtown Los Angeles.

Redevelopment Feasibility and Policy Guidance for Tustin Specific Plans

EPS evaluated development economics and provided policy guidance designed to stimulate private investment in two specific plan areas targeted by the City, one along the Red Hill Ave. commercial corridor and the other focused in the historic downtown.

Development Strategies for Westminster Mixed Use Districts

EPS is leading a multi-disciplinary team to evaluate regulatory and programmatic initiatives to promote re-investment and development within the mixed-use districts of the City of Westminster – areas that currently serve as traditional auto-oriented commercial corridors.

Lake Forest General Plan Update and Mixed-Use Zoning Codes

EPS was part of a team that developed the City of Lake Forest's General Plan Update, which was APA Orange County's 2021 Comprehensive Plan of the Year, and that project was followed by a mixed-use zoning codes effort to advance the vision and transform largely industrial areas into high-quality mixed-use developments.

Fullerton Rail District Specific Plan

EPS is providing economic, market, and development feasibility analysis to support the Fullerton Rail District Specific Plan, a 35-acre underutilized legacy industrial area with public land, located within Downtown.

SELECTED CORRIDOR REVITALIZATION EXPERIENCE (CONTINUED)

"Bay Area Downtowns: Place Types and Post Pandemic Prospects." San Mateo Council of Cities, May 22, 2022

"Repositioning Languishing Assets: Building for the Missing Middle." ULI Urban Revitalization Council, Fall 2020

"COVID-19: Cross-Cutting Trends toward a New Reality." Lambda Alpha International Spring / Summer, 2020

"Town Centers: Typologies and Policy Directions," Bay Area Planning Directors Association (BAPDA), Spring 2017 Meeting

"Urban-Suburbia," Urban Land Magazine, October 2008

Glendora Commercial Corridor Revitalization Study
EPS provided market analysis to support reinvestment strategies for two separate commercial corridors for the City of Glendora, one for Arrow Highway and the other for the historic Route 66.

Mission Viejo Civic Core Strategic Plan and Visioning Effort
EPS served as the lead economist on a multi-disciplinary team retained by the City of Mission Viejo to strategically redevelop its civic and commercial core. The EPS developed strategies to re-position a relatively antiquated cluster of retail centers to better adapt to emerging trends in consumer shopping patterns.

Duarte Huntington Drive/Town Center Revitalization Strategy
EPS served as the lead economist on the multi-disciplinary consultant team for the Duarte Town Center Specific Plan, a proposed mixed-use activity center intended to serve as Duarte's civic and cultural hub. EPS conducted several follow up studies for the City, including negotiation support for individual projects and "complete streets" financing analysis.

Market and Financial Analysis to Support State Corridor Housing Legislation
EPS is providing market and financial analysis to support the California State Assembly draft new legislation to support housing, including AB 2011, approved in 2022 to support housing along major commercial corridors and SB 423 which would modify and extend SB 35.

Downtown Rialto Revitalization and TOD Strategy
EPS provided market and financial analysis to support a comprehensive commercial revitalization and TOD strategy for downtown Rialto, a bedroom community in the San Gabriel Valley.

Carlsbad Village Revitalization Strategy
EPS is providing economic analysis and strategic implementation recommendations to help the City of Carlsbad leverage the location and historic setting of its Downtown to create a more successful mixed-use district.

Redwood City El Camino Real Corridor Plan
EPS evaluated market and development feasibility issues relevant to implementing a comprehensive revitalization plan along the El Camino Real corridor in Redwood City.

San Bruno Transit Corridor Area Strategic Plan
EPS was retained by the City as part of a multi-disciplinary team to evaluate the market and financial feasibility of revitalization strategies and specific opportunity sites for a mixed-use corridor encompassing the City's downtown and both BART and Caltrain stations.

Santa Clara City North Specific Plans
EPS was retained by the City to provide economic, fiscal, and infrastructure financing analysis as part of a Specific Plan process designed to support the transition of several focus areas on in the northeast area of the City (Patrick Henry, Freedom Circle, and Tasman East) into higher density housing and mixed-use commercial nodes.

Fresno South Blackstone Avenue Corridor Plan
EPS participated as part of a multi-disciplinary planning team retained by the City to develop a mobility-based revitalization plan for historic albeit economically struggling commercial corridor in Fresno.



Chinmay Damle

Senior Associate

Education

Bachelor of Sciences in Earth System Sciences, UC Irvine, 2016

Master of Urban Planning, USC, 2021

Previous Employment

Course Assistant, University of Southern California (2020)

Environmental Analyst, FirstCarbon Solutions (2017-2019)

Energy and Environmental Associate, West Valley-Mission Community College District (2016-2017)

Affiliations

American Planning Association

About

Chinmay Damle joined EPS as an Associate in 2021, bringing academic and professional experience in land use, economic development, real estate economics, and California environmental review. His portfolio at EPS includes affordable housing, development feasibility and policy analysis, and socioeconomic data analytics. Before joining EPS, Chinmay was an Analyst at FirstCarbon Solutions, responsible for developing environmental documents and analyzing potential impacts, as required by the California Environmental Quality Act (CEQA).

Selected Project Experience

Redevelopment Feasibility and Policy Guidance for Tustin Specific Plans
EPS evaluated development economics and provided policy guidance designed to stimulate private investment in two specific plan areas targeted by the City, one along the Red Hill Ave. commercial corridor and the other focused in the historic downtown. Chinmay was responsible for conducting market research, modeling and producing deliverables.

Development Strategies for Westminster Mixed Use Districts
EPS is led a multi-disciplinary team to evaluate regulatory and programmatic initiatives to promote re-investment and development within the mixed-use districts of the City of Westminster – areas that currently serve as traditional auto-oriented commercial corridors.

Historic Whittier Boulevard Specific Plan
EPS is part of a multidisciplinary team preparing a Specific Plan along the Whittier Boulevard corridor in the heart of the City of Pico Rivera. EPS's role includes analysis of existing demographics and the real estate market impacting the corridor, financial feasibility evaluation of a range of potential land use types and redevelopment scenarios on select opportunity sites, and development of a financing strategy plan to guide the city in implementation of the plan.

Paramount Clearwater East Specific Plan
EPS is part of a multidisciplinary team preparing a Specific Plan for the Clearwater East area in the City of Paramount. EPS's role includes analysis of existing demographics and the real estate market conditions, financial feasibility evaluation of a range of potential land use types and redevelopment scenarios, and development of a financing strategy plan to guide the city in implementation of the plan.

Lake Forest Mixed-Use Zoning Feasibility Analysis
EPS was part of a consulting team advising the City of Lake Forest on the implementation of an updated zoning code and development standards designed to encourage mixed-use development. The project examines five key sites identified by the City, for which EPS is evaluating the financial feasibility of proposed design concepts and providing input on strategies for maximizing site value.

Economic & Planning Systems, Inc.
The Economics of Land Use

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TIM A. ERNEY | SENIOR PRINCIPAL PLANNER



ROLE

VMT and Travel Demand Expert

EDUCATION

- MS Transportation Engineering, UC Berkeley
- Master of City Planning, UC Berkeley
- BS Mechanical Engineering, Boston University

YEARS OF EXPERIENCE

28

AFFILIATIONS

- American Planning Association (APA), Member
- Institute of Transportation Engineers (ITE), Member

Tim Erney is a transportation planner with experience with planning and engineering projects throughout California. His primary focus has been on managing analyses and documentation for environmental review projects, access and circulation studies, sustainable transportation practices, TDM measures, parking evaluations, pedestrian and bicycle reviews, and data collection programs. In addition, his experience includes detailed technical analyses of local and regional roadway facilities, including traffic forecasting, modal split analyses, traffic diversion, and operational analyses. He has experience coordinating with local and regional transportation and environmental agencies in Southern California and has been leading the firm's efforts on the evaluation of emerging technologies and alternative evaluation metrics.

PROJECT EXPERIENCE

Travel Demand Management Programs. Tim has been responsible for developing implementable and defensible travel demand management (TDM) programs. Primarily, these include the evaluation of the best TDM elements to achieve the goals of the project, supported by data and research developed on a national basis. In addition to the adoption of standard TDM measures, such as active transportation facilities and parking management, Tim routinely works with developers to adjust land use programs to better internalize trips and to right-size parking to facilitate shared parking opportunities. Sample projects where Tim has engaged in these efforts: Baldwin Park Downtown TOD Specific Plan, Montebello General Plan and Downtown Specific Plan, La Verne General Plan, Lake Forest Sustainability Implementation Program, and Serramonte Center Expansion Plan.

City of Montebello General Plan and Downtown Specific Plan Update, EIR, and VMT Implementation; Montebello, CA. Kittelson developed the updated circulation element for the City of Montebello General Plan Update as well as their Downtown Specific Plan area. Kittelson updated the mobility element's goals, policies, and a circulation network to accommodate the City's envisioned land use and circulation buildout. The plan provides an enhanced network of trails, enhanced pedestrian and bicycle mobility, and promotes a vibrant and walkable downtown area and near rail stations. Tim served as project principal and led development of the general plan update.

I-5 Between Avenido Pico and San Diego County Line VMT Mitigation Program; Orange County, CA. Kittelson developed a program to mitigate the VMT impacts of the proposed implementation of new HOV lanes along I-5 in southern Orange County. As task manager, Tim led the research into options for reducing area VMT, including establishment of an aggressive TDM program, transit improvements, affordable housing construction, and the establishment of mobility wallets. The benefit of these programs was calculated using information from CAPCOA and the local travel demand model.

JEFF RIEGNER, PE, AICP, PTOE, RSP$_1$ | SENIOR PRINCIPAL ENGINEER



PROJECT ROLE

Complete Streets Expert

EDUCATION

- MS, Transportation Engineering, University of California at Berkeley
- BCE, Civil Engineering, University of Delaware

YEARS OF EXPERIENCE

33

LICENSES/CERTIFICATIONS

- Professional Engineer: AL #34190-E, DC #PE922853, DE #9840, GA #PE045228, MD #25603, NC #046847, NJ #24GE04007100, PA #PE050789E, TX #120954, VA #402058166
- American Institute of Certified Planners: #15314
- Professional Traffic Operations Engineer: #498
- Road Safety Professional, Level 1: #1080

AFFILIATIONS

- National Complete Streets Coalition, Chair
- Institute of Transportation Engineers, Fellow
- American Institute of Certified Planners
- National Physical Activity Plan: Transportation & Land Use Sector Committee
- Pedestrian & Bicycle Information Center: National Review Group

Jeff R. Riegner has experience in wide-ranging multimodal transportation planning and design projects. He is a trusted advisor to public sector transportation clients, helping them meet ambitious, accelerated strategic goals. Jeff is a nationally recognized expert in complete streets and bicycle and pedestrian facility planning and design, with a proven ability to manage and successfully complete challenging and highly complex projects on time and within budget. Furthermore, Jeff is an effective presenter and collaborator, creating long-term relationships with agencies, elected officials, and the public.

PROJECT EXPERIENCE

City of Philadelphia Complete Streets Support; Philadelphia, PA. Kittelson worked with the City of Philadelphia Mayor's Office of Transportation and Utilities (OTIS) to update the 2017 version of the Complete Streets Handbook and align it with the Philadelphia Streets Department Traffic Engineering Standards and the Philadelphia Streets Department Right of Way Improvement Standards. Kittelson compared current guidance in the three documents with complete streets best practices from peer cities and national design guides, creating a new combined document called the Philadelphia Streets Engineering Standards. This project included coordination with OTIS, Streets Department, PCPC, Delaware Valley Regional Planning Commission (DVRPC), SEPTA, and PennDOT.

FHWA Operations and Complete Streets Primer; National. For the Federal Highway Administration (FHWA), Kittelson helped develop a primer document on Transportation Systems Management and Operations and Complete Streets. The primer is intended to be a higher-level piece that frames the implications of complete street operations (accommodation of all modes and delay for all modes) and ways in which operations can support and enhance complete streets.

Maryland DOT Complete Streets Policy Audit; Statewide, MD. Kittelson helped the Maryland Department of Transportation (MDOT) develop a statewide Complete Streets policy. Under Jeff's guidance as project manager, the team performed an audit of MDOT's related guidance and policies to determine and prioritize which documents need to be updated to align with the new policy.

State College Borough Next Generation Connectivity + Mobility Plan; State College, PA. Kittelson developed a safety and mobility plan that prioritized safety, promoted active transportation, expanded travel options, and facilitated sustainable development throughout the Borough. The plan was structured with all of the components of an SS4A Safety Action Plan to position the Borough for SS4A implementation funding; as a result, they won an SS4A implementation grant of nearly $15 million in 2024. As Project Principal, Jeff provided oversight of all tasks, including multimodal transportation, safety, and parking/curbside management, ensuring that recommendations were integrated across different modes.

Active Erie Transportation Plan; Erie, PA. Project manager for developing a walking and bicycling master plan for the City. Facilitated a steering committee of key stakeholders. Developed an inventory of sidewalks, trails, and bicycle facilities and Level of Traffic Stress mapping for all City streets to identify gaps in the active transportation network. The final plan included improvement recommendations to provide continuous, connected pedestrian and bicycle networks and a draft Complete Streets policy to guide plan implementation. *Completed with prior employer*

MICHAEL SAHIMI, AICP | SENIOR PLANNER



PROJECT ROLE

Transportation Lead/ Active Transportation

EDUCATION

- Master of Urban and Regional Planning, Transportation Policy and Planning, University of California, Los Angeles
- BA Urban Studies, University of California, Irvine
- BA Criminology, Law, and Society, University of California, Irvine

YEARS OF EXPERIENCE

10

CERTIFICATIONS

- Certified Planner, American Institute of Certified Planners (#32066)

AFFILIATIONS

- American Planning Association (APA), Member

Michael Sahimi is a senior transportation planner with experience in active transportation and safety analyses. Michael's active transportation work has included developing citywide active transportation plans, preparing conceptual bicycle and pedestrian improvement designs, and conducting bicycle and pedestrian safety analyses. His safety work has included conducting both citywide as well as site-specific multimodal safety analyses and developing recommended improvements to reduce conflicts between bicyclists, pedestrians, and motor vehicles. He also has experience in community outreach, traffic operations, environmental analysis, circulation studies, and parking studies.

PROJECT EXPERIENCE

City of Montebello General Plan and Downtown Specific Plan Updates, EIR, VMT Guidelines, and Bicycle Master Plan; Montebello, CA. Kittelson developed the updated circulation element for the City of Montebello General Plan Update and their Downtown Specific Plan area. Kittelson also updated the mobility element's goals, policies, and a circulation network to accommodate the City's envisioned land use and circulation buildout. The plan provides an enhanced network of trail and enhanced pedestrian and bicycle mobility, and promotes a vibrant and walkable downtown area and near rail stations. Michael supported the development of goals, policies, and actions for the General Plan and Downtown Specific Plan. In addition, he led the development of updates to the City's SB 743-consistent transportation analysis guidelines as well as the preparation of the citywide bicycle master plan.

Norwalk Bicycle Master Plan; Norwalk, CA. Kittelson recently prepared a Bicycle Master Plan (BMP) to improve bicycling conditions in the city and improve connectivity to local and regional destinations. The project included substantial bilingual public outreach efforts, including coordination with a Bicycle Advisory Committee (BAC) and several community workshops. A key focus of the study was to improve access to two transit stations in the city. As deputy project manager, Michael led the existing conditions analysis and conducted an inventory of existing facilities, opportunities, and constraints in and around the city; he also led the development of bikeway recommendations. He worked with Kittelson designers to prepare conceptual graphics illustrating potential bicycle facility improvements in the city, which were incorporated into the final plan document.

Brea Creek Trail Gap Closure Feasibility Study; Buena Park, CA. Michael served as the deputy project manager in this study to address a gap in the active transportation network in northern Buena Park. He led the technical assessment of existing conditions, including developing a bicycle equity index for the study area. Michael worked with the City to identify opportunities and constraints, and develop evaluation criteria. He also facilitated coordination between the City and other project team members and stakeholders, including leading a walking tour of the study area. Based on the analysis findings and public outreach, Michael worked with Kittelson designers and the City to develop the bicycle/pedestrian improvement design concepts and conducted the alternatives assessment to finalize the preferred concept.

MYCHAL LOOMIS, PE, TE, PTOE, RSP_1 | ASSOCIATE ENGINEER



ROLE
Safety Expert

EDUCATION
- BS, Civil Engineering, Oregon State University

YEARS OF EXPERIENCE
18

LICENSES/CERTIFICATIONS
- Professional Engineer (Civil): CA (#76101)
- Professional Engineer (Traffic): CA (#2918)
- Professional Traffic Operations Engineer (#4347)
- Certified Road Safety Professional (RSP), Transportation Professional Certification Board (#286)

Mychal Loomis is a certified transportation engineer and road safety professional serving an array of project and client types. He has over 18 years of experience developing long-range mobility plans for communities, creating traffic and circulation plans to support new development, authoring local and statewide road safety plans, and designing several major roadways and phasing plans. Mychal provides responsive and holistic viewpoints on mobility, with a drive for serving clients and finding solutions supported by the community. He continues to learn and adapt to the ever-changing world of mobility to best serve his projects and the communities they benefit.

PROJECT EXPERIENCE

Montebello Safe Travel Plan; Montebello, CA. Kittelson supported a consultant team and the City of Montebello in performing collision analysis, identifying safety issues on the roadway network, developing a list of countermeasures, and prioritizing projects for funding opportunities with the intent to reduce or eliminate traffic collisions. The plan is a local road safety plan that included coordination with multidisciplinary roadway stakeholders to discuss traffic safety concerns and potential solutions. Mychal led the Kittelson team, which led the crash data analyses and development of countermeasures and supported stakeholder engagement and development of the plan document.

Mission Viejo Systemic Safety Analysis Report (SSAR)/Local Road Safety Plan (LRSP); Mission Viejo, CA. Kittelson prepared a SSAR/LRSP to assist the City of Mission Viejo in performing collision analysis, identifying safety issues on the roadway network, and developing a list of systemic countermeasures with the intent to reduce or eliminate traffic collisions. A main focus of improvements in the City was on pedestrian and bicycle infrastructure and traffic calming, which is challenging in an urban environment with large multi-lane roadways designed for vehicle throughput. Mychal led the development of countermeasures and overall preparation of the SSAR/LRSP.

Caltrans Road Safety Infrastructure Plans; Statewide, CA. Kittelson is working with the Caltrans Division Of Safety Programs to establish a methodology to evaluate safety data along the California State Highway System, engage stakeholders, and prioritize infrastructure modifications. Using the methodology established, Kittelson will develop concurrent plans for each of the 12 Caltrans districts, working with district stakeholders to identify and focus improvements on district-level priorities and highways. Mychal is the consultant team's project manager.

Fresno COG Multi-Jurisdictional Local Roadway Safety Plan; Fresno County, CA. Kittelson worked with the Fresno Council of Governments to create a multi-jurisdictional local roadway safety plan (MLRSP). The MLRSP allowed each agency to develop its own safety goals, policies, and project priorities while aligning efforts across jurisdictions. Kittelson analyzed crash patterns and determined emphasis areas, high-priority locations for improvements, engineering treatments, education and enforcement strategies to encourage safer road user behavior, and location-specific safety improvement projects with concept designs and cost estimates. This included preparation of two HSIP applications for each of the 10 local jurisdictions. Mychal was project engineer, leading the development of countermeasures and preparation of the 10 LRSPs.

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

Attachment D

South Gate
Planning and Environmental Consulting Services

Proposal submitted by RRM Design Group on March 20, 2025

(Revised on May 2, 2025)













rrm design group

Proposal For Planning and Environmental Consulting Services

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Graphics & Photographs:

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About RRM Design Group:

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Section One:

Cover Letter

Proposal for
Planning and Environmental Consulting Services



Rendering:
San Ysidro Village Specific Plan
San Diego, CA


LAVANDERIA
COIN
LAUNDRY

Creating Environments People Enjoy®

March 20, 2025

John F. Signo, AICP
Planning Manager
City of South Gate
8650 California Avenue
South Gate, CA, 90280

RRM Design Group
32332 Camino Capistrano, Ste. 205
San Juan Capistrano, CA 92675
(949) 361-7950

Re: Planning and Environmental Consulting Services

Dear Mr. Signo,

The City of South Gate is poised to realize a positive transformation through a series of citywide initiatives. The City recognizes the underlying potential of industrial properties and seeks to evaluate flexibility for businesses while balancing benefits and potential impacts. Additionally, the City seeks to develop a vision for the future development of planned transit centers and surrounding areas. Further, revitalization strategies are desired to promote business growth and redevelopment along South Gate's key retail and commercial corridors. Our team thrives on such challenges and looks forward to the opportunity to develop updates to the Zoning Code and General Plan to implement the City's and community's vision for these areas.

> **A City That Grows**
>
> "We will accommodate growth in a manner that preserves the existing community fabric, provides tangible benefits to existing residents, and improves the quality of life in the community."
>
> - South Gate General Plan, Guiding Principles

The RFP's scope requires expertise in land use planning, transportation, market analysis, public outreach, and environmental compliance. We have assembled a highly qualified and passionate team, including RRM Design Group's planners, engineers, architects, and landscape architects, alongside Kittelson & Associates (transportation), The Natelson Dale Group (economics and revitalization), and Rincon Consultants (environmental documentation), to support the City by preparing development regulations to further economic development strategies that sustain community character and enable economic vitality. Together, we will ensure that future development is held to a standard that the community can support and be proud of. We feel we are a natural fit for this assignment, and the value we bring includes:

A multi-discipline firm with over 50 years of experience and 200+ employees across seven offices. Our clients include a mix of developers and public agencies, which gives us a balanced perspective on the needs of both entities to work collaboratively for project success. We employ the skills and experience of our multidisciplinary team to meet the demands of the assignment. Our multidiscipline approach offers unique benefits, such as development standards that are truth-tested by architects who have designed and constructed retail, industrial/R&D, residential, and mixed-use projects.

Extensive experience helping communities reshape underutilized areas through implementing context-appropriate development regulations. In addition to working closely with developers on infill projects, we have seen numerous projects through construction, giving us a practical understanding of how regulations translate into built environments and ensuring that our plans foster private investment. Our development regulations are user-friendly, clearly organized, and, importantly, tailored to respond to the individual needs of a community and its vision. Our knowledge and expertise in creating general plans, specific plans, and zoning codes give us an understanding of the key elements needed to help enhance the quality of life and foster desired community character through the implementation of city policy.

We are enthusiastic about the opportunity to work with City of South Gate Staff on this important initiative. Our team is available to begin work immediately and is fully committed to dedicating time, key personnel, and resources for the project's duration. Please feel free to contact Elizabeth Ocampo Vivero with any questions at eocampo@rrmdesign.com or (805) 456-8860.

Sincerely,

RRM Design Group

Diane Bathgate, AICP, CNU-A
Principal-in-Charge

Elizabeth Ocampo Vivero
Project Manager/Point of Contact


H St
DINE-IN AT
THE THEATRE

2

Section Two:

Work Plan

Proposal for
Planning and Environmental Consulting Services



Rendering:
Lompoc Streetscape Multimodal Improvements
Lompoc, CA

117

2.a: Methodology



RRM Design Group has prepared the following proposed scope of services to respond to City of South Gate's issued Request for Proposals (RFP) for Professional Services to provide Planning and Environmental Consulting Services. The scope of services includes a series of tasks which generally follow sequential order within a planned time frame of up to twelve (12) months. Our team has crafted the proposed work plan based on our knowledge of the project context and professional experience. However, we are prepared to adjust the work plan as necessary to best satisfy the City's objectives, budget, and time frames. The proposed scope of services is organized into six (6) primary tasks:

Task A: Project Initiation and Project Management

This task includes a project kickoff meeting between the consultant team and City staff, and RRM to conduct data gathering and document research and review, as well as on-going project management. As a result of this task RRM will have the necessary context and understanding of the study areas.

Task B: Community Engagement

RRM Design Group's expertise in community engagement and community planning make us uniquely qualified to conduct a series of activities outlined in this scope of services. The proposed work program delivers a complementary mix of in-person and virtual engagement opportunities to gather input in relation to these efforts.

Task C: Existing Conditions, Analysis, and Recommendations

This task will include a series of key concepts and recommendations that will serve as the foundation for the preparation of the proposed updates to the Zoning Code and General Plan. These key concepts and recommendations will be developed based on existing conditions research and analysis as it relates to land use and zoning, mobility, and economics within the study areas.

Task D: Draft General Plan and Zoning Amendments

The RRM Team will build upon the analysis and recommendations developed as part of previous tasks, to develop draft updates to the Zoning Code and General Plan that reflect South Gate's needs and goals identified as part of the community engagement activities. The draft amendments will go through a series of opportunities for review and input.

Task E: Environmental Impact Report

Our scope assumes the preparation for an Environmental Impact Report which will serve two primary purposes: compliance with CEQA's environmental review requirements; and to serve as a first-tier environmental document that may allow for streamlined environmental review of future development projects in the study areas.

Task F: Public Hearings

The RRM Team will see through the adoption of the updates to the Zoning Code and General Plan. This task will include our team's preparation for and attendance at the public hearings which will include Planning Commission and City Council. Our team will also prepare the final document that will incorporate any revisions that result from the public hearings.

The proposed project schedule included on page 22 outlines tasks duration as well as key milestones. The fee schedule included on page 60 details the corresponding fees to the tasks proposed in this scope of work. The following pages describe each of the proposed tasks and list the deliverables that are anticipated as part of this effort.

Scope of Work

For the development of this proposal in response to the City of South Gate's RFP for Planning and Environmental Consulting Services, the proposed scope of work and tasks are aligned directly with the scope identified in the issued RFP. Additional methodology and assumption details are incorporated into the proposed work plan based on our project understanding, the project context, and professional experience. However, we are prepared to adjust the work plan to satisfy City objectives, budget, and time frames.

Task A: Project Initiation and Project Management

This task includes an initial meeting between the RRM Team and City staff to kick-off these efforts, as well as data gathering and preparation of a basemap including an opportunities/constraints overlay to establish a strong foundation and ongoing coordination to ensure the project remains on time and budget.

Subtask A.1: Kickoff Meeting and Site Tour

The project team will meet with City staff to establish a mutual understanding of the key issues and discuss the scope of work, roles and responsibilities, key stakeholders, staff expectations, and project timeline. The team will also review project milestones and establish ongoing coordination and deliverable targets. As part of the kickoff meeting, a second part of the kick-off meeting will be a virtual site tour facilitated by staff (utilizing Google Earth or a similar method) for the project team to gain additional insight related to the area's physical character, recent development projects/initiatives, issues, and ideas relevant to the planning effort.

Deliverables:

- Prepare for and attend one (1) kickoff meeting.

Subtask A.2: Data Gathering/Basemap

Land Use/Zoning

RRM Design Group (RRM) will gather and review data that is relevant to this project. The primary purpose of this effort is to get up to speed on past and current planning efforts and harness the wealth of existing data that can be used in the General Plan Updates and Zoning Code Updates. Each teammate will delve into their respective areas of expertise and the information will be translated into an opportunity and constraints map described below. The basemap is assumed to be prepared utilizing GIS data provided by the City. This task will include a review of the 2019 Gateway District Specific Plan to identify relevant elements to bring forward into the current work effort products. In addition, our team will review the Hollydale Village Specific Plan to inform context and recommendations.



Mobility

To address the needs in the various study areas identified by the City, a solid, data-driven understanding of today's circulation and access conditions is critical for determining patterns, deficiencies, gaps, and constraints. Kittelson will compile transportation data that will inform the mobility analysis, based on information provided by the City and new data collection. This will include information from the City's recent complete streets projects, including Garfield Avenue, Long Beach Boulevard, Tweedy Mile, The Boulevard (Firestone), and Southeast Gateway Access. We propose to collect 24-hour vehicle counts (including separately counting trucks and other heavy vehicles) during one weekday at up to 20

roadway segments in the city. Observations of general traffic and circulation patterns will also be conducted. Collectively, this data will enhance our understanding of existing multimodal demand levels and activity patterns in the various study areas and inform recommended transportation network changes.

For the City's retail and commercial corridors (defined as Tweedy Boulevard, Firestone Boulevard, Long Beach Boulevard, Atlantic Avenue, and streets in the Hollydale area) and the future TOD areas (Gateway District and Hollydale), we will also compile the following data:

- Public on-street and off-street parking supply and regulations
- Multimodal crash data (including transit vehicles)
- Pedestrian facilities (such as sidewalks and crossings) and their conditions
- Bicycle facilities (including bikeways, crossings, and bike parking) and their conditions
- Bus stops and available rider amenities (such as benches and shelters)
- Commute and non-commute mode share
- For retail/commercial and future TOD areas covered by recent projects (e.g., portions of Tweedy Boulevard, Firestone Boulevard, Long Beach Boulevard, and Hollydale) or plans (e.g., Gateway District Specific Plan) we will obtain recent information from City planning efforts

For the City's industrial areas (which include areas around Alameda Street, Firestone Boulevard west of I-710, and Garfield Avenue east of I-710), we will also compile the following data:

- Multimodal crash data (including trucks)
- For industrial areas covered by recent projects (e.g., Garfield Avenue and Firestone Boulevard) we will obtain recent information from City planning efforts

Economics

The Natelson Dale Group, Inc. (TNDG) would compile a range of background data and documentation related to the economic development potentials of the study area(s). This background information would include:

- Demographic profile of South Gate, the surrounding regional market area, and relevant South Gate sub-areas
- Commercial and industrial real estate overview of South Gate and surrounding market area (lease rates, vacancy rates, recent construction, and absorption)
- Taxable sales trends relative to regional benchmarks
- Review of previous City of South Gate studies, plans, and policies affecting commercial and industrial development opportunities

Deliverables:

- Due diligence and data gathering summary. Preparation of one (1) basemap with opportunities/ constraints overly in mapping software to be delivered in PDF format.

Subtask A.3: Project Management

Project management and coordination include regular communication between the project manager and the City. This task is intended to allow for necessary coordination between the project team members and City staff, including teleconferences, meetings, correspondence, record keeping, electronic file management, and additional necessary coordination. This task includes up to sixteen (16) progress meetings between RRM Design Group and the City of South Gate. These progress meetings are assumed to be virtual, and a meeting summary, including action items, will be prepared for each progress meeting. This task assumes a sixteen (16) month project duration.

Deliverables:

- Ongoing project management and coordination for up to four (4) hours per month for a sixteen (16) month project duration. This task assumes up to sixteen (16) progress meetings between RRM Design Group and the City of South Gate.

Task B: Community Engagement

This task outlines the series of community engagement activities proposed by the RRM team. This includes a complementary mix of virtual and in-person engagement activities intended to build collaborative interest, and broad-based understanding within all diverse stakeholders of these efforts. As an initial step of this task, RRM will work in collaboration with City staff to refine the community engagement program.

Although not requested in the RFP we are assuming some level of Spanish translation may be desired. A Spanish-speaking team member will be available at most outreach activities to respond to questions from Spanish-speaking attendees. Simultaneous Spanish interpretation is not assumed; however, it would be an additional service that could be provided if requested. A Spanish version of the online questionnaire will be prepared. Additionally, translation of flyers, handouts, and other community outreach materials will also be available.



Subtask B.1: Community Engagement Strategy

RRM will work with City staff to refine and customize an effective community engagement program, which will provide a clear strategy to educate about the planning process and build collaborative interest and broad-based understanding among diverse stakeholders. RRM is devoted to community-based planning that engages the public meaningfully and produces a vision that will be embraced. Our team knows how to work with diverse interests, gain their trust, and translate their ideas into workable policies and solutions. The community engagement program will lay out a path forward for its implementation, including the planned activities, methods, timing, roles and responsibilities, potential locations, and an outline of community stakeholder groups identified.

Deliverables:

- One (1) refined community engagement strategy.

Subtask B.2: Stakeholder Meetings/Focus Groups

RRM will conduct a series of stakeholder interviews and focus group/roundtable meetings to solicit input from community stakeholders. The stakeholder interviews involve a series of half-hour to one-hour confidential meetings (held via video/ teleconference). The purpose of these meetings is to provide an intimate setting for conversations with the community stakeholders identified for our team to listen to their needs, issues, and priorities as part of the planning process. The stakeholder interview task is a critical step in gaining a candid understanding of issues to be considered as part of the effort from various perspectives. RRM will collaborate with City staff to define a list of stakeholders to include as part of these meetings, which could include neighborhood groups, community-serving organizations, the South Gate Chamber of Commerce, the Tweedy Mile Association, business owners, property owners, private sector groups, and members of the development community within the City of South Gate. We ask that City staff notify and manage the meeting invitations of the stakeholders.

Deliverables:

- Prepare for and attend up to sixteen (16) hours of virtual stakeholder interviews to be scheduled back-to-back in blocks of time to allow for effective use of time. Stakeholder meetings are assumed to be between 0.5 hours to 1.0 hours each.
- One (1) summary of stakeholder meetings.

Subtask B.3: Webpage and Questionnaire

Online Questionnaire

In recent years, it has become evident that there is proportionately more participation when an individual can provide input on their own time and in a location that best suits their availability and needs. This does not replace the synergy that can come from a workshop, but it does allow for a broader audience of participants. RRM will develop an online questionnaire, allowing the public to submit location-based responses on a map. Our team will be able to create interactive online GIS maps to capture the community's thoughts regarding the opportunities and challenges within the study area. Our team will summarize the responses received and sort them by topic and/or other values. The team will ensure that the online questionnaire and location-based mapping feature are public-focused, have no technical jargon, and are easy to use on different devices, such as desktop, tablet, and mobile.

Webpage Content

RRM will develop content for a webpage to be hosted on the City of South Gate's website. The webpage will serve as a single reference point for these planning efforts. The webpage will provide up-to-date information about the project, inform about upcoming and past engagement activities, and allow users to access the online questionnaire/public input gathering platform.

The webpage URL, as well as a QR code that takes people to the project webpage to learn more about the efforts and/or to respond to an online questionnaire, will be included in printed materials utilized as part of the community engagement activities, allowing the public to submit their input. RRM assumes that content created as part of other tasks will be utilized as available to be displayed on the webpage. This task assumes coordination with the City staff member(s) responsible for updating the webpage on the City's website.

Social Media Content

RRM will develop social media content to update the public regarding these planning efforts. Our team will develop engaging content to be shared on the City's social media accounts and build upon their large number of followers to spread the message about the project. City of South Gate's accounts have the following figures: Facebook with over 7,500 followers, Instagram with over 14,900 followers, and LinkedIn with over 860 followers. RRM will develop copy text and graphics for up to three (3) postings.

- *One (1) online questionnaire and location-based mapping feature, including one round of edits.*
- *One (1) summary of results from the online questionnaire and location-based mapping feature.*
- *Copy text and images to be included on the webpage.*
- *Copy text and images to be posted on the City's social media channels. This assumes up to three (3) postings.*

Subtask B.4: Community Workshops and Study Session

Community Workshops

RRM Design Group will prepare for and facilitate up to two (2) community workshops. The first workshop will be to introduce the project and identify issues and aspirations. The community workshop will focus on informing the community members about the process and providing background information. It will include engaging exercises encouraging dialogue and participation to identify key needs, issues, and priorities as part of the planning efforts.

The second community workshop is intended to be conducted in an open house format and will serve as an opportunity to share the outcome of the efforts with the community members. Participants of the open house will gain an understanding of the proposed key concepts of the updates to the General Plan and Zoning Code. For both workshops, RRM will prepare notices, e-flyers, and other media for City distribution regarding these events. Our team anticipates the community workshops will be held in person; however, they can be held virtually if desired. We ask that City staff secure the meeting space and logistics for in-person events.

Study Sessions

The project team will support City staff in preparing and facilitating up to one (1) Planning Commission and/or City Council study session. The study session is intended for the project to obtain early input by the Planning Commission and/or City Council, share information, solicit feedback, and cover topics such as analysis conducted to date, a summary of community participation, and preliminary direction as part of these efforts.

- *Prepare for, organize, and facilitate up to two (2) community workshops.*
- *Prepare workshop materials for the two (2) community workshops (e.g., presentations, boards, agendas).*
- *Summary memos for each of the two (2) community workshops.*
- *Prepare a flyer for each of the two (2) community workshops.*
- *Prepare for, attend, and facilitate up to one (1) Planning Commission and/or City Council study session. This includes the preparation of PowerPoint presentation slides.*

Task C: Existing Conditions, Analysis, and Recommendations

This task will include existing conditions research and analysis as it relates to land use and zoning, mobility, and economics within the study areas. The RRM team will evaluate the benefits and potential impacts of the draft amendments. Additionally, a series of recommendations will be prepared, which will serve as the foundation for the preparation of the proposed updates to the Zoning Code and General Plan.

Subtask C.1: Land Use and Zoning Analysis

RRM's team will collect and review relevant data, including the General Plan, Zoning Code, the 2019 Gateway District Specific Plan, the Hollydale Village Specific Plan, recent development projects, and other planning efforts that have a bearing on the planning effort. In addition, general site conditions relating to existing uses and building form will be reviewed. Relevant information will be integrated into a brief summary memorandum of findings.

Subtask C.2: Economic Opportunities Analysis and Benefits Modeling

The Natelson Dale Group, Inc. (TNDG) will evaluate market opportunities related to the City's economic development and sales tax generation objectives for this project. TNDG's analysis will be aimed at effectively defining South Gate's "real world" development potentials for the land use types most relevant to this planning process: industrial/warehouse facilities, retail commercial space, and housing types suitable for a transit-oriented development (TOD) environment. The economic study will also consider the broader economic benefits (job creation and fiscal revenue generation) associated with the targeted land uses. TNDG's economic analysis will include the following major components:

- ***Market Overview*** *to identify potential development demand for specific targeted land uses (including industrial/warehouse facilities, retail commercial space, and market-rate and affordable housing in a TOD setting).*
- ***Development Community Outreach*** *to "truth test" the market study findings and identify City policies that would improve the potential for attracting private investment.*
- ***Economic Benefits Modeling*** *to assess the potential of alternative policy frameworks to achieve key objectives of this planning process: revitalization of commercial corridors, attraction of major industrial investment, creation of high-paying jobs, and generation of new sales tax revenue.*

The components of TNDG's proposed economic analysis task are described in greater detail below.

Market demand overview. The market overview will provide an important "reality check" on stakeholder expectations regarding future development in study areas and will also inform TNDG's economic benefits modeling. The market analysis will focus on the following land use categories:

- Industrial/warehouse facilities (segmented by user type and building size to allow for a "tiered" approach to defining policy options)

- Commercial retail space
- Multi-family residential (including affordable housing), with a focus on product types suitable for mixed-use and/or TOD environments

For each considered land use, TNDG will forecast future development demand in South Gate (expressed in terms of total potential square feet or dwelling units absorbed over a 15-year forecast horizon). These projections will reflect South Gate's competitive position within the relevant regional market area.

Development community outreach. TNDG will conduct a focus group meeting with selected developers and property owners. The purposes of this meeting will be to discuss factors affecting the financial feasibility of development (or redevelopment) in the study area, to note specific practical challenges associated with the City's development objectives for this process, and to identify the real-world incentives that would be most effective in encouraging targeted land uses. TNDG will coordinate with City staff to create a list of developers and property owners to invite to this meeting. As appropriate, TNDG would also conduct one-on-one interviews with selected developers or property owners to further develop ideas discussed during the initial meeting.



Economic benefits modeling. Consistent with the City's objectives for this assignment, TNDG will develop an analysis model to evaluate the following economic benefits associated with future targeted development in South Gate:

- Creation of high-paying jobs (in different types of industrial/warehouse space)
- Revitalization of commercial corridors (via development of new commercial and/or mixed-use projects)
- Generation of sales tax revenue (through the attraction of point-of-sale businesses in both industrial and commercial settings)

TNDG's economic benefits model will be structured to "test" the implications of specific policy parameters under consideration (i.e., potential size limits on industrial buildings, development standards affecting the feasibility of transit-oriented commercial and housing development, etc.). Potential benefits will be quantified in terms of the following metrics:

- Number of jobs created under each policy option
- Average annual salary/wage associated with jobs created under each option
- Square feet of commercial development under each policy option
- Square feet of industrial development under each policy option (segmented by user type and size of building)
- New sales tax generated by firms occupying industrial space
- New sales tax generated by firms occupying retail commercial space

Subtask C.3: Mobility Analysis

Based on the data collected, Kittelson will analyze and identify the multimodal transportation gaps in the City's retail/commercial corridors, future TOD areas, and industrial areas. In addition to the data collection and analysis, we will incorporate transportation-related information received via public outreach and engagement.



The mobility analysis will include identifying gaps where automobile, pedestrian, bicyclist, transit, and/or freight connections or facilities are lacking, potentially due to barriers or due to disconnected parcel development, which can hinder goals such as safety or economic vitality. The mobility analysis will be used to determine the areas and type of needs, which is key to developing context-sensitive solutions for different parts of the city.

Mobility Analysis – Retail and Commercial Corridors

Kittelson will analyze mobility conditions along the city's retail and commercial corridors to determine the conditions that either encourage or discourage people from driving, walking, bicycling, or taking transit to local retail establishments. For retail/commercial areas covered by recent City projects, our approach will be to review the recently constructed or proposed multimodal improvements to determine if additional facilities should be recommended on top of those projects (as opposed to developing new projects and networks from the ground up). This can include reviewing the study area data to understand:

- Multimodal activity levels
- Multimodal crash causes, types, and trends
- Pedestrian and bicyclist facility condition and comfort (including crossing locations)
- Availability and quality of bike parking
- Availability and quality of amenities at bus stops
- Convenience of walking between transit stops, parking, and major destinations
- Public parking regulations, availability, and convenience
- Corridor traffic levels and congestion
- Factors negatively affecting vehicle operations at intersections

As part of this mobility analysis, Kittelson will review the City's General Plan and codes to identify policies and programs that may contribute to barriers to the vitality of retail along these corridors. This will include an assessment of the development code in regard to requirements for bicycle and pedestrian access improvements, parking supply and regulations, and transportation demand management (TDM).

Mobility Analysis – Future Transit Centers

We will analyze mobility conditions in the two future TOD areas to determine what conditions may reduce the attractiveness of walking, bicycling, or taking transit within these future mixed-use development areas. This mobility analysis will be similar to the approach described above for retail and commercial corridors; we will focus on the conditions that pedestrians, bicyclists, and transit users may face and code deficiencies. For TOD areas covered by recent City projects or plans (e.g., Gateway District Specific Plan), our approach will be to review the recently constructed or planned/proposed multimodal improvements to determine if additional facilities should be recommended on top of those projects (as opposed to developing new projects and networks from the ground up). In addition, the mobility analysis for the TOD areas can also include analyzing:

- Causes, types, and trends for transit vehicle-involved crashes
- The effects of traffic volumes and roadway capacity on transit operations
- Barriers to accessing adjacent land uses that may complement future TOD development

Mobility Analysis – Industrial Areas

We will analyze mobility conditions in the City's warehouse/industrial areas to determine what conditions may need to be addressed for existing or expanded warehouse uses. For industrial areas covered by recent City projects, our approach will be to review the recently-constructed or proposed multimodal improvements to determine if additional facilities should be recommended on top of those projects (as opposed to developing new projects and networks from the ground up). This can include reviewing the study area data to understand:

- Causes and types of crashes involving trucks
- Adequacy of streets and intersections for safe truck movements
- Adequacy of designated truck routes and signage
- Locations where high truck and automobile demand overlap

As part of this mobility analysis, Kittelson will review the City's General Plan and relevant codes to identify potential transportation-related shortcomings that can affect industrial uses in the City. Given the passage of Assembly Bill (AB) 98, this project can be an opportunity for South Gate to comply with State requirements for warehouse/logistics uses and networks.

Subtask C.4: Key Concepts and Recommendations

Our team will conduct a review of existing conditions in relation to land use and zoning, mobility, and economics within the study areas. This task will also include an evaluation of benefits and potential impacts, as well as the development of key concepts and recommendations. This task includes the development of a series of recommendations that will serve as the basis for the draft updates to the Zoning Code and General Plan.

Land Use and Zoning Recommendations

Industrial Uses

Based on the existing conditions analysis, RRM Design Group will evaluate potential development standards and performance standards for the industrial areas, evaluating the benefits and disadvantages they represent. The key recommendations will consider the underlying potential of high demand for industrial land and the presence of underutilized land with opportunities to be enhanced and will be developed with consideration to multiple stakeholders, including residents, property owners, and business owners.

Future Transit Centers

Based on the existing conditions analysis, RRM Design Group will prepare a visioning plan for the future development of the transit centers located at Atlantic Avenue and Firestone Boulevard, and at the site located near the I-105 Freeway and the Green Line station in the Hollydale area and surrounding land uses. Part of the focus will be expanding connectivity to commercial areas including Garfield Avenue and Paramount Boulevard. The visioning plan will include up to three graphics for each transit center and surrounding parcels, showing potential development opportunities, connectivity concepts, and public realm enhancements accompanied by annotations and/or captions that summarize the assumptions included in each concept. The visioning plan will also include a series of up to ten (10) planning principles to guide the future physical development of the area. As part of the recommendations identified as part of this task, a potential overlay zone will be evaluated, and key concepts will be detailed to guide the zoning code amendment.

Commercial Corridors

Based on the existing conditions analysis, RRM Design Group will prepare recommendations tailored to the City's retail and commercial corridors (defined as Tweedy Boulevard, Firestone Boulevard, Long Beach Boulevard, Atlantic Avenue, and streets in the Hollydale area). The key concepts/recommendations will focus on promoting business growth and redevelopment along these corridors by implementing an overlay zone that incorporates tailored land uses and development standards for these areas.

Mobility Recommendations

Based on the evaluations of transportation conditions and needs, Kittelson will recommend policies and programs that will aid in implementing safe multimodal networks that encourage economic vitality, safety, and reduced VMT while also increasing mobility options for households that may not have access to a car. By improving the convenience and attractiveness of walking, bicycling, and other modes in the study areas, the City can experience increases in mobility for people of all ages, abilities, and backgrounds, in part improving the social, environmental, and financial health of South Gate.

A special focus will be placed on ensuring the transportation policies and programs are in line with the FHWA's adoption of a Safe System approach, which focuses on shared responsibility, recognizing that humans are vulnerable, and they make mistakes, but that those mistakes should never result in deaths or serious injuries. We will also identify programmatic opportunities and policy enhancements to address zoning, design, or code issues that may negatively affect safety or deter walking, bicycling, and taking transit.

Mobility Recommendations – Retail and Commercial Corridors

After identifying gaps and needs along South Gate's retail and commercial corridors, recommended mobility improvements, standards, and requirements will be developed. Our approach will incorporate recommendations for people with disabilities and will be performed using our experience working on state-of-the-art documents such as the FHWA Separated Bike Lane Planning and Design Guide and the NACTO Urban Bikeway Design Guide. Recommended improvements, standards, and requirements for retail and commercial corridors could address:

- Pedestrian facilities such as high-visibility crosswalks, bulb-outs/curb extensions, improved sidewalks, and traffic signal improvements
- Bicycle facilities such as low-stress bikeways, intersection crossing treatments, raised intersections, and bicycle-oriented traffic signal improvements
- End-of-trip bicycle facilities such as safe and secure bike racks and lockers
- ADA facilities such as improved curb ramps and accessible pedestrian signals (APS)
- Bicycle- and pedestrian-oriented wayfinding signage
- Bus stop amenities such as benches and shelters
- Modifications to parking, loading/unloading, or roadway configurations

To develop the mobility recommendations, we will utilize study area VMT and traffic volume forecasts for projected future conditions, which will be prepared as part of the environmental impact analyses.

Mobility Recommendations – Future Transit Centers

After identifying gaps and needs in the future TOD areas, recommended mobility improvements, standards, and requirements will be developed. The nature of the walking, bicycling, and transit recommendations will be similar to those of the retail and commercial corridors but can include additional considerations such as:

- Transit vehicle-priority roadway treatment recommendations and standards
- Additional wayfinding and bus stop amenities to support transfers and first/last mile trips
- Opportunities to facilitate multimodal trip chaining by implementing mobility hubs

Kittelson will review the Gateway District Specific Plan (2019) recommendations and incorporate our updated analyses to determine what components should be retained and/or modified, if applicable. With its vision of a pedestrian- and transit-oriented mixed-use district that would reduce VMT, the Specific Plan provides valuable recommendations for multimodal streets, vehicle parking standards, walking, and bicycling facilities, public transit accessibility, and placemaking.

Mobility Recommendations – Industrial Areas

After identifying gaps and needs in the city's industrial areas, recommended mobility improvements, standards, and requirements will be developed to support the safe movement of goods through South Gate.

Recommendations to safely accommodate the needs of trucks could address:

- Recommendations and standards for roadway configurations and intersection layouts
- Parking and loading standards
- Designated truck routes and accompanying signage

These recommendations will incorporate field-collected heavy vehicle volumes and traffic volume forecasts for projected future conditions.

Deliverables:

- RRM team will prepare key concepts and recommendations and will be consolidated in a single document and/or PowerPoint presentation. RRM requests City staff to provide one (1) consolidated, marked-up redline version, including staff comments.

Task D: Draft General Plan and Zoning Amendments

Building upon the analysis and recommendations developed as part of previous tasks, the RRM team will develop draft updates to the Zoning Code and General Plan that reflect South Gate's needs and goals. These drafts will go through a series of opportunities to incorporate input and revisions that will include internal review, City staff's review, and public review.

Subtask D.1: Administrative Draft

Industrial Uses

The RRM team will develop a citywide ordinance addressing considerations for industrial uses, focusing on an updated definition of warehousing and truck-generating businesses. The draft ordinance updates will include development standards and performance standards, which will revisit and evaluate maximum allowable square footage, address multiple ownership dynamics of the industrially zoned properties, and incorporate land use compatibility provisions.

Future Transit Centers

The RRM team will build upon the visioning concepts addressing the new transit centers planned to be built by Metro at Atlantic Avenue and Firestone Boulevard and the site located near the I-105 Freeway and the Green Line station in the Hollydale area and their surrounding land uses. The zoning amendments may include the creation of overlay zones or alternative zoning tools to guide the physical development of the transit centers and surrounding areas and optimize economic benefits to the City.

Commercial Corridors

The RRM team will prepare a draft ordinance in relation to economic stimulus in the City's retail and commercial corridors (defined as Tweedy Boulevard, Firestone Boulevard, Long Beach Boulevard, Atlantic Avenue, and streets in the Hollydale area). Preliminarily, the ordinance is envisioned to be an overlay that addresses land uses, development standards, and processes to entice investment and economic activity. The draft ordinance will focus on business growth and redevelopment opportunities along these corridors, including recommendations to support new restaurants, retail, and other commercial businesses.



As part of the Administrative Draft task, associated General Amendments to the Community Design Element, Economic Element, and Mobility to accommodate zoning recommendations are anticipated to be drafted, if needed. The RRM team will also outline potential options for recovering the costs of this planning effort through, for example, including eligible planning costs as a component of any development impact fees adopted for the land uses targeted by this effort.

Deliverables:

- RRM will provide an administrative draft of the General Plan Amendments and Zoning Code Updates. RRM requests City staff to provide one (1) consolidated, marked-up redline version, including staff comments.

Subtask D.2: Screencheck Draft

Following the completion of the administrative draft of the General Plan Amendments and Zoning Code Updates and receipt of the single set of redlined comments from the City on the administrative draft, RRM will produce a screencheck draft. At this point, the City's comments will have been integrated, and this draft will provide an additional internal review opportunity before the public review draft is developed.

Deliverables:

- RRM will provide a screencheck draft of the General Plan Amendments and Zoning Code Updates. RRM requests City staff to provide one (1) consolidated, marked-up redline version, including staff comments.

Subtask D.3: Public Review Draft

RRM will prepare a draft of the General Plan Amendments and Zoning Code Updates intended for public review. The public review draft will incorporate any remaining revisions and edits from City staff following the receipt of the (1) consolidated, marked-up redline version.

Deliverables:

- RRM will provide a public review draft of the General Plan Amendments and Zoning Code Updates. RRM requests City staff to provide one (1) consolidated, marked-up redline version, including staff comments.

Task E: Environmental Impact Report

This task includes scoping of the EIR, circulation of the Notice of Preparation (NOP), and management of a public scoping meeting. In order to accelerate this task, an Initial Study will not be prepared. Rather, the impacts anticipated to be less than significant will be addressed the Effects Found to be Less than Significant section of the EIR.

Rincon will work with the City to develop a project description and will prepare a draft NOP in English and Spanish for City staff to review. Rincon will prepare a project description that describes proposed land use changes and controls, planned structural or landscape modifications, operational or other features, policies and programs that have been incorporated into the project to minimize potential environmental or land use conflicts. Textual, tabular, and graphic presentation will be included as necessary to facilitate a thorough understanding of the proposed project.

Rincon will submit a final PDF copy of the NOP to City staff for posting on its website and for distribution to public agencies. Rincon will be responsible for filing the NOP with the County Clerk and State Clearinghouse/ Office of Planning and Research (OPR) through their online CEQA Submittal process. Rincon will also facilitate a public and agency Scoping Meeting associated with the release of the NOP. Rincon will be responsible for preparation and presentation of PowerPoint slides summarizing the proposed project and CEQA process at the scoping meeting. Rincon will prepare a summary of all input gathered, which will be included in the EIR along with any written public comments received during the NOP comment period.

Technical Studies

Air Quality and Greenhouse Gas Emissions

The air quality analysis will be prepared in accordance with methodologies outlined in the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook. The significance criteria will be based on

SCAQMD thresholds. The analysis will include discussions of: 1) temporary construction impacts, 2) long-term operational impacts of potential development under the proposed project, and 3) Air Quality Management Plan (AQMP) consistency.

Demolition and other site preparation, as well as construction activities at the site, will generate dust and heavy equipment emissions. Although there is no new construction proposed at this time, this analysis will evaluate an annual maximum for construction in the project area to determine the full scope of air quality construction impacts. Demolition, site preparation, and construction-related air emissions will be estimated using the California Emissions Estimator Model (CalEEMod) and compared to SCAQMD significance thresholds. Where project-specific information is unavailable, this analysis will utilize CalEEMod defaults for base assumptions in evaluating project emissions. This evaluation will include an assessment of dust generation associated with excavation and grading and emissions associated with heavy construction equipment. The analysis will also consider SCAQMD's localized significance thresholds (LST). Emphasis will be given to the potential for significant impacts on sensitive receptors nearest to the project site.

Operational emissions for maximum build-out will also be estimated using CalEEMod and trip generation estimates from the transportation assessment. Consistency with the AQMP will also be analyzed by comparing the proposed project to the development parameters considered in the AQMP. Finally, a screening level analysis of the project's potential to create carbon monoxide (CO) "hot spots" will be conducted (note that the South Coast Air Basin is an attainment area for CO; therefore, exceedance of State or federal standards is not anticipated).

Based on the scope that was provided in the RFP, the GHG emissions analysis will include the following tasks:

- Summarize the existing conditions in the air basin using data for nearby air monitoring stations available from the California Air Resources Board (CARB) and SCAQMD.
- Summarize the federal, State, and local standards and regulatory review requirements pertinent to GHG emissions and identify the emissions of primary concern.
- For the project areas, calculate GHG emissions for the maximum proposed build-out scenario under the General Plan and Zoning Code updates. GHG emissions will be calculated using CalEEMod. Project construction emissions will also be quantified using CalEEMod and be amortized into the long-term emissions forecast. Operational emissions will incorporate average daily trips and vehicle miles traveled (VMT) into the mobile emissions, as appropriate.
- Reductions in emissions from the project's sustainability goals, including rooftop solar, electrical vehicle charging, and VMT reductions from affordable housing from proximity to the transit station, will be incorporated into the GHG modeling as appropriate.
- Evaluate the potential for construction and operational emissions to comprise a significant contribution to cumulative GHG emissions.
- Evaluate the project's consistency with statewide, regional, and local GHG emissions reduction strategies, including the following: the reduction goals for GHG emissions under Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32), Senate Bill 375 (SB 375), and Executive Order B-03-05; CARB's 2022 Climate Change Scoping Plan Update; and SCAG's RTP/SCS.
- If applicable, evaluate mitigation measures for identified potentially significant impacts.

The findings of the Air Quality and GHG emissions analysis will be summarized directly in the IS-MND, which will include the methodology and results of the emissions modeling, as well as any recommendations for mitigation measures, if necessary, to reduce emissions. An appendix with technical modeling data will be included.

Biological Resources

Rincon will conduct a desktop literature review of the project area to determine the potential for sensitive biological resources to occur. This evaluation will be based on readily available materials, including aerial photographs and regional or local plans, particularly the South Gate General Plan 2035. Rincon will conduct a

review of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) rare plant database, United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation database, USFWS National Wetlands Inventory, and other available literature to determine the proximity of known sensitive biological resources to the project area. The analysis will also be based on Rincon's knowledge of the city and project areas from other projects completed nearby. Based on a preliminary review of available aerial photography, review of the CNDDB, and knowledge of the area, very few, if any, sensitive plant and animal species are expected to occur in the project area. The results of this work effort will be incorporated directly into the IS-MND addressing CEQA Guidelines Appendix G questions as they relate to biological resources. This includes presenting the findings of the desktop analysis, and an impact analysis and recommended measures to avoid, minimize, or mitigate potentially significant project impacts to protected biological resources.

Cultural Resources Assessment

Efforts to assess impacts on cultural resources will include reviewing publicly available sources, including the California Office of Historic Preservation Built Environment Directory, past historic resources surveys, locally designated properties, and a Sacred Lands Filed search through the Native American Heritage Commission. In addition, Los Angeles County Assessor data, historical maps, and aerial photographs will be examined to characterize the area's historical development and identify areas with a higher concentration of historic-age properties. The findings will be summarized in the IS-MND with mitigation measures presented as appropriate. Rincon assumes that a California Historical Resources Information System records search and field work will not be required.

Rincon will also assist with the Native American consultation efforts in accordance with Senate Bill 18 and Assembly Bill 52. Rincon will provide the City with letter templates, checklists, and detailed instructions to ensure meaningful consultation with interested Native American groups can be completed. Rincon assumes the City will contact all applicable Tribes, and this scope does not include Rincon mailing or emailing letters to Tribal governments. This task does not include Rincon's participation in formal consultation meetings, which may be provided under a separate scope and cost.

Noise

The IS-MND noise analysis will be conducted in accordance with City of South Gate guidelines, standards, and ordinances. The analysis will programmatically consider both temporary construction and long-term operational noise from the project. The noise analysis will include the following tasks:

- Conduct a field survey of up to four long-term (48-hour) and eight short-term (15-minute) measurement locations in the program area to determine existing ambient noise levels.
- Complete a programmatic analysis of construction activities to assess noise and vibration levels at sensitive receptors in the program area based on reference noise levels from the Federal Transit Administration (FTA).
- Assess traffic noise generated by existing and future program-related traffic and changes in noise levels along roadways affected by program-related traffic.
- Assess the potential for stationary noise generators (e.g., HVAC equipment, loading docks, and transit center equipment) to impact nearby sensitive uses based on available data from the City.
- As necessary, the analysis will recommend mitigation measures.

Paleontological Resources

Rincon will present a paleontological resources assessment in the Geology & Soils chapter of the IS-MND that will summarize the project's potential to impact geologic units with paleontological sensitivity and any necessary mitigation measures. The assessment will discuss the results of the literature review and record search of the Natural History Museum of Los Angeles, provide a discussion of the regional geology and the geologic unit(s) present within the project site, characterize the paleontological sensitivity of the geologic unit(s) present within the project site using the Society of Vertebrate Paleontology's paleontological sensitivity scale, review all available project documentation including geotechnical reports, assess the potential for significant impacts to scientifically important paleontological resources under state and federal guidelines, and provide management

recommendations for avoiding or reducing impacts to paleontological resources from project development as necessary. Rincon assumes no fieldwork will be required, and the cost of the paleontological record search will not exceed $336.

Transportation Analysis

Kittelson will conduct a detailed VMT analysis to determine if there would be significant VMT impacts associated with the project. As part of this task, Kittelson will modify the SCAG regional travel demand model with proposed land use and roadway network changes to estimate the change in total VMT and VMT per person on a citywide basis.

If significant VMT impacts are identified, we will develop mitigation measures such as TDM that can be incorporated into proposed City standards, codes, and requirements.

As part of this analysis, Kittelson will utilize the SCAG travel demand model to develop future daily roadway volume forecasts (for up to 20 roadway segments) and vehicle fleet mix, to inform the team's mobility recommendations and conduct a non-CEQA assessment of daily vehicle roadway operations. This data will also support other CEQA impact analyses such as air quality and noise.

Administrative Draft Program EIR

Rincon will prepare an Administrative Draft Program EIR in compliance with CEQA requirements using information gathered as part of the proposed project effort and comments on the NOP. Rincon will submit an electronic copy in MS Word format of the Administrative Draft Program EIR to the City for up to two rounds of review.

Executive Summary

This section will provide a summary of the entire EIR, including a summary of impacts and mitigation measures in matrix format.

Introduction and Environmental Setting

The introduction will describe the purpose of the Administrative Draft Program EIR, the scope of issues to be addressed, and present the organization of the EIR to include how cumulative impacts will be addressed.

Project Description

The project description will contain the City's objectives for the General Plan and zoning amendments; a summary of goals, policies, programs, and development regulations; a forecast of growth/development under the proposed project; and graphical depiction of the proposed land use plan.

Analysis, Impacts, and Mitigation Measures

Analysis of impacts will include four main components:

1. Setting (description of current conditions with respect to the issue in question, including the existing regulatory environment)
2. Impact analysis (discussion of potentially significant effects of the proposed project; impacts are typically compared to established "thresholds of significance")
3. Programmatic Mitigation Measures (developed to the extent feasible as General Plan goals/policies or zoning amendments)
4. Level of significance after Mitigation (discussion of whether or not proposed mitigation measures, General Plan goals/policies, or zoning amendments reduce impacts to below the adopted significance threshold)

Each issue as identified in CEQA Appendix G will be identified and analyzed as just described in conformance with all CEQA requirements. Where General Plan goals/policies or zoning amendments address specific impacts, those will be identified and shown how they will reduce an impact to a less than significant level or reduced to the extent feasible in cases where an impact remains significant and unavoidable.



Based on the preliminary review of the project, we anticipate that the following sections will be analyzed in EIR:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- GHG Emissions
- Energy
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities/Public Services

We assume the remaining eight CEQA issue areas will be addressed in the Effects Found to be Less than Significant section; however, depending on the complexity of the analysis, a task amendment may be required if additional EIR sections are necessary.

Public Review Program EIR

Rincon will respond to City comments on the Administrative Draft Program EIR and prepare the Public Review Draft Program EIR. Revisions will be made based on a single set of consolidated comments provided in MS Word format. Rincon will be responsible for preparing and mailing the Notice of Availability (NOA) of the EIR to responsible agencies, filing the notice with the County Clerk and State Clearinghouse, and preparing a newspaper notice. The NOA will be prepared in English and Spanish. Rincon assumes that the City will be responsible for publishing the notice in a local newspaper and any additional CEQA mailing. Rincon will provide one electronic (PDF) copy of the Public Review Program EIR for posting on the City's website. This scope does not include bound hard copies, but they can be included if requested by the City in accordance with our standard fees.

Final Program EIR

The Final Program EIR will be completed after the review period has closed and all comments submitted during that period have been received. The Final Program EIR will include corrections to the Public Review Draft Program EIR (if warranted), comments received, and responses. It will also include a Mitigation Monitoring and Reporting Plan (MMRP), if not all impacts can be addressed through plan policies.

The Final Program EIR will include the following subtasks:

Responses to Comments

This scope of work assumes that up to 30 comment letters containing comments on the content of the CEQA document will be received. This includes three lengthy (over five pages) and/or substantive letters, which can be adequately responded to in a maximum of 200 professional staff hours. The actual level of effort required to respond will depend on the length, detail, and sophistication of the comments, in addition to the number of letters received. We reserve the right to reevaluate the effort level and request a scope amendment upon close of the public comment period.

Findings

Rincon will prepare CEQA Findings of Fact, Resolutions and a Statement of Overriding Considerations, if required. Rincon will submit drafts of these documents to City staff and will revise the documents following receipt of comments so that they can be incorporated into the Staff Report for the General Plan adoption public hearings.

Publication of Final Program EIR

Rincon will provide the Final Program EIR, including responses to comments, MMRP, Findings, and Statement of Overriding Considerations (if required). A screencheck version of the Final Program EIR will be provided prior to publication. This scope does not include bound hard copies, but they can be included if requested by the City in accordance with our standard fees.

Notice of Determination

Rincon will assist in the preparation and filing of the Notice of Determination. It is assumed that the City will be responsible for the applicable California Department of Fish and Wildlife filing fees. Within one day of Final Program EIR certification and approval of the General Plan, Rincon will submit the draft Notice of Determination to City staff for delivery to the County Clerk and/or State Clearinghouse. We understand that some agencies prefer to have their in-house legal counsel prepare the Findings of Fact and, if needed, the Statement of Overriding Considerations. However, these documents are included in the event that the City requests Rincon's assistance, whether to prepare entirely or assist with reviewing others' documentation. These documents would be prepared in accordance with CEQA Guidelines and in the City's preferred format.

Deliverables:

- Preparation of Technical Analysis to inform the EIR: Air Quality and Greenhouse Gas Emissions, Biological Resources, Cultural Resources, Noise, Paleontological Resources, and Transportation.
- Preparation of the Administrative Draft, Public Review Draft, and Final EIR.

Task F: Public Hearings

This task includes preparation for and attendance at the final public hearings for the adoption of the updates to the General Plan and Zoning Code. This task also includes the preparation of the final amendments documents which will incorporate any applicable revisions based on Planning Commission recommendations and City Council actions.

Subtask F.1: Public Hearings

Public hearings are intended for the updates to the General Plan and Zoning Code to be heard by the Planning Commission to provide a recommendation to the City Council and, ultimately, for these to be adopted by the City Council. Errata sheets may be used between public hearings to track recommended document edits and changes.

Deliverables:

- Prepare for, attend, and facilitate up to three (3) Planning Commission and/or City Council public hearings. This includes the preparation of PowerPoint presentation slides.

Subtask F.2: Final Amendments

Following the actions taken by the City Council, RRM will make the final edits and modifications to the updates to the General Plan and Zoning Code, incorporating both the Planning Commission recommendations and City Council actions. Errata sheets may be used to discuss preferred changes between the Planning Commission and City Council hearings.

Deliverables:

- RRM will provide a final document of the General Plan Amendments and Zoning Code Updates which will incorporate both Planning Commission recommendations and City Council actions.

Work Program Assumptions

City Data and Materials. The City is responsible for providing relevant city data and materials necessary for RRM to conduct required analyses as part of this effort. City provision of native files is requested to be used as a basis for the updates. City resources may include records and information from various city departments/ divisions and GIS parcel data from the City or County. RRM will prepare documents and graphics utilizing fonts for which we have licenses. If the City requires a specific font that our team does not have available, the font licenses would be an additional cost to be reimbursed.

Meeting Notices. RRM Design Group will provide website content to notice upcoming meetings and workshops. The City is responsible for printing and distributing physical meeting and workshop notices. The costs of printing and/or distributing physical meeting and workshop notices would be on a time and materials basis if requested.

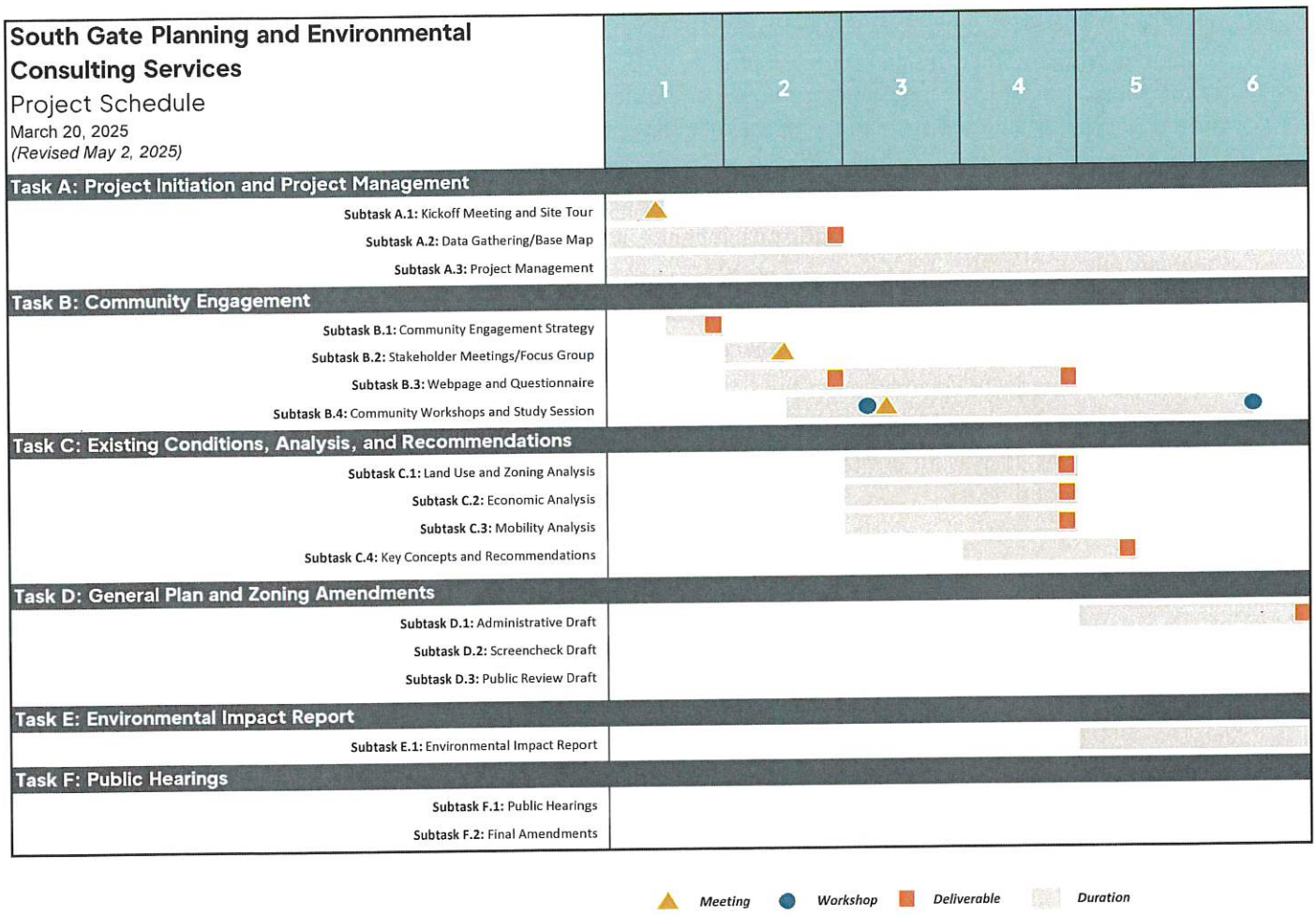
Meeting Attendance. The project budget includes attendance at public meetings and workshops identified in the work program. The costs of additional meeting attendance would be on a time and materials basis if requested.

Draft Documents. A draft of each document will be provided to staff and revised based on a single set of consolidated City comments in track changes providing clear direction.

Printing. The project budget assumes the City will be responsible for printing and distributing documents if needed.

Fees. Filing fees, such as for environmental documentation agency filings, if required, would be the responsibility of the City.

2.b: Project Schedule




7
8
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16

2.c: Qualifications and Prior Experience

2.c.i: Demonstrated Experience, Competence, and Qualifications

RRM Design Group Firm Profile

50 Years of Creating Environments People Enjoy

We love being a 100% employee-owned design firm, and we plan on doing this for the next 50 years

All of us at RRM thrive on our passion for crafting enjoyable environments, a commitment that has fueled our success for fifty years. From the inception of our journey to our current state of expansion, our team of architects, landscape architects, engineers, surveyors, and planners collaborates closely with clients to shape our communities. Whether the project is public or private, commercial or residential, we excel in attentive listening, thoughtful design, and timely, budget-conscious delivery—values we've upheld since our establishment in 1974.

We want to be known as friendly, helpful, and collaborative design professionals

We feel that this client quote sums up the experience of working with RRM: ***"RRM was equally attentive and responsive to issues both large and small, real and imagined. I was consistently impressed with their calm, informed manner and attention to details."***



We're doing an incredible amount of work:

2,300+

RRM projects in the last decade

Our clients enjoy the experience of working with us:

8.5 NPS

(Overall Net Promoter Score) well above AEC industry average of 7.2

Our employees like their careers at RRM:

"Best Firm to Work for"

2022, 2023, 2024 - Zweig Group



7 RRM Offices

Our headquarters are located at:

3765 South Higuera St., Ste. 102
San Luis Obispo, CA 93401
p: (805) 543-1794

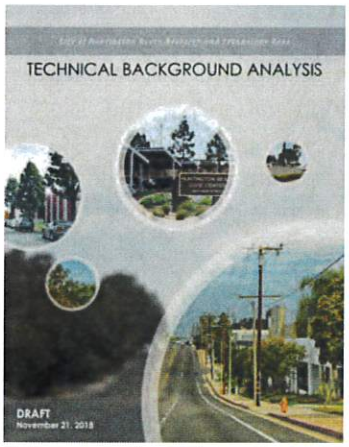
All offices: San Luis Obispo, Santa Barbara, San Juan Capistrano, San Leandro, Ventura, San Diego, and Seattle

200+ Employees in 6 Disciplines

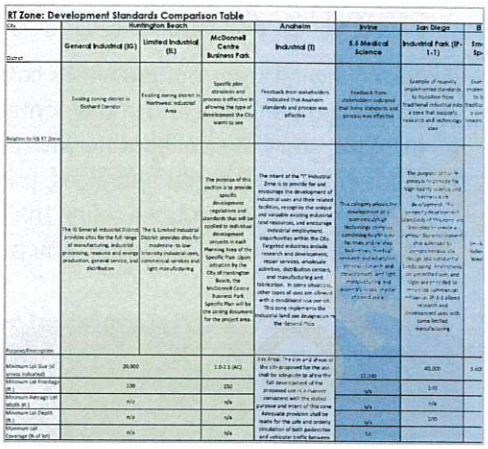
- *Architects*
- *Civil Engineers*
- *Landscape Architects*
- *Planners & Urban Designers*
- *Structural Engineers*
- *Surveyors*

100% Employee-Owned Firm

RRM Design Group is a California corporation and a 100% employee-owned company (ESOP), incorporated November 26, 1974











Award of Merit for Economic Planning & Development
- APA Orange County Section

Huntington Beach Research and Technology Zone

With recent adoption of the Huntington Beach General Plan Update, the City retained RRM Design Group to work on the priority implementation action – amending the Zoning and Subdivision Code to create a new zoning classification of Research and Technology to support growth of two existing industrial areas of the City. This effort addresses the Northwest Industrial Area (760 acres) and the Gothard Corridor (422 acres). With the aim of transforming these areas, goals included attracting new businesses, retention of existing businesses, removing regulatory barriers, ensuring compatibility, and customizing development standards and review processes to support revitalization and flexibility to accommodate forward-looking market conditions. In addition, as General Plan increased allowable floor area ratios for these areas from 0.35-0.5 FAR to 1.0 FAR, the new regulations shape the increased allowable building area. A market analysis, technical review, and community engagement (including stakeholders, brokers meetings, study sessions and website) inform the adopted new zoning designation.

Client & Location
City of Huntington Beach, CA

The RRM Teams Involved
- *Planning & Urban Design*
- *Architecture*

Subconsultant Teams Involved
- *The Natelson Dale Group*

Project Timeline
2019-Present

RRM's Approach to Plans

The following steps outline RRM's collaborative approach to developing land use plans and policy documents, ensuring meaningful and implementable solutions. Community engagement is foundational, shaping the vision from the start. We collaborate with our in-house architects, engineers, and landscape architects to translate input into clear policies and plans, using graphics and visualization tools to bring ideas to life. With ongoing client and public input, we refine the plan to ensure it reflects the community's character, aligns with its goals, and is ready for real-world implementation.



1. Involve the Community

Communication in our modern era has become increasingly distant, making effective and thorough engagement with communities and stakeholders more challenging. Our team utilizes a variety of methods to engage participants of diverse backgrounds, education levels, and abilities with a cross-platform approach that gives agencies the ability to listen, offer remote participation, and collect feedback from all voices in the community.



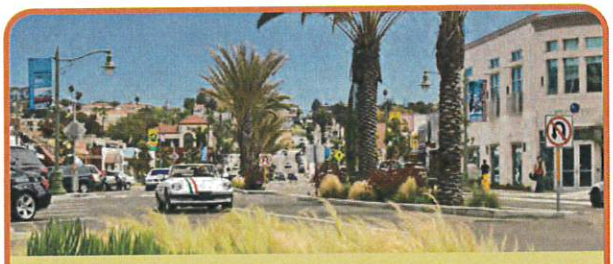
2. Translate the Vision

RRM uses graphics as both a communication and visioning tool to help the public and review bodies visualize opportunities. Well-prepared documents, plans, graphics, and sketches make all the difference when they communicate the ideas and concepts that were collectively explored with our client and the community.



3. Prepare the Plan

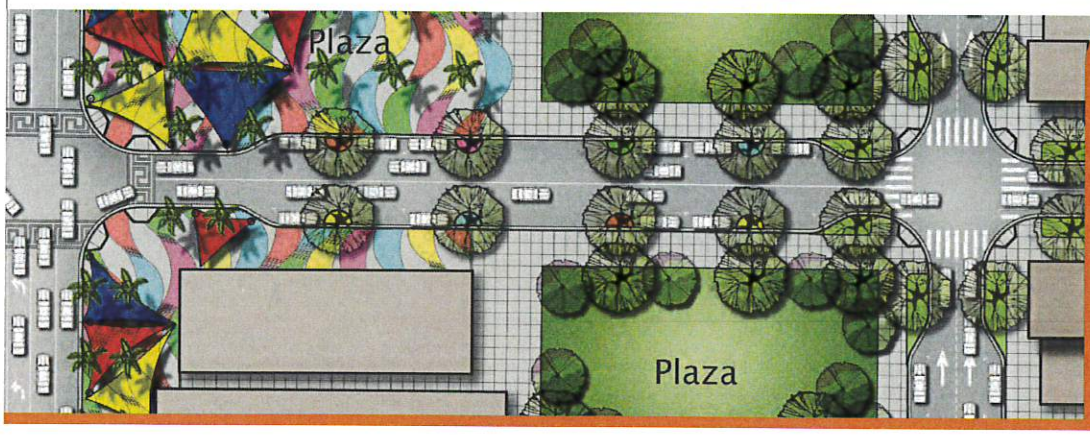
RRM has prepared long and short-range plans for over 100 California communities. RRM's extensive work in the private and public sectors provides a balance of practice that makes our plans creative yet realistic. Our architectural practice and intimate understanding of the design and construction of projects give us an advantage in writing plans that are implementable, produce results, and represent the values and culture of each community.



4. Adoption/ Implementation

RRM's in-house experts bring a full breadth of expertise in all types of redevelopment from mixed-use, residential, office, hotel, civic facilities, to parks, bike facilities, and recreational planning. Our land use plans and policy documents are truth-tested by our practitioners to ensure that concept can make it to concrete.





"RRM Design Group performed the assignment of creating the Downtown Specific Plan very well. Their work was high quality, on budget and on schedule. RRM applied creativity and enthusiasm to the project. I would recommend RRM for similar work."

- Henry Gray, Former Director of Community Development, City of Huntington Park

Huntington Park Downtown Specific Plan

The City of Huntington Park selected RRM Design Group to prepare the Specific Plan for their Downtown Central Business District. Building upon flourishing redevelopment activities and demographic shifts toward Hispanic culture (96% of the residents), the Specific Plan uses community participation to establish an attractive, mixed-use, pedestrian-friendly environment to reduce reliance on automobiles and to provide housing close to shopping and employment. Acknowledging and addressing an extensive transit system, the plan also balances regional and local-serving uses, buffers surrounding residential uses transitioning from low to higher density, and encourages a new sense of community ownership. The plan also includes a streetscape and plaza master plan designed to support the community's festivals and shopping atmosphere and an extensive design guideline and signage standards for the public and private realm.

Client & Location

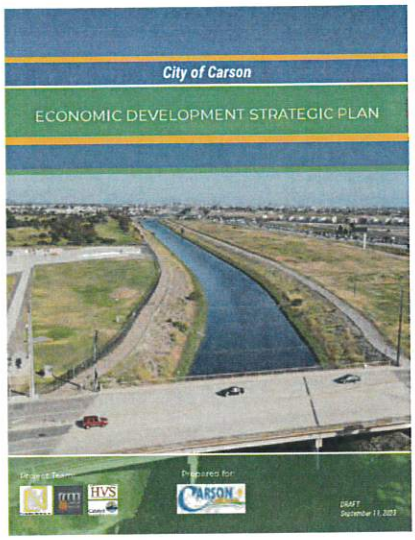
City of Huntington Park, CA

The RRM Teams Involved

- *Planning & Urban Design*
- *Landscape Architecture*

Project Timeline

2008-2011



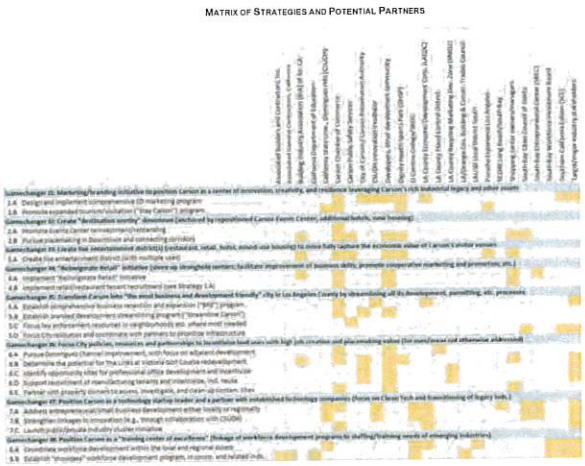
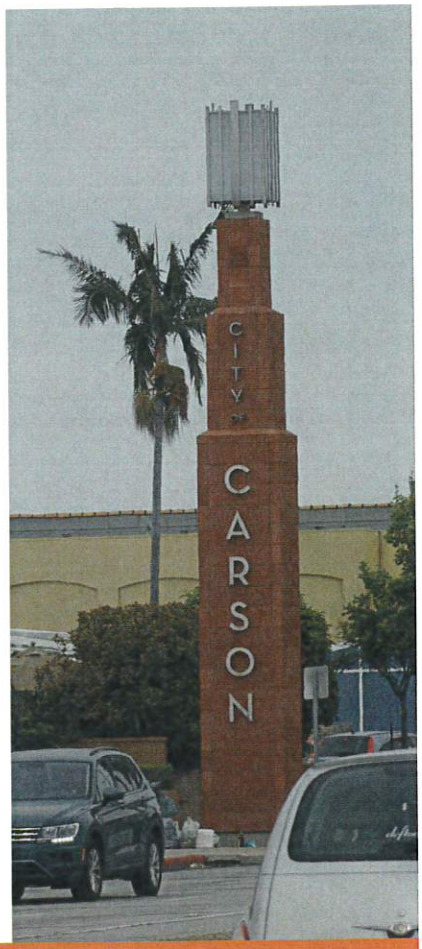


Figure 10: Proposed Action Items







Award of Merit for Economic Planning & Development
- APA Los Angeles Section

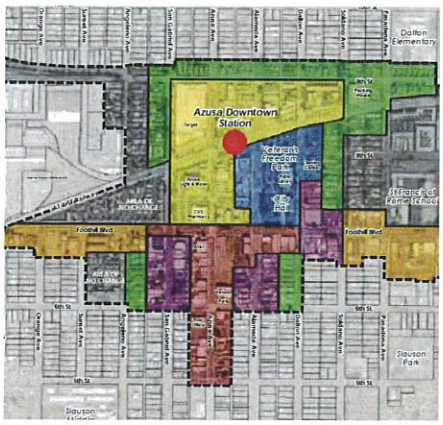
Carson Economic Development Strategic Plan

RRM Design Group prepared a multifaceted Economic Development Strategic Plan (EDSP) for the City of Carson. The intent was three-fold: evaluate housing opportunities and develop strategies, identify tools for building a downtown core, and develop a long-term economic strategic plan. In support of the housing work, market-rate housing demand was examined, as well as policies and strategies for meeting the City's RHNA obligations. The work surrounding creating a "Destination Worthy Downtown" involved evaluating current land uses and regulatory context, as well as identifying tools for cultivating a greater sense of place through landscape and urban design placemaking. The development of the long-term EDSP started with the convening of a multi-meeting Economic Development Summit. The EDSP also included extensive research into tourism development and the visitor economy, as well as a hotel market analysis. To supplement the final plan document, RRM Design Group developed an interactive website featuring key Game Changers of the EDSP, making it easy for both the general public and interested investors to access the content.

Client & Location
City of Carson, CA

The RRM Teams Involved
- *Planning & Urban Design*
- *Architecture*
- *Landscape Architecture*

Subconsultant Teams Involved
- *The Natelson Dale Group*







Award of Merit for Economic Planning & Development
- APA Los Angeles Section

Azusa TOD General Plan/Development Code Update and Specific Plan

The City of Azusa retained RRM to prepare a 350-acre TOD General Plan/ Development Code Update and Specific Plan focusing on Azusa's downtown, two future Gold Line transit stations, and adjacent residential neighborhoods. Funded through a Los Angeles Metropolitan Transportation Authority (Metro) grant, the work effort addresses a mix of commercial, residential, and entertainment related land uses that will be instrumental in creating a vibrant mixed-use, pedestrian-oriented environment. The project market analysis informs recommended land uses and development standards which are complemented by design guidelines to ensure high quality, compatible development. Inclusive community engagement incorporates ideas voiced by residents, business owners, and decision makers. The overall effort is complemented by an integrated CEQA process for an Environmental Impact Report.

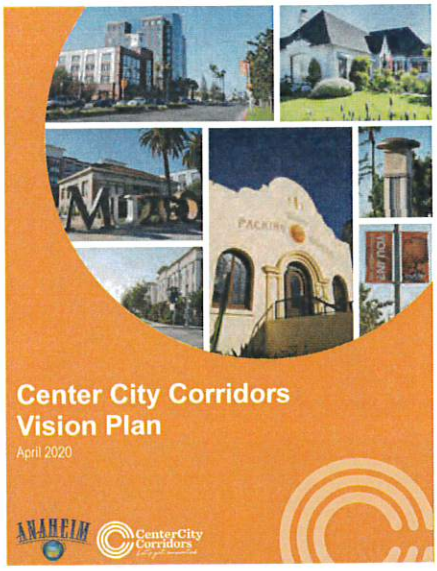


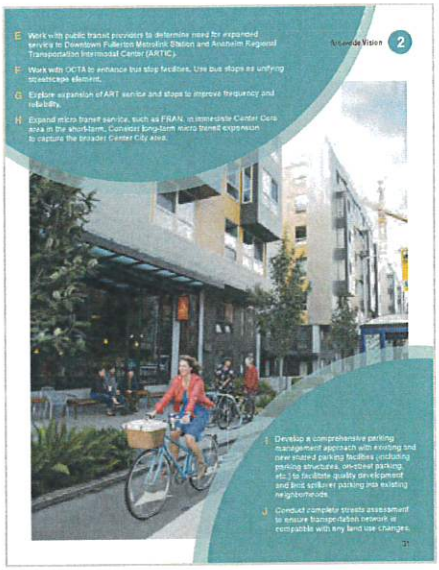
Client & Location
City of Azusa, CA

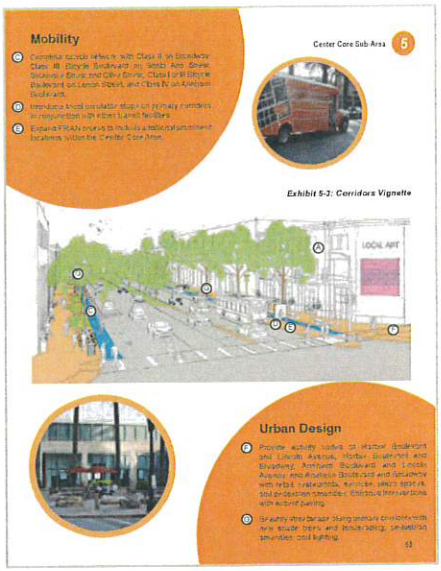
The RRM Teams Involved
- *Planning & Urban Design*
- *Architecture*
- *Civil Engineering*
- *Landscape Architecture*

Subconsultant Teams Involved
- *The Natelson Dale Group*

Project Timeline
2014-2016









Award of Merit: Best Practices
- APA Orange County Section

"Matt Ottoson and Diane Bathgate [with RRM] have been extremely accommodating and flexible in order to help the City accomplish our goals."
- Senior Planner, City of Anaheim

Anaheim Center City Corridors: Existing Conditions, Opportunities Analysis, Vision Plan, and Specific Plan

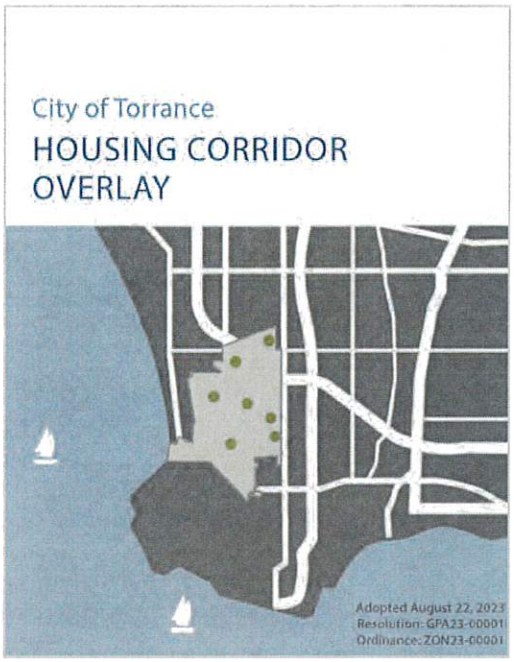
RRM Design Group was retained by the City of Anaheim to conduct a SCAG grant-funded Vision Plan to analyze the Center City Corridors area. Grant goals focused on identifying opportunities to enhance transportation, land use, infrastructure, aesthetics, parks, and open space. To understand the existing planning framework and policy context for the Center City Corridors area, RRM undertook a robust due diligence and background research process. Building upon these work efforts, a variety of community outreach events were conducted in two phases, including a community workshop, open house, two online surveys, and targeted popup events designed to engage the Anaheim community. Primary opportunity themes received from the community during the outreach process were developed into guiding principles and used as the foundation to complete the Vision Plan effort, which was finalized in Spring 2020. As an extension of the Vision Plan project, RRM worked with the City on a Caltrans grant-funded specific plan for the Center City Corridors area.

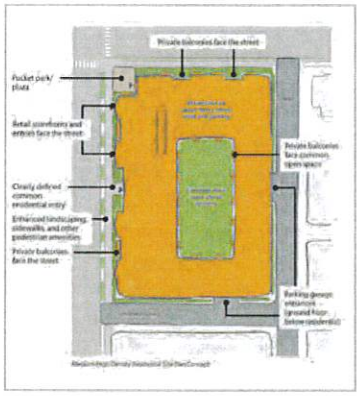


Client & Location
City of Anaheim, CA

The RRM Teams Involved
- *Planning & Urban Design*
- *Architecture*
- *Civil Engineering*
- *Landscape Architecture*

Project Timeline
2018-2022









Torrance Housing Corridor Districts Analysis

RRM Design Group was hired by the City of Torrance to prepare a Housing Corridor Overlay to provide new opportunities and development options for housing within strategic locations within the City. It establishes land uses and development standards that provide incentives to housing develop for landowners and builders and implements one of the City's required Housing Element implementation programs. Of note, the Housing Corridor Overlay provides for objective development and design standards for the identified areas and the project included accompanying CEQA review that allows for by-right, over the counter planning approval without further environmental review if the objective criteria provided is met.

Client & Location

City of Torrance, CA

The RRM Teams Involved

- *Planning & Urban Design*
- *Architecture*
- *Civil Engineering*

Subconsultant Teams Involved

- *The Natelson Dale Group*

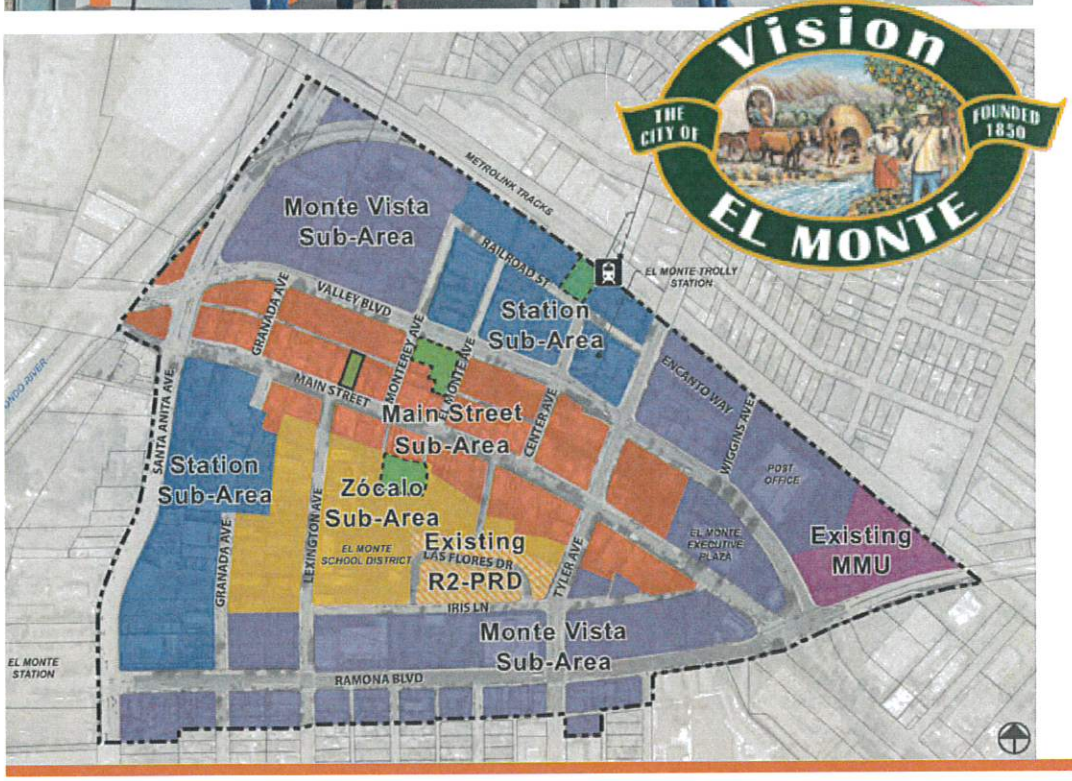
Key Features & Elements

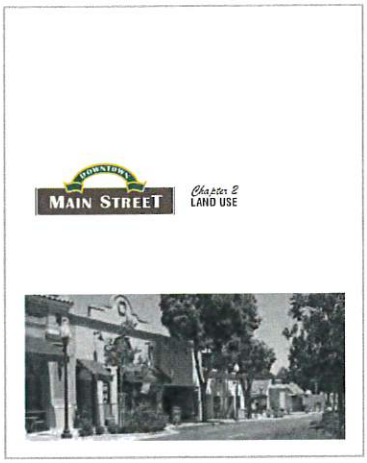
- *Land Use Standards*
- *Development Standards*
- *Objective Design Standards*
- *Performance Standards Incentives*
- *By-Right Process*
- *Community Engagement*
- *CEQA Compliance*

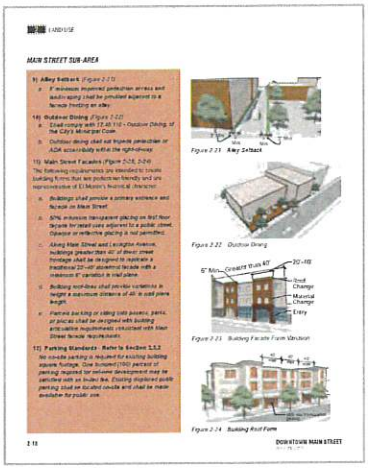
Project Timeline

2020-2023









El Monte Downtown Improvements

The City of El Monte received a Metro grant and selected RRM Design Group to develop a Downtown Main Street TOD Specific Plan. The project will provide the regulatory land use and planning framework for implementing the vision articulated in the adopted 2011 Vision El Monte General Plan. The plan focuses on the revitalization and plans for physical improvements to Main Street and evaluates transit-oriented development opportunities surrounding the Metrolink and Foothill transit stations. In addition, RRM was asked to develop streetscape improvement construction documents to enhance the City's downtown urban core. The streetscape beautification, now under construction, is the first phase of enhancements which include pedestrian crossing improvements, new street trees, landscape planted parkways, and new seating areas along this vibrant street. The design also includes improvements to paseo access to the street, new street pedestrian lighting, traffic calming features, and the design of bioswales and permeable pavement to capture urban storm runoff.

Client

City of El Monte via Evan Brooks Associates

Location

El Monte, CA

The RRM Teams Involved

- *Planning & Urban Design*
- *Architecture*
- *Engineering*
- *Landscape Architecture*

Project Timeline

2013-2017







Rancho del Oro Transit-Oriented Development

RRM Design Group was retained by Arete Development and Father Joe Villages to prepare conceptual designs for the revitalization of the Rancho Del Oro Transit Station, located in Oceanside, California with a project identified as The Crossings. The development brings affordable housing, local neighborhood retail, and seamless transit connectivity to North County Transit District's train and bus services.

The Crossings project site is located at a 2.14-acre property currently serving as the onboarding location for the Rancho Del Oro Sprinter Rail and NCTD Breeze bus stop. The site sits prominently at the crossroads of Oceanside Boulevard and Rancho Del Oro Roads, adjacent to the 465-acre El Corazon Master Plan, home to the new Front Wave arena.

The residential program comprises 98 multi-family affordable residential units, achieving a density of 46 dwelling units per acre. The units would be available to residents of 30-60% of Area Median Income. The base of the building alternates between the open bays of glazing, providing pedestrian views into the proposed marketplace, residential community lounge, and neighborhood-scale retail that will activate the street.

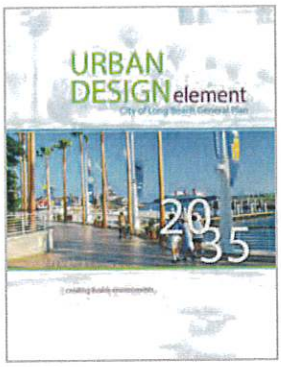
Client
Arete Development, Father Joe Villages

Location
Oceanside, CA

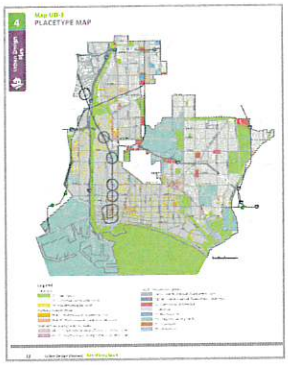
The RRM Teams Involved
- *Planning & Urban Design*
- *Architecture*

Key Features & Elements
- *Transit-oriented development mixed-use project*
- *Affordable housing*
- *Local neighborhood retail*
- *Transit connectivity*

Project Timeline
2023-Present









Award of Merit: Hard Won Victory - General Plan Outreach Process
APA Los Angeles, 2020

Long Beach On-Call Planning Services

The City of Long Beach Department of Development Services hired RRM Design Group to assist with specialized planning services, including design review, special studies, peer reviews, and other similar tasks. As part of this contract, RRM has provided a significant amount of support to the General Plan Update process including, preparing the Urban Design Element and Noise Element, assisting with graphics and peer review of the Land Use Element, and facilitating an extensive multi-lingual outreach effort including surveys, pop-up events, traditional workshops, and informational campaigns to ensure community-driven elements.

The Urban Design Element outlines strategies and policies intended for long-term effects of incorporating sustainable design practices, promotion of health and wellness opportunities, appropriate transitions for infill development, protection of the existing neighborhood character, and creation of vibrant and active public spaces into development decisions. RRM also served as part of the Long Beach Housing Element Update team, including Veronica Tam and Associates.

Additionally, RRM developed a Parklet and Outdoor Dining Handbook, providing design guidelines and development standards to enhance the public realm with vibrant outdoor spaces that activate the street, foster social interaction, and improve pedestrian activity adjacent to businesses.

Most recently, RRM has completed an update to the Subdivision Ordinance and is currently working on updating the City's ADU Ordinance including tailored outreach and coordination with a companion SB 9 Ordinance effort.

Client & Location
City of Long Beach, CA

The RRM Teams Involved
- *Planning & Urban Design*
- *Architecture*
- *Landscape Architecture*

Subconsultant Teams Involved
- *The Natelson Dale Group*

Key Features & Elements
- *Urban Design Element*
- *Community Engagement for General Plan Update*
- *Noise Element*
- *Parklets and Sidewalk Dining Guide*
- *Subdivision Ordinance Update*
- *Drive-Thru Facilities Guide*
- *ADU and SB9 Local Ordinances*









Award of Merit: Best Practices
- APA San Diego Section

Balboa Avenue Station Area Specific Plan

The City of San Diego received a SANDAG Sustainable Communities Planning Grant and retained RRM Design Group to develop the Balboa Avenue Station Area Specific Plan. Throughout the planning effort, multi-modal improvements were identified to increase bicycle, pedestrian, and transit access to the station. The area is currently constrained with significant traffic and mobility issues that do not effectively address TOD or multi-modal access to the station. Additionally, the corridor has an abundance of under-maintained, older structures, undeveloped parcels, surface parking, and storage lots that provide vast opportunities for transit-oriented development (TOD). The plan will engage the Pacific Beach and Claremont communities to produce a Specific Plan and implementation program that addresses transportation demand, economic market analysis, urban design concepts, and multi-modal improvement projects. The plan was implemented through Community Plan and Facilities Financing Plan amendments.

Client & Location
City of San Diego, CA

The RRM Teams Involved
- *Planning & Urban Design*
- *Architecture*
- *Landscape Architecture*

Project Timeline
2015-2020

Community Outreach

RRM Design Group's team expertise includes 50 years of conducting and facilitating community outreach and engagement in different formats for our multidisciplinary projects of different sizes and for a wide range of jurisdictions across the state. RRM Design Group is experienced in conducting productive and inclusive community outreach as part of the planning efforts we lead. Our team's approach to outreach includes listening to the community's needs and concerns and engaging and collaborating with a wide range of community members to help shape the vision, policies, and concepts within our documents and ensure they are cohesive and implementable.







Community Outreach Projects

1. *Anaheim Center City Corridors Specific Plan*
2. *Long Beach General Plan Elements and Community Engagement*
3. *Santee Arts and Entertainment District, San Diego*
4. *Dana Point General Plan Outreach*
5. *Ventura County General Plan Contract Planning*





Transit-Oriented Development/Active Transportation Plan Community Connectivity

RRM has worked on a number of projects with transit-oriented development and active transportation elements.







TOD/ATP Projects

1. *Stanton Livable Beach Boulevard and Mobility Plan*
2. *Hollister Avenue Complete Streets Corridor Plan, Goleta*
3. *Mission Boulevard Public Spaces and Active Transportation Network, San Diego*
4. *Monterey Bay Sanctuary Scenic Trail and Segment 7 Rail Trail, Santa Cruz*
5. *Las Positas Multi-Use Pathway, Santa Barbara*
6. *Balboa Village Design Guidelines, Streetscape Improvement Plan, and Wayfinding Sign Program, Newport Beach*
7. *Buena Park Multi-Modal Mobility Action Plan*

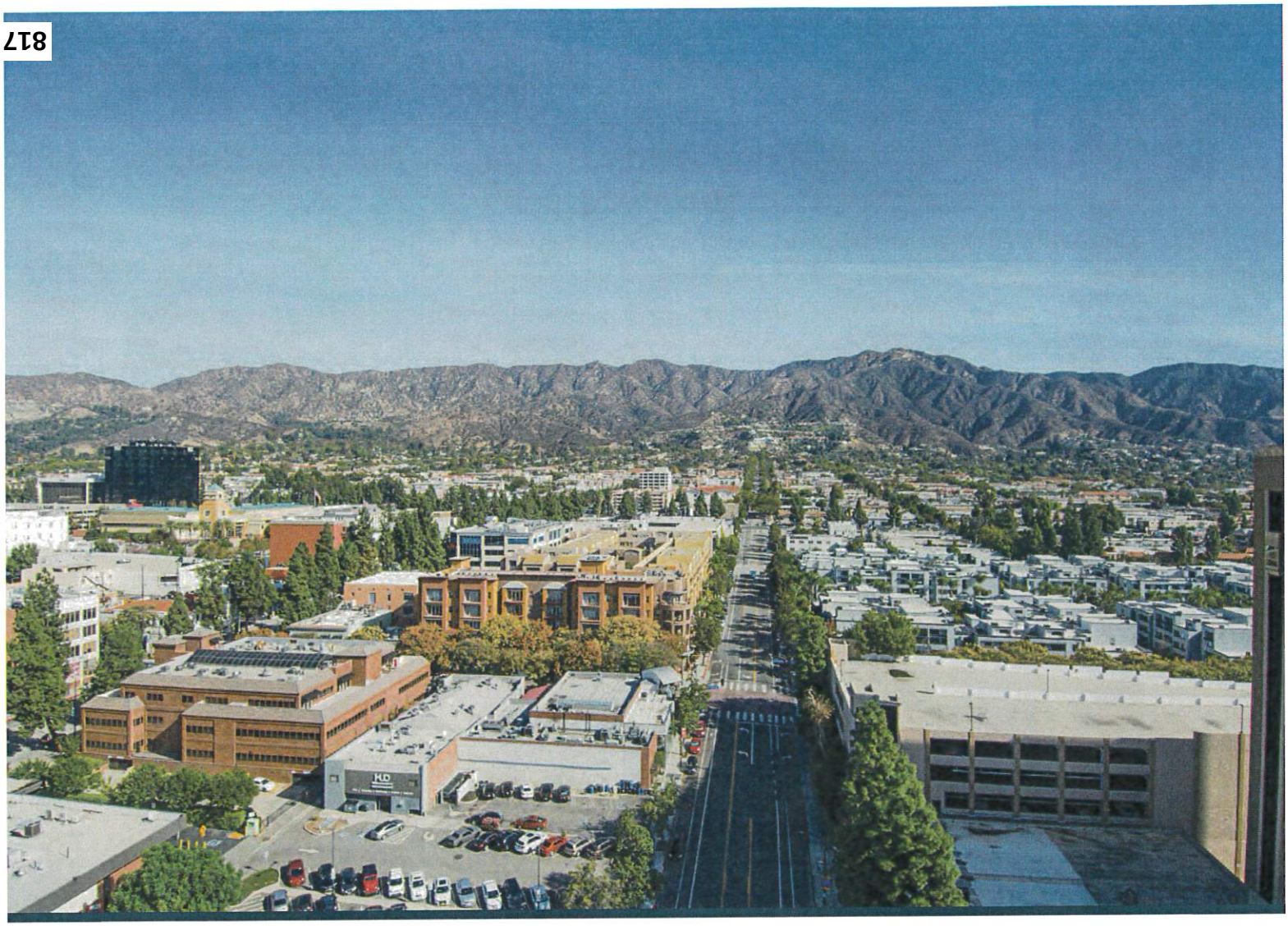








Up Next:
Subconsultants' Experience

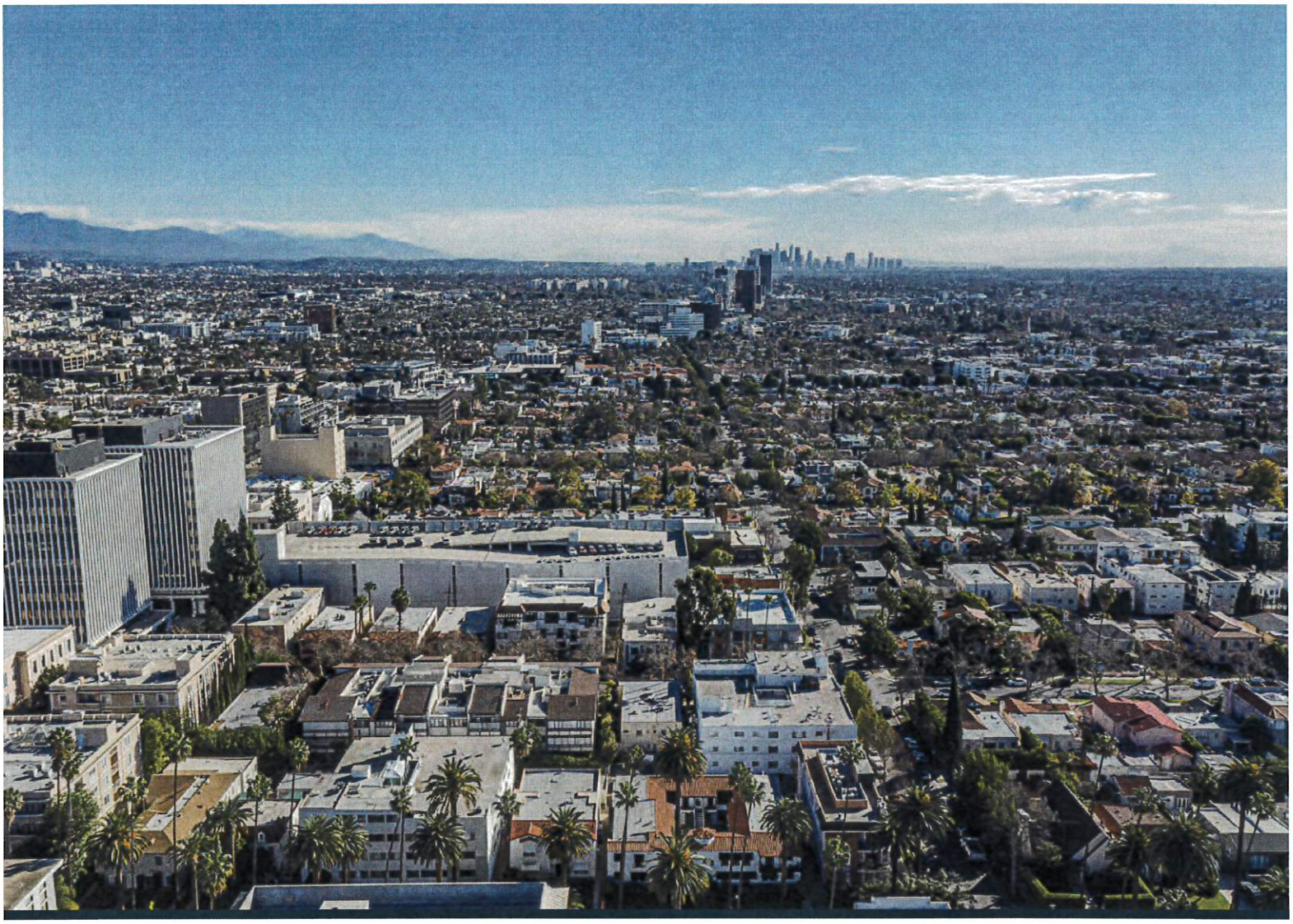


Burbank Environmental Consulting Services

Rincon Environmental, Inc. has worked with the City of Burbank since 2007, providing CEQA documentation and consulting services to the Community Development Department. Rincon has worked with the City on a variety of successful projects providing environmental documentation services. Additionally, our Sustainability team has assisted the City in auditing the GHG emissions inventory and prepared the City's 2022 Greenhouse Gas Reduction Plan, which received an Award of Merit by the American Planning Association in the Innovation in Green Community Planning awards category. Staff have also directed numerous Phase I Environmental Site Assessments, provided human health risk assessments, and expert review of applicant prepared technical reports. Rincon has recently completed the following EIRs for the Housing and Safety Element Update and the 777 North Front Street Project. Rincon is currently preparing the EIRs for the Burbank Media District Specific Plan and the Burbank Downtown Transit Oriented Development Specific Plan.

Client & Location
City of Burbank, CA

Project Timeline
2007-present



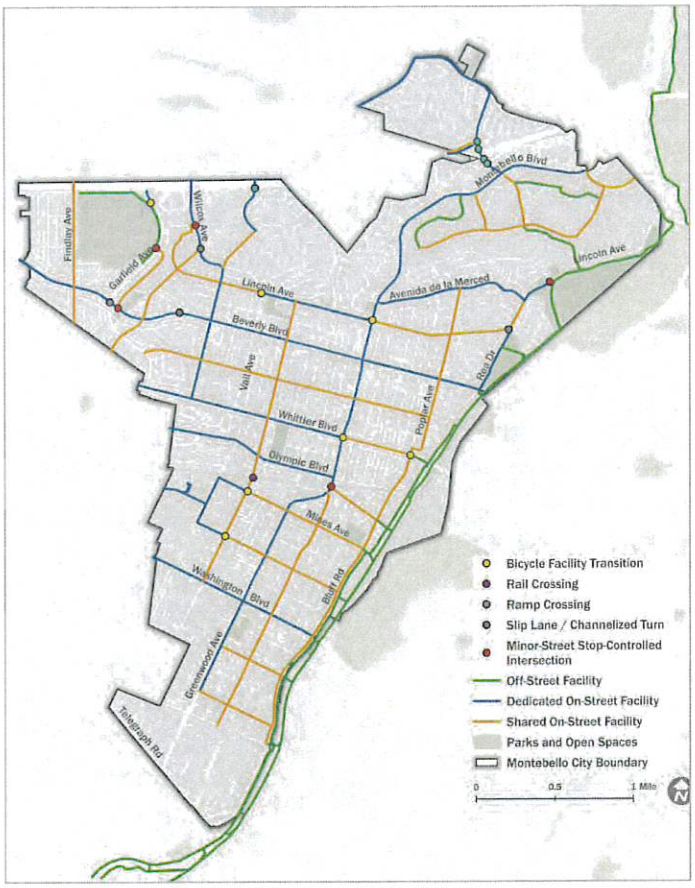
West Hollywood Environmental Consulting Services

Rincon Environmental, Inc. has prepared numerous CEQA documents for the City of West Hollywood in recent years. Beginning in 2021, Rincon assisted Veronica Tam Associates with preparation of the Housing Element and also prepared a programmatic EIR, which was certified in February 2023. Other recent CEQA documents that have been certified include EIRs for the following mixed-use projects: 7985 Santa Monica Boulevard, 8555 Santa Monica Boulevard, and 8816 Beverly Boulevard Hotel. As well as the IS-MND for the assisted living project at 923 North Palm Avenue. Rincon is currently preparing the EIR for a mixed-use project at 1000 North La Brea Avenue.

rincon

Client & Location
City of West Hollywood, CA

Project Timeline
2016-present





Montebello General Plan Update, Downtown Specific Plan, and Bicycle Master Plan

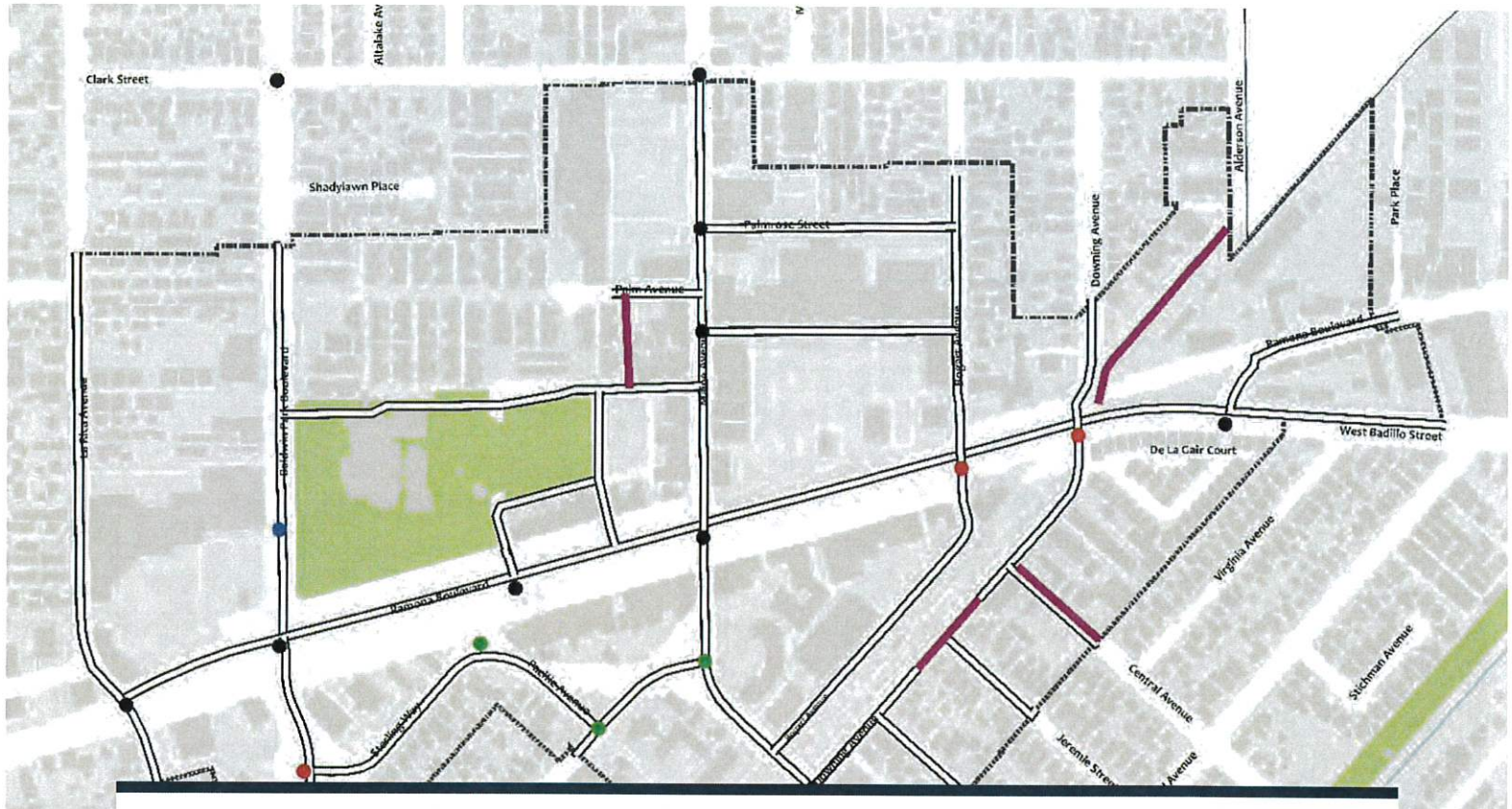
KITTELSON & ASSOCIATES

Kittelson and Associates led development of the updated Montebello General Plan Mobility Element as part of the overall General Plan update and supported the development of the Downtown Specific Plan. Key topics included improving bicycle and pedestrian access and connectivity in the city's downtown area and connecting to future stations along the planned Gold Line light rail extension. Tasks included assessing existing multimodal transportation conditions and opportunities, and developing mobility element goals, policies, and implementation actions. To support the general plan update process, Kittelson prepared a transportation analysis report that included both CEQA analysis and a non-CEQA analysis of intersections and roadway segments in the city. Simultaneously, Kittelson assisted the City with preparing its SB 743-consistent transportation impact study guidelines.

Kittelson also worked with the City to develop its first Bicycle Master Plan. The plan's goals are to improve bicycling connectivity, access to transit, and safety for all users. The plan included priority projects, performance measures, programs/policies, funding program guidance, and example concept designs to assist the City in continuing efforts after the completion of the plan.

Client & Location
City of Montebello, CA

Project Timeline
2020-2024



Baldwin Park Downtown Transit-Oriented Development (TOD) Specific Plan

KITTELSON & ASSOCIATES

Kittelson and Associates worked with the City of Baldwin Park to create a new Downtown TOD Specific Plan to encourage high-density development and take advantage of future enhanced transit services to the area. In particular, the City wanted to prepare and adopt regulatory changes that enhance residential development, advance transit-supportive development patterns by updating the Downtown TOD Specific Plan, amending the General Plan, and completing an environmental document. The heart of the study area was the Baldwin Park Metrolink Station, which will be a catalyst for future development opportunities.

Kittelson prepared the transportation elements of the Specific Plan, a key element of which is to establish a series of mobility hubs to improve and enhance transit access throughout the downtown area. Kittelson identified locations for existing and future hubs based on the current transit network, surrounding land uses, potential TOD opportunities, and key destinations. Kittelson recommended supporting policies for inclusion in the Specific Plan, including those to encourage transit-friendly developments, implement First/ Last Mile (FLM) elements, and manage parking.

Kittelson also conducted the Transportation Impact Analysis (TIA) for inclusion in the environmental document. The TIA addresses existing and future mobility conditions throughout the study area and the identification of potential impacts to each mode of travel. Vehicular impacts were assessed through vehicle-miles traveled (VMT) metrics, using output from the subregional travel demand model. To reduce VMT-related impacts, Kittelson identified transportation demand management techniques to encourage active transportation and transit usage, plus supportive policies and programs to be adopted as part of the Specific Plan.

Client & Location
City of Baldwin Park, CA

Project Timeline
2020-2022



2.c.ii: Ability to Perform Work in a Timely Manner, Availability of Staff, and Contingency Plans

The RRM Team is confident that we can provide the City of South Gate with final products that meet the City's needs and goals. Our enthusiasm for this project is reflected in our committed availability. We are selective regarding the assignments we pursue and commit key personnel for the duration of the 12-month process. A detailed schedule, including milestones and deliverables, can be found on page 22 of our proposal.

To ensure staff availability, RRM conducts weekly workload meetings at which we review a master calendar that reflects each team member's workload by project. These weekly workload meetings help our team ensure that staffing is allocated to support project needs.

Additionally, RRM's years of experience collaborating with our team of subconsultants in various roles and assignments grants us already established lines of communication and familiarity with project workflows that will benefit our team's efficiency when collaborating on projects.

2.d: Personnel: Assembling Our Team

Hiring our company means investing in unparalleled expertise, exceptional service, and innovative solutions tailored to your specific needs. We bring a wealth of experience and a proven track record of success, ensuring that your projects are executed with precision and efficiency. Our dedicated team of professionals is committed to delivering outstanding results, leveraging the latest technologies and best practices to drive your goals forward. We pride ourselves on our customer-centric approach, building strong relationships and understanding your unique challenges to provide customized solutions that exceed expectations. By choosing us, you gain a reliable partner dedicated to your growth and success.

City of South Gate

RRM Design Group



Diane Bathgate, *AICP, CNU-A*
Principal-in-Charge
Principal



Elizabeth Ocampo Vivero
Project Manager
Principal Planner



Katja Dillmann, *AICP, JD*
Active Transportation Planner
Supervisor of Planning and Urban Design

Planning



Scott Martin,
AIA, LEED AP, CNU-A
Architect
Managing Partner

Architecture



Brian Hannegan, *ASLA, PLA*
Streetscape and Urban Designer
Manager of Landscape Architecture

Landscape Architecture

Subconsultants

Rincon Environmental, Inc.
Susanne Huerta, AICP

CEQA

The Natelson Dale Group
Roger Dale

Economics

Kittelson and Associates, Inc.
Michael Sahimi, AICP

Mobility



Diane Bathgate | AICP, CNU-A

Project Role: Principal-in-Charge

With an early drive to serve both the community and the environment, Diane Bathgate embodies compassionate leadership as a Principal at RRM. Her collaborative approach to leadership and design fosters an all-inclusive space for creativity and problem-solving. Specializing in both public and private sectors, Diane offers a versatile approach to planning and design. Her experience spans land-use planning and urban design to environmental consulting and community leadership. Ultimately, her expansive knowledge and commitment to public wellbeing fuel her professional endeavors. Valuing collaboration and mutual respect, Diane is dedicated to creating projects that, not only fulfill each client's need, but benefit the greater community.

rrm design group — Creating Environments People Enjoy®

Principal with 37 years of experience

Education

- *Bachelor of Arts, Environmental Studies and Psychology, University of California, Santa Barbara, CA*
- *Coursework, Planning Law, Environmental Design, Architecture, University of California, Irvine, CA*
- *Graduate Studies, Public Administration, California State University, Long Beach, CA*

Licenses and more

- *Congress for the New Urbanism Accredited (CNU-A)*
- *American Planning Association (APA), Member*
- *American Institute of Certified Planners (AICP)*
- *Association of Environmental Professionals (AEP)*

Featured project experience

- Alhambra General Plan Update
- American Canyon General Plan Update
- Anaheim City Center Corridors Vision and Specific Plan
- Azusa TOD General Plan/ Development Code Update and Specific Plan
- Buena Park Housing Element Update and Environmental Justice Policies
- Carson Economic Development Strategic Plan
- Cerritos Housing Element Update
- Dana Point General Plan Update Vision and Outreach
- Downtown Colton Development Code and Design Manual
- El Monte Housing Element Update
- El Segundo Downtown Specific Plan Update
- Hawthorne Zoning Code Amendments
- Hermosa Beach Zoning and Subdivision Ordinance Assessment
- Huntington Beach Downtown Specific Plan
- Huntington Beach Research and Technology Zone
- Huntington Park Downtown Specific Plan
- Long Beach Urban Design Element, Noise Element and Noise Ordinance Update, and Subdivision Ordinance Update
- Pomona Downtown Specific Plan Update
- Port Hueneme General Plan Update
- Rosemead Freeway Corridor Mixed-Use Overlay Zone
- Rosemead Housing Element Update
- Stanton Livable Beach Boulevard Mobility Plan
- Torrance Housing Corridor Districts Analysis
- Vista Zoning Code Amendments
- Yorba Linda Housing Element Implementation
- Yucaipa Citywide Design Guidelines



Elizabeth Ocampo Vivero

Project Role: Project Manager

Creating Environments People Enjoy®

Principal Planner with 17 years of experience

Education

- *Master of City Planning, San Diego State University, San Diego, CA*
- *Bachelor of Science, Architecture, Universidad Autónoma de Baja California, MX*

Affiliations

- *American Planning Association (APA), Member*
- *San Diego American Planning Association (SDAPA), Board Member, Awards Chair*

**Work performed prior to joining RRM Design Group*

Elizabeth Ocampo Vivero is a passionate urban planner and native Spanish speaker with extensive experience in community planning, land use planning, and urban design. She has extensive experience in community outreach, and project management of multi-disciplinary projects. Elizabeth often works in collaboration with our landscape architecture, architecture, and civil engineering teams, to ensure project designs enhance the communities where they are proposed. Elizabeth's experience includes seven years at the City of San Diego Planning Department, where she participated in the preparation of multiple community plans and grant funded efforts. She is skilled in preparing and conducting engaging community outreach strategies for a wide range of planning efforts.

Featured project experience

- Agoura Village Specific Plan, Agoura Hills
- Avalon Mode Shift Feasibility Study*
- Barrio Logan Community Plan Update - Spanish Translation/ Peer Review Services, San Diego*
- Claremont Mesa Community Plan, San Diego*
- Culver City ADU Prototypes/ Handbook
- Dana Point General Plan Outreach
- Escondido ADU Prototypes/ ADU Handbook
- El Segundo Downtown Specific Plan Update
- Fiske Family Property ADU/Site Improvements
- Goleta Objective Design Standards for Multiple Dwellings/Mixed-Use Developments
- Hawthorne Zoning Code Amendments
- Jurupa Valley ADU Prototypes/ Handbook
- La Jolla Streetscape Improvement Plan, San Diego*
- Long Beach ADU & SB9 Local Ordinances
- Mariners' Cove Redevelopment Project, San Diego*
- Midway - Pacific Highway Community Plan, San Diego*
- Mission Boulevard Public Spaces/Active Transportation, San Diego*
- North Park Community Plan, San Diego*
- Old Town San Diego Community Plan, San Diego*
- Rams Hill Specific Plan Amendment, Borrego Springs*
- Santee Town Center Specific Plan/Arts & Entertainment District
- Rancho Del Oro Transit Oriented Development, Oceanside
- Torrance Land Use Element and Safety Element Update



Katja Dillman | AICP, JD

Project Role: Active Transportation Planner

Katja Dillmann is a multi-faceted planner, who comes to the profession with formal training and work experience. Trained as an attorney, Katja has her juris doctor degree, as well as a master's in city planning. She has also spent time working in Washington D.C., as well as for a Mayor in the City of Portland, giving her firsthand experience with public policy work. In her role as Transportation Policy Advisor for the Mayor, she worked on several projects that looked at corridors with an eye toward safety, land use/urban design, and economic development. As a third culture kid and an avid traveler her work is creatively influenced by the successful implementations of Urban Design seen in other countries. Additionally, as a cyclist and passionate advocate of active transportation, she's committed to building plans that enhance a city's outdoor space.

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Supervisor of Planning and Urban Design with 12 years of experience

Education

- *Masters in City Planning, San Diego State University, CA*
- *Juris Doctor, Lewis & Clark Law School, OR*
- *Bachelor of Arts, English and German, University of California, Davis, CA*
- *Minor in Environmental Policy and Planning, University of California, Davis, CA*

Affiliations

- *American Institute of Certified Planners (AICP), CA, 33721*

Featured project experience

- Alhambra Objective Design Standards and Design Guidelines
- American Canyon Parks Master Plan
- Brea Focused General Plan and Core Specific Plan
- Carlsbad Objective Design Standards
- Carson Economic Development Strategic Plan
- Chula Vista Active Transportation Plan*
- Comprehensive Active Transportation Plan, Coronado*
- Culver City ADU Handbook
- Dana Point General Plan Outreach
- El Cajon Active Transportation Plan*
- Encinitas SB 2 Planning Grant (Objective Design Standards)
- Escondido Public Art Master Plan
- Hawthorne Zoning Code Amendments
- Jurupa Valley ADU Handbook
- Lancaster Public Art Master Plan
- La Mirada Objective Design Standards
- La Mesa Boulevard Complete Streets*
- Patterson Downtown Master Plan
- Santee Arts and Entertainment District
- Santee Mobility Element*
- Santee Town Center Specific Plan Amendment – SGIP Grant
- Torrance Housing Corridor Districts Analysis
- Wildomar Mobility Plan*

**Work performed prior to joining RRM Design Group*



Scott Martin | AIA, LEED AP, CNU-A

Project Role: Architect

As Managing Partner, Scott Martin brings over twenty years of valuable experience to RRM Design Group. From urban design and planning to facility production and construction, Scott's experience ranges far and wide. A LEED Accredited Professional, his designs incorporate creative and sustainable solutions. In addition to his technical expertise, Scott is dedicated to meeting the priorities and needs of the community. His close relationship with both public and private clients offers him a comprehensive view of each project. A thoughtful leader and designer, Scott Martin brings an all-encompassing perspective to the architecture team at RRM.

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Managing Partner with 24 years of experience

Education

- *Bachelor of Architecture, California Polytechnic State University, San Luis Obispo, CA*

Licenses and more

- *Architect, CA, C32348*
- *Architect, CO, 00405508*
- *Leadership in Energy and Environmental Design Accredited Professional (LEED AP)*
- *Congress for the New Urbanism Accredited (CNU-A)*
- *American Institute of Architects (AIA)*
- *San Luis Obispo Chamber of Commerce Economic Development Committee*

Featured project experience

- Azusa TOD General Plan/ Development Code Update and Specific Plan
- Balboa Avenue Station Area Specific Plan, San Diego
- Balboa Village Design Guidelines, Streetscape Improvement Plan, and Wayfinding Sign Program
- Calabasas General Plan Update
- Carlsbad Objective Design Standards
- Carson Economic Development Strategic Plan
- Cerritos Housing Element Update (2021-2029)
- Colton Downtown Development Code and Design Manual
- El Cajon Housing Element Rezoning Program Mixed-Use Zone Testing
- El Monte Downtown TOD Specific Plan
- Encinitas SB 2 Planning Grant (Objective Design Standards)
- Fullerton Downtown Core & Corridors Specific Plan
- Huntington Beach Research and Technology Zone
- La Puente Housing Element Update
- La Mirada Objective Design Standards
- Lompoc Streetscape Multi-Modal Improvement Plan
- Long Beach On-Call Planning Consultant Services
- Los Altos Downtown Vision
- Rosemead Freeway Corridor Mixed-Use Overlay Zone
- San Ysidro Community Plan Update
- Stanton Livable Beach Boulevard Mobility Plan
- Temple City Objective Design Standards
- Thousand Oaks Boulevard Specific Plan Mixed-Use Feasibility Analysis
- Torrance Housing Corridor Districts Analysis
- West Covina Architectural and Urban Design Review
- West Hollywood Urban Design Program



Brian Hannegan | ASLA, PLA

Project Role: Streetscape and Urban Designer

Creating Environments People Enjoy®

Manager of Landscape Architecture with 34 years of experience

Education

- *Bachelor of Science, Landscape Architecture, California Polytechnic State University, San Luis Obispo, CA*

Licenses and more

- *American Society of Landscape Architects (ASLA), Southern California Chapter, 2008-present*
- *Trust for Historic Preservation, member, 2003-present*
- *Orange County Bicycle Coalition, 2011-present*
- *International Mountain Biking Association, 2000-present*
- *Surfrider Foundation, 2001, present*

Interweaving his early love of nature and community, Brian Hannegan was led to a career in landscape architecture. With over thirty years of experience in various architectural sectors, Brian offers an expansive view of design. Inspired by the needs of the client and community and the diverse talent of his team, Brian's excitement for creative collaboration transcends into each of his projects. From trails, greenways, and open spaces to recreational and regional parks, he brings an all-encompassing approach to design. Through collaborative participation and multidisciplinary engagement, Brian is committed to creating accessible spaces that both enhance the natural environment and benefit the vitality and health of communities.

Featured project experience

- 25th Street Renaissance Streetscape, San Diego
- Arcadia Gold Line Station Pedestrian Linkage, Arcadia
- Azusa TOD General Plan/ Development Code Update and Specific Plan
- Balboa Avenue Station Area Specific Plan, San Diego
- Balboa Village Design Guidelines, Streetscape Improvement Plan, and Wayfinding Sign Program, Newport Beach
- Buena Park Multi-Modal Mobility Action Plan
- Carson Economic Development Strategic Plan
- Chula Vista Urban Core Specific Plan and Design Guidelines
- Colton Downtown Development Code and Design Manual
- Fullerton Downtown Core & Corridors Specific Plan
- Hollister Avenue Complete Streets Corridor Plan, Goleta
- Huntington Beach Downtown Specific Plan
- Las Positas Multi-Use Pathway, Santa Barbara
- Lomas Santa Fe Corridor Study, Solana Beach
- Long Beach Urban Design Element and On-Call Planning Services
- Mission Boulevard Public Spaces and Active Transportation Network (ATN), San Diego
- Monterey Bay Sanctuary Scenic Trail Network Master Plan
- San Ysidro Community Plan Update, San Diego
- Stanton Livable Beach Boulevard Mobility Plan
- West Newport Mesa Streetscape Master Plan
- Whittier Boulevard Specific Plan Improvements
- Yorba Linda Town Center Specific Plan

Up Next: *Subconsultants' Resumes*



Susanne Huerta | AICP

Project Role: Environmental Director

Susanne is a Director for Rincon's Environmental Sciences and Planning group responsible for managing and preparing environmental documents for a wide range of projects including residential, commercial, and community developments, utilities improvements and upgrades, and educational facilities. She has extensive experience conducting and preparing environmental analyses in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act. In recent years, she has prepared numerous streamlining documents for transit priority projects under Section 21155 and infill projects under Section 15183 of the State CEQA Guidelines. As the Director for the proposed Specific Plan, Susanne will oversee preparation of the Addendum to the City of Montebello's General Plan Environmental Impact Report (EIR).

Director with 17 years of experience

Education

- *Master of Urban Planning, New York University, Robert Wagner Graduate School of Public Service, New York*

Accreditations and more

- *American Institute of Certified Planners (AICP)*
- *American Planning Association, member*

Featured project experience

- City of Burbank Housing Element EIR and EIR Addendum, Burbank
- Zoning Code and Subdivision Code Updates Categorial Exemption and Negative Declaration, Culver City
- Ventura-Cahuenga Boulevard Corridor Specific Plan Amendment Categorical Exemption, Los Angeles
- Citywide 2021-2029 Housing Element and Safety Element Update EIR and EIR Addendum, Los Angeles
- Downtown Transit Oriented Development Specific Plan EIR, Burbank
- Media District Specific Plan EIR, Burbank
- Housing Element Update EIR, West Hollywood
- The Terraces at Walnut Specific Plan Project EIR, Walnut
- Westside South Community Plan Update EIR, Los Angeles



Vanessa Villanueva

Project Role: Environmental Project Manager

Vanessa is responsible for preparing environmental documents and providing technical impact analyses for a variety of projects. She has nine years of experience preparing and managing environmental analyses in accordance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for infrastructure, housing and urban development, and long-range planning projects. Her responsibilities include performing research and analysis and/or completing assignments within agency offices and for private sector clients; conducting field work necessary to complete high-quality technical noise studies; assisting with in-house English-to-Spanish translations of environmental notices and other public outreach materials; and interacting with various members of public agency and private client staff on matters related to land use planning, CEQA/NEPA compliance, and land development application processing. For the proposed Specific Plan, Vanessa will manage preparation of the Addendum the City of Montebello's General Plan Environmental Impact Report (EIR) and will the primary contact for daily operations.

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Project Manager with 9 years of experience

Education

- *Bachelor of Science, Environmental Science, University of California, Los Angeles, CA*

Affiliations

- *American Planning Association (APA), Member*

Featured project experience

- Citywide 2021-2029 Housing Element and Safety Element Update EIR and EIR Addendum, Los Angeles
- 6th Cycle Housing Element New Policies & Programs IS-MND Addendum, Pico Rivera
- Starwood/Plaza West Covina General Plan Exemption Checklist, West Covina
- City of Burbank Housing Element EIR Addendum, Burbank
- Ventura-Cahuenga Boulevard Corridor Specific Plan Amendment Categorical Exemption, Los Angeles
- The Terraces at Walnut Specific Plan Project EIR, Walnut



Michael Sahimi | AICP

Project Role: Transportation Lead/Active Transportation

KITTELSON & ASSOCIATES

Michael Sahimi is a senior transportation planner with experience in active transportation and safety analyses. Michael's active transportation work has included developing citywide active transportation plans, preparing conceptual bicycle and pedestrian improvement designs, and conducting bicycle and pedestrian safety analyses. His safety work has included conducting citywide and site-specific multimodal safety analyses and developing recommended improvements to reduce conflicts between bicyclists, pedestrians, and motor vehicles. He also has experience in community outreach, traffic operations, environmental analysis, circulation studies, and parking studies.

Senior Planner with 10 years of experience

Education

- *Master of Urban and Regional Planning, Transportation Policy and Planning, University of California, Los Angeles, CA*
- *Bachelor of Arts Urban Studies, University of California, Irvine, CA*
- *Bachelor of Arts Criminology, Law, and Society, University of California, Irvine, CA*

Accreditations and more

- *American Institute of Certified Planners (AICP)*
- *American Planning Association (APA), member*

Featured project experience

City of Montebello General Plan and Downtown Specific Plan Updates, EIR, VMT Guidelines, and Bicycle Master Plan; Montebello

Kittelson developed the updated circulation element for the City of Montebello General Plan Update and their Downtown Specific Plan area. Kittelson also updated the mobility element's goals, policies, and circulation network to accommodate the City's envisioned land use and circulation build-out. The plan provides an enhanced network of trails and enhanced pedestrian and bicycle mobility, as well as promotes a vibrant and walkable downtown area near rail stations. Michael supported the development of goals, policies, and actions for the General Plan and Downtown Specific Plan. In addition, he led the development of updates to the City's SB 743 consistent transportation analysis guidelines and the preparation of the citywide bicycle master plan.

Norwalk Bicycle Master Plan; Norwalk

Kittelson recently prepared a Bicycle Master Plan (BMP) to improve city bicycling conditions and connectivity to local and regional destinations. The project included substantial bilingual public outreach efforts, including coordination with a Bicycle Advisory Committee (BAC) and several community workshops. A key focus of the study was to improve access to two transit stations in the city. As deputy project manager, Michael led the existing conditions analysis and conducted an inventory of existing facilities, opportunities, and constraints in and around the city; he also led the development of bikeway recommendations. He worked with Kittelson designers to prepare conceptual graphics illustrating potential bicycle facility improvements in the city, which were incorporated into the final plan document.

Brea Creek Trail Gap Closure Feasibility Study; Buena Park

Michael served as the deputy project manager in this study to address a gap in the active transportation network in northern Buena Park. He led the technical assessment of existing conditions, including developing a bicycle equity index for the study area. Michael worked with the City to identify opportunities and constraints and develop evaluation criteria. He also facilitated coordination between the City and other project team members and stakeholders, including leading a walking tour of the study area. Based on the analysis and public outreach findings, Michael worked with Kittelson designers and the City to develop the bicycle/pedestrian improvement design concepts and conducted the alternatives assessment to finalize the preferred concept.



Mychal Loomis | PE, TE, PTOE, RSP$_1$

Project Role: Safety Expert

KITTELSON & ASSOCIATES

Associate Engineer with 18 years of experience

Education

- *Bachelor of Science, Civil Engineering, Oregon State University, Corvallis, OR*

Licenses and more

- *Professional Civil Engineer, CA, 76101*
- *Professional Traffic Engineer, CA, 2918*
- *Professional Traffic Operations Engineer, 4347*
- *Certified Road Safety Professional (RSP), Transportation Professional Certification Board, 286*

Mychal Loomis is a certified transportation engineer and road safety professional serving an array of project and client types. He has over 18 years of experience developing long-range mobility plans for communities, creating traffic and circulation plans to support new development, authoring local and statewide road safety plans, and designing several major roadways and phasing plans. Mychal provides responsive and holistic viewpoints on mobility, with a drive for serving clients and finding solutions supported by the community. He continues to learn and adapt to the ever-changing world of mobility to serve best his projects and the communities they benefit from.

Featured project experience

Montebello Safe Travel Plan; Montebello - Kittelson supported a consultant team and the City of Montebello in performing collision analysis, identifying safety issues on the roadway network, developing a list of countermeasures, and prioritizing projects for funding opportunities with the intent to reduce or eliminate traffic collisions. The plan is a local road safety plan that included coordination with multidisciplinary roadway stakeholders to discuss traffic safety concerns and potential solutions. Mychal led the Kittelson team, which led the crash data analyses and development of countermeasures and supported stakeholder engagement and development of the plan document.

Mission Viejo Systemic Safety Analysis Report (SSAR)/Local Road Safety Plan (LRSP); Mission Viejo - Kittelson prepared a SSAR/LRSP to assist the City of Mission Viejo in performing collision analysis, identifying safety issues on the roadway network, and developing a list of systemic countermeasures with the intent to reduce or eliminate traffic collisions. A main focus of improvements in the City was on pedestrian and bicycle infrastructure and traffic calming, which is challenging in an urban environment with large multi-lane roadways designed for vehicle throughput. Mychal led the development of countermeasures and overall preparation of the SSAR/LRSP.

Caltrans Road Safety Infrastructure Plans; Statewide - Kittelson is working with the Caltrans Division Of Safety Programs to establish a methodology to evaluate safety data along the California State Highway System, engage stakeholders, and prioritize infrastructure modifications. Using the methodology established, Kittelson will develop concurrent plans for each of the 12 Caltrans districts, working with district stakeholders to identify and focus improvements on district-level priorities and highways. Mychal is the consultant team's project manager.

Fresno COG Multi-Jurisdictional Local Roadway Safety Plan; Fresno County -. Kittelson worked with the Fresno Council of Governments to create a multi-jurisdictional local roadway safety plan (MLRSP). The MLRSP allowed each agency to develop its own safety goals, policies, and project priorities while aligning efforts across jurisdictions. Kittelson analyzed crash patterns and determined emphasis areas, high-priority locations for improvements, engineering treatments, education and enforcement strategies to encourage safer road user behavior, and location-specific safety improvement projects with concept designs and cost estimates. This included preparation of two HSIP applications for each of the 10 local jurisdictions. Mychal was project engineer, leading the development of countermeasures and preparation of the 10 LRSPs.



Tim Erney | AICP

Project Role: VMT and Travel Demand Expert

KITTELSON & ASSOCIATES

Senior Principal Planner with 28 years of experience

Education

- *Master of Science, Transportation Engineering, University of California, Berkeley, CA*
- *Master of City Planning, University of California, Berkeley, CA*
- *Bachelor of Science, Mechanical Engineering, Boston University, Boston, MA*

Licenses and more

- *American Planning Association (APA), member*
- *Institute of Transportation Engineers (ITE), Member*

Tim Erney is a transportation planner with experience with planning and engineering projects throughout California. His primary focus has been on managing analyses and documentation for environmental review projects, access and circulation studies, sustainable transportation practices, TDM measures, parking evaluations, pedestrian and bicycle reviews, and data collection programs. In addition, his experience includes detailed technical analyses of local and regional roadway facilities, including traffic forecasting, modal split analyses, traffic diversion, and operational analyses. He has experience coordinating with local and regional transportation and environmental agencies in Southern California and has been leading the firm's efforts on the evaluation of emerging technologies and alternative evaluation metrics.

Featured project experience

Travel Demand Management Programs - Tim has been responsible for developing implementable and defensible travel demand management (TDM) programs. Primarily, these include the evaluation of the best TDM elements to achieve the goals of the project, supported by data and research developed on a national basis. In addition to the adoption of standard TDM measures, such as active transportation facilities and parking management, Tim routinely works with developers to adjust land use programs to better internalize trips and to right-size parking to facilitate shared parking opportunities. Sample projects where Tim has engaged in these efforts: Baldwin Park Downtown TOD Specific Plan, Montebello General Plan and Downtown Specific Plan, La Verne General Plan, Lake Forest Sustainability Implementation Program, and Serramonte Center Expansion Plan.

City of Montebello General Plan and Downtown Specific Plan Update, EIR, and VMT Implementation; Montebello - Kittelson developed the updated circulation element for the City of Montebello General Plan Update as well as their Downtown Specific Plan area. Kittelson updated the mobility element's goals, policies, and a circulation network to accommodate the City's envisioned land use and circulation buildout. The plan provides an enhanced network of trails, enhanced pedestrian and bicycle mobility, and promotes a vibrant and walkable downtown area and near rail stations. Tim served as project principal and led development of the general plan update.

I-5 Between Avenido Pico and San Diego County Line VMT Mitigation Program; Orange County - Kittelson developed a program to mitigate the VMT impacts of the proposed implementation of new HOV lanes along I-5 in southern Orange County. As task manager, Tim led the research into options for reducing area VMT, including establishment of an aggressive TDM program, transit improvements, affordable housing construction, and the establishment of mobility wallets. The benefit of these programs was calculated using information from CAPCOA and the local travel demand model.



Jeff Riegner | PE, AICP, PTOE, RSP$_1$

Project Role: Complete Streets Expert

KITTELSON & ASSOCIATES

Senior Principal Engineer with 18 years of experience

Education

- *Master of Science, Transportation Engineering, University of California, Berkeley, CA*
- *Bachelor of Civil Engineering, University of Delaware, Newark, DE*

Licenses and more

- *Professional Engineer: AL #34190-E, DC #PE922853, DE #9840, GA #PE045228, MD #25603, NC #046847, NJ #24GE04007100, PA #PE050789E, TX #120954, VA #402058166*
- *American Institute of Certified Planners (AICP)*
- *Professional Traffic Operations Engineer, 498*
- *Road Safety Professional, Level 1, 1080*
- *National Complete Streets Coalition, Chair*
- *Institute of Transportation Engineers, Fellow*
- *National Physical Activity Plan: Transportation & Land Use Sector Committee*
- *Pedestrian & Bicycle Information Center: National Review Group*

Jeff R. Riegner has experience in wide-ranging multimodal transportation planning and design projects. He is a trusted advisor to public sector transportation clients, helping them meet ambitious, accelerated strategic goals. Jeff is a nationally recognized expert in complete streets and bicycle and pedestrian facility planning and design, with a proven ability to manage and successfully complete challenging and highly complex projects on time and within budget. Furthermore, Jeff is an effective presenter and collaborator, creating long-term relationships with agencies, elected officials, and the public.of mobility to best serve his projects and the communities they benefit from.

Featured project experience

City of Philadelphia Complete Streets Support; Philadelphia, PA - Kittelson worked with the City of Philadelphia Mayor's Office of Transportation and Utilities (OTIS) to update the 2017 version of the Complete Streets Handbook and align it with the Philadelphia Streets Department Traffic Engineering Standards and the Philadelphia Streets Department Right of Way Improvement Standards. Kittelson compared current guidance in the three documents with complete streets best practices from peer cities and national design guides, creating a new combined document called the Philadelphia Streets Engineering Standards. This project included coordination with OTIS, Streets Department, PCPC, Delaware Valley Regional Planning Commission (DVRPC), SEPTA, and PennDOT.

FHWA Operations and Complete Streets Primer; National - For the Federal Highway Administration (FHWA), Kittelson helped develop a primer document on Transportation Systems Management and Operations and Complete Streets. The primer is intended to be a higher-level piece that frames the implications of complete street operations (accommodation of all modes and delay for all modes) and ways in which operations can support and enhance complete streets.

Maryland DOT Complete Streets Policy Audit; Statewide, MD - Kittelson helped the Maryland Department of Transportation (MDOT) develop a statewide Complete Streets policy.

State College Borough Next Generation Connectivity + Mobility Plan; State College, PA - Kittelson developed a safety and mobility plan that prioritized safety, promoted active transportation, expanded travel options, and facilitated sustainable development throughout the Borough. The plan was structured with all of the components of an SS4A Safety Action Plan to position the Borough for SS4A implementation funding; as a result, they won an SS4A implementation grant of nearly $15 million in 2024.

Active Erie Transportation Plan; Erie, PA - Project manager for developing a walking and bicycling master plan for the City. *Completed with prior employer.*



Roger Dale

Project Role: Lead Economist

Roger Dale has been affiliated with The Natelson Dale Group, Inc. (TNDG) since 1988 and currently serves as the firm's managing principal. His background encompasses the fields of economic development, real estate development, and regional economic analysis. His project experience includes real estate market forecasting, pro forma financial analysis, demographic research and modeling, fiscal impact analysis, transit-oriented development, downtown revitalization, business retention/attraction, and infrastructure financing programs. He has led the preparation of economic development strategic plans for cities, counties and regions throughout the United States and has substantial experience managing stakeholder engagement efforts for large-scale economic development plans. He has completed numerous market studies and economic development strategies for public and private clients throughout southern California.

Principal with 37 years of experience

Education

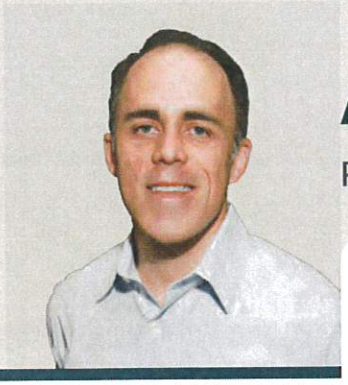
- *Bachelor of Arts, Economics, Claremont McKenna College, Claremont, CA*
- *Master of Arts, Resource and Environmental Economics, University of California, Riverside, CA*

Affiliations

- *California Association for Local Economic Development (CALED)*
- *International Economic Development Council*
- *Roberts Environmental Center (Board Member)*

Featured project experience

- San Ramon Economic Impact Analysis for Retail Development Ordinance
- Monterey Park General Plan Update (Market Study)
- Monterey Park Economic Development Strategic Plan
- Santa Fe Springs Economic Development Strategic Plan
- Los Angeles Transit Oriented Development Study
- Inglewood Transit Oriented Development Study
- Santa Monica Transit Oriented Development Study
- Azusa Transit Oriented Development Study
- Huntington Park Downtown Specific Plan Implementation Strategy (with RRM Design Group)
- Carson Economic Development Strategic Plan (EDSP) (with RRM Design Group)
- Fullerton Downtown Core and Corridors Specific Plan (with RRM Design Group)
- Huntington Beach Zoning Ordinance for Research and Technology Zone (with RRM Design Group)
- Hawthorne Zoning Amendments Developer Outreach and Peer City Research (with RRM Design Group)
- Torrance Housing Corridor Study Financial Pro Forma and Developer Outreach (with RRM Design Group)



Alan Levenson

Project Role: Project Economist

Alan Levenson has been affiliated with TNDG for 25 years. His areas of expertise include economic development strategic planning, regional economic analysis, fiscal impact analysis, retail market evaluation, and real estate development feasibility assessment. He has also been a principal participant in the preparation of several dozen economic development strategic plans. He has also prepared commercial/industrial and residential market studies on behalf of numerous city clients as part of General and Specific Plan processes. He has completed numerous economic studies for public and private clients throughout southern California.

Senior Associate with 25 years of experience

Education

- *Bachelor of Arts, Economics, University of California, Riverside, CA*
- *Master of Business Administration with Concentration in Real Estate Development and Finance, University of California, Los Angeles, CA*

Affiliations

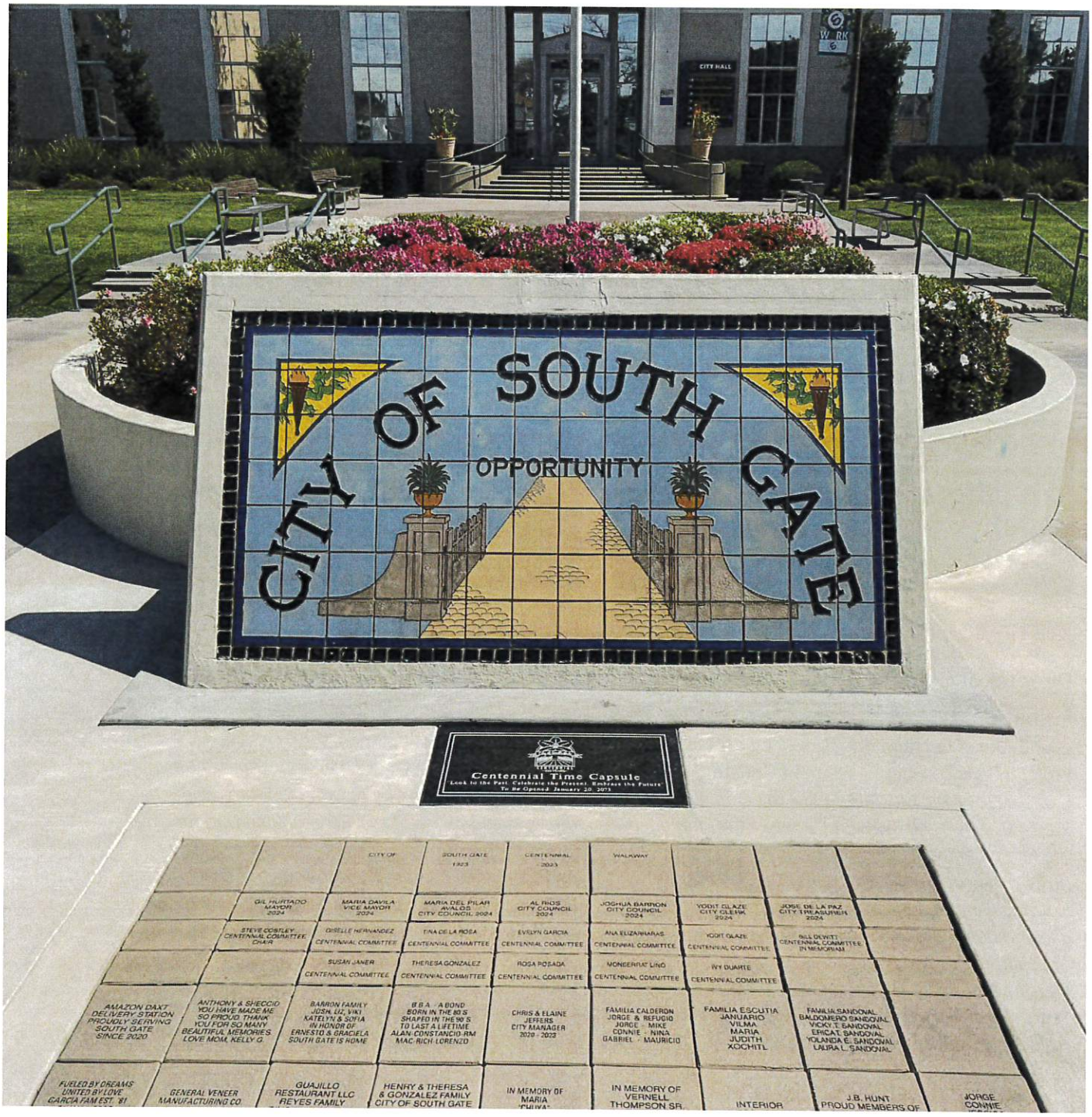
- *California Association for Local Economic Development (CALED)*
- *International Economic Development Council*

Featured project experience

- Monterey Park General Plan Update (Market Study)
- Monterey Park Economic Development Strategic Plan
- Santa Fe Springs Economic Development Strategic Plan
- Florence/La Brea TOD Plan Market Analysis, Inglewood (with RRM Design Group)
- Huntington Park Downtown Specific Plan Implementation Strategy (with RRM Design Group)
- Carson Economic Development Strategic Plan (EDSP) (with RRM Design Group)
- Fullerton Downtown Core and Corridors Specific Plan (with RRM Design Group)
- Huntington Beach Zoning Ordinance for Research and Technology Zone (with RRM Design Group)
- Torrance Housing Corridor Study Financial Pro Forma and Developer Outreach (with RRM Design Group)
- Azusa TOD Specific Plan Market/Financial Analsysis (with RRM Design Group)

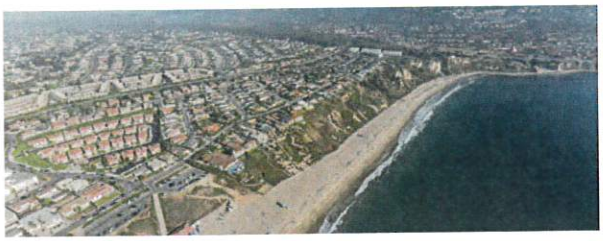
2.e: Conflict of Interest Statement

RRM Design Group has reviewed the City of South Gate's requirements for Planning and Environmental Consulting Services and confirms that we have no known conflicts of interest that would affect our ability to perform the requested services objectively and impartially. Our firm is not currently engaged in any contracts, relationships, or financial interests that would create a conflict with the City of South Gate or this project.



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2.f: References



Carolyn Chun

Senior Planning Associate

Contact: (310) 618-5869 | cchun@torranceca.gov

Client: City of Torrance
Project: Torrance Land Use Element and Safety Element Update - *RRM is currently providing consulting services for updating the City's Land Use Element and Safety Element to achieve consistency with the goals identified in the 2022 Housing Element, 2021 Strategic Plan, and Zoning Code. In 2023, RRM also prepared the City's Housing Corridors Overlay.*



Elaine Thienprasiddhi, *AICP*

Principal Planner

Contact: (714) 765-4568 | ethien@anaheim.net

Client: City of Anaheim
Project: Anaheim Center City Corridors Existing Conditions and Opportunities Analysis - *a detailed project description is provided on page 30 of this proposal.*



Kristin Aguila

Director of Community Development

Contact: (562) 860-0311 | kaguila@cerritos.us

Client: City of Cerritos
Project: Cerritos Housing Element Update (2021-2029) - *The City hired RRM to complete their 2021-2029 Housing Element Update. SCAG assigned the City a Regional Housing Needs Assessment (RHNA) allocation of 1,908 units. The 2021-2029 Housing Element features programs and strategies to accommodate the units, including the development of government-owned property for lower-income housing and the redevelopment of the former Sears site at the Cerritos Town Center into a 100% residential project, among others.*



Brenda Wisneski

Director of Community Development

Contact: (949) 248-3560 | bwisneski@danapoint.org

Client: City of Dana Point
Project: Dana Point General Plan Outreach - *RRM was retained by the City of Dana Point to conduct the visioning phase of the General Plan Update. The intent of the visioning phase of the General Plan update was to capture the community's collective vision and thoughts to develop a framework to guide the future of Dana Point. RRM conducted a robust community-based participatory process to help inform the visioning phase. The resulting visioning framework will guide the policies, procedures, and priorities of the next version of Dana Point's General Plan.*



Rendering: *Balboa Avenue Station Area Specific Plan, San Diego, CA*

Section Three:

Fees

Proposal For Planning and Environmental Consulting Services

Fees

South Gate Planning and Environmental Consulting Services

Fee Schedule

03/20/2025

(Revised 05/02/2025)

				RRM Principal-in-Charge		RRM Project Manager	
				260 $ per hour		225 $ per hour	
Task A: Project Initiation and Project Management		**FEE TYPE**					
A.1	Kickoff Meeting and Site Tour	T&M/NTE	$ 11,995	8	$2,080	9	$2,025
A.2	Data Gathering/Basemap	T&M/NTE	$ 43,196	4	$1,040	16	$3,600
A.3	Project Management	T&M/NTE	$ 36,423	48	$12,480	80	$18,000
		Task A Value:	$ 91,613				
Task B: Community Engagement		**FEE TYPE**					
B.1	Community Engagement Strategy	T&M/NTE	$ 2,740	2	$520	8	$1,800
B.2	Stakeholder Meetings/Focus Group	T&M/NTE	$ 9,644	16	$4,160	20	$4,500
B.3	Webpage and Questionnaire	T&M/NTE	$ 11,520	2	$520	16	$3,600
B.4	Community Workshops and Study Session	T&M/NTE	$ 31,172	24	$6,240	42	$9,450
		Task B Value:	$ 55,076				
Task C: Existing Conditions, Analysis, and Recommendations		**FEE TYPE**					
C.1	Land Use and Zoning Analysis	T&M/NTE	$ 28,804	6	$1,560	36	$8,100
C.2	Economic Analysis	T&M/NTE	$ 45,623	0	$0	0	$0
C.3	Mobility Analysis	T&M/NTE	$ 15,603	0	$0	0	$0
C.4	Key Concepts and Recommendations	T&M/NTE	$ 62,505	6	$1,560	24	$5,400
		Task C Value:	$ 152,534				
Task D: Draft General Plan and Zoning Amendments		**FEE TYPE**					
D.1	Administrative Draft	T&M/NTE	$ 64,818	16	$4,160	40	$9,000
D.2	Screencheck Draft	T&M/NTE	$ 23,897	6	$1,560	16	$3,600
D.3	Public Review Draft	T&M/NTE	$ 9,668	2	$520	8	$1,800
		Task D Value:	$ 98,383				
Task E: Environmental Impact Report		**FEE TYPE**					
E.1	Environmental Impact Report	T&M/NTE	$ 248,013	0	$0	0	$0
		Task E Value:	$ 248,013				
Task F: Public Hearings		**FEE TYPE**					
F.1	Public Hearings	T&M/NTE	$ 35,042	36	$9,360	36	$8,100
F.2	Final Amendments	T&M/NTE	$ 3,602	2	$520	6	$1,350
		Task F Value:	$ 38,644				
		Subtotal	$ 684,263				
		Reimbursable Expenses	$ 13,250				
		Estimated Project Total	$ 697,512				

RRM Active Transportation Planner		RRM Production Staff		RRM Architect		RRM Streetscape and Urban Designer		Rincon Consultants, Inc.	The Natelson Dale Group	Kittelson and Associates
210 $ per hour		164 $ per hour		255 $ per hour		196 $ per hour		lump sum per task	lump sum per task	lump sum per task
8	$1,680	0	$0	0	$0	0	$0	$3,627	$1,113	$1,470
8	$1,680	40	$6,560	6	$1,530	6	$1,176	$0	$9,576	$18,034
0	$0	0	$0	0	$0	0	$0	$0	$2,226	$3,717
2	$420	0	$0	0	$0	0	$0	$0	$0	$0
0	$0	6	$984	0	$0	0	$0	$0	$0	$0
4	$840	40	$6,560	0	$0	0	$0	$0	$0	$0
20	$4,200	46	$7,544	0	$0	0	$0	$0	$0	$3,738
24	$5,040	64	$10,496	8	$2,040	8	$1,568	$0	$0	$0
0	$0	0	$0	0	$0	0	$0	$0	$45,623	$0
0	$0	0	$0	0	$0	0	$0	$0	$0	$15,603
24	$5,040	84	$13,776	36	$9,180	16	$3,136	$0	$0	$24,413
40	$8,400	120	$19,680	24	$6,120	16	$3,136	$0	$2,783	$11,540
8	$1,680	48	$7,872	6	$1,530	6	$1,176	$0	$0	$6,479
4	$840	32	$5,248	0	$0	0	$0	$0	$0	$1,260
0	$0	0	$0	0	$0	0	$0	$226,121	$0	$21,893
0	$0	12	$1,968	0	$0	0	$0	$11,603	$1,113	$2,898
2	$420	8	$1,312	0	$0	0	$0	$0	$0	$0

Fee Footnotes

Estimated fees for tasks shown as "Time and Materials - Not to Exceed" (T&M/NTE) are provided for informational purposes only. Amounts billed for these tasks, which will reflect actual hours, will not be exceeded without prior approval by the client.

Reimbursable Expenses

Incidental expenses incurred by RRM Design Group or any subconsultant it may hire to perform services for this project are reimbursed by the client at actual cost plus 10% to cover its overhead and administrative expenses.

Adjustment to Hourly Billing Rates

RRM reserves the right to adjust hourly rates on an annual basis.

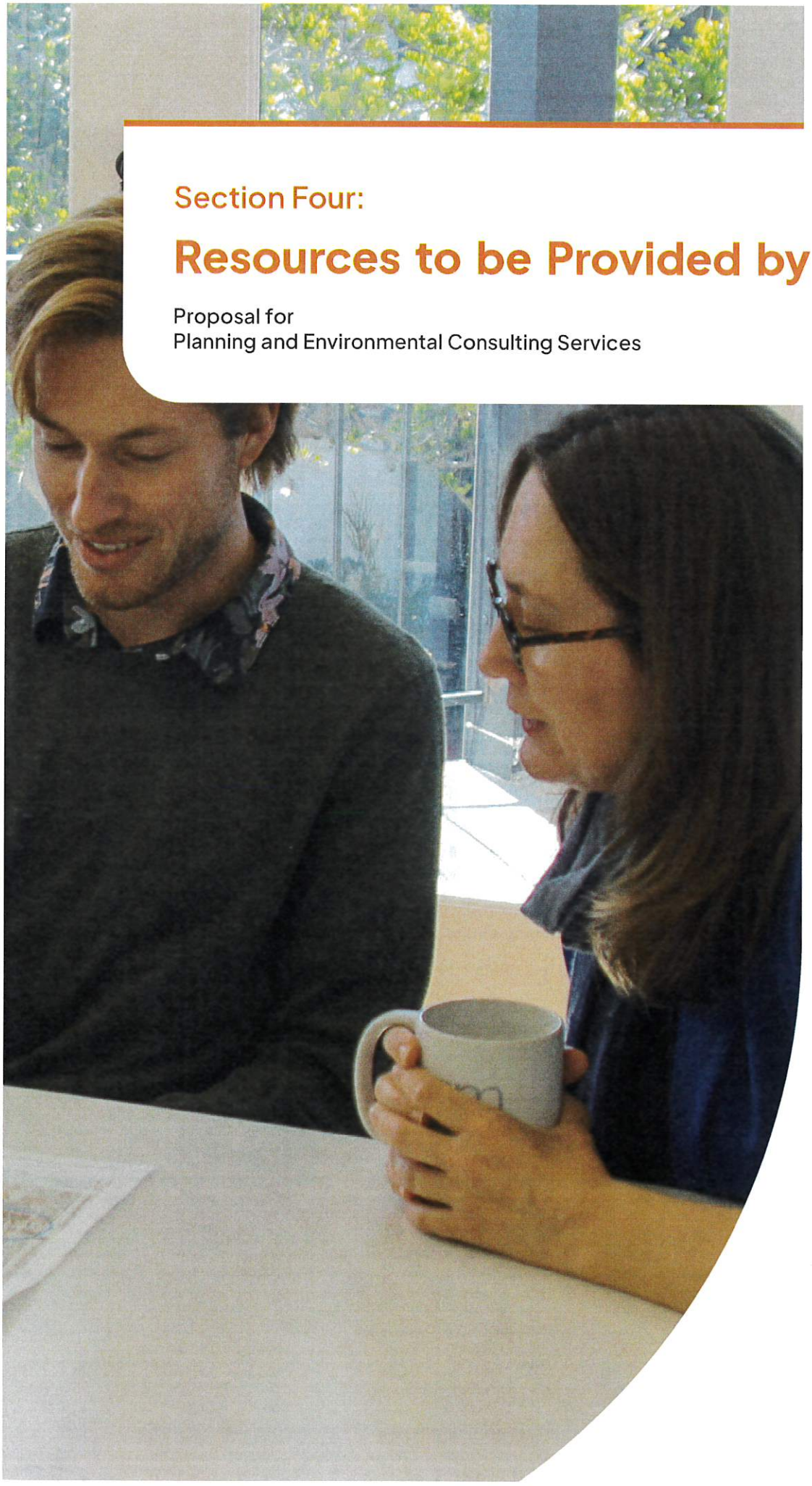
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Section Four:

Resources to be Provided by the City

Proposal for
Planning and Environmental Consulting Services



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Resources to be Provided by the City

Stakeholder Coordination. If the City selects Stakeholder Interviews as an outreach option, the City is responsible for reaching out to and coordinating with stakeholders and sending invitations. RRM will coordinate with the City on recommended groupings of individuals.

Meeting Notices. The City is responsible for printing and distributing the physical meeting notices when needed. If requested, the costs of providing printing and/or distribution of meeting notices would be on a time and materials basis.

Meeting Attendance. The project budget assumes virtual attendance at meetings identified in the work program, unless otherwise specified. The costs of additional or in-person meeting attendance would be on a time and materials basis, if requested.

Review of Draft Document. A draft of each document will be provided to staff and revised one time based on a single set of consolidated City comments providing clear direction.

Printing. This budget assumes the City will be responsible for printing and distributing draft and final documents as needed. The Consulting Team will print workshop and open house material.

Lead Agency. The project is subject to CEQA only, with the City acting as lead agency.

Project Description. The City will provide a stable project description for CEQA purposes; adjustments required as a result of changes to the project description once technical analyses are underway are not included in this scope and may require a task amendment pending the complexity of project description changes.

City Documents. City staff will provide access to all documents needed for data gathering and research, including in MS Word format, if necessary.

CEQA Documents. All draft documents are subject to one or two rounds of review/comments by City staff, depending on what is described in Task E. All comments will be provided as track changes directly in the electronic Word documents and will be consolidated into one set of comments with the comments.

Second Round Comments. To maintain momentum in the project schedule and provide cost efficiency, Rincon assumes comments from the City during any second round of review will focus on new content only, and any new comments will be minimal.

Information Needs/Review Time Frames. The City will be generally responsive to information needs, access requests, and review time frames to allow the RRM team to maintain project momentum.

ADA Accessibility. Scope does not include accessibility remediation services pursuant to the Americans with Disabilities Act (ADA) or other applicable requirements.

CEQA Notices. City staff will prepare notices for the CEQA-related public hearing(s).



Pictured: *Monterey Bay Sanctuary Scenic Trail and Segment 7 Rail Trail, Santa Cruz, CA*

Section Five:

Appendix

Proposal For Planning and Environmental Consulting Services

Requests for Modifications to the Sample Agreement

RRM Design Group substantially concurs with the City's proposed Agreement for Professional Services, however, there are some items that we feel would be of mutual benefit to discuss and would improve insurability.

As part of our due diligence in preparing a responsive qualifications package, we reached out to our insurance provider to review the City's Agreement for Professional Services for compliance with Civil Code Section 2782.8 as amended by SB 496. The amended Civil Code went into effect January 1, 2018, and limits the cost of defense charged to the design professional to an amount not to exceed the design professional's proportionate percentage of fault after a ruling of fault is determined. Providing defense for claims and allegations, sometimes referred to as "dollar one" defense, is no longer enforceable due to the passage of SB 496. The following proposed changes shown in red bring the City's indemnification clause into compliance with the amended Civil Code as well as request modifications for fairness and clarity.

6.1 Termination for Convenience. City or Consultant may terminate this Agreement at any time without cause by giving fifteen (15) days written notice to Consultant or City, respectively, of such termination and specifying the effective date thereof. In that event, all finished or unfinished documents and other materials shall, at the option of City, become its property. If this Agreement is terminated by City as provided herein, Consultant will be paid the total amount of its costs as of the termination date. In no event shall the amount payable upon termination exceed the total maximum compensation provided for in this Agreement.

6.5.2 Comprehensive general and automobile liability insurance protecting Consultant in amounts not less than $1,000,000 per occurrence/accident for bodily injury and property damage liability. Each such policy of insurance shall:

e. Cover the insurable operations of Consultant pursuant to the terms of this Agreement.

6.6 Indemnification. To the extent allowed under Cal. Civ. Code § 2782.8,

Consultant agrees to indemnify, defend and hold harmless City and/or any other City agency, including other employees, officers and representatives, for/from any and all claims or actions of any kind asserted against City and/or any other City agency to the extent arising out of Consultant's (including Consultant's employees, representatives, products and subcontractors) negligent performance under this Agreement, excepting only such claims or actions which may arise out of ~~sole or active~~ negligence of City and/or any other City agency, or any third parties not acting on behalf of, at the direction of, or under the control of Consultant. Consultant shall not have an immediate duty to defend the Indemnitees, but shall only reimburse the same to the extent of Consultant's culpability OR Consultant has no obligation to pay for any of the indemnitees' defense related cost prior to a final determination of liability.

Certificate of Insurance

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 6/21/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER AssuredPartners Design Professionals Insurance Services, LLC 3697 Mt. Diablo Blvd Suite 230 Lafayette CA 94549 License#: 6003745	CONTACT NAME: Sandy Peters PHONE (A/C, No, Ext): 626-696-1901 FAX (A/C, No): E-MAIL ADDRESS: CertsDesignPro@AssuredPartners.com
INSURED RRMDESI-02 RRM Design Group 805 543-1794 3765 S. Higuera St., Suite 102 San Luis Obispo CA 93401	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Sentinel Insurance Company — 11000 INSURER B : Trumbull Insurance Company — 27120 INSURER C : Travelers Casualty and Surety Co of America — 31194 INSURER D : HARTFORD INSURANCE COMPANY — 38288 INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** 164754919 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X Contractual Liab X XCU Included GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	Y	Y	84SBWBG6537	6/30/2024	6/30/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY	Y	Y	84UEGAC1692	6/30/2024	6/30/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 1,000,000 $ $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	Y	Y	84SBWBG6537	6/30/2024	6/30/2025	EACH OCCURRENCE AGGREGATE $	$ 5,000,000 $ 5,000,000 $
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBEREXCLUDED? Y/N N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	Y	84WEGAG7CTV	6/30/2024	6/30/2025	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Professional Liability & Contr. Pollution Liab Included Claims Made Form			107655124	6/30/2024	6/30/2025	Per Claim/$2,000,000	$4,000,000/Aggr.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
AM Best's Rating of Policies above: A/XV or greater. Umbrella policy is follow-form to its underlying Policies: General Liability/Auto Liability/Employers Liability. Proof of coverage(s)

CERTIFICATE HOLDER

For Proposal Purposes
. . .

CANCELLATION 30 Day Notice of Cancellation

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Sandy Peters

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PROPOSAL FOR

Planning and Environmental Consulting Services



Prepared for:

City of South Gate

Prepared by:

Kimley»Horn

Expect More. Experience Better.

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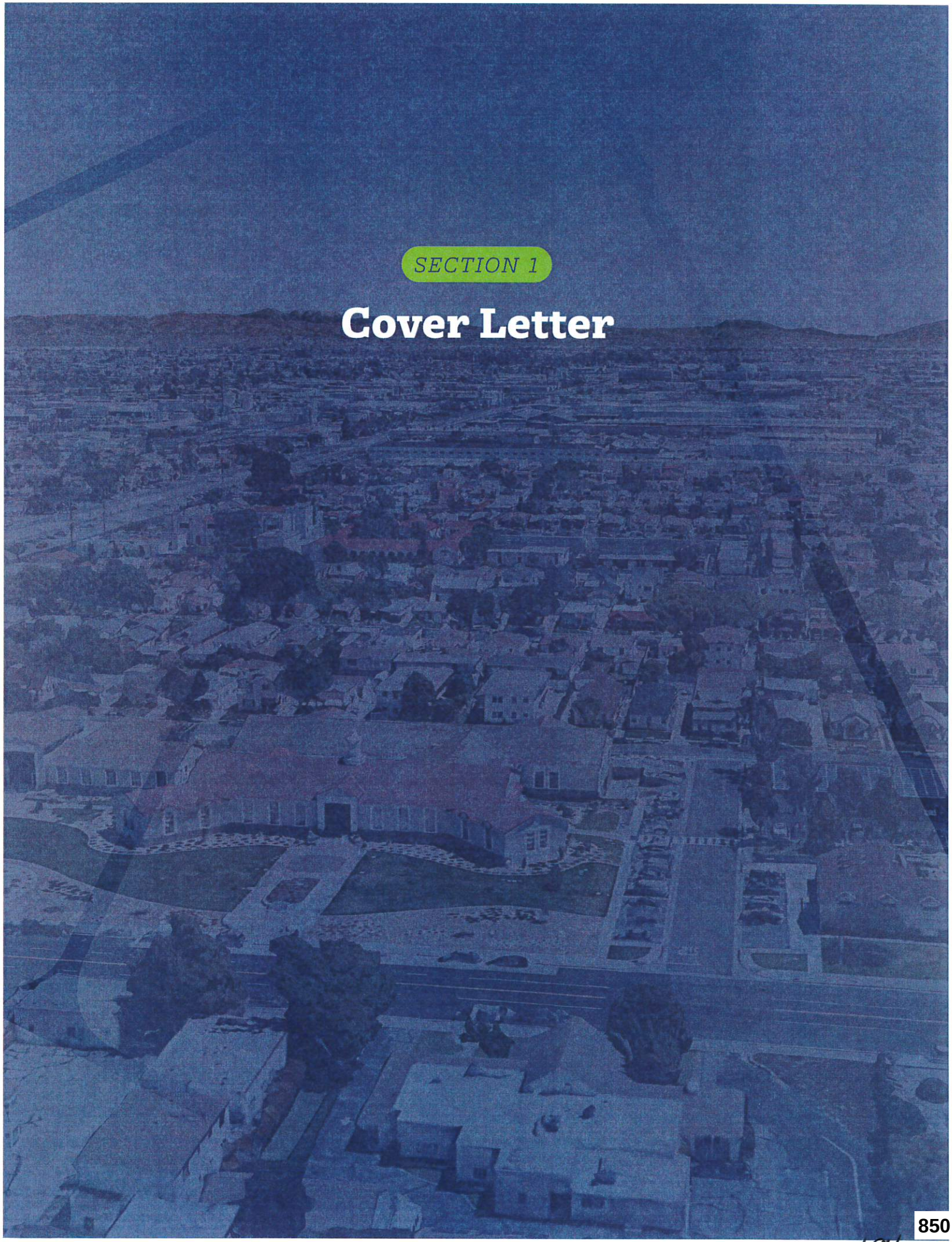
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SECTION 1

Cover Letter

1 COVER LETTER

The cover letter shall identify the Proposer and state other general information which the Proposer desires to include regarding the Proposer's business organization. Please include the point of contact and contact information (including email address and phone number) in the cover letter. The cover letter shall not exceed one (1) page.

City of South Gate
City Clerk's Office
Attn: John F. Signo, AICP, Planning Manager
8650 California Avenue
South Gate, CA 90280

660 South Figueroa Street
Suite 2050
Los Angeles, CA
90017
TEL 213.261.4040

RE: Proposal for Planning and Environmental Consulting Services

Dear Mr. Signo and Members of the Selection Committee:

Kimley-Horn is pleased to submit our proposal to work with the **City of South Gate** (City) to plan for a major new phase of focused, economically and environmentally sustainable growth within commercial corridors, in industrial areas, and near future transit hubs. Based on our team's understanding of the City's challenges and opportunities, Kimley-Horn has assembled a team with a long track record of crafting successful land use strategies to achieve the City's goals utilizing our in-house specialists in industrial and commercial development; transit-oriented development (TOD) and mobility planning; the California Environmental Quality Act (CEQA); traffic engineering services; and community outreach as well as a wide variety of other services that can be leveraged for the benefit of the City. We have partnered with **Kosmont Companies** (Kosmont)—widely respected for their work and knowledge in economic development feasibility with a strong history partnering with the City. In addition, we have partnered with **Ninyo & Moore** to prepare a hazardous materials assessment as well as **Bargas Environmental Consulting** (Bargas) to prepare the biological resources report. We understand, per the RFP, the desired target completion date of the full work program is one year. Due to the need for development of a Programmatic EIR and public outreach, we assumed project completion in 14 months. However, we can work with the City to prioritize certain tasks and accelerate the schedule as needed.

Kimley-Horn is well-prepared and well-positioned to deliver this project due to our history of successful projects involving industrial corridors, mobility hubs, and TOD projects—including specific plans for TODs, zoning code updates, and first/last mile projects—to municipal clients across California. We recently worked with the City of Pico Rivera to prepare the Washington Boulevard TOD Specific Plan, which was unanimously adopted by Council in January 2025, and we are currently working with the City of Bell Gardens to develop their Transit-Oriented Communities (TOCs) Specific Plan to identify first/last mile improvements and development opportunities in advance of the opening of the future Southeast Gateway Light Rail Transit (LRT) corridor. Our deep bench of more than 8,400 planning, design, engineering, and development professionals have planned for smart growth strategies throughout the nation, and we partner extensively with developers to see many of these plans through to implementation. For example, our work with Trammel Crow for the District North Hollywood TOD joint development project will lead to the construction of 570 mixed-income apartments and up to 1,400 units of new housing at buildout as well as thousands of square feet of new mixed-use development anchored by open space and placemaking elements. With this extensive experience, we will work with the City to craft a vision and focused implementation strategies to help revitalize and create new successful and sustainable development opportunities for the community.

We look forward to the next steps in the selection process. If you have any questions, your point-of-contact for this proposal will be project manager (CEQA) **Jessie Barkley**. Jessie may be reached by phone at 213.793.5445 or by email at jessie.barkley@kimley-horn.com.

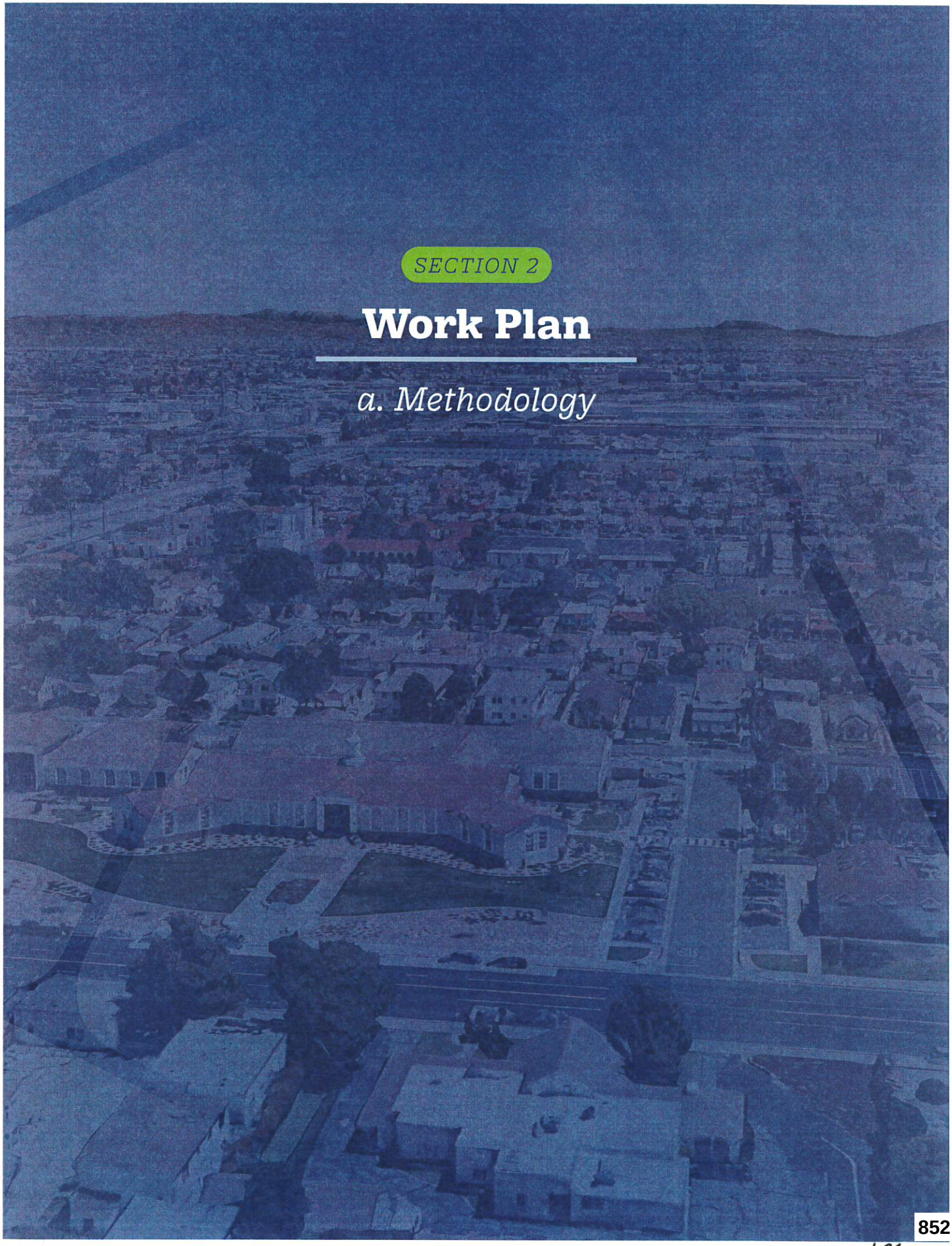
Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Jessie Barkley
Project Manager (CEQA)

Sri Chakravarthy, PE, TE*
Principal-in-Charge

**Sri Chakravarthy, PE, TE is authorized to contractually bind Kimley-Horn and to negotiate a contract on behalf of the firm.*

Kimley-Horn's proposal is valid for a period of 120 calendar days from the Closing Date and Time for Receipt of Proposals (March 20, 2025, 5:00pm).



SECTION 2

Work Plan

a. Methodology

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2 WORK PLAN

Each Proposer shall submit the following information: a. Methodology, b. Project Schedule, c. Qualifications and Prior Experience, d. Personnel, e. Conflict of Interest, f. Reference.

a. Methodology

Provide the Methodology/Approach proposed for the work as defined in the Scope of Work.

The City faces challenges and opportunities for future development. The industrial job base—historically driven by such major employers as Firestone Tires and General Motors—is now dominated by warehouse, distribution, and small-scale manufacturing. Currently, the City has a 15,000-square-foot limit on warehousing. Because of the City's prime location near the Ports of Los Angeles and Long Beach and the growth of e-commerce, the City's industrial land is in demand. Landowners and businesses are interested in bringing in industrial land uses that include warehouse operations as a way to renew their parcels. Industrial development with warehouses can create opportunities for landowners and create jobs, but they can also create negative impacts for the community. The City requires an environmental and planning consultant to craft a new citywide industrial ordinance that would revise or eliminate the 15,000-square-foot limit but also balance and analyze potential impacts to the environment and the community.

As outlined below, as the City is facing struggling businesses along many of the City's commercial corridors and requires guidance to identify sites and strategies (such as a zoning overlay adjustment) suited for various types of redevelopment consistent with the City's vision for these corridors and market realities.

Future development around two future transit centers also offer an opportunity for new housing and economic development in the City. With input from the Los Angeles County Metropolitan Transportation Authority (LA Metro), the City requires a consultant that will assist in considering and setting a vision for the future of these lands around the future transit centers and provide a set of land use tools to achieve success.

Based on our team's understanding of the City's challenges and opportunities, Kimley-Horn has assembled a team with a long track record of crafting successful crafting land use strategies to active the City's goals. Our work plan is summarized below:

Project Goals

- Achieve active engagement from residents, community organizations, and businesses of all ages and abilities to develop the project vision and direction
- Create a successful zoning ordinance that provides for optional and sensitive considerations for industrial uses and residents particularly in relation to warehousing and truck-generating businesses
- Promote economic revitalization at key TOD nodes and corridors through placemaking, actionable policies, infrastructure investments, and a clear set of actions for all key stakeholders to follow
- Balance economic and environmental sustainability for future development

Task 1: Project Management and Coordination

TASK 1.1: PROJECT KICK-OFF MEETING AND SITE VISIT

Kimley-Horn and Kosmont will work with the City to organize an in-person kick-off meeting and site visit. In advance of the kick-off meeting, we will prepare an agenda and presentation materials and transmit to City staff at least four business days in advance for review and approval. The aim of the kick-off meeting is to establish communication protocols, review scope/schedule, budget and request relevant City materials (i.e., General Plan, economic development studies, vision statements, zoning, and financial data). The Kimley-Horn team will tour the TOD areas, industrial areas, and corridors with City staff to understand challenges, opportunities and City expectations in preparation for the Existing Conditions Report and Real Estate and Market Trends Analysis task to follow.

MEETINGS

- One kick-off meeting and site tour with key City staff members

DELIVERABLES

- Project kick-off meeting agenda
- Project kick-off meeting notes and list of attendees
- Project kick-off presentation and any handouts or any other relevant materials

TASK 1.2 PROJECT SCHEDULE

We have included a preliminary project schedule that includes a 12-month timeline with key milestones and deliverables. The final schedule will clearly define major deliverables and deadlines. For major deliverables, we assume the City will have up to a 2-week review period to provide comments and markups. Kimley-Horn will provide a comment matrix with each deliverable to expedite edits once we receive comments from the City.

The preliminary schedule assumes 12 monthly project team (PT) meetings, which will include the Kimley-Horn team and City staff and others as appropriate, inclusive of a kick-off meeting. We have also budgeted for informal check-in meetings between project managers **Jessie Barkley** and **Adam Maleitzke, AICP** and the City's designated project lead as well as regular emails and phone calls as needed.

Task 2: Data Collection and Analysis

Kimley-Horn will create an Existing Conditions Report that will provide a snapshot of existing economic, transportation, and land use conditions within the City focusing on the following geographic areas within the City:

INDUSTRIAL AREAS

- Existing industrial zoned land

COMMERCIAL CORRIDORS

- Tweedy Boulevard
- Firestone Boulevard
- Long Beach Boulevard
- Atlantic Avenue
- Paramount Boulevard within the Hollydale Specific Plan area

TOD AREAS

- Half-mile radius from the proposed I-105 and Firestone Stations along the future Southeast Gateway Line

We anticipate that the Existing Conditions Report will include the following components:

2.1 DATA REQUEST MEMORANDUM

Shortly after the project commences, Kimley-Horn will prepare and transmit to the City a Data Request Memorandum that identifies all necessary data for the Existing Conditions Report and specifies missing data that may be requested of the City, Gateway COG, Southern California Association of Governments (SCAG), and other partners.

2.2 PLAN AND POLICY ASSESSMENT

For the first section of the Existing Conditions Report, we will prepare a concise and focused review of previous plans that have been developed for the area, including the 2019 Draft Gateway District Specific Plan.

- Applicable existing zoning ordinances in the current City of South Gate Municipal Code, focusing on zoning standards (parking ratios, setback, permitted uses, floor area ratio (FAR), density, etc. as well as square footage caps for industrial development)
- Design standards required by California Assembly Bill (AB) 98 relating to warehouse design and location
- 2017 Hollydale Village Specific Plan
- City of South Gate Density Bonus program
- South Gate General Plan 2035
- West Santa Ana Branch (WSAB) TOD Strategic Implementation Plan (SIP)
- 2024 LA Metro First/Last Mile Plan for the Southeast Gateway Line Transit Corridor
- City of South Gate 2035 General Plan
- City of South Gate Housing Element for the 2021-2029 Cycle (Revised April 2022)
- Other key documents identified by the City

Kimley-Horn will review these key documents to identify existing policies, proposed first/last mile projects, and land use controls for the geographic areas identified above. The Plan and Policy Review section will include a brief narrative description of the key goals of each document and major recommendations, followed by a matrix highlighting findings that may be relevant for the development of the proposed zoning overlay recommendations.

2.3 PLANNING AND URBAN DESIGN ASSESSMENT

The second section will include an inventory of current conditions within the geographic focus areas, including built form, bike, transit, and roadway facilities, land uses and parcelization, and other key topics. We anticipate this work will include:

1. High-level demographic profile
2. Overview of building stock and residential/commercial and industrial building typologies, character-contributing elements, average rent, and valuation information
3. Current land use and zoning maps
4. Profile of typical lots and site layouts
5. Profile of key commercial corridors including Tweedy, Long Beach, and Firestone Boulevards as well as Atlantic Avenue and Paramount Boulevard within the Hollydale Village Specific Plan area
6. Identification of public facilities such as libraries, parks, schools, hospitals, major commercial and employment centers, and relevant characteristics of each (enrollment, service area, park amenities, etc.)
7. Streetscape physical character, including amenities, current typical cross-sections, placemaking elements, pavement conditions and size, and access to sidewalks
8. Parking availability for major commercial corridors (off-street and on-street)
9. Map(s) of current transit stops, shelters, routes, and boarding information if available
10. Summary of proposed development strategies, land uses, and first/last mile improvements identified in the WSAB TOD-SIP (and subsequent refinements to the project list approved by the City and LA Metro), Draft Gateway Specific Plan, and Hollydale Village Specific Plan
11. Review of proposed parking and mobility improvements, station amenities, bike and pedestrian projects, and other facilities proposed by LA Metro as part of the Southeast Gateway Line project (2035)
12. Current and proposed bicycle facilities and a 3-mile walkshed analysis, LA River trail and current access points, other trails and connections
13. Park and open spaces with a map and profile
14. Other topics as identified and reasonably required by the City

2.4 REAL ESTATE AND MARKET TRENDS ASSESSMENT

Kosmont will prepare a demographic and economic profile of the City as well as review of City zoning restrictions, development standards, traffic volumes etc. This effort is described below:

- **Industrial:** Kosmont will gather 10-year market data on the various industrial subcategories in the local market area to understand development trends. This will include inventory, vacancy and lease rates, absorption rates, and other relevant real estate data. Kosmont will evaluate the strengths, weaknesses, opportunities and threats (SWOT) affecting development in the area, and examine the type of tenants for which the physical parameters are best suited and project the likely tax revenues that can be generated.
- **Residential:** Kosmont will conduct a high-level analysis of local multi-family market trends in the region, with specific attention to the market conditions in South Gate, including Class A inventory, vacancy and lease rates, absorption rates, and market values.
- **Commercial:** Kosmont will utilize local real estate market information from local brokers, as necessary, and gather demographic and resident spending data from sources such as ESRI/CoStar/census data/tax records (based on availability of data and recognizing certain confidentiality). This data is critical to understand what specific uses would be supported by the City's demographic profile. Kosmont will also estimate spending potential from future residents in the TOD areas to identify other retail opportunities.
- Specific 10-year market trends, such as retail sales per square foot, sales tax revenue, retail inventory, vacancy and lease rates, absorption rates, and other relevant real estate data for commercial uses in the City will also be evaluated. For each study area, Kosmont will gather historical absorption rates, rent, vacancy rates.

The Real Estate and Market Trends Assessment will be prepared as a slide deck and will be shared with the PT during one of its regular coordination meetings.

2.5 DRAFT AND FINAL EXISTING CONDITIONS REPORT

Once the assessments outlined in Tasks 2.1-2.4 have been completed, Kimley-Horn will include these sections as part of a Draft Existing Conditions Report and issue for review by the City. We assume the City will have up to two weeks to review and provide comments on the draft report. Kimley-Horn will then update the draft report per the City's comments and issue a Final Existing Conditions Report.

DELIVERABLES

- Data Request Memorandum
- Real Estate and Market Trends Slide Deck
- Draft and Final Existing Conditions Report

Task 3: Community Engagement

3.1 FOCUS GROUPS

Early in the process, Kimley-Horn will work with the City to organize two focus groups discussions. The first focus group will include one-on-one conversations and roundtable discussions with key industrial and commercial landowners and developers in the City. The aim of this focus group is to understand the key challenges and constraints facing new industrial commercial development in the current economic environment. The Kimley-Horn team and Kosmont will attend this focus group. The second focus group will include a round table discussion with LA Metro staff to understand LA Metro's timing, processes, and vision for the two future stations and to craft recommendations for overlay zones and other alternative land use controls for each surrounding area to promote economic benefits for the City.

3.2 COMMUNITY WORKSHOPS

Kimley-Horn proposed to conduct two Community Outreach meetings: one in-person and one virtual. Kimley-Horn will lead and facilitate the following events in both English and Spanish:

- **Project Visioning/Virtual Session:** Kimley-Horn will facilitate a virtual question and answer (Q&A) session for residents and businesses to ask questions or discuss their priorities/goals for the project and concerns about issues in the project area. The session will be recorded, and a transcript/summary will be provided to the City staff.
- **Open House Session/Presenting the Project:** The third open house session will present the land use and zoning recommendations for the project to receive resident feedback. Breakout tables will be designated for those who prefer to engage in Spanish, and direct translation will be provided during the Q&A session. Presentation materials will be made available in Spanish for audience members to follow along with the PowerPoint presentation.

DELIVERABLES

- Up to four roll plots showing aerial visuals of the city for use at during in-person community workshops
- Up to two roll plots showing aerial visuals of the city for use during the focus group meetings
- Up to two boards with interactive questions for use during community workshops and potential pop-up event
- One stakeholder list in Microsoft Excel

OPTIONAL TASK 3.3: POP-UP EVENT

Kimley-Horn will attend an existing community event such as the Farmer's Market for a 3-hour stretch to interact with the public. Kimley-Horn will bring interactive boards with materials translated into English and Spanish and record any feedback from the public.

Task 4: Constraints and Opportunities Report

4.1 MARKET FEASIBILITY

4.1.2 ECONOMIC DEVELOPMENT STRATEGIES FOR KEY COMMERCIAL CORRIDORS

With struggling business along many of the City's commercial corridors, Kosmont will prepare an inventory of existing uses on significant parcels, including acreage and assessed value to identify sites suited for various types of redevelopment consistent with City vision and market realities. This analysis will be limited to the five commercial corridors listed in Task 2.0 (Tweedy, Firestone, Long Beach, Atlantic, and Paramount). Kosmont will work with Kimley-Horn and City staff to assess the development potential for the key parcels to guide rezoning efforts. Kosmont will also discuss strategies to maximize fiscal revenues and community benefits from new development through value capture.

4.2 INFRASTRUCTURE AND UTILITY ASSESSMENT

Kimley-Horn's engineering team will review readily available utility surveys provided by the City and its service providers as well as review brownfield and environmental contamination records from existing surveys. With this information, we will prepare an assessment of the potential barriers to facilitating development on select sites within the City's industrial areas. The information will be presented in 1-page profiles of each site with supporting imagery, maps, summary tables, and narrative identifying potential upgrades that may be needed to facilitate feasible industrial development typologies.

4.3 OPPORTUNITIES AND CONSTRAINTS ANALYSIS

With the economic, built form, mobility, and policy analysis prepared as part of Tasks 2.1-2.4 as well as the market and infrastructure analysis for key sites in Tasks 4.1-4.2, Kimley-Horn will prepare an Existing Conditions Opportunities and Constraints Analysis (OCA). The OCA will analyze the following:

1. **Market Potential**
   The market potential of select industrial and commercial uses and typologies, with a focus on South Gate's industrial areas and the five commercial corridors (as identified in Task 2.0)
2. **Development Opportunities**
   Identification and prioritization of up to six key industrial and commercial sites that have the greatest potential for maximizing development potential within the industrial areas and commercial corridors, utilizing the findings and data assembled for the Existing Conditions Report. We anticipate utilizing geographic information systems (GIS) to aggregate key economic submarket and parcel-based data that considers the following factors:
   a. Vacant and underutilized properties: To assess development/redevelopment opportunities within the various study areas, Kimley-Horn will work with Kosmont to identify vacant buildings/underutilized parcels that are suited for redevelopment.
   b. Parcelization: Preference for larger parcels or multiple adjacent parcels with a single owner, facilitating land assembly
   c. Proximity to key rail and roadway transportation corridors
   d. Parking supply and transit proximity
   e. Residual land value
   f. Other factors identified by the PT to assess the development potential of key sites
3. **Draft Typologies and Development Scenarios**
   For each of the six prioritized development opportunity sites, Kimley-Horn will prepare up to two development alternatives. The alternatives will be prepared as high-level concepts, utilizing SketchUP to illustrate massing, orientation, site layout, circulation, and size and location of uses. It is assumed that the six development scenarios will be generally representative of industrial and commercial typologies that are most feasible in the City given market conditions and other findings.
   a. Evaluation of Constraints: Current policy, zoning, built form constraints that limit the market potential of the development alternatives prepared for the six prioritized development opportunity sites, including:
      i. General Plan and Specific Plan policies profiled in the Existing Conditions Report
      ii. Current Zoning Standards in the South Gate Municipal Code
      iii. Circulation, access, parking, and other transportation and mobility constraints
      iv. Availability and capacity of utilities

   Financial feasibility: Utilizing findings from the Real Estate and Market Trends Analysis scope, Kosmont will prepare a preliminary illustrative pro forma evaluation of development options within each study area to understand the financial feasibility of new projects. The high level proforma will provide a preliminary understanding of financially feasible and maximally productive uses.

   Kimley-Horn will prepare a slide deck profiling the key development opportunity sites, the development alternatives, findings from the pro forma evaluation as well as proposed methodology for the Scenario Development and Impact Analysis as part of a slide deck (Development Scenarios and Impact Analysis Presentation). This presentation will be shared at one of the regular PT meetings to invite feedback from the City and its partners.

4. **Scenario Development and Impact Analysis.**
   a. With the findings from the Operations and Constraints Memorandum (OCM) prepared for the six opportunity sites, Kimley-Horn will prepare a GIS analysis to apply the development assumptions for the six refined development typologies to industrial and commercial sites as part of two scenarios, generally representing lower and higher intensity development and mix of uses. Each scenario will have assumptions for the mix of land uses, total square footage of specific uses, land coverage, FAR, density/intensity, and other planning-level assumptions that will be embedded in the attribute table on a parcel-by-parcel basis.
   b. Once the two scenarios have been developed, Kimley-Horn will prepare an Impact Analysis that will include the following:
      i. Level of Service (LOS) Traffic Analysis: Kimley-Horn will conduct operational traffic LOS analyses for the project. The analyses are not required by CEQA but will aid the City in assessing roadway and intersection operations. CEQA related vehicle miles traveled (VMT) analysis is covered under a task 6.2F.
      ii. Intersection/Roadway Analysis: We will analyze intersection operations based upon the City and Los Angeles County TIS requirements. The analysis will identify LOS and level of delay (in seconds) at each intersection. Weekday peak hour intersection operations will be calculated for existing and future scenarios. Based upon the analysis, we will determine if the proposed project

would result in any "transportation deficiencies". The transportation deficiency threshold would be based upon Los Angeles County thresholds/criteria. It is assumed that we will analyze up to 10 intersections and five roadway segments.

iii. Study Scenarios – We will complete an analysis for Existing with project, Opening Year with and without project, and Horizon Year with and without project.

iv. Traffic Growth Development – We will analyze the projected future growth in traffic based on nearby planned and approved projects and an ambient growth rate.

v. Mitigation - We will develop one mitigation measure/recommendation for each transportation deficiency, if necessary, to mitigate project traffic deficiencies at the study intersections. These recommendations may include physical improvements at the intersections, demand management techniques, traffic signal modifications, new striping, roadway/intersection improvements, signal warrant analysis or others.

vi. Transportation Impact Study Report: We will prepare a report that includes the study procedure, methodology, results and conclusions. The report will include maps, figures, graphics and references for the transportation study. All traffic counts, peak hour counts, LOS and delay analysis will be included in this report. As part of this task, we will identify streets and intersections that would be impacted by truck traffic generated by warehouses and other industrial uses.

RECOMMENDATIONS

Kimley-Horn will prepare a Development OCM to evaluate the feasibility of the development alternatives prepared for the six sites; and two recommend policies, zoning ordinances, and transportation and utility improvements that would facilitate development on the six sites. These recommendations may include:

- Identification of key development opportunity sites and recommended land use changes (mix, scale, intensity/density, etc.)
- Prioritizion of linkages from industrial areas to transit stations/corridors and major commercial areas and determine ways to improve those linkages
- Review LA Metro's TOD SIP and provide recommendations on activities that meet the criteria that would make the city eligible for funding
- Preparation of a parking analysis for restaurant and food service uses near the future I-105 and Firestone transit stations. As part of this task, we will review the City's Citywide On-Street Parking Management Plan (2019). We will provide recommendations for minimizing parking demand near the two transit stations. Recommendations could include implementing transportation demand management strategies for visitors, employees, and residents of the TOD communities. We will review data from LA Metro regarding the mode share for different types of development near other transit stations. Based on the City's Parking Code and the parking demand near other stations, we will provide recommendations for the number of parking spaces that should be required for different uses.

Once a draft of the OCM has been issued, Kimley-Horn will schedule a virtual meeting with the PT to discuss the findings and recommendations. Following this meeting, we will incorporate feedback from the City into the draft report and issue a Final OCM.

DELIVERABLES

- Development Opportunities and Scenario Impact Analysis presentation
- Development Opportunities and Constraints Memorandum
- Up to two virtual meetings with the PT to review the presentation and OCM

Task 5: Zoning Recommendations

Based on the recommendations identified in the OCA presented in Task 4.0, Kimley-Horn will prepare the following:

5.1 DRAFT CITYWIDE INDUSTRIAL ORDINANCE

Kimley-Horn will propose changes to the City's citywide industrial code, as needed:

- Broaden the range of allowable uses
- Allow for a more diverse mix of industrial building typologies
- Revise caps on allowable square footage (with a focus on warehouse development), density/intensity, FAR, setbacks and orientation, and other development standards
- Develop a tiered system to assess potential impacts of proposed development applications and potential mitigation measures that may be conditioned as part of future development agreements or density bonuses

We will prepare a Draft Citywide Industrial Ordinance Memorandum and transmit to the City for review.

5.2 ZONING CODE RECOMMENDATIONS AND ZONING MAP

- One meeting with representatives from the City to review and discuss draft zoning changes proposed by the Kimley-Horn team and determine the inclusion of specific parcels. Kimley-Horn will incorporate feedback from City staff and issue a redlined version of the City's zoning code as well as a corresponding map with the proposed changes.

DELIVERABLES

- Draft and Final Citywide Industrial Ordinance Memorandum
- Draft and Final Zoning Map

Task 6: Environmental Impact Report (EIR)

Kimley-Horn believes the appropriate Environmental Document for the project is a Programmatic EIR. Kimley-Horn will work with City staff and the City project manager to kick-off the EIR preparation.

6.1 PREPARE PROJECT DESCRIPTION

As part of this task, Kimley-Horn will prepare the Project Description, which will form the basis for the environmental analysis. The Project Description will include a detailed narrative of project components, accompanied by graphics and maps.

DELIVERABLES

- Data needs memorandum
- First draft of Project Description
- Final Project Description to support CEQA analysis

Kimley-Horn will prepare or obtain graphics, charts, maps, and photographs for the Project Description with assistance from the project architect and other consultants. This scope of work assumes the preparation of up to 10 figures for the Project Description. Kimley-Horn will address two rounds of reasonably required team comments (Administrative and Screencheck Drafts) and prepare the final Project Description.

6.2 PREPARE TECHNICAL STUDIES

In addition to the Traffic analysis (see Task 3.3), Kimley-Horn will prepare the following technical reports to support the CEQA analysis:

A. CULTURAL RESOURCES INVENTORY REPORT

Kimley -Horn will prepare a Cultural and Paleontological Resources Inventory Report. The objective of these efforts is to determine whether the project contains, or could reasonably contain, cultural or paleontological resources and if the project would have a significant effect on the environment due to circumstances concerning these resources.

Research: Kimley-Horn cultural resources management staff will conduct a cultural resources records search at the South Central Coastal Information Center (SCCIC) to identify any previously recorded cultural resources recorded within the project area. Staff will also submit a paleontological record search to the Natural Historic Museum of Los Angeles County (NHMLAC) and review online databases at the University of California, Berkeley Museum of Paleontology to identify any paleontological resources within the project area or similar contexts. Staff will also review applicable Federal, State, and local repositories and databases to identify any listed resources within the project area. Finally, staff will research geomorphology and land use history through applicable databases, historic aerials, and topographic maps to identify the overall resource sensitivity of different portions of the project area. Due to the size of the project area and programmatic nature of the project, this scope excludes identification and evaluation of individual historic built environment resources not already listed in registers and databases.

Report: Kimley-Horn will produce a Cultural and Paleontological Resources Inventory Report in a technical report format that will include sections for project description, environmental setting, cultural and historical background, research results, and recommendations. This scope accounts for up to one round of revisions to the report. The final report will be submitted to the SCCIC once deemed acceptable and final by the lead agency.

EXCLUSIONS

- Significance evaluations
- Pedestrian survey
- Field work
- Development of a citywide historic context statement
- Outreach to Native American Tribes for information-gathering purposes
- Site updates to previously recorded cultural resources

B. BIOLOGICAL RESOURCES STUDY

Bargas will complete a comprehensive desktop review of pertinent databases and literature to preliminarily identify sensitive biological resources (e.g., vegetation, special-status species, and jurisdictional aquatic resources) that could occur within the project, focusing on the development of the two future transit center sites. The review will include but is not limited to Natural Resources Conservation Service (NRCS) soil survey data, California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDB), United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), USFWS National Wetlands Inventory (NWI), and USFWS Critical Habitat Mapper. Historic and current aerial imagery available to Bargas will be evaluated during this initial review.

Based on the results of the desktop literature review, Bargas will create a preliminary biological baseline map of the two future transit center sites to assist in identifying and discussing sensitive biological resources that may occur within the sites.

The existing conditions and biological baseline data of the project site will also be organized and presented in a Biological Resources Report (Report), which will discuss biological resources present, or lack thereof. The Report will also evaluate the potential impacts of project implementation on sensitive biological resources (i.e., sensitive natural communities, special-status species, aquatic resources). Potential resource agency permits associated with unavoidable impacts to special-status species and or aquatic resources will also be discussed in the Report.

As applicable, the report will include a list of possible avoidance and minimization measures as well as recommended potential mitigation measures. A draft version of the report will be provided to the City for review, and Bargas will revise it based on one round of reasonably required comments provided by the City. Submittal of the draft and final versions of the report(s) will be provided electronically in Word or PDF format. This task includes addressing one round of reasonably required consolidated comments on the final report from the City. If additional comments are received, efforts to respond/address comments or revise the report are not included in this task and would require a contract augment.

DELIVERABLES

- Biological Resources Report (Draft and Final versions) in electronic PDF format

ASSUMPTIONS

- This scope does not include any field surveys or field work. All information gathered for preparation of the Biological Resources Report will be via desktop efforts only. If field work is requested, a contract augment will be required.
- The Biological Resources Report will not include assessment or evaluation of potential design alternatives.
- Field surveys, meeting or hearing attendance, agency coordination or consultation, regulatory permitting support, or other additional (i.e., out of scope) services are not included within this proposal. If these items are deemed necessary, a contract augment will be required.

C. AIR QUALITY AND GREENHOUSE GAS (GHG) EMISSIONS

AIR QUALITY

Kimley-Horn will identify the existing air quality environment and applicable regulatory framework and assess the long-term air quality impacts in accordance with SCAQMD regulations and standards. Kimley-Horn will identify sensitive receptors throughout the City and proximity to existing and future potential warehouses based on current zoning and designated truck routes. We will model criteria pollutant emissions using the California Emissions Estimator Model (CalEEMod) for the buildout of one citywide land use plan, buildout of two potential transit centers, and up to two industrial land use options (to identify warehouse square footage maximums) based on land use data, vehicle trip generation, and VMT data. Modeled emissions will be compared to SCAQMD thresholds. Construction emissions will be discussed qualitatively for the citywide land use plan, as it is speculative to analyze construction impacts at the program level. Carbon monoxide hotspots will be addressed qualitatively. Project consistency with the latest applicable Air Quality Management Plan (AQMP) will be addressed.

The Planning Area's existing and potential future sources of toxic air contaminants will be identified, and a quantitative operational health risk assessment will be performed based on default on- and off-site sources of diesel particulate matter for one worst case industrial land use.

DELIVERABLES

- Air Quality Technical Report

GREENHOUSE GAS (GHG)

Kimley-Horn will model and analyze GHG emissions for the buildout of one citywide land use plan, buildout of two potential transit centers, and up to two industrial land use options based on land use data and the resulting trip generation/VMT data. An inventory of operational GHG emissions (i.e., nitrous oxide, methane, and carbon dioxide) from both direct (i.e., area and mobile sources) and indirect sources (i.e., energy/water consumption and wastewater/solid waste generation) will be prepared. CalEEMod will be used to quantify GHG emissions. Construction emissions will be discussed qualitatively.

Project-related GHG emissions will be assessed against SCAQMD draft project-level thresholds and consistency with applicable GHG reduction plans including applicable City policies as well as other applicable regional/statewide GHG emissions reduction strategies such as the California Air Resources Board (CARB) Scoping Plan and the Regional Transportation Plan/Sustainable Community Strategy for the SCAG region.

DELIVERABLES

- GHG Technical Report

D. NOISE AND VIBRATION

Kimley-Horn will model and analyze the community's existing and future noise levels. This analysis will identify the existing noise environment (Including up to eight short-term and up to three long-term noise measurements and traffic noise modeling for up to 20 roadway segments) and applicable regulatory framework.

Kimley-Horn will evaluate construction noise and vibration based on a programmatic understanding of the citywide zoning code update and potential future industrial uses (i.e., using general assumptions and a single development phase). Completed work products will provide essential information for analyzing potential impacts resulting from land use changes.

With regards to the two future transit centers, noise impacts from construction sources will be analyzed based on default assumptions of construction equipment to be used, length of a specific construction task, equipment power type (Gasoline or diesel engine), horsepower, load factor, and percentage of time in use. The construction noise impacts will be evaluated in terms of maximum levels (Lmax) and hourly equivalent continuous noise levels (Leq) and the frequency of occurrence at adjacent sensitive locations. Construction vibration impacts will be analyzed based on the Federal Transit Administration's (FTA's) vibration analysis guidance. On-site noise generating activities will be addressed and analyzed at a programmatic level for potential impacts and will be discussed in the context of the applicable Land Use Noise and Compatibility Matrix and Interior/Exterior Noise Guidelines.

Using data provided by the traffic engineer, Kimley-Horn will analyze citywide traffic noise levels under existing and future citywide buildout conditions.

DELIVERABLES

- Noise Technical Report

E. ENERGY

Kimley-Horn will analyze the energy implications of the project pursuant to Public Resources Code Section 21100(b)(3) and Appendix F of the CEQA Guidelines. The analysis will describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. The analysis will analyze energy consumption associated with short-term construction activities (future transit centers and potential future warehouse uses), long-term operations, buildings, and transportation-related energy.

DELIVERABLES

- Energy Modeling Memo

F. VMT ANALYSIS

Kimley-Horn will conduct a VMT analysis to determine potential future VMT impacts of the project.

EXISTING CONDITIONS ANALYSIS

Kimley-Horn will compile data and information on the existing transportation infrastructure, including intersections and roadways, transit services, bicycle facilities, and pedestrian amenities to reflect existing conditions. In addition, land use information from the City's 2035 General Plan Update will be reviewed and utilized for the analysis. Transit operations will be reviewed for any changes since the previous study and the latest routing details will be used in this analysis. Information regarding the following facilities will be gathered:

- **Transit System:** Request the latest available peak-hour ridership data from the City and LA Metro for existing transit lines that serve the City. In addition, Kimley-Horn will use published transit schedules and time points to determine travel times using existing transit service between various points of interest.
- **Bicycle Network:** Kimley-Horn will review the City of South Gate Bicycle Master Plan (October 2012) and identify additional network improvements that have been completed since adoption of that plan.
- **Pedestrian Network:** Updates based on the latest 2035 General Plan

Kimley-Horn will attend a virtual kick-off meeting to discuss the model and assumptions prepared previously for the existing conditions analysis. Kimley-Horn will coordinate with the Client and City staff to verify planned land use to be used in modeling.

MODEL AND VMT ASSESSMENT

Kimley-Horn will perform model runs for VMT analysis for up to two land use scenarios that represent differing levels of managed growth alternatives. The spatial allocation of growth including specific land use types will be developed in cooperation with the City. The land use information provided by the City will be the basis for updating the Traffic Analysis Zones (TAZ) included within the most recent version of the SCAG Travel Demand Model that will subsequently be used to develop traffic forecasts and VMT estimates. The model runs will generate VMT per service population consistent with the Los Angeles County Transportation Impact Analysis Guidelines. Specific Plan Buildout VMT will be compared to the existing and future current plan VMT values to determine any significant impacts. We will provide relevant travel demand management mitigation measures based upon the published measures in the City's guidelines. Because there is no standard way of evaluating those measures in the model, further analysis of the mitigation measures is not included in our scope.

DELIVERABLES

- Existing Conditions Scenario VMT
- 2045 No Build Scenario VMT
- 2045 Specific Plan Build Scenario VMT
- 2045 Specific Plan Build Scenario Alternative VMT

VMT DOCUMENTATION

Kimley-Horn will prepare a Transportation VMT Technical Study that documents the methods and results of the analyses. Kimley-Horn will prepare and submit an electronic (PDF) copy of the memorandum to the City. Kimley-Horn will address and respond to one set of reasonably required, non-conflicting comments and submit a final copy of the memorandum electronically. Kimley-Horn will attend up to four virtual coordination and technical meetings with City staff as needed.

DELIVERABLES

- Up to four virtual coordination and technical meetings
- Draft Memorandum
- Final Memorandum

G. HAZARDS ASSESSMENT

Ninyo & Moore will prepare the following scope of services:

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Ninyo & Moore's proposed scope of services for the Phase I ESA will include, but not necessarily be limited to, the following:

- A review of federal and state environmental record sources for the subject property and for properties located within the search radii prescribed by ASTM for the respective environmental record sources
- A review of readily available and/or reasonably obtainable historical aerial photographs, Sanborn Insurance Maps, building plans, and United States Geological Survey Topographic Maps, etc.
- A subject property reconnaissance to visually evaluate subject property conditions
- Interview owner representatives and/or other individuals familiar with the subject property, including past subject property operations, and construction history, if readily available
- A subject property vicinity reconnaissance to evaluate conditions of adjacent or nearby properties for possible environmental influences on the subject property

Preparation of a Phase I ESA report that meets ASTM E1527-21 and EPA AAI reporting criteria.

DELIVERABLES

- Phase I ESA report

ASSUMPTIONS

- A lien search is not included as part of the proposed work scope. Ninyo & Moore can provide this service if requested as an additional service and fee.
- In accordance with the ASTM E1527-21 standard, subject property-specific information will be requested from the user of the report (the client) in the form of a customized questionnaire or an interview with a designated representative, at the client's discretion.
- Up to four hours have been estimated to review agency records for the subject property. Review of agency records for adjoining properties is not included in this proposal. Should available files require additional review time, additional cost to obtain, or other conditions be encountered that warrant additional research/evaluation (such as an in-person review of records at a local agency office), the client will be contacted for additional authorization.

TASK 6.3 INITIAL STUDY/NOTICE OF PREPARATION (IS/NOP)

Kimley-Horn will prepare an IS in accordance with Public Resources Code Sections 21080(c)-(e) and State CEQA Guidelines Sections 15060-15065. The IS will be patterned after State CEQA Guidelines Appendix G and will describe the project's location, environmental setting/baseline conditions, and characteristics. The IS' main body will consist of an environmental checklist and the supporting environmental analyses. Kimley-Horn will explain all responses and "No Impact" responses will be supported by cited information sources. The responses will consider the whole action involved with the project: on- and off-site, project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue will also identify the significance criteria or threshold used to evaluate each question. It is assumed the IS will determine the project may have a significant effect on the environment, and an EIR will be required.

Kimley-Horn will respond to two reasonably required reconciled set of City comments on the Administrative IS/NOP. Kimley-Horn will provide the City with a redline copy that reflects the proposed edits and responds to the City's comments. A check copy IS/NOP will be provided to the City for approval prior to finalizing/reproduction.

DELIVERABLE

- Administrative, Screencheck, and Final IS/NOP

TASK 6.4 SCOPING MEETING

An in-person Public Scoping Meeting will be scheduled during the NOP public review period to orient the community on CEQA's intent and review processes, and the environmental issues to be addressed in the EIR. The Public Scoping Meeting will also enable the community to understand the project and comment on environmental concerns. Kimley-Horn will provide a PowerPoint presentation and poster boards to supplement the discussion, as appropriate. Written comments, along with oral comments, will become a part of the project record and be used to scope EIR content. It is assumed that the City will secure the site for the meeting and be responsible for room logistics.

DELIVERABLE

- PowerPoint Presentation and poster boards

TASK 6.5 NOP NOTICES

Kimley-Horn will prepare and distribute the Notice of Preparation (NOP). The Notices will be filed with the County Clerk and State Clearinghouse (three filings assumed) and distributed via certified mail to responsible, trustee, and interested agencies, community groups, and individuals. Distribution will be based upon a City-provided Distribution List. Kimley-Horn will be responsible for the radius mailing, (up to 800 addresses). The City will be responsible for newspaper notices.

DELIVERABLE

- NOP

TASK 6.6 DRAFT EIR

Following a determination that the proposed project could have a significant effect on the environment, and during the IS/NOP public review period, Kimley-Horn will initiate EIR preparation.

ADMINISTRATIVE DRAFT EIR

Kimley-Horn will prepare the Draft EIR, which will consist of the following sections:

- Executive Summary
- Introduction and Purpose
- Project Description
- Basis for Cumulative Analysis: This Task assumes up to 9 hours for consultation with other jurisdictions, including preparation of letters and cumulative projects list. Should the level of consultation exceed the assumed effort, services will be provided on a time and materials (T&M) basis.
- Environmental Analysis (See below)

ENVIRONMENTAL ANALYSIS

Building on the IS findings, Kimley-Horn will conduct an analysis to evaluate the project's potentially significant effects on the environment. The environmental analysis will be based upon readily available data, the Technical Studies identified above, and results from additional research.

The significance criteria/thresholds used to evaluate each issue will be identified and patterned after State CEQA Guidelines Appendix G. The environmental analysis will consider all project phases, including planning, acquisition, development, and operation. The analysis will consider the whole action involved with the proposed project: on- and off-site, project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. Explanations will be provided for all thresholds including "No Impact" responses, which will be supported by cited information sources. The environmental analysis will identify and focus on the project's significant environmental effects as well as environmental issues raised during the scoping process (NOP responses, Public Scoping Meeting, and other relevant and valid informative sources). For each significant adverse impact, the environmental analysis will also identify feasible mitigation measures, which could avoid or reduce the impact. Preliminarily, the project's key environmental considerations are:

- Air Quality
- Cultural Resources
- Energy
- GHG Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The IS findings will be used to verify the environmental resource areas with potentially significant effects that will be considered in the EIR. Should it be determined, at City direction, or as a result of the Scoping, Technical Study findings, or other reason that additional environmental resource areas require consideration in the EIR, Kimley-Horn will require a budget amendment.

The analysis of utilities will address the availability of water supply at the project site. Based upon Kimley-Horn's understanding of the project, we believe that the project's mix of land uses may generate a water demand equal to or greater than 500 dwelling units and would thus meet the thresholds requiring the preparation of a water supply assessment pursuant (WSA) to Senate Bill (SB) 610 (effective January 1, 2002 and codified in California Water Code Section 10910 et seq.). This scope of work does not include a water supply assessment.

EXCLUSIONS

- Preparation of a water supply assessment

Alternatives. The EIR will include evaluation of a reasonable range of alternatives for the project, including a "no project" alternative as well as up to three alternatives that would avoid or lessen the severity of impacts identified in the EIR as significant. Kimley-Horn will also include a discussion of alternatives considered but rejected. Kimley-Horn will work with the City to determine the appropriate alternatives to be analyzed in the EIR, and it is assumed that all alternatives will be evaluated on a qualitative basis.

Other CEQA Considerations. The Draft EIR will address topics described in Section 15126.2 of the CEQA Guidelines and other topics required by CEQA case law. The section will identify (1) the significant and unavoidable impacts of the project; (2) significant irreversible environmental changes that would result from implementation of the project; (3) growth inducing impacts of the project; and (4) potential for the project to result in urban decay.

For the analysis of growth inducement, Kimley-Horn will evaluate the potential for the project to remove obstacles to growth and the effects of indirect and induced employment growth resulting from the direct employment and the purchase of goods and services for construction and operation of the project.

Report Preparer. It is assumed the List of Preparers will be provided as the next-to-last section of the EIR, and references will be provided in each topical section.

References. Full references for all materials used in the analysis will be contained in a standalone References section at the end of the Draft EIR. Cross-references to these entries will be included as parenthetical insertions in the Draft EIR text.

EIR GRAPHICS

Kimley-Horn will prepare EIR figures (up to 20) to enhance the written text and clarify the proposed project environmental impacts. Our in-house graphic design team will create black and white or full-color exhibits as well as outside covers and dividers for the EIR and Technical Appendices.

DRAFT EIR COMPLETION

Kimley-Horn will respond to one reasonably required reconciled set of City comments on the Administrative Draft EIR. Kimley-Horn will provide the City with a redline copy that reflects the proposed edits and responds to the City's comments. A check copy Draft EIR will be provided to the City for approval prior to finalizing/reproduction.

DELIVERABLES

- Administrative Draft EIR
- Check Copy Draft EIR

TASK 6.7 PREPARE AND DISTRIBUTE EIR

Kimley-Horn will prepare the public review Draft EIR. The NOC and the Draft EIR will be uploaded to the State Clearinghouse. Kimley-Horn will also prepare the NOA to be filed with the County Department of Regional Planning and County Clerk. The NOA will be mailed to property owners within a 500-foot radius, as identified in the applicant-obtained radius list (it is assumed this will not exceed 800 mailings). The NOA will also be mailed to up to 30 interested parties and agencies, as identified by the County. A printed copy of the Draft EIR with the appendices on flash drive will be delivered to up to four libraries.

DELIVERABLES

- Draft EIR (15 hard copies)
- Technical Appendices (two hard copies)

TASK 6.8 FINAL EIR

Kimley-Horn will initiate preparation of the Final EIR during the public review period.

ADMINISTRATIVE FINAL EIR

Kimley-Horn will prepare the Final EIR, which will consist of the following sections:

- Introduction
- List of Commenting Persons, Organizations, and Public Agencies
- Comment Letters
- Responses to Comments: Kimley-Horn will respond to written comments received during the public review period and additional comments raised during public hearings concerning significant environmental issues. It is noted that the extent of public/agency comments that will result from the public review process is presently unknown. Kimley-Horn has budgeted for this Task conservatively, assuming up to 60 hours for completion of the Administrative Responses to Comments. Should the level of comments and responses exceed the assumed effort, services will be provided on a T&M basis.

EXCLUSIONS

- Preparation of findings is excluded from this effort

ERRATA TO THE DRAFT EIR (IF REQUIRED)

Mitigation Monitoring and Reporting Program (MMRP): Kimley-Horn will prepare a MMRP to be defined through coordinating with the City to identify appropriate monitoring steps/procedures, to provide a basis for monitoring such measures during and upon project implementation. The MMRP Checklist will serve as the foundation of the project's MMRP. The Checklist indicates the mitigation measure number, mitigation measure, monitoring milestone, method of verification (documentation, field checks, etc.), and a verification section for the initials of the verifying individual, date of verification, and pertinent remarks.

EXCLUSIONS

- Preparation of errata

FINAL EIR COMPLETION

Kimley-Horn will respond to one reasonably required reconciled set of City comments on the Administrative Final EIR. Kimley-Horn will provide the City with a redline copy that reflects the proposed edits and responds to the City's comments. A check copy Final EIR will be provided to the City for approval prior to finalizing/reproduction. Kimley-Horn will be responsible for mailing to FEIR commenters and payment of California Department of Fish and Wildlife fees. The City will be responsible for newspaper notices. Kimley-Horn will attend up to two hearings for adoption of the EIR.

DELIVERABLES

- Administrative Final EIR
- Check Copy Final EIR
- Final EIR
- 15 hard copies Final EIR, NOP

If the project is approved and the EIR is certified, Kimley-Horn will prepare the NOD and file it with the County Clerk. Kimley-Horn will provide the associated Department Fish and Wildlife fee.

Task 7: Final Deliverables

TASK 7.1 RELEASE DRAFT ZONING ORDINANCE

Once the Administrative Draft is completed, we will transmit to the City for a three-week review by City departments, incorporate feedback received through the comment matrix, and issue the public draft of the revised Zoning Ordinance. We will work with City staff to prepare presentation materials and information for City staff reports as part of one City Council public hearing, which Kimley-Horn will staff.

TASK 7.2 PRESENTATIONS TO PLANNING COMMISSION AND CITY COUNCIL

Kimley-Horn will participate in up to two presentations (assume one Planning Commission meeting and one City Council Meeting) to present to decision makers and answer questions from the Commission and Council regarding the Public Zoning Recommendations Report. Kimley-Horn will work with City staff to prepare a presentation.

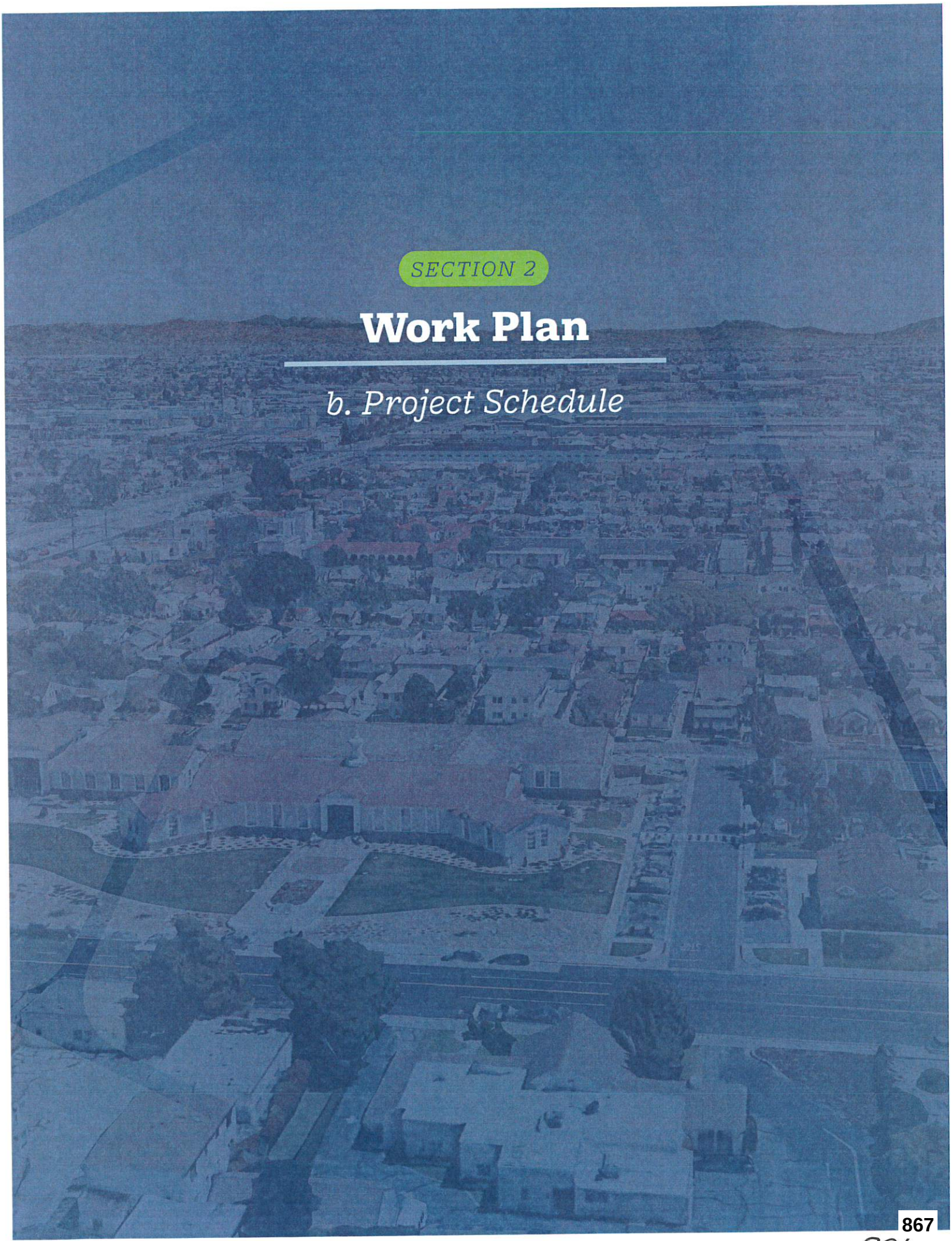
TASK 7.3 FINALIZE ZONING ORDINANCE

We will incorporate comments received from the final open house and Public Hearing and issue a Final Zoning Recommendations Report. All major deliverables, notes, and presentations prepared for the project will be transmitted to the City using the project ShareFile site for future reference and use.

DELIVERABLES

- Participation in up to two public meetings, including one City Council Public Hearing and one Planning Commission meeting
- Preparation of a presentation highlighting key recommendations from the OCM and proposed zoning changes
- Draft and Final Zoning Ordinance

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SECTION 2

Work Plan

b. Project Schedule

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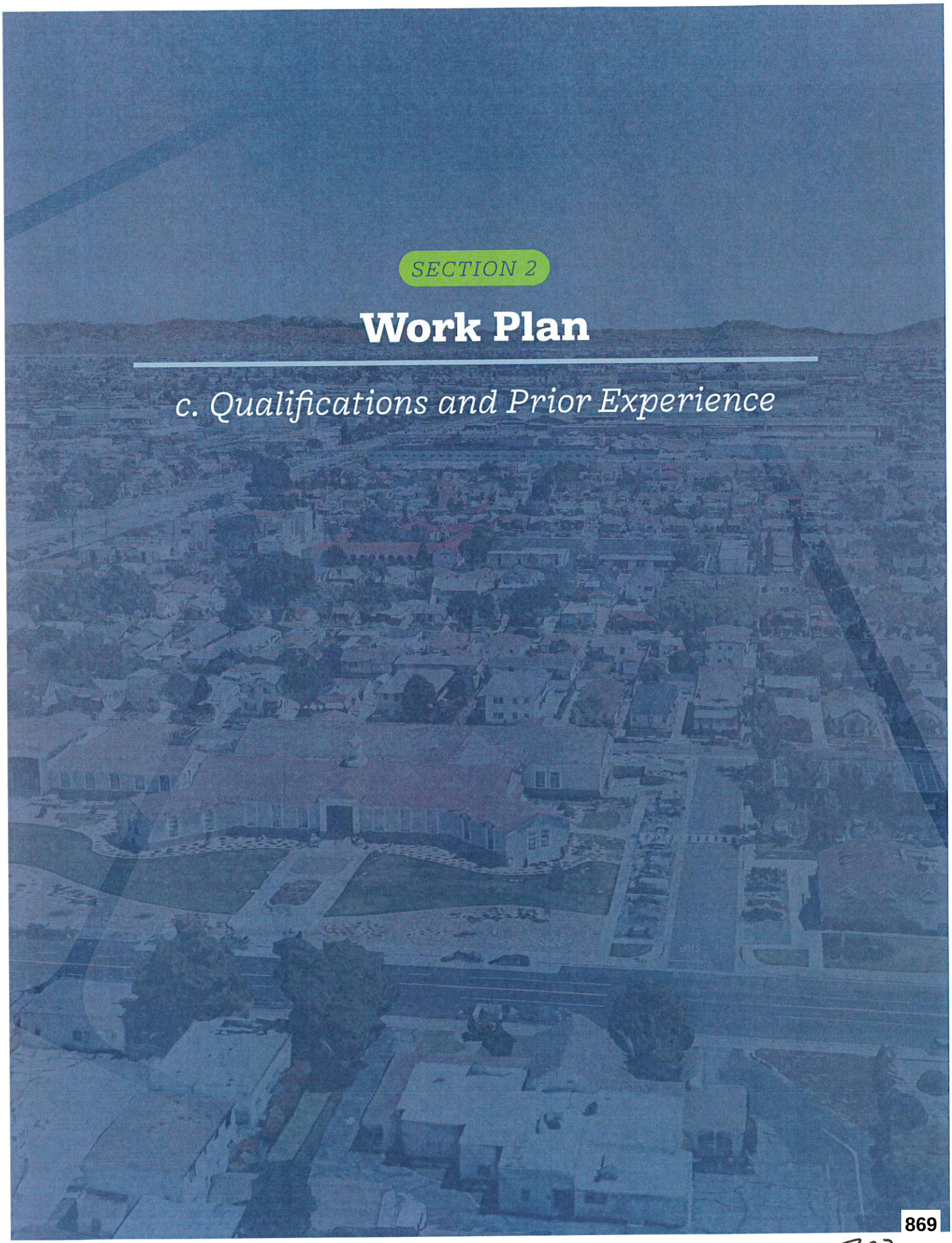
b. Project Schedule

Propose a timeline for completion for the work including start date, milestones, and target date of completion. Any assumptions regarding turnaround time for staff review and City Council should be clearly noted. The City expects some overlap between the planning and environmental documents to occur concurrently. The goal and desired target completion date of the full work program is ***one year.*** *This goal aside, the City seeks input through the proposal process on more specific timing considerations based on work program details, needs, and related benefits of the approach to completing this work effort.*

	Months	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Task 1	**Project Management and Coordination**														
1.1	Project Kick-Off Meeting	◆													
1.2	Project Management Plan and Schedule	■	■	■	■	■	■	■	■	■	■	■	■	■	■
1.3	Team Meetings		◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
Task 2	**Data Collection and Outreach**														
2.1	Data Request Memorandum	■													
2.2	Plan and Policy Assessment		■	■											
2.3	Planning and Urban Design Assessment		■	■											
2.4	Real Estate and Market Trends Assessment		■	■											
2.5	Draft and Final Existing Conditions Report			■	■										
Task 3	**Community Engagement**														
3.1	Focus Groups			●					●						
3.2	Community Workshop				●					●					
Task 4	**Constraints and Opportunities Report**														
4.1	Market Feasibility						■	■							
4.2	Infrastructure and Utility Assessment					■									
4.3	Opportunities and Constraints Analysis					■	■	■	■	■					
Task 5	**Zoning Recommendations**														
5.1	Citywide Industrial Ordinance									■	■				
5.2	Zoning Code Recommendations and Map											■			
Task 6	**EIR**														
6.1	Project Description							■	■						
6.2	Technical Studies		■	■	■										
6.3	Initial Study			■	■										
6.4	Scope Meeting			●											
6.5	Noticing			■											
6.6	Draft EIR					■	■	■	■	■	■				
6.7	Prepare and Distribute EIR											■	■		
6.8	Final EIR													■	■
Task 7	**Final Deliverables**														

◆ Project Team Meeting ● Public Workshop

We understand, per the RFP, the desired target completion date of the full work program is one year. Due to the need for development of a Programmatic EIR and public outreach, we assumed project completion in 14 months. However, we can work with the City to prioritize certain tasks and accelerate the schedule as needed.



SECTION 2

Work Plan

c. Qualifications and Prior Experience

c. Qualifications and Prior Experience

The capabilities of the consultant's organization should be discussed. Minimum requirements for submitting a proposal in response to this RFP include the following:

i. Demonstrated experience, competence, and qualifications of the consultant and the participating staff successfully providing similar services to municipalities; and,

ii. Ability to perform the work in a timely manner, availability of staff and contingency plans.

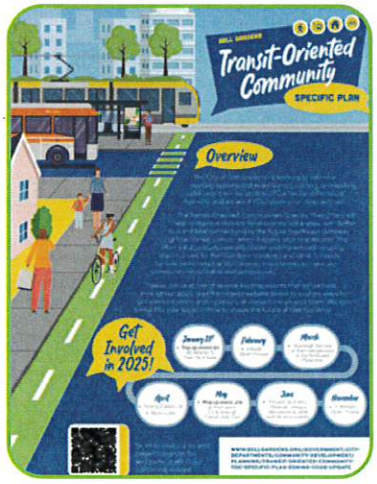
i. Demonstrated Experience with Similar Services

KIMLEY-HORN PROJECT QUALIFICATIONS

CITY OF CORONA, REZONING PROGRAM, CORONA, CA

At a previous firm, Adam Maleitzke, AICP led a team to prepare development standards and design guidelines for as part of a proposed zoning overlay for commercial and industrial areas within the City of Corona as well as a Supplemental Programmatic EIR. The team also prepared a Site Inventory Briefing Book documenting the location of the rezoning sites as well as key characteristics of the surrounding areas, including land uses, architectural compatibility, circulation, and other topics to inform the development of the zoning overlay. The zoning program and design guidelines include exhibits that address lot size and topography, ground-floor uses and design, building and site access, truck, pedestrian, and cyclist circulation and amenities, parking, building form and facade design, and open space. The Design Guidelines introduce a variety of new industrial and mixed-use development typologies that seamlessly integrate industrial and mixed-use housing into the existing context of the city.

CITY OF BELL GARDENS, THE BELL GARDENS TOC SPECIFIC PLAN AND ZONING CODE UPDATE, BELL GARDENS, CA





Kimley-Horn is preparing a Specific Plan for a critical transit zone that will ultimately connect to light rail stations along the proposed LA Metro Southeast Gateway Transit Corridor of Los Angeles County. Kimley-Horn will prepare the City of Bell Garden's first Specific Plan, which will include exploration of a variety of new housing typologies, 5% design for transit, bicycle, and pedestrian improvement projects, preparation of CEQA documentation and technical studies, infrastructure studies, and a robust program of in-person and virtual community engagement. The goal is to identify and mitigate the barriers to new TOC investment and catalyze affordable housing options for City residents. The plan will also feature a new zoning overlay, engagement with the developer community, and funding plan to ensure the successful implementation of the City's vision and improved access to the region's job centers for the City's residents.

CITY OF MONTEBELLO, BUS STOP IMPROVEMENT PROJECT (BSIP), MONTEBELLO, CA



The City of Montebello BSIP inventoried and analyzed the current state of bus stops in the Montebello Bus Lines (MBL) system. Kimley-Horn is currently leading team to analyze the existing conditions and making recommendations from on the ground inventory work of 950 bus stops across a 64-square mile area, both inside and outside city limits. Recommendations include design and amenity upgrades from the current state of the bus stops and best practices from other transit agencies and creating a new prototype bus stop model to be used across the service area. The Kimley-Horn led team is developing a final assessment report and an engineering Request for Proposals (RFP) for developmental phase and construction after the project's completion.

CITY OF BAKERSFIELD, ACTIVE TRANSPORTATION PLAN (ATP), BAKERSFIELD, CA

Kimley-Horn is working with the City of Bakersfield to develop a comprehensive ATP that will inform the City's Capital Improvement Program for the next 10 years. The plan will support development of a long-term vision for a citywide bicycle and pedestrian system, identify gaps in the current system, and prioritize improvements to enhance multimodal transportation opportunities and provide a more equitable transportation system. One activation that has taken place since implementing this plan was the Bakersfield Active Transportation Summit and Festival Spotlight, where Kimley-Horn was able to draw in a diverse crowd to provide information about the ATP as well as engage with local community organizations and stakeholders. Marketing material was provided in English, Spanish, and Punjabi.







CITY OF PICO RIVERA, TOD SPECIFIC PLAN FOR THE GOLD LINE EASTSIDE EXTENSION AT WASHINGTON AND ROSEMEAD BOULEVARDS, PICO RIVERA, CA

Kimley-Horn is preparing the Washington/Rosemead TOD Specific Plan in the City of Pico Rivera. The Specific Plan is in response to LA Metro's Gold Line Extension, bringing urban light rail through the City. The Specific Plan seeks to enhance economic development and create additional opportunities for living, working, and shopping in a compact, mixed-use environment. The 375-acre plan area provides for significant changes in urban density, mix of uses, and public improvements in to increase local mobility and enhance community design.

LA METRO, NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PLANNING AND ENVIRONMENTAL STUDY, LOS ANGELES COUNTY, CA

Kimley-Horn was the prime consultant for an 18-mile BRT project connecting the San Fernando Valley with the San Gabriel Valley that encompasses the North Hollywood and Eagle Rock districts of Los Angeles along with the Cities of Burbank, Glendale, and Pasadena. The effort led the project through alternatives analysis, CEQA environmental approval, and preliminary engineering, with the route including a combination of street-running and freeway-based alignments. The project, which is a key element of LA Metro's Twenty-Eight by '28 Vision in preparation for the 2028 Summer Olympics, will connect the LA Metro North Hollywood B (Red) Line (heavy rail) and G (Orange) Line (BRT) Station with the L (Gold) Line in Pasadena. The project is emphasizing LA Metro's emerging TOC, First/Last Mile, and Sustainability initiatives, with more than 20 station options being selected based on a wide range of metrics, including Value Capture potential. The project provides a "showcase" of BRT prototypes applicable to a wide regime of urban roadways, ranging from narrow constrained minor arterials to major boulevards, and also provides complete street solutions integrating on-street bus lanes and BRT stations with vehicular traffic movements, bicycle facilities, sidewalks and the pedestrian realm, and active transportation projects.

CITY OF SAN MARCOS, ATP, SAN MARCOS, CA

The City of San Marcos' ATP focuses on recommending specific pedestrian and bicycle-related projects, programs, and policies based on identified connectivity gaps, barriers, socio-economic factors, and user needs for residents and visitors in the City. The ATP identifies high stress environments for active transportation users as well as key destinations in the surrounding areas to create a plan that values connected, safe, and reliable active transportation. The plan will supplement the City's General Plan Update and incorporate a Safe Routes to School element to improve pedestrian and bicycle connectivity and safety near schools. The project is in progress and is being completed on time and within budget on a 10-month schedule.

CITY OF MENIFEE, MENIFEE COMMERCE CENTER II EIR, MENIFEE, CA

Kimley-Horn is currently preparing an EIR for the construction of approximately 1,138,638 square feet of fulfillment warehouse space which includes 10,000 sq. ft. of office, 929,478 square feet of ground floor warehouse and 200,000 square feet of mezzanine warehouse on an approximately 44 net-acre project site. The building proposes a structural height of approximately 50 feet and includes 608 automobile parking spaces, 293 truck trailer parking spaces, and 128 dock doors. The building is speculative in nature; however, the project will be evaluated as a high-cube fulfillment center for purposes of environmental analysis. The project is generally bounded by a Riverside County Flood Control channel, Southern California Edison (SCE) Easement, and Mclaughlin Road to the south, commercial, non-conforming residential uses and Ethanac Road beyond to the north, Antelope Road to the east, and Dawson Road to the west.

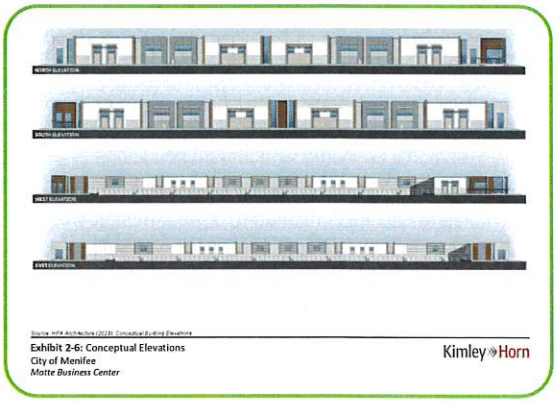


Exhibit 2-6: Conceptual Elevations
City of Menifee
Matte Business Center
Kimley»Horn

BARGAS ENVIRONMENTAL CONSULTING QUALIFICATIONS

GHD, CITRUS HEIGHTS OLD AUBURN ROAD, CITRUS HEIGHTS, CA

Bargas biologists were tasked with conducting a biological survey, jurisdictional delineation, and arborist survey under the supervision of a certified arborist for construction of bike paths and sidewalks along Old Auburn Road in Citrus Heights. All work and resulting reports was conducted to help support the CEQA and the National Environmental Policy Act (NEPA) documentation. Bargas also prepared applications and processed regulatory permits with the US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW.

IMPACT SCIENCES, PLACERITA MAINTENANCE YARD, SANTA CLARITA, CA

Bargas biologists were tasked with conducting a biological survey, mapping vegetation communities, and identifying aquatic resources that may be under the jurisdiction of state or federal agencies for development of an approximately 2-acre City maintenance yard. Biologists wrote an Biological Resources Assessment report describing the results and recommended appropriate avoidance and minimization measures in support of CEQA documentation for the project.

RANEY PLANNING AND MANAGEMENT, INC., PACIFIC GATEWAY SPECIFIC PLAN, TRACY, CA

Bargas biologists were tasked with conducting biological surveys, mapping vegetation, and jurisdictional delineations for the programmatic development of a university and associated facilities on an approximately 1,500-acre site as well as for approximately 7-miles of offsite roadway improvements. Bargas wrote Biological Resources Reports for the on-site development as well as the off-site road improvements to assist with the CEQA document (i.e., EIR) for the project.

NINYO & MOORE QUALIFICATIONS

CITY OF EL MONTE, ON-CALL ENVIRONMENTAL SERVICES, EL MONTE, CA

Ninyo & Moore provided on-call environmental services for the City of El Monte from 2018 to 2022. Tasks included review of relevant environmental documents that were provided to us from the City of El Monte, including a previous Phase I Environmental Site Assessment (ESA), Phase II ESA, and Remedial Action Plan

CITY OF IRVINE, ON-CALL ENVIRONMENTAL AND GEOTECHNICAL SERVICES, IRVINE, CA

Under an existing on-call contract, the City of Irvine engaged the services of Ninyo & Moore to provide environmental services related to assessment of surface soils for the presence of Per- and Polyfluoroalkyl Substances (PFAS) in the Northern Sector of the site. Aqueous Film Forming Foam (AFFF) was stored, disposed of, discharged to, spilled, or released to the land at the former MCAS El Toro. AFFF is known to contain high concentrations of PFAS, an emerging contaminant that has been linked to adverse health effects.

ORANGE COUNTY PUBLIC WORKS, ON-CALL ENVIRONMENTAL SERVICES, ORANGE COUNTY, CA

Ninyo & Moore has been providing asbestos, lead, and mold related consulting services to the Orange County Public Works since 2018. Various projects have included performing asbestos and lead surveys in support of various renovations for various County structures, including administration buildings, the Old Orange County Courthouse, the Juvenile Hall Butler Building, the Midway Community Center, the Orange County Public Headquarters, various parks (e.g., Laguna Regional, Capistrano Beach, Yorba Linda, Tri-City), and the Orange County Operations Center.

KOSMONT COMPANIES QUALIFICATIONS

CITY OF SOUTH GATE, GATEWAY SPECIFIC PLAN, SOUTH GATE, CA

The City prepared a draft Specific Plan for the 37-acre Gateway District associated with the WSAB line for LA Metro. Kosmont was retained to analyze regional economic and market conditions to provide guidance on the highest and best land uses. Kosmont developed pro forma analysis for various land use concepts (residential, retail, office, light industrial and mixed-use) on sites within the Plan area to determine residual land values for each land use, as compared to current market values.

CITY OF SOUTH GATE, INDUSTRIAL MITIGATION STUDY, SOUTH GATE, CA

Kosmont was retained by South Gate to provide advisory services for an industrial development mitigation analysis. As older manufacturing facilities are at the end of their useful life, there has been developer interest in new large-scale warehouses. The analysis provided costs/benefits associated with warehouse development to guide the Council in developing new standards. Kosmont researched the impact of policies of various cities with significant industrial development impacts. Examples include upfront development impact fees, ongoing payments in lieu of taxes, community facilities district (CFD) service fees, building size limits, FAR limits, geographic restrictions.

In addition to research on industrial policies, Kosmont interviewed the local National Association of Industrial and Office Properties (NAIOP), local industrial real estate brokers, and land use attorneys to get a broad perspective on how communities address industrial warehouse challenges. Kosmont research found that most cities utilize a Conditional-Use Permit (CUP) or development agreement negotiation with industrial developers to give the City flexibility to negotiate large impact fees and annual special taxes to address the unique circumstances involved with wide range of businesses utilizing warehouse space.

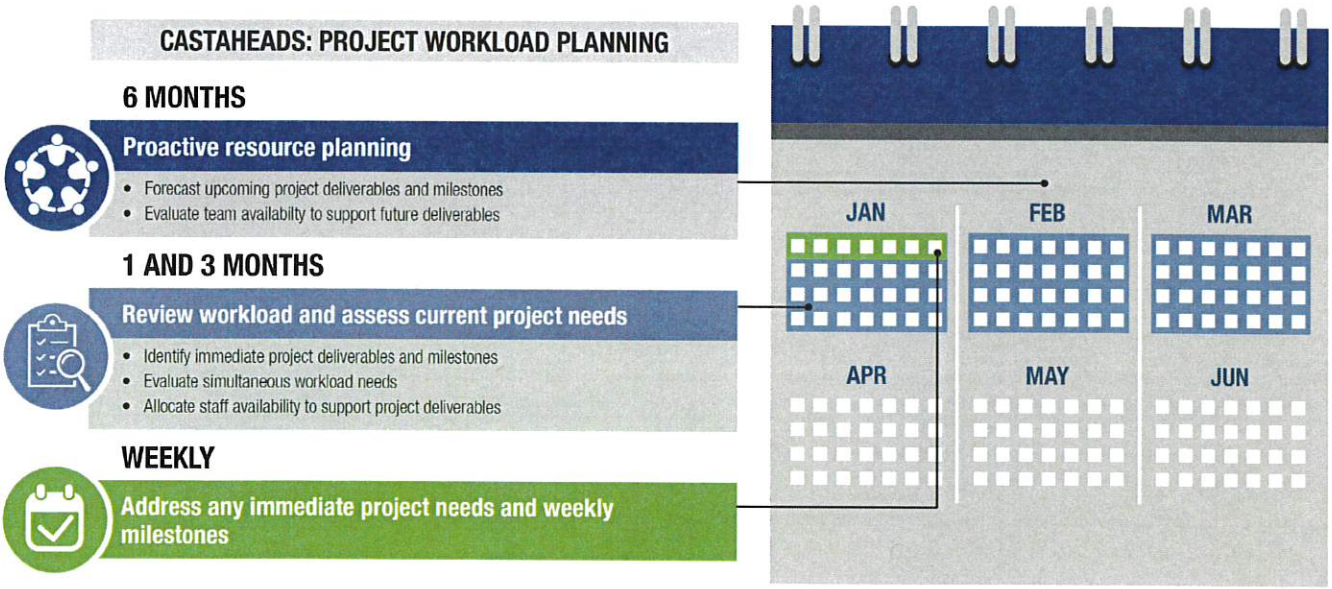
CITY OF FONTANA, FOOTHILL/SIERRA CORRIDOR DEVELOPMENT STRATEGY, FONTANA, CA

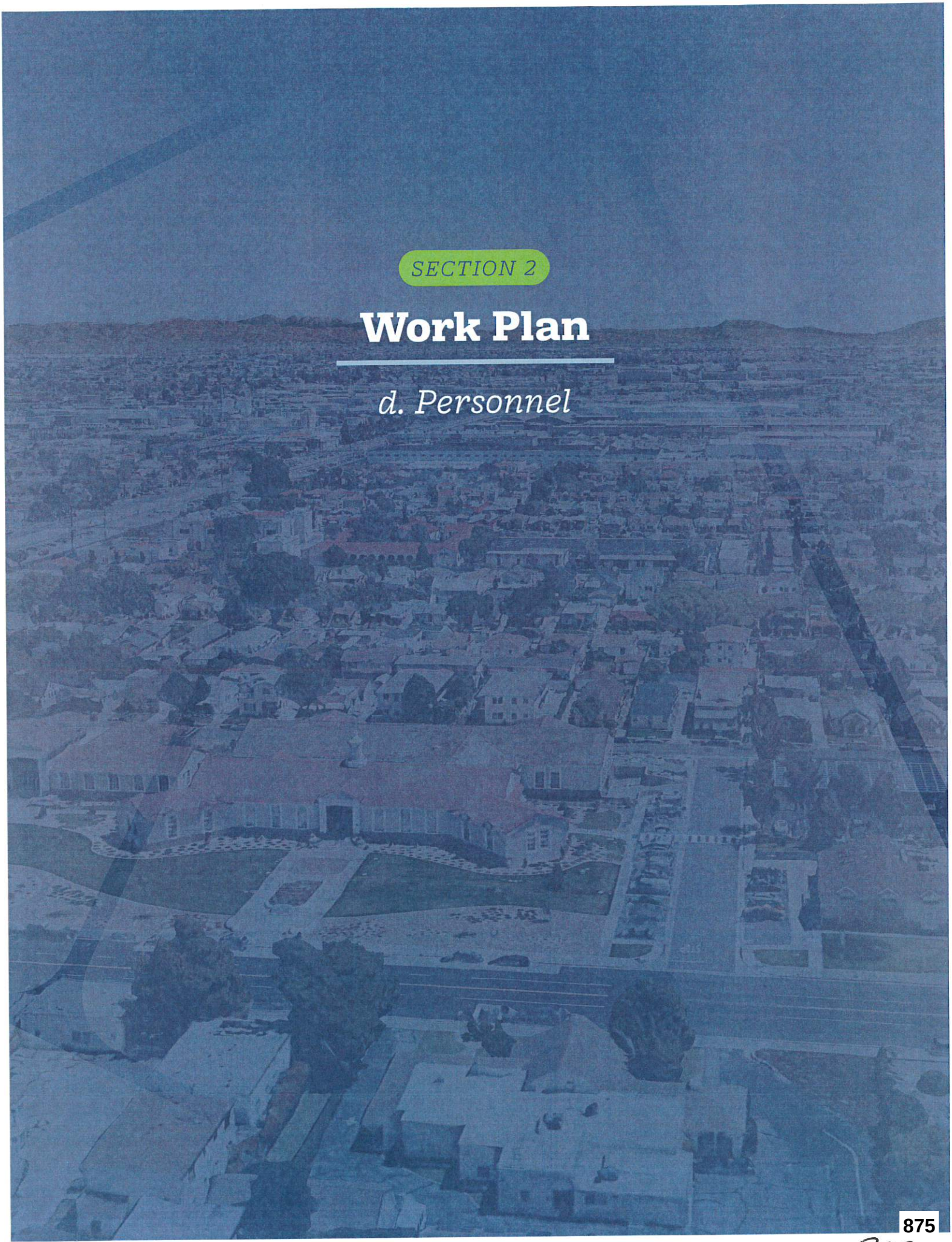
The City of Fontana desired to create a vibrant town center commercial district along Sierra Avene and Foothill Boulevard to serve as a significant economic engine. Kosmont was hired to prepare a market and economic analysis to evaluate zoning codes, local real estate market trends and to propose amendments to the General Plan for the corridors to incentivize projects that produce long term sustainable economic activity and attract local residents and regional visitors. Kosmont prepared an inventory of existing uses on significant parcels including acreage and assessed value to identify sites suited for various types of development consistent with vision, and Kosmont worked with City staff to assess the development potential for the key parcels and the strengths and weaknesses of each as well as the opportunities and threats facing development (SWOT).

ii. Schedule Adherence and Staff Availability

Kimley-Horn is available to dedicate time, personnel, and resources to this effort. We understand that the basis of a successful project is founded on responsiveness and adequate staffing. Our single-profit center structure enables us to share and balance our workload as well as shift personnel to various projects successfully across multiple offices nationwide. This structure means you get the same responsive and timely service you deserve for the project—no matter which Kimley-Horn office is supporting you. Our team has the capacity to meet yours and the project's needs.

Kimley-Horn utilizes a weekly, monthly, and six-month internal workload forecast system on a firmwide basis to determine workloads and availability of staff as well as identify key resources required for a project's successful delivery. Our "Castaheads" system tracks all project commitments/ milestones and staff commitments, giving us the ability to manage workload peaks and valleys, and allowing us to take proactive steps to keep a project on track. We have effectively utilized this tool in the delivery of local projects over the past several years, and we can identify overloads and shortfalls many months in advance and develop strategies to overcome them. Based on a review of our Castaheads, we can assure you that our team for this project is available immediately to serve you and are in an excellent position to handle the workload required to deliver this project. Once the project gets underway, our project managers **Jessie Barkley** and **Adam Maleitzke, AICP** and our proposed task leads will meet on a weekly basis to establish task lists for staff and to check that staff resources are properly allocated for the upcoming week. In addition, Jessie and Adam have the authority to mobilize Kimley-Horn's 8,400+ professionals at any given time to meet the City's needs on the project.





SECTION 2

Work Plan

d. Personnel

d. Personnel

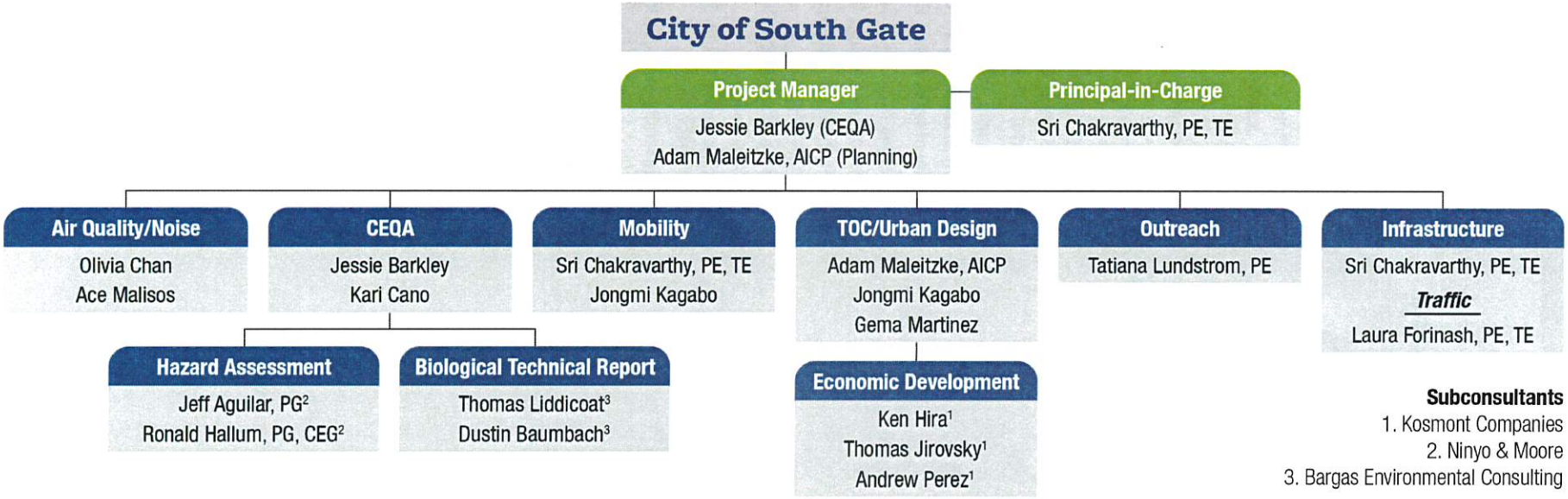
This section must delineate the experience and profession of appropriate licenses and certifications of personnel.

Kimley-Horn offers a highly skilled, experienced, and responsive team of professionals who have a proven record of successfully addressing the City's needs for a program that provides a safe and reliable transportation network that serves all your residents and respects the environment. Kimley-Horn's key staff members have a history of working effectively with local agencies and communities to develop strategies that will reach community audiences, stakeholders, proper owners, and developers.

Jessie Barkley will be your main point of contact and project manager, and she will have primary responsibility for the CEQA portion of this project. Jessie is an environmental planner with over 20 years of experience. She is a skilled CEQA and NEPA practitioner that has led and contributed to numerous projects for a variety of project types, including mixed-use, entertainment, redevelopment, infrastructure, commercial, energy, and long-range community plans. Additionally, **Adam Maleitzke, AICP**, will lead the planning portion of this project. Adam has been a key figure in the Los Angeles Greater Metropolitan Area, leading large-scale transportation, TOCs, and land use projects. Supporting Jessie and Adam are specialists that include **Sri Chakravarthy, PE, TE**, an experienced transportation specialist with 20 years of local experience ranging from planning, design, and operations to on-call engineering services; **Kari Cano**, who brings more than 18 years of experience in CEQA and NEPA and preparing and managing environmental and planning studies for public and private sector clients; and **Tatiana Lundstrom, PE**, who brings experience on a variety of transportation projects from the perspective of both design and outreach. We have also partnered with three subconsultants: Kosmont Companies, Ninyo & Moore, and Bargas Environmental Consulting, to support economic development, hazard assessment, and biological technical report for this project, respectively.

We are excited for you to meet and learn more about our team. Our organization chart is provided below, and staff resumes, which include their experience, profession, titles, roles, qualifications, licenses, and certifications, are provided on the following pages.

Organizational Chart



Resumes



Jessie Barkley
PROJECT MANAGER

Professional Credentials

- Master of Arts, Urban and Regional Planning, University of California, Irvine
- Post-Graduate Certificate, Marketing and Communications, University of California, Irvine
- Bachelor of Arts, Geography, University of British Columbia, Vancouver
- Urban Land Institute (ULI), Programs Committee Chair 2022/2024
- Association of Environmental Professionals (AEP), CA Award Jury Member 2017–2019
- American Planning Association (APA), CA Conference Special Events Chair, 2015–2016
- National APA, Conference Special Events Chair, 2012

Jessie is an environmental planner with over 20 years of experience. She is a skilled CEQA and NEPA practitioner that has led and contributed to numerous projects for a variety of project types, including mixed-use, entertainment, redevelopment, infrastructure, commercial, energy, and long-range community plans. Jessie's responsibilities include directing project teams; preparing and managing project work plans, scopes, schedules, and budgets; conducting senior-level review of draft work products; interfacing with clients, subconsultants, and agency staff; and marketing services among existing and prospective clients. Throughout her career, Jessie has supported a wide array of complex environmental documents (Program EIRs, Project EIRs, EIR Addendums, Supplemental EIRs, Sustainable Community Environmental Assessments, and Mitigated Negative Declarations [MNDs]) for all project types including Specific Plans, General Plans, Area Plans, and project level mixed-use and TOD.

Relevant Experience

- **Real Estate Development Associates, Ontario Ranch Business Park Specific Plan Amendment EIR, Ontario, CA** – Project Planner
- **The KPC Group, KPC Coachella Specific Plan, Coachella, CA** – Project Planner
- **AC Martin, Rye Canyon EIR Addendum, Santa Clarita, CA** – Project Manager
- **City of Glendale, 1420 Valley View EIR, Glendale, CA** – Project Manager*
- **City of Long Beach, Cherry Avenue Final EIR, Long Beach, CA** – Project Planner
- **Bardas Investment Group, Las Palmas MND, Los Angeles, CA** – Assistant Project Manager
- **City of Los Angeles, On-Call for Environmental Services, Los Angeles, CA** – Project Manager*
- **City of South Gate, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **City of Simi Valley, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **City of Long Beach, 5150 Pacific Coast Highway Dorm Project EIR, Long Beach, CA** – Project Planner
- **University of California, Irvine, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **626 Wilshire Medical Office, Los Angeles, CA** – Project Manager*
- **DJM, Bella Terra Commercial Center Mixed-Use Housing Project, Huntington Beach, CA** – Project Manager
- **Crown Group, 1111 South Hill Street Sustainable Community Environmental Assessment, Los Angeles, CA** – Project Manager*
- **550 Shatto Place Sustainable Community Environmental Assessment and Addendum, Los Angeles, CA** – Project Manager*
- **Los Angeles Bureau of Engineering, Environmental Reviews for Bridge Housing Homeless Services Projects, Los Angeles, CA** – Project Manager*
- **Essex Properties, Sunset Boulevard Project EIR, Los Angeles, CA — Project Manager***
- **Olive View-UCLA Medical Center EIR, Los Angeles, CA** – Lead Planner*
- **University of Southern California, Figueroa Building Student Housing Addendum, Los Angeles, CA** – Project Manager
- **Saint John's Health Center Phase II Project, Santa Monica, CA** – Lead Planner*
- **Huntington Memorial Hospital, Pasadena, CA** – Lead Planner*

**Prior to joining Kimley-Horn*



Adam Maleitzke

PROJECT MANAGER (PLANNING)

Professional Credentials

- Master of Landscape Architecture, University of Minnesota
- Master of Urban and Regional Planning, University of Minnesota
- Bachelor of Arts, Architecture, Urban Studies, University of Minnesota
- American Institute of Certified Planners, #027697
- Urban Land Institute (ULI), Member
- American Planning Association (APA), Member

Adam is a planner and urban designer with more than 17 years of experience leading large-scale transportation, TOC, and land use projects for clients throughout Southern California and beyond, and has worked in the private, public, and non-profit sectors. He is skilled at managing the preparation of master plans, station area plans, active transportation plans, streetscape plans, and feasibility studies, managing large multidisciplinary teams. Adam has also led and facilitated stakeholder meetings and public engagement events to establish a project vision and forge consensus as part of small group sessions and large public events. Recent projects include station design and planning services for the California High Speed Rail Authority (CHSRA), Sound Transit, and LA Metro, as well as station area planning and Specific Plan preparation for emerging TOCs along emerging LRT and commuter rail station areas. Adam excels in leading projects that seamlessly integrate land use and transportation and brings a critical skill set for designing walkable, livable communities that promote equity, and mobility, and lead to a climate-resilient future.

Relevant Experience

- **City of Bell Gardens, TOC Specific Plan, Bell Gardens, CA** – Project Manager
- **City of Montebello, Bus Stop Implementation Project, Montebello, CA** – Design Lead
- **City of Bakersfield, Old Town Kern Core Area Vision Plan, Bakersfield, CA** – Project Manager
- **County of Los Angeles, TOD Design Guidelines, Los Angeles, CA** – Project Manager*
- **Eco Rapid Transit, I-105 South Gate/Paramount Station Area Plan, South Gate, CA** – Project Manager
- **City of Corona, Corona Rezoning Program and Design Guidelines, Corona, CA** – Project Manager*
- **City of Bakersfield, Active Transportation Plan, Bakersfield, CA** – Project Planner
- **Riverside County Transportation Commission (RCTC), TOC Strategic Plan, Riverside County, CA** – Project Manager*
- **City of Rancho Cucamonga/San Bernardino County Transportation Authority (SBCTA), Rancho Cucamonga Metrolink TOD Joint Development, Rancho Cucamonga, CA** – Project Manager
- **Sound Transit, Everett Link Extension and Operations and Maintenance Facility North, Seattle, WA** – Project Planner
- **SBCTA/SCAG, Advanced Regional Rail Integrated Vision (ARRIVE) Corridor, San Bernardino, CA** – Senior Planner*
- **CHSRA, Los Angeles-to-Anaheim Project, Los Angeles to Anaheim, CA** – Director of Planning*
- **City of Palm Desert, Rail Station Feasibility Study, Palm Desert, CA** – Senior Advisor
- **Omnitrans, West Valley Connector, San Bernardino, CA** – Project Manager*
- **U-PLAN Community Planning Studio, St. Paul, MN** – Program Director*
- **SCAG, High-Quality Transit Area Analysis, Los Angeles, CA** – Project Manager*
- **SBCTA, Omnitrans West Valley Connector, San Bernardino, CA** – Project Manager*
- **North County Transit District (NCTD), Solana Beach Transit Center Joint Development Plan, Solana Beach, CA** – Project Manager*
- **City of Long Beach, Downtown and TOD Pedestrian Master Plan, Long Beach, CA** – Project Manager*
- **St. Paul Metropolitan Council, TOD and Infrastructure Grant Management, St. Paul, MN** – Senior Planner*

**Prior to joining Kimley-Horn*



Sri Chakravarthy, PE, TE

INFRASTRUCTURE

Professional Credentials

- Master of Science, Civil Engineering, Louisiana State University
- Bachelor of Science, Civil Engineering, Kakatiya University, India
- Professional Engineer in California #73626
- Traffic Engineer in California #2531

Sri has more than 20 years of experience overseeing a variety of transportation projects ranging from planning, design, operations, and on-call engineering services. His project management at Kimley-Horn is informed by his former career with the Los Angeles County Public Works Department and knowledge of grant funding opportunities and working with multiple stakeholders. Sri has overseen medium to large scale projects for local and regional agencies with design budgets ranging from $50K to $2.5M and schedules ranging from six months to 3.5 years. These projects are often multidisciplinary and require coordination with local and regional agencies, Caltrans, and local businesses and residents.

Relevant Experience

- **City of Pico Rivera, TOD Specific Plan for the Gold Line Eastside Extension at Washington and Rosemead Boulevards, Pico Rivera, CA** – Senior Project Engineer
- **City of Oxnard, Fifth Street and Rice Avenue Grade Separation Traffic Operational Analysis Report, Oxnard, CA** – Project Manager
- **City of Oxnard, Oxnard Boulevard and Saviers Road Signal Improvements, Oxnard, CA** – Project Manager
- **City of Culver City, Ivy Station TOD, Washington Boulevard and National Boulevard Street Off-Site and On-Site Improvements, Los Angeles/Culver City, CA** – Project Engineer
- **City of Tehachapi, Greater Tehachapi Area Specific Plan, Tehachapi, CA** – Project Manager
- **City of Norwalk, On-Call Professional Engineering Services for Design, Project Management, and Construction Support Services, Norwalk, CA** – Project Manager
- **City of Irvine, Consultant Team Program 2022-2025, Irvine, CA** – Contract Manager
- **City of Malibu, On-Call Traffic Engineering Services 2020-2024, Malibu, CA** – Project Manager
- **City of Orange, On-Call Traffic Engineering/Plan Checking/Design/Public Works Inspection Services, Orange, CA** – Principal-in-Charge
- **City of Lancaster, Multi-Year Professional Engineering Services 2023-2026, Lancaster, CA** – Project Manager
- **City of Montclair, On-Call General Civil Engineering, Architectural, Landscape, and Support Professional Services 2022-2027, Montclair, CA** – Project Manager
- **City of Rancho Cucamonga, On-Call Civil and Traffic Engineering Services, 2019-2026, Rancho Cucamonga, CA** – Project Manager
- **City of Simi Valley, On-Call Civil Engineering Design Services 2022-2025, Simi Valley, CA** – Project Manager
- **City of Ventura, On-Call 3-Year Professional Services 2022-2025, Ventura, CA** – Project Manager



Olivia Chan

AIR QUALITY/NOISE

Professional Credentials

- Bachelor of Arts, Environmental Design, University of California, Irvine
- Master, Urban and Regional Planning, University of California, Irvine

Olivia specializes in air quality, GHG emissions, energy, and noise. With nearly two decades of experience, she brings an in-depth knowledge to our clients through her work on a variety of complex projects that rely on her proficiency with various State and federally approved models including CalEEMod, the Federal Highway Administration (FHWA) Traffic Noise Model and Roadway Construction Noise Model, and the AERMOD modeling system. Olivia also has experience in research, preparation, and analysis for a variety of environmental planning projects consistent with CEQA and NEPA guidelines.

Relevant Experience

- **Pacific Plaza Premier Development Group, Monterey Park Mixed-Use Project Class 32 Categorical Exemption, Monterey Park, CA** – Air Quality and Noise Technical Lead
- **City of San Gabriel, Rubio Village Mixed-Use Project IS/MND, San Gabriel, CA** – Air Quality, Greenhouse Gas, Energy, and Noise Technical Lead
- **City of Temple City, 6119 10-Unit Residential Project Condo Class 32 Categorical Exemption Peer Review, Temple City, CA** – Air Quality, Greenhouse Gas, and Noise Peer Reviewer
- **City of Temple City, 6119 16-Unit Residential Project Condo Class 32 Categorical Exemption Peer Review, Temple City, CA** – Air Quality, Greenhouse Gas, and Noise Peer Reviewer
- **City of Temple City, Pacific Las Tunas Mixed-Use Project Class 32 Categorical Exemption, Temple City, CA** – Air Quality and Noise Technical Lead
- **City of South Pasadena, Fairview Court Project Class 32 Categorical Exemption, South Pasadena, CA** – Air Quality and Noise Technical Lead
- **Lindblade Media Center Owner, LLC, 8960 Washington Boulevard Project Categorical Exemption, Culver City, CA** – Air Quality and Noise Technical Lead
- **CIM Group Acquisition, LLC, 10510 Culver Boulevard Project Categorical Exemption, Culver City, CA** – Air Quality and Noise Technical Lead
- **REthink Development, Culver Theatre Residences Mixed-Use Development Categorical Exemption, Culver City, CA** – Air Quality and Noise Technical Lead
- **Washington Union Station Extension Project, Washington, DC** – Peer Reviewer
- **Sierra Distribution Facility Project, Fontana, CA** – Air Quality, Greenhouse Gas, Energy, and Noise Technical Lead
- **Thrifty Oil Warehouse Project, Rialto, CA** – Air Quality, Greenhouse Gas, Energy, and Noise Technical Lead
- **Whittwood Town Center Project, Whittier, CA** – Air Quality, Greenhouse Gas, Energy, and Noise Technical Lead
- **City of San Gabriel, Pacific Square San Gabriel Mixed-Use Project EIR, San Gabriel, CA** – Air Quality, Greenhouse Gas, Energy, and Noise Technical Lead*
- **The John Buck Company, 11111 Jefferson Boulevard Mixed-Use Project EIR, Culver City, CA** – Air Quality, Greenhouse Gas, Energy, and Noise Technical Lead*
- **Chalan Solar Project, Kern County, CA** – Peer Reviewer, Deputy Project Manager*
- **The Districts Specific Plan Project, Carson, CA** – Noise Technical Lead*
- **Inglewood Basketball and Entertainment Project, Inglewood, CA** – Noise Technical Lead*
- **World Logistics Center, Moreno Valley, CA** – Air Quality, Greenhouse Gas, Energy, and Noise Technical Lead*

**Prior to joining Kimley-Horn*



Ace Malisos

AIR QUALITY/NOISE

Professional Credentials

- Master of Arts, Urban and Regional Planning, UCI
- Bachelor of Arts, Environmental Studies, University of California, Santa Cruz

Ace brings nearly 20 years of experience in acoustics, air quality, and climate change technical studies. He has experience in research, preparation, and analysis consistent with CEQA for environmental planning projects involving residential, infrastructure, mixed use, institutional, and commercial uses. He is experienced in applying air quality analysis methodology per the Environmental Protection Agency (EPA), the CARB, Air Pollution Control District/Air Quality Management District, and Caltrans/FHWA guidelines. He also provides a full range of noise impact analyses for public and private sector clients, in accordance with local, state, and federal impact assessment criteria.

Relevant Experience

- **City of Moreno Valley, Moreno Valley Mall Revitalization Project, Moreno Valley, CA** – Air Quality/ GHG, Health Risk, Energy, and Noise Lead
- **Related California, Related Bristol Specific Plan Technical Studies, Santa Ana, CA** – Environmental Planner
- **County of Kern, Mojave Micro Mill Technical Studies Peer Review, Kern County, CA** – Air Quality, GHG, Health Risk, Energy, and Noise
- **County of Kern, Pelicans Jaw Solar Project Air Quality and Noise Technical Study Peer Review, Kern County, CA** – Air Quality, GHG, Health Risk, Energy, and Noise
- **County of Kern, Jasmine Solar Project, Air Quality and GHG Technical Study Peer Review, Kern County, CA** – Air Quality, GHG, Health Risk, Energy, and Noise
- **County of Kern, Azalea Solar Project, Air Quality, GHG, and Noise Technical Study Peer Review, Kern County, CA** – Air Quality, GHG, Health Risk, Energy, and Noise
- **City of Menifee, EIR Amendment for Northern Gateway Commerce Center, Menifee, CA** – Project Planner
- **City of Murrieta, General Plan Update, EIR, and Climate Action Plan (CAP), Murrieta, CA** – CAP Specialist*
- **City of Anaheim, Community CAP, Anaheim, CA** – Air Quality/GHG, Health Risk, Energy, and Noise Specialist
- **Hillwood Development Company, Speedway Commerce Center II Project, San Bernardino, CA** – Air Quality, GHG, Health Risk, Energy, and Noise Lead
- **Intuitive Surgical Corporate Campus Project, Health Risk Assessment and Acoustical Assessment, Sunnyvale, CA** – Technical Lead
- **JPI Development Group, Jefferson on Avalon Mixed-Use Specific Plan EIR Technical Studies, Carson, CA** – Air Quality, GHG, Health Risk, Energy, and Noise Lead
- **Rutan & Tucker LLP, MainPlace CEQA Technical Studies, Santa Ana, CA** – Air Quality, GHG, Health Risk, and Noise Lead
- **UCI, College of Health Sciences Air Quality and GHG Studies, Irvine, CA** – Project Manager
- **Picerne Group, Residences at 4400 Von Karman Addendum to the General Plan EIR, Newport Beach, CA** – Air Quality/GHG/Noise Specialist
- **EF International, Costa Mesa Language School and Campus Housing Project, Costa Mesa, CA** – Project Manager

**Prior to joining Kimley-Horn*



Kari Cano

CEQA

Professional Credentials

- Master of Arts, Political Science, California State University, Fullerton
- Bachelor of Arts, Political Science, California State University, Fullerton

Kari has more than 18 years of experience in preparing and managing environmental and planning studies for public and private sector clients, under CEQA and NEPA, and 18 years of preparing CEQA and NEPA documents for the City. Kari comes to the field of planning/environmental planning from a diverse background in urban development and political science. Utilizing her background and understanding of state and local policies, Kari provides CEQA compliance review and environmental documentation, in addition to research, analysis, and writing. She has worked on projects in the Counties of San Bernardino, Los Angeles, Riverside, Ventura, San Diego, and San Joaquin.

Relevant Experience

- **City of Menifee, CADO Menifee Industrial Warehouse EIR, Menifee, CA** – Project Manager
- **City of Menifee, Northern Gateway Commerce Center EIR, Menifee, CA** – Project Manager
- **City of Menifee, Menifee Commerce Center EIR, Menifee, CA** – Project Manager
- **City of Fontana, On-Call Planning Services, Fontana, CA** – Project Manager
- **City of Fontana, Live Oak Warehouse Project IS/MND, Fontana, CA** – Project Manager
- **City of Fontana, El Paseo Planned Unit Development IS/MND, Fontana, CA** – Project Manager
- **City of Fontana, Union Fontana Warehouse Addendum, Fontana, CA** – Project Manager
- **City of Fontana, Walnut Village Specific Plan EIR, Fontana, CA** – Project Manager
- **City of Fontana, Sierra Business Center EIR, Fontana, CA** – Project Manager
- **San Bernardino County, On-Call Planning Services, San Bernardino County, CA** – Project Manager
- **City of Colton, On-Call Planning Services, Colton, CA** – Project Manager
- **City of San Bernardino, Contract Planning Services, San Bernardino, CA** – Environmental Planner
- **City of Chino Hills, On-Call Environmental, Planning, and Related Consulting Services, Chino Hills, CA** – Project Manager
- **County of San Bernardino, Deep Creek Estates EIR, San Bernardino County, CA** – Project Manager
- **City of Beaumont, Beaumont Potrero Interchange Industrial Warehouse EIR, Beaumont, CA** – Project Manager
- **City of Beaumont, Beaumont Summit Station Specific Plan EIR, Beaumont, CA** – Project Manager
- **City of Colton, First Student Bus Yards EIR, Colton, CA** – Project Manager
- **City of Colton, Ashley Warehouse IS/MND, Colton, CA** – Project Manager
- **City of Colton, Valley Way Warehouse Addendum EIR, Colton, CA** – Project Manager
- **City of Colton, Laurel Warehouse Expansion IS/MND, Colton, CA** – Project Manager
- **Lewis Management, Gateway at Grand Terrace Specific Plan EIR, Grand Terrace, CA** – Project Manager
- **City of Redlands, Terracina Residential MND, Redlands, CA** – Project Manager
- **City of Redlands, ESRI Building E IS/MND, Redlands, CA** – Project Manager



Jongmi Kagabo

TOC/URBAN DESIGN

Professional Credentials

- Master of Science, Urban Planning-Urban Design, University of Southern California
- Bachelor of Science, Business and French, Drew University
- Urban Land Institute (ULI) DEI Committee, Member
- National Organization of Minority Architects (NOMA), Member
- Where are the Black Designers, Volunteer
- LA Promise Fund, Young Professionals Council (YPC), Volunteer

Jongmi is a planning analyst with extensive experience as an urban planner/designer. Prior to joining Kimley-Horn, she worked at Gruen Associates on key projects including the 2023 IES-APA Award-Winning Urban Design Excellence; City of Chino Civic Center Master Plan; the Envision Simi Valley Specific Plans and Objective Design Standards; City of Long Beach PD–30 Downtown Plan Update; and many transportation/transit and design-related projects. At the launch of her career at Gruen Associates, she carried and presented her graduate school thesis project at the AIAILA's 7th Annual Design for Dignity Conference as part of a panel discussing community land trusts. Researched under the supervision of Professor Marlon Boarnet—Chair of the USC Sol Price School of Public Policy, where Jongmi earned her master's degree in planning with a concentration in urban design—a community land trust was an implementation step for her project called "BioVille;" a large mixed-use community she proposed for the LA River Taylor Yard G2 Parcel.

Relevant Experience

- **City of Chino, Civic Center Master Plan, Chino, CA** – Junior Planner/Designer*
- **Envision Simi Valley, Specific Plans and Objective Design Standards, Simi Valley, CA** – Junior Planner/Designer*
- **City of Long Beach, PD-30 Downtown Plan Update, Environmental Review and Re-Adoption, Long Beach, CA** – Junior Planner/Designer*
- **City of Los Angeles, Valley Boulevard Multimodal Transportation Project, Los Angeles, CA** – Junior Planner/Designer*
- **City of Inglewood, Inglewood Transit Connector (ITC) DBFOM Pursuit, Inglewood, CA** – Junior Planner/Designer*
- **County of Los Angeles, Los Angeles Countywide Objective Design Standards, Los Angeles, CA** – Junior Planner/Designer*
- **City of Los Angeles, La Brea Tar Pits and Museum Executive Design, Los Angeles, CA** – Junior Planner/Designer*
- **San Diego Association of Governments (SANDAG), Cross Border Trolly, San Diego, CA** – Junior Planner/Designer*

**Prior to joining Kimley-Horn*



Gema Martinez Castillo

TOC/URBAN DESIGN

Professional Credentials

- Bachelor, Architecture, Yale University
- Women's Transportation Seminar (WTS)

Gema has experience in transportation planning, equity analysis, and community outreach. She leads the development of existing conditions analysis, equity reports, and First/Last Mile projects. She has experience working with cities, stakeholders, and the public at all stages of community outreach. With an undergraduate degree in Architecture, Gema also works on urban design, graphic design, and visual communications.

Relevant Experience

- **City of Bell Gardens, Bell Gardens TOC Specific Plan, Bell Gardens, CA** – Planning Analyst
- **City of Coachella, Local Road Safety Plan, Coachella, CA** – Planning Analyst
- **Regional Transportation Commission of Southern Nevada, Equitable Access to Mobility Action Plan (Areas of Persistent Poverty), Las Vegas, NV** – Planning Analyst
- **LA Metro, Eastside Transit Corridor Phase 2 First/Last Mile Plan, Los Angeles, CA** – Planning Analyst
- **Nature for All, Mt. Wilson Express Service, Pasadena, CA** – Planning Analyst



Tatiana Lundstrom, PE

OUTREACH

Professional Credentials

- Bachelor of Science, Civil Engineering, Clemson University
- Professional Engineer in CA #95416

Tatiana has more than 7 years of experience on a variety of transportation projects from the perspective of both design and outreach. Projects she has worked on as a designer include bicycle and pedestrian facilities, intersections, signing and pavement marking, roundabouts, and other safety improvements. As a public engagement lead and outreach coordinator, she has been able marry her engineering background with her passion for public engagement. Tatiana has organized and led school walk audits for elementary, middle, and high schools in both rural and suburban areas. She has organized and led successful outreach activities, project workshops with the public, canvassing at community events, and scheduling, planning, and coordination for ATPs and Transportation Safety Action Plans. By coordinating with community members, local businesses, and community groups she has consistently been able to reach people from various backgrounds and viewpoints. She has also organized multiple summits and outreach events, while emphasizing equity and accessibility. Tatiana's excellent written and verbal communication skills—combined with her ambition and passion for the industry as well as her drive to develop creative solutions—have allowed her to produce numerous quality products in a timely manner.

Relevant Experience

- **City of Bakersfield, ATP, Bakersfield, CA** – Outreach and Engagement Lead
- **City of San Marcos, ATP, San Marcos, CA** – Engagement Lead
- **City of Bakersfield, Old Town Kern Core Area Vision Plan, Bakersfield, CA** – Outreach and Engagement Lead
- **City of San Diego, La Jolla ATP Feasibility Study, San Diego, CA** – Deputy Project Manager
- **Caltrans, Strategic Highway Safety Plan (SHSP) Update and Implementation, Statewide, CA** – Deputy Project Manager
- **Caltrans, Statewide Vulnerable Road Users Safety Assessment, Statewide, CA** – Outreach Coordinator
- **City of Santa Clara, Vision Zero Plan, Santa Clara, CA** – Outreach and Engagement Lead
- **City of Moreno Valley, Pedestrian Access Plan, Moreno Valley, CA** – Outreach and Engagement Lead
- **SANDAG, Orange Bikeway Final Design, San Diego, CA** – Analyst
- **Jamul Indian Village, SR 94 Improvements: NEPA, EIR, Project Approval/Environmental Document (PA&ED), and Plans, Specifications, and Estimate (PS&E), Jamul, CA** – Analyst
- **Caltrans District 11, Voigt Drive/I-5 North Coast Corridor (NCC) Improvements (PS&E), San Diego, CA** – Analyst
- **Caltrans District 11, I-5 NCC PS&E, Construction Support, and Express Lanes, San Diego, CA** – Analyst
- **Caltrans District 11, Architect and Engineering (A&E) On-Call Roadway Design Services: SR 52 PS&E and Asset Management, San Diego, CA** – Analyst
- **Caltrans District 11, On-Call Roadway Design Services: SR 78 Culverts PS&E, San Diego, CA** – Analyst
- **Arizona Department of Transportation (ADOT), SHSP and Air Traffic Safety Action Program (ATSAP) Implementation Support, Statewide, AZ** – Project Engineer



Laura Forinash, PE, TE

TRAFFIC

Professional Credentials

- Master of Science, Civil Engineering, Georgia Institute of Technology
- Bachelor of Science, Civil Engineering, Georgia Institute of Technology
- Professional Traffic Engineer in CA #TR2818
- Professional Engineer in CA #93146

Laura is a professional traffic engineer with more than 10 years of traffic operations and transportation engineering experience ranging from small design projects and task orders to large design-build environments; background encompasses traffic analysis, design and simulation, and transportation planning. Prior to joining Kimley- Horn, Laura worked for Parsons Corporation for four years where she served as technical lead for multimodal microsimluation models, traffic studies, and signing and marking design.

Relevant Experience

- **City of Agoura Hills, On-Call General Engineering Services, Agoura Hills, CA** – Project Manager
- **City of Hawthorne, Traffic Engineering Services On-Call, Hawthorne, CA** – Project Manager
- **City of Laguna Nigel, On-Call Traffic Engineer, Laguna Niguel, CA** – Project Manager
- **Housing Authority of the City of San Buenaventura, Sustainable Transportation Civil Engineering Design Services, Ventura, CA** – Project Manager
- **City of Agoura Hills, Update of the Transportation Impact Fee (TIF) Program, Agoura Hills, CA** – Project Engineer
- **Orange County Transportation Authority (OCTA), Chapman Avenue Corridor Traffic Signal Synchronization Project (TSSP), Orange County, CA** – Project Engineer
- **LA Metro, North Hollywood to Pasadena BRT Planning and Environmental Study, Los Angeles to Pasadena, CA** – Project Engineer
- **City of La Canada Flintridge, Traffic Circulation, and Signal Operations for Foothill Boulevard and Angeles Crest Highway, La Canada Flintridge, CA** – Project Engineer
- **City of Agoura Hills, Kanan Road/Agoura Road Ultimate Intersection Improvements Project, Agoura Hills, CA** – Project Engineer
- **City of Agoura Hills, SB 743 Vehicle Miles Implementation Study and Guidelines Development, Agoura Hills, CA** – Project Engineer
- **City of Oxnard, Fifth Street and Rice Avenue Grade Separation Project Study Report (PSR), PA&ED, and PS&E, Oxnard, CA** – Project Engineer
- **City of Oxnard, Oxnard Boulevard and Saviers Road Signal Improvements, Oxnard, CA** – Project Engineer
- **City of Malibu, Pacific Coast Highway (PCH) Mobility Improvements at Various Locations, Malibu, CA** – Project Engineer
- **City of Moorpark, Los Angeles Avenue Traffic Study, Moorpark, CA** – Project Engineer
- **City of Laguna Niguel, Bus Shelter Design Services, Laguna Niguel, CA** – Project Manager
- **City of Laguna Niguel, Traffic Manual and Neighborhood Traffic Management, Laguna Niguel, CA** – Project Manager
- **City of Oxnard, HSIP Cycle 10 Citywide Intersection Improvements, Left Turn Phasing Improvements at 10 Intersections, Oxnard, CA** – Project Manager
- **LA Metro, County Grade Crossing and Corridor Safety Program, Los Angeles County, CA** – Project Engineer



Jeff Aguilar, PG

HAZARD ASSESSMENT

Professional Credentials

- Bachelor of Arts, Geology, University of Nebraska, Lincoln
- Professional Geologist in California #PG8178
- OSHA 40-hour HAZWOPER with 8-hour refreshers
- OSHA 8-hour HAZWOPER Site Supervisor Training
- South Coast Geological Society, Member

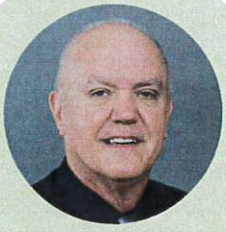
Ninyo & Moore

Geotechnical & Environmental Sciences Consultants

As a Principal Geologist, Jeff has extensive experience as an environmental geologist and project manager and is skilled in portfolio and project management, regulatory and client interactions, technical report writing and data analysis. His areas of expertise include developing investigative scopes of work, cost proposals; permitting; feasibility studies; remedial design and implementation; subcontractor management; operation of treatment systems; compliance monitoring; reporting and regulatory negotiations. He is knowledgeable in the regulatory process of federal, state, and local agencies, including the EPA, RWQCB, Cal-EPA Department of Toxic Substances Control (DTSC), SCAQMD, and Orange County Health Care Agency (OCHCA).

Relevant Experience

- **Robert Jones Ranch and Seco Ranch, Phase I Environmental Site Assessment, Oxnard, CA** – Principal Geologist
- **City of Los Angeles Bureau of Sanitation, Environmental Site Assessment and Technical Support for Brownfields, Los Angeles, CA** – Principal Geologist
- **City of Los Angeles Bureau of Engineering, 483 San Fernando, Phase I ESA, Los Angeles, CA** – Principal Geologist
- **Weber Metals, 10700 and 10710 Sessler Street Phase I ESA, South Gate, CA** – Principal Geologist
- **City of Fontana, Phase I Environmental Site Assessment for 17001 Upland Avenue, Fontana, CA** – Principal Geologist
- **City of Corona, Phase I Environmental Site Assessment, Corona, CA** – Principal Geologist
- **City of Moreno Valley, 4 APNS, Moreno Valley, CA** – Principal Geologist
- **Port of Los Angeles, Environmental Site Assessment and Restoration Services, San Pedro, CA** – Principal Geologist



Ronald Hallum, PG, CEG

HAZARD ASSESSMENT

Professional Credentials

- Bachelor of Science, Geology, San Diego State University
- Professional Geologist in California #4766
- Certified Engineering Geologist in California #1484
- Association of Environmental and Engineering Geologists, Member
- Geological Society of America, Member
- San Diego Association of Geologists, Member

Ninyo & Moore

Geotechnical & Environmental Sciences Consultants

Ronald provides geotechnical services for a variety of projects such as reservoirs, railroads, highways, hospitals, schools, pipelines, treatment plants, tunnels, landslide and fault evaluations, and other public and private works. Ronald's responsibilities at Ninyo & Moore include preliminary and final review of findings, conclusions, recommendations, and project deliverables; review of current guidelines, regulations, and technologies; managing geotechnical and geologic field evaluations; supervision and training of the geologic staff; conducting geologic and geologic hazards evaluations; performing and reviewing geologic mapping and research; analyzing field and laboratory data; and authoring and reviewing geotechnical and geologic reports.

Relevant Experience

- **Los Angeles Zoo, Vision Plan Project, Los Angeles, CA** – Principal Geologist
- **Five High School, Sports Fields Projects in Santa Clarita, California** – Principal Geologist
- **City of Colton, Guyaux Landfill, Colton, CA** – Principal Geologist
- **Doheny Village Plan, Dana Point, CA** – Principal Geologist
- **Country Club of the Desert EIR, La Quinta, CA** – Project Geologist
- **Solana Beach Towne Centre, Solana Beach, CA** – Project Geologist
- **Central Imperial Redevelopment Plan EIR, San Diego, CA** – Senior Geologist and Project Manager
- **San Diego Convention Center Expansion EIR, San Diego, CA** – Project Geologist
- **Barren Ridge Transmission Line, Los Angeles and Kern Counties, CA** – Senior Geologist



Thomas Liddicoat

BIOLOGICAL TECHNICAL REPORT

Professional Credentials

- Bachelor of Science, Biological Sciences, Ecology emphasis, San Diego State University
- USFWS 10(a)(1)(A) Recovery Permit, Federal Permit No. ES139634 for large-listed branchiopods and coastal California gnatcatcher
- Association of Environmental Professionals, Member
- Building Industry Association of San Diego County, Member

BARGAS

Thomas has nearly 20 years of industry experience, focusing on assisting private and public clients on projects throughout California, specializing on projects with sensitive biological resources issues. As a department director and principal biologist, Thomas oversees and provides technical expertise for biological resources studies, mitigation planning, listed species surveys, jurisdictional delineations, and reporting to support environmental documentation for CEQA and NEPA compliance. Thomas routinely leads regulatory permitting and mitigation efforts with the USACE, USFWS, RWQCB, and CDFW for activities impacting jurisdictional aquatic resources and/or listed species. He is skilled at developing solutions for complex problems. His proficiency covers the full project lifecycle, from biological due diligence and pre-project design to construction monitoring and compliance reporting, through completion of compensatory mitigation.

Relevant Experience

- **City of San Diego Development Services, Community Plan Updates, San Diego, CA** – Principal Biologist and Project Manager
- **Private Developer, Las Posas Specific Plan, San Marcos, CA** – Principal Biologist and Project Manager
- **San Diego Association of Governments, Mid-Coast Corridor Transit Project, San Diego, CA** – Project Biologist and Task Manager
- **RCTC, Mid-County Parkway Project, Riverside County, CA** – Project Biologist and Team Lead
- **Vista Irrigation District, Flume Replacement Alignment Study, San Diego County, CA** – Principal Biologist
- **Alliant Education Foundation, Alliant University Redevelopment Analysis, San Diego, CA** – Principal Biologist and Project Manager
- **GHD, Alignments Evaluations for the Temescal Valley Pipeline Expansion, Riverside County, CA** – Principal Biologist



Dustin Baumbach

BIOLOGICAL TECHNICAL REPORT

Professional Credentials

- Doctor of Philosophy, Biology, Loma Linda University
- 40-hour Basic Wetland Delineation Training, Wetland Training Institute, 2024
- Caulerpa taxifolia Identification Certification, NOAA, 2024
- Advanced Open Water Diver, PADI, 2015

BARGAS

Dustin has nearly five years of experience in environmental consulting focusing on aquatic resources and biological issues for our private and public clients. Dustin is a senior biologist at Bargas but also brings knowledge of GIS to help streamline mapping throughout the entire project. His experience provides other field biologists with the information they need to help map resources while conducting aquatic resource and biological surveys. Dustin also conducts field surveys and monitoring throughout a wide range of habitat spanning desert to coastal communities, ensures follow-up reports are designed to meet the needs of regulatory agencies, and provides constant communication to clients and public agencies along the way.

Relevant Experience

- **US Army Corps of Engineers, Camp San Luis Obispo Project, San Luis Obispo County, CA** – Biologist
- **Century Heritage Builders, Mikasa Multifamily Development, Riverside, CA** – Biologist
- **Hypericum Companies, 35-Acre Palmdale TTM 83579, Palmdale, CA** – Biologist
- **City of Citrus Heights, Old Auburn Road Complete Streets Project, Unincorporated Sacramento County, CA** – Biologist
- **City of Brentwood, Sand Creek Sports Complex, Brentwood, CA** – Biologist
- **Raney Planning and Management, Inc., Pacific Gateway Specific Plan, San Joaquin County, CA** – Biologist and Project Manager



Ken K. Hira

ECONOMIC DEVELOPMENT

Professional Credentials

- Bachelor of Economics and Business, University of California, Los Angeles
- ICSC Volunteer Leader for over 20 years
- Chair Emeritus of ICSC Community Advancement Board
- Recipient of the 2024 lifetime ICSC Trustees' Distinguished Service Award

kosmont companies since 1986

Ken serves as President for Kosmont Companies. A specialist in real estate and economic development, Ken brings over 30 years of varied experience in virtually every aspect of acquisition, entitlement, development, financing, asset management, disposition, downtown revitalization, and strategic plans. His strengths include a keen understanding of retail trends, business retention/attraction, negotiating public-private transactions and implementing blended-use projects that revitalize communities and assist in economic development/tax generation programs.

As a former Executive Vice President and mixed-use developer, Ken managed a portfolio of over $100 million of retail sites, while operating the commercial division of the company. Prior to this, as Managing Director of Acquisitions for a development company and Vice President of Development at a development firm, he evaluated and underwrote hundreds of acres of land, successfully captured and negotiated anchor tenant commitments creating $60 million of value in ground-up development and redevelopment and was responsible for 800,000 square feet of retail entitlement, design and development. As Vice President of a shopping center company based in San Diego (6 years), Ken entitled one million square feet of retail development projects, as well as led the acquisition of 24 neighborhood and community shopping centers, totaling 3.3 million square feet and valued at $375 million, and organized a $287 million recapitalization.

Relevant Experience

- **City of San Dimas, Downtown Specific Plan Market Analysis/Economic Development Strategy, San Dimas, CA** – Principal Advisor
- **City of Laguna, Market Analysis for General Plan Update**
- **City of Tustin, Market Analysis for Specific Plan, Tustin, CA** – Principal Advisor
- **City of Buellton, Economic Development/Downtown Revitalization, Specific Plan with Development Opportunity Reserve D.O.R.®, Buellton, CA** – Principal Advisor
- **City of Fresno, Downtown/Blackstone Bus Rapid Transit Corridor EIFD Formation, Fresno, CA** – Principal Advisor
- **City of Agoura Hills, Agoura Village Specific Plan Feasibility Analysis, Agoura Hills, CA** – Project Manager
- **City of Norwalk, Economic Development Opportunity Plan, Heart of Norwalk Specific Plan, Public Private Project, Norwalk, CA** – Principal Advisor/Project Manager



Thomas Jirovsky

ECONOMIC DEVELOPMENT

Professional Credentials

- Master of Business Administration, Finance, University of Southern
- Bachelor of Science, Architecture, University of Southern California
- LEED Accredited Professional
- Innovating Commerce Serving Communities (ICSC) (formerly International Council of Shopping Centers), Member

kosmont companies since 1986

Thomas is a Senior Advisor with Kosmont Companies providing real estate development feasibility, fiscal and economic impact, and economic development and asset management strategies to public agencies, landowners and developers. Prior to joining Kosmont, he was a former Senior Managing Director of CBRE Consulting's Los Angeles office, overseeing the national land use economics practice. Through his more than 35-year career, he has specialized in urban and suburban mixed-use development, land secured financing strategies, asset management, and public/private partnerships ("P3") for small urban infill projects to large residential/commercial projects. With a degree in architecture and finance, he brings a skill set to help clients understand zoning, height limit and density standards on development feasibility.

Thomas has managed numerous economic studies for small towns to large urban areas. These recent assignments included market and financial feasibility studies for TOD throughout California, as well as support of general plan, specific plans and economic development strategies for Thousand Oaks, Agoura Hills, Santa Barbara, San Dimas, Santa Fe Springs, and South Gate. He has assisted a wide range public agencies throughout California in evaluating commercial, residential and mixed-use development projects, tax increment and infrastructure financing and in the negotiation of development agreements.

Relevant Experience

- **Economic Opportunities Study, Pacifica, CA** – Project Manager
- **Cabazon Real Estate Demand Analysis, Riverside County, CA** – Project Manager
- **Land Economics Study, Sausalito, CA** – Project Manager
- **Metro Gateway Specific Plan Financial Feasibility, South Gate, CA** – Project Manager
- **Margarita Specific Plan - Commercial and Residential Analysis, San Obispo, CA** – Task Manager
- **Industrial Impact Fee Study, South Gate, CA** – Project Manager
- **Asset Management Plan, Downtown Revitalization Strategy, St. Helena, CA** – Project Manager
- **Retail Zoning Strategies/Restructuring, Union City, CA** – Project Manager
- **Downtown Specific Plan, San Dimas, CA** – Financial Feasibility Task Manager
- **Economic Development Strategic Plan, San Rafael, CA** – Project Manager
- **Specific Plan for Civic Center Redevelopment, Norwalk, CA** – Financial Analysis Manager



Andrew Perez

ECONOMIC DEVELOPMENT

Professional Credentials

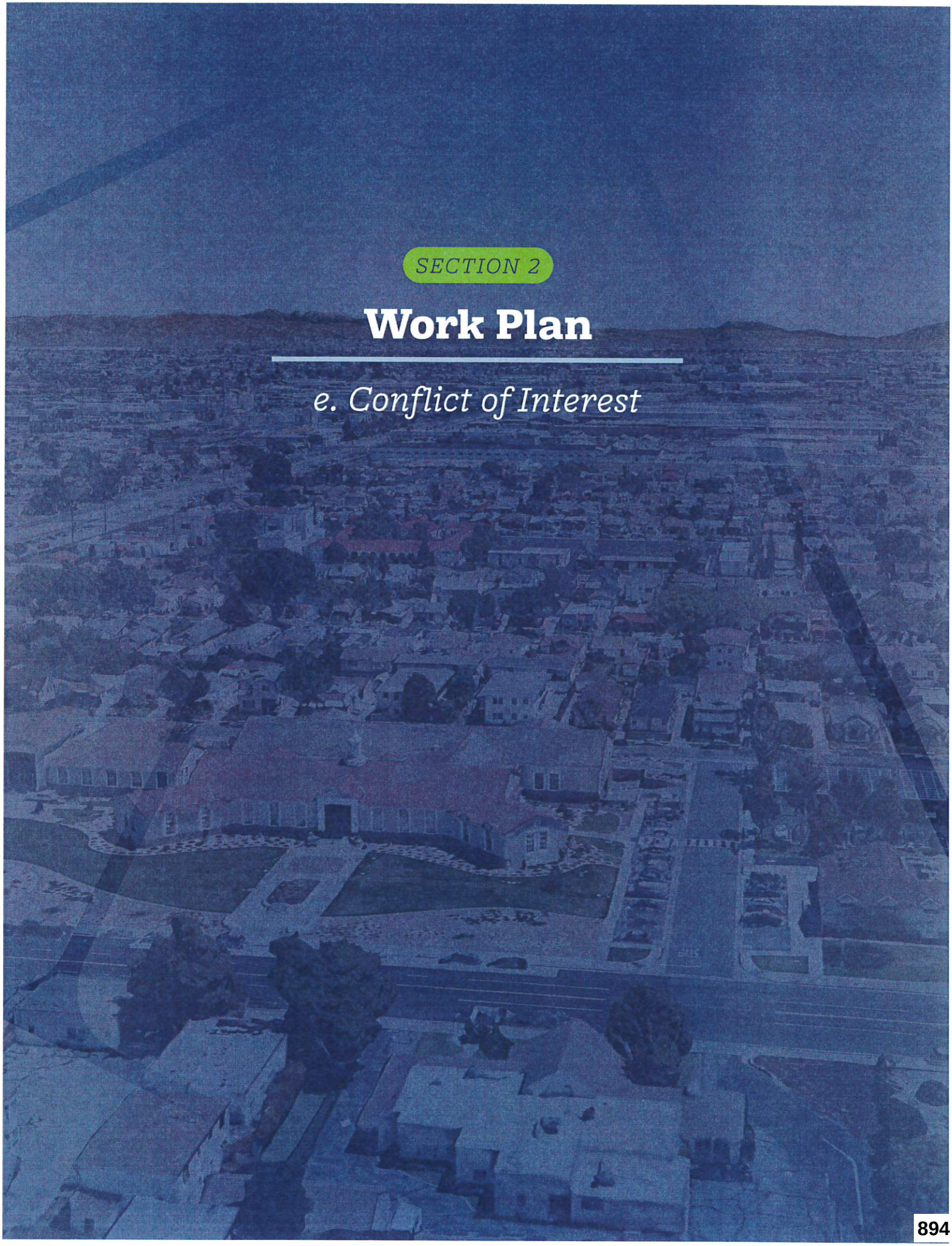
- Bachelor of Arts, Urban Studies and Planning, University of California, San Diego
- Commercial Real Estate and Finance Certificate, Cornell University
- Innovating Commerce Serving Communities (ICSC) (formerly International Council of Shopping Centers), Member

kosmont companies since 1986

Andrew is a Vice President with Kosmont Companies, providing comprehensive development advisory services to public and private sector clients. Andrew primarily serves clients through market and economic evaluations, strategic planning, economic development, and real estate development services. Prior to joining Kosmont Companies, Andrew served clients within higher education, K-14 districts, and municipal government resulting in over $1.5 billion in planned or completed projects. His prior experience includes assessing the market demand and financial feasibility of student housing and innovation districts while at Brailsford & Dunlavey; as well as public-private partnership advisory and developer solicitation (RFQ/RFP) of mixed-use and affordable housing developments while at AECOM.

Relevant Experience

- **City of Orange, Economic Development Feasibility Analysis, Orange, CA** – Analytic Support
- **City of Palmdale, Economic Development Advisory Services, Palmdale, CA** – Analytic Support
- **City of Eastvale, Residual Land Value Analysis, Eastvale, CA** – Analytic Support
- **City of Suisun City, Economic Development Strategic Plan, Suisun City, CA** – Analytic Support
- **City of Lake Forest, Shopping Center Analysis Advisory Services, Lake Forest, CA** – Project Manager
- **City of Bakersfield, Old Town Market Assessment, Bakersfield, CA** – Analytic Support
- **City of Livermore, Economic Fiscal Analysis and Market Assessment, Livermore, CA** – Analytic Support
- **City of Encinitas, Fire Station Relocation and Site Analysis, Encinitas, CA** – Analytic Support
- **Imperial County Office of Education, Real Estate Advisory Services, El Centro, CA** – Analytic Support
- **City of Norco, Due Diligence and Advisory Services, Norco, CA** – Analytic Support
- **City of Seaside, Surplus Land Act Advisory Services, Seaside, CA** – Analytic Support
- **City of San Bernardino, Surplus Land Act Advisory Services, San Bernardino, CA** – Analytic Support
- **City of Temecula, Surplus Land Act Advisory Services, Temecula, CA** – Analytic Support



SECTION 2

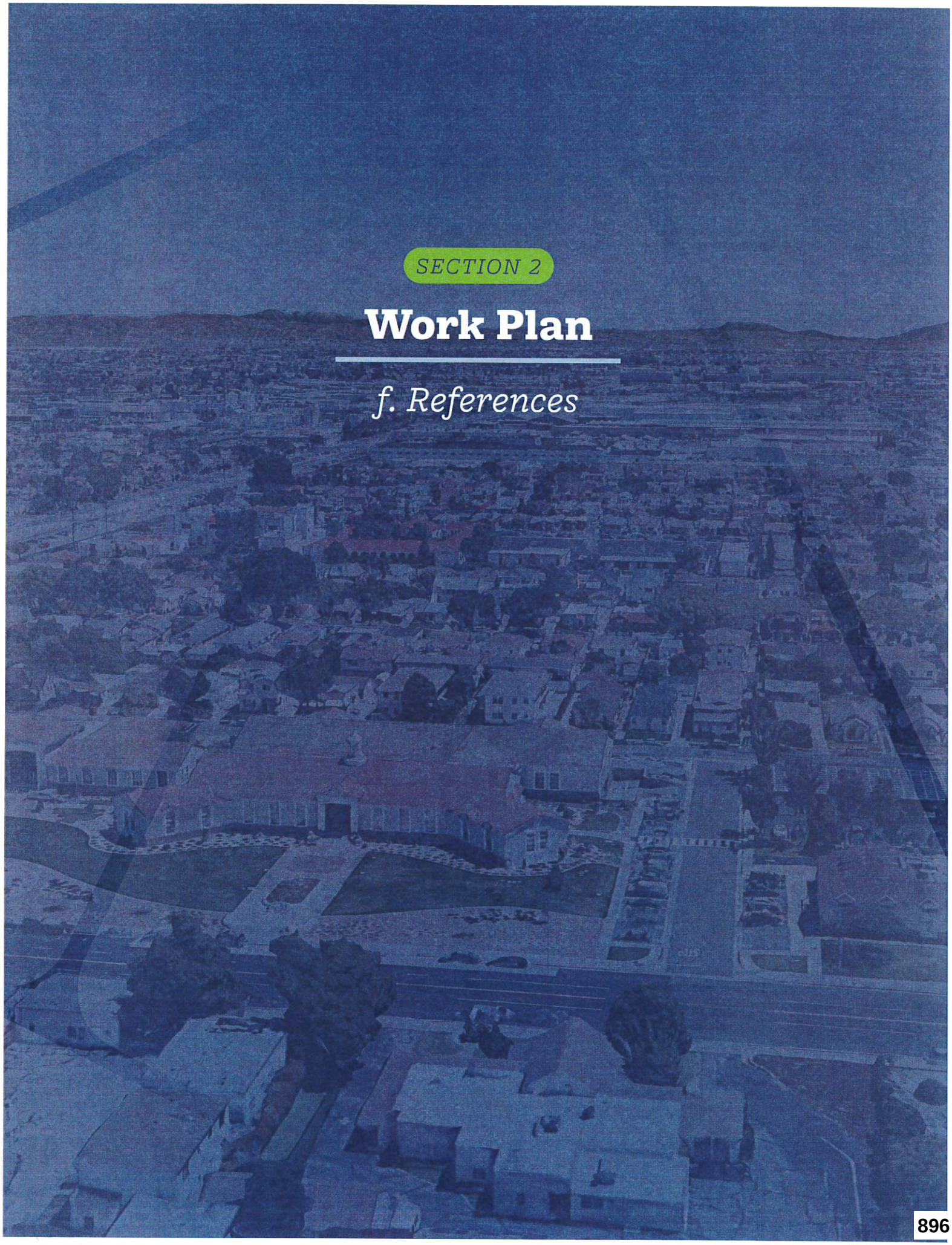
Work Plan

e. Conflict of Interest

e. Conflict of Interest

Provide a brief summary on potential conflict of interest issues which are to be addressed by consultant.

Neither Kimley-Horn nor any of its employees have any known potential conflicts of interest due to other clients, contracts, or property interests arising from this contract. To the best of Kimley-Horn's knowledge, there are no circumstances that would cause a conflict of interest in performing our services for the City.



SECTION 2

Work Plan

f. References

f. References

List at least three municipal clients for whom comparable services have been performed within the last five years. Include the name, job title, email address and telephone number of each client's principal representative. This section shall not exceed seven (7) pages.

Client reference information is provided below. Project descriptions can be found in **Section c. Qualifications and Prior Experience: i. Demonstrated Experience with Similar Services** on page 17.

City of Bell Gardens

MONA MOSSAYEB

- **Role:** Associate Planner
- **Email:** mmossayeb@bellgardens.org
- **Phone:** 562.806.7733
- August 2024 – Present

City of Pico Rivera

JAZMIN FACCUSEH

- **Role:** Senior Analyst
- **Email:** jfaccuseh@pico-rivera.org
- **Phone:** 562.801.4331
- August 2020 – Present

City of Bakersfield

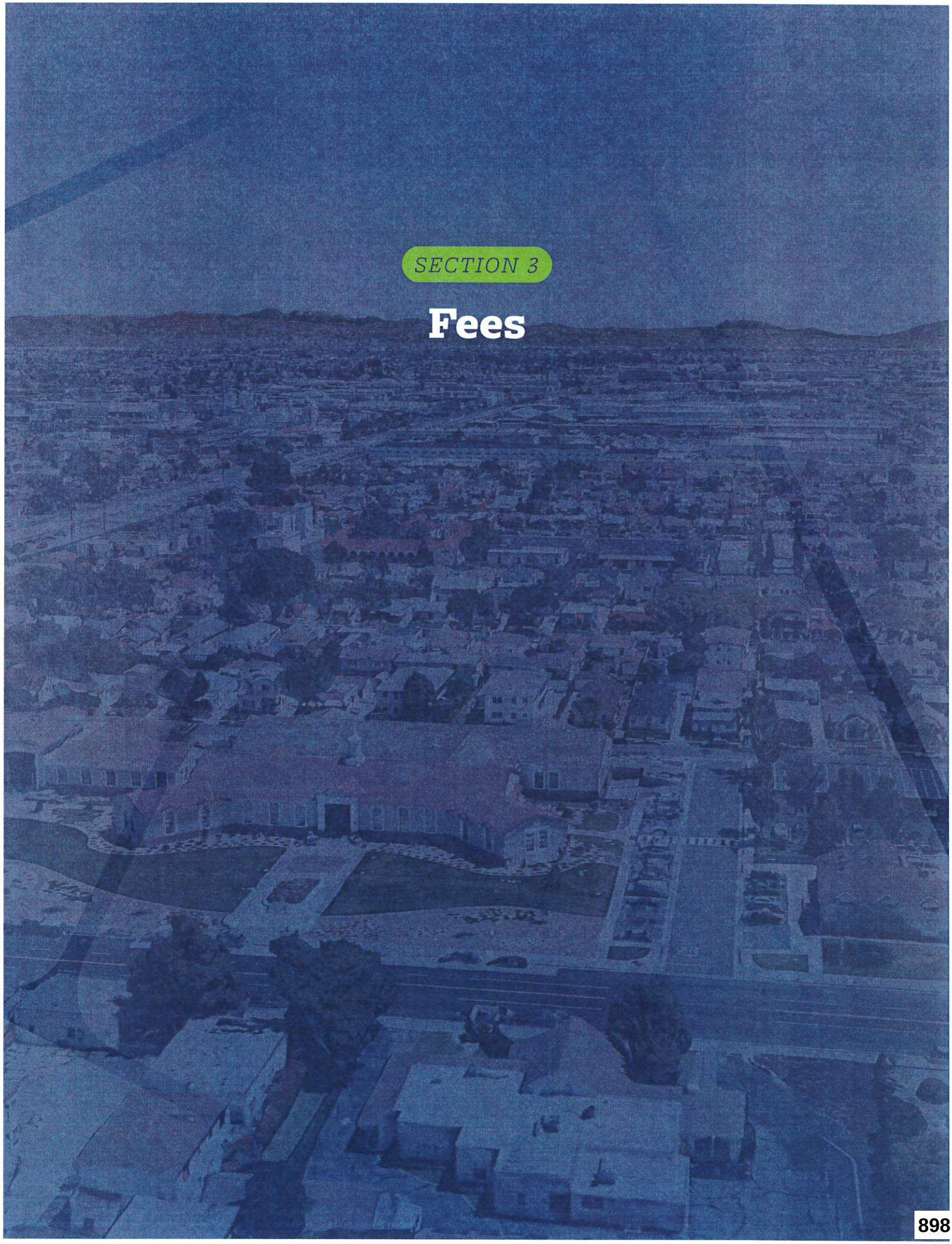
ED MURPHY

- **Role:** Civil Engineer III
- **Email:** emurphy@bakersfieldcity.us
- **Phone:** 661.326.3958
- May 2023 – Present

City of Oxnard

DEBBIE O'LEARY

- **Role:** Transportation Planner
- **Email:** debbie.oleary@oxnard.org
- **Phone:** 805.200.5283
- February 2022 – Present



SECTION 3

Fees

232

3 FEES

The Proposer shall provide a bid for all professional services and ongoing services and support being proposed which identifies:

a) An itemized cost breakdown, including hourly rates and number of hours for each major component of service, with a cross-reference to each component of service.

b) A total proposed "Not to Exceed" cost for the performance of all services.

c) A proposed payment schedule for all services to be performed and products to be delivered.

CITY OF SOUTH GATE
Planning and Environmental Consulting Services

		Kimley-Horn and Associates, Inc.									TOTAL HOURS	TOTAL COST
	Category/Title	Sr. Professional II	Sr. Professional I	Sr. Professional I	Professional	Analyst II	Analyst II	Analyst I	Analyst I	Project Support		
	Billing Rate	$360	$325	$260	$235	$205	$180	$165	$155	$150		
Task 1	**Project Management and Coordination**	**4**	**4**				**4**				**12**	**$ 3,460**
1.1	Project Kick-Off Meeting	4	4				2				10	$ 3,100
1.2	Project Schedule						2				2	$ 360
Task 2	**Data Collection and Analysis**		**41**				**138**	**136**			**315**	**$ 60,605**
2.1	Data Request Memorandum		1				8	6			15	$ 2,755
2.2	Plan and Policy Assessment		6				10	30			46	$ 8,700
2.3	Planning and Urban Design Assessment		24				80	60			164	$ 32,100
2.4	Real Estate & Market Trends Assessment		4								4	$ 1,300
2.5	Draft and Final Existing Conditions Report		6				40	40			86	$ 15,750
Task 3	**Community Engagement**		**26**	**24**	**83**		**70**	**55**	**30**	**30**	**318**	**$ 65,020**
3.1	Focus Groups		10	8	34		30	25	10	10	127	$ 25,895
3.2	Community Workshops		16	16	49		40	30	20	20	191	$ 39,125
Task 4	**Constraints and Opportunities Report**	**16**	**92**	**32**	**60**		**274**	**160**			**634**	**$ 133,800**
4.1	Market Feasibility		6								6	$ 1,950
4.2	Infrastructure and Utility Assessment	4	6	8			30				48	$ 10,870
4.3	Opportunities and Constraints Analysis	12	80	24	60		244	160			580	$ 120,980
Task 5	**Zoning Recommendations**		**60**				**120**				**180**	**$ 41,100**
5.1	Draft Citywide Industrial Ordinance		40				60				100	$ 23,800
5.2	Zoning Code Recommendations and Zoning Map		20				60				80	$ 17,300
Task 6	**Environmental Impact Report**	**63**	**111**	**330**	**78**	**6**	**294**	**301**	**26**	**34**	**1,243**	**$ 275,830**
6.1	Prepare Project Description	4	8				12	14	8	7	53	$ 10,800
6.2	Prepare Technical Studies	10		248	18	6	180	248		4	714	$ 147,460
	Cultural Resources Inventory Report			18	18	6					42	$ 10,140
	Phase I Environmental Assessment and Geologic Study											$ -
	Biological Resources Study			2				4		4	10	$ 1,780
	Air Quality			85				80			165	$ 35,300
	Greenhouse Gas Emissions			14				58			72	$ 13,210
	Noise and Vibration			23				76			99	$ 18,520
	Energy			10				30			40	$ 7,550
	Vehicle Miles Traveled (VMT) Analysis	10		96			180				286	$ 60,960
6.3	Initial Study/Notice of Preparation (IS/NOP)	8	10	10			22		2	4	56	$ 13,600
6.4	Scoping Meeting	8	8					14			30	$ 7,790
6.5	NOP Notices									7	7	$ 1,050
6.6	Draft EIR	25	45	38	60		40	25	8	8	249	$ 61,370
6.7	Prepare and Distribute EIR			2					8	4	14	$ 2,360
6.8	Final EIR	8	40	32			40				120	$ 31,400
Task 7	**Final Deliverables**		**16**				**42**	**24**			**82**	**$ 16,720**
7.1	Release Draft Zoning Ordinance		2				24				26	$ 4,970
7.2	Presentations to Planning Commission and City Council		8					24			32	$ 6,560
7.3	Finalize Zoning Ordinance		6				18				24	$ 5,190
	TOTAL HOURS	83	350	386	221	6	942	676	56	64	2,784	
	Subtotal Labor:	$29,880	$113,750	$100,360	$51,935	$1,230	$169,560	$111,540	$8,680	$9,600		$ 596,535
	Other Direct Costs											**$ 100,530**
	Bargas Consulting											$ 7,740
	Kosmont Companies											$ 72,790
	Ninyo & Moore											$ 6,500
	Travel/Mileage											$ 2,000
	Cultural Record Search											$ 3,000
	Outside Printing/Courier Services											$ 1,000
	Traffic Counts											$ 7,500
	TOTAL COST:											$ 697,065

Kimley»Horn

Hourly Labor Rate Schedule

Classification	Rate
Analyst I	$135 - $165
Analyst II	$175 - $205
Professional	$200 - $235
Senior Professional I	$250 - $325
Senior Professional II	$345 - $420
Senior Technical Support	$120 - $300
Technical Support	$105 - $170
Support Staff	$90 - $150

Effective through June 30, 2026. Subject to annual adjustment thereafter.

External Reimbursable Expenses will be charged at 10% mark-up, or per the Contract.

Sub-Consultants will be billed per the Contract.

BARGAS
A Decade of Excellence

2025 FEE SCHEDULE

Labor Categories

Principal	$200.00
Senior Scientist	$175.00
Scientist VI	$165.00
Scientist V	$150.00
Scientist IV	$135.00
Scientist III*	$125.00
Scientist II*	$105.00
Scientist I*	$95.00
Project Coordinator IV*	$125.00
Project Coordinator III*	$105.00
Project Coordinator II*	$95.00
Project Coordinator I*	$85.00
GIS Manager	$150.00
GIS Specialist	$125.00
Contract Manager*	$105.00

** Labor categories may be subject to overtime per California law*

Other Direct Costs

Mileage	Current IRS Rate
Subconsultants	At Cost
Record Search Fees	At Cost
Curation Fees	At Cost
Equipment Rental	At Cost
Reprographics & Reproduction	At Cost
Postage & Delivery	At Cost
Per Diem	Current GSA Rate

Sacramento Valley · Inland Empire · Greater Los Angeles · San Diego · San Francisco Bay Area
www.Bargas.com

KOSMONT COMPANIES

HOURLY RATE SCHEDULE

Professional Services

President	$425.00 / hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$395.00 / hour
Vice President/Project Advisor	$295.00 / hour
Senior Project Analyst	$205.00 / hour
Project Analyst/Project Research	$195.00 / hour
Assistant Project Analyst/Assistant Project Manager	$165.00 / hour
Project Promotion/Graphics/GIS Mapping Services	$ 95.00 / hour
Clerical Support	$ 80.00 / hour

kosmont companies since 1986

Additional Expenses

In addition to professional services (labor fees):

1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
2) Out-of-pocket expenditures, such as travel and mileage, professional printing, and delivery charges for messenger and overnight packages will be charged at cost.
3) Project/Market data sources for support of evaluation and analysis e.g., ESRI, CoStar/STR, IMPLAN, ParcelQuest and other based on quoted project cost.
4) If Kosmont retains Third Party Vendor(s) for Client (with Client's advance approval), fees and cost will be billed to Client at 1.1X (times) fees and costs.
5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic (*e.g., City Council, Planning Commission, Public Agency Board, other*) requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this rate sheet.

Charges for Court/Deposition/Expert Witness-Related Appearances

Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates shall remain in effect until December 31, 2025.

kosmont companies
KOSMONT COMPANIES
1601 N. Sepulveda Blvd., #382 I Manhattan Beach, CA 90266 I 424.297.1070
www.kosmont.com

Schedule of Fees

Hourly Charges for Personnel

Professional Staff

Principal Engineer/Geologist/Environmental Scientist/Certified Industrial Hygienist	$ 220
Senior Engineer/Geologist/Environmental Scientist	$ 210
Senior Project Engineer/Geologist/Environmental Scientist	$ 200
Project Engineer/Geologist/Environmental Scientist	$ 195
Senior Staff Engineer/Geologist/Environmental Scientist	$ 180
Staff Engineer/Geologist/Environmental Scientist	$ 165
GIS Analyst	$ 145
Technical Illustrator/CAD Operator	$ 120

Field Staff

Certified Asbestos/Lead Technician	$ 200
Field Operations Manager	$ 130
Nondestructive Examination Technician (UT, MT, LP)	$ 125
Supervisory Technician	$ 120
Special Inspector (Concrete, Masonry, Structural Steel, Welding, and Fireproofing)	$ 115
Senior Technician	$ 115
Technician	$ 110

Administrative Staff

Information Specialist	$ 100
Geotechnical/Environmental/Laboratory Assistant	$ 100
Data Processor	$ 80

Other Charges

Concrete Coring Equipment (includes technician)	$ 190/hr
Anchor Load Test Equipment (includes technician)	$ 190/hr
GPR Equipment	$ 180/hr
Inclinometer	$ 100/hr
Hand Auger Equipment	$ 80/hr
Rebar Locator (Pachometer)	$ 25/hr
Vapor Emission Kit	$ 65/kit
Nuclear Density Gauge	$ 12/hr
X-Ray Fluorescence	$ 70/hr
PID/FID	$ 25/hr
Air Sampling Pump	$ 10/hr
Field Vehicle	$ 15/hr
Expert Witness Testimony	$ 450/hr
Direct Expenses	Cost plus 15 %

Special equipment charges will be provided upon request.

Notes

Technicians and special inspectors, are charged at a 4-hour minimum, and 8-hour minimum for hours exceeding 4 hours. Overtime rates at 1.5 times the regular rates will be charged for work performed in excess of 8 hours in one day Monday through Friday and all day on Saturday. Rates at twice the regular rates will be charged for all work in excess of 12 hours in one day, all day Sunday and on holidays.

Our rates will be adjusted in conjunction with the increase in the Prevailing Wage Determination during the life of the project, as applicable.

The terms and conditions are included in Ninyo & Moore's Work Authorization and Agreement form.

Schedule of Fees for Laboratory Testing

SOILS

Atterberg Limits, D 4318, CT 204	$ 170
California Bearing Ratio (CBR), D 1883	$ 550
Chloride and Sulfate Content, CT 417 & CT 422	$ 175
Consolidation, D 2435, CT 219	$ 300
Consolidation, Hydro-Collapse only, D 2435	$ 150
Consolidation – Time Rate, D 2435, CT 219	$ 200
Direct Shear – Remolded, D 3080	$ 350
Direct Shear – Undisturbed, D 3080	$ 300
Durability Index, CT 229	$ 175
Expansion Index, D 4829, IBC 18-3	$ 190
Expansion Potential (Method A), D 4546	$ 170
Geofabric Tensile and Elongation Test, D 4632	$ 200
Hydraulic Conductivity, D 5084	$ 350
Hydrometer Analysis, D 6913, CT 203	$ 220
Moisture, Ash, & Organic Matter of Peat/Organic Soils	$ 120
Moisture Only, D 2216, CT 226	$ 35
Moisture and Density, D 2937	$ 45
Permeability, CH, D 2434, CT 220	$ 300
pH and Resistivity, CT 643	$ 175
Proctor Density D1557, D 698, CT 216, AASHTO T-180	$ 220
Proctor Density with Rock Correction D 1557	$ 340
R-value, D 2844, CT 301	$ 375
Sand Equivalent, D 2419, CT 217	$ 125
Sieve Analysis, D 6913, CT 202	$ 145
Sieve Analysis, 200 Wash, D 1140, CT 202	$ 100
Specific Gravity, D 854	$ 125
Thermal Resistivity (ASTM 5334, IEEE 442)	$ 925
Triaxial Shear, C.D, D 4767, T 297	$ 550
Triaxial Shear, C.U., w/pore pressure, D 4767, T 2297 per pt	$ 450
Triaxial Shear, C.U., w/o pore pressure, D 4767, T 2297 per pt	$ 350
Triaxial Shear, U.U., D 2850	$ 250
Unconfined Compression, D 2166, T 208	$ 180

MASONRY

Brick Absorption, 24-hour submersion, 5-hr boiling, 7-day, C 67	$ 70
Brick Compression Test, C 67	$ 55
Brick Efflorescence, C 67	$ 55
Brick Modulus of Rupture, C 67	$ 50
Brick Moisture as received, C 67	$ 45
Brick Saturation Coefficient, C 67	$ 60
Concrete Block Compression Test, 8x8x16, C 140	$ 70
Concrete Block Conformance Package, C 90	$ 500
Concrete Block Linear Shrinkage, C 426	$ 200
Concrete Block Unit Weight and Absorption, C 140	$ 70
Cores, Compression or Shear Bond, CA Code	$ 70
Masonry Grout, 3x3x6 prism compression, C 39	$ 45
Masonry Mortar, 2x2 cube compression, C 109	$ 35
Masonry Prism, half size, compression, C 1019	$ 120
Masonry Prism, Full size, compression, C 1019	$ 200

REINFORCING AND STRUCTURAL STEEL

Chemical Analysis, A 36, A 615	$ 135
Fireproofing Density Test, UBC 7-6	$ 90
Hardness Test, Rockwell, A 370	$ 80
High Strength Bolt, Nut & Washer Conformance, per assembly, A 325	$ 150
Mechanically Spliced Reinforcing Tensile Test, ACI	$ 175
Pre-Stress Strand (7 wire), A 416	$ 170
Reinforcing Tensile or Bend up to No. 11, A 615 & A 706	$ 75
Structural Steel Tensile Test: Up to 200,000 lbs., A 370	$ 90
Welded Reinforcing Tensile Test: Up to No. 11 bars, ACI	$ 80

CONCRETE

Compression Tests, 6x12 Cylinder, C 39	$ 35
Concrete Mix Design Review, Job Spec	$ 300
Concrete Mix Design, per Trial Batch, 6 cylinder, ACI	$ 850
Concrete Cores, Compression (excludes sampling), C 42	$ 120
Drying Shrinkage, C 157	$ 400
Flexural Test, C 78	$ 85
Flexural Test, C 293	$ 85
Flexural Test, CT 523	$ 95
Gunite/Shotcrete, Panels, 3 cut cores per panel and test, ACI	$ 275
Lightweight Concrete Fill, Compression, C 495	$ 80
Petrographic Analysis, C 856	$ 2,000
Restrained Expansion of Shrinkage Compensation	$ 450
Splitting Tensile Strength, C 496	$ 100
3x6 Grout, (CLSM), C 39	$ 55
2x2x2 Non-Shrink Grout, C 109	$ 55

ASPHALT

Air Voids, T 269	$ 85
Asphalt Mix Design, Caltrans (incl. Aggregate Quality)	$ 4,500
Asphalt Mix Design Review, Job Spec	$ 180
Dust Proportioning, CT LP-4	$ 85
Extraction, % Asphalt, including Gradation, D 2172, CT 382	$ 250
Extraction, % Asphalt without Gradation, D 2172, CT 382	$ 150
Film Stripping, CT 302	$ 120
Hveem Stability and Unit Weight D 1560, T 246, CT 366	$ 225
Marshall Stability, Flow and Unit Weight, T 245	$ 240
Maximum Theoretical Unit Weight, D 2041, CT 309	$ 150
Moisture Content, CT 370	$ 95
Moisture Susceptibility and Tensile Stress Ratio, T 238, CT 371	$ 1,000
Slurry Wet Track Abrasion, D 3910	$ 150
Superpave, Asphalt Mix Verification (incl. Aggregate Quality)	$ 4,900
Superpave, Gyratory Unit Wt., T 312	$ 100
Superpave, Hamburg Wheel, 20,000 passes, T 324	$ 1,000
Unit Weight sample or core, D 2726, CT 308	$ 100
Voids in Mineral Aggregate, (VMA) CT LP-2	$ 90
Voids filled with Asphalt, (VFA) CT LP-3	$ 90
Wax Density, D 1188	$ 140

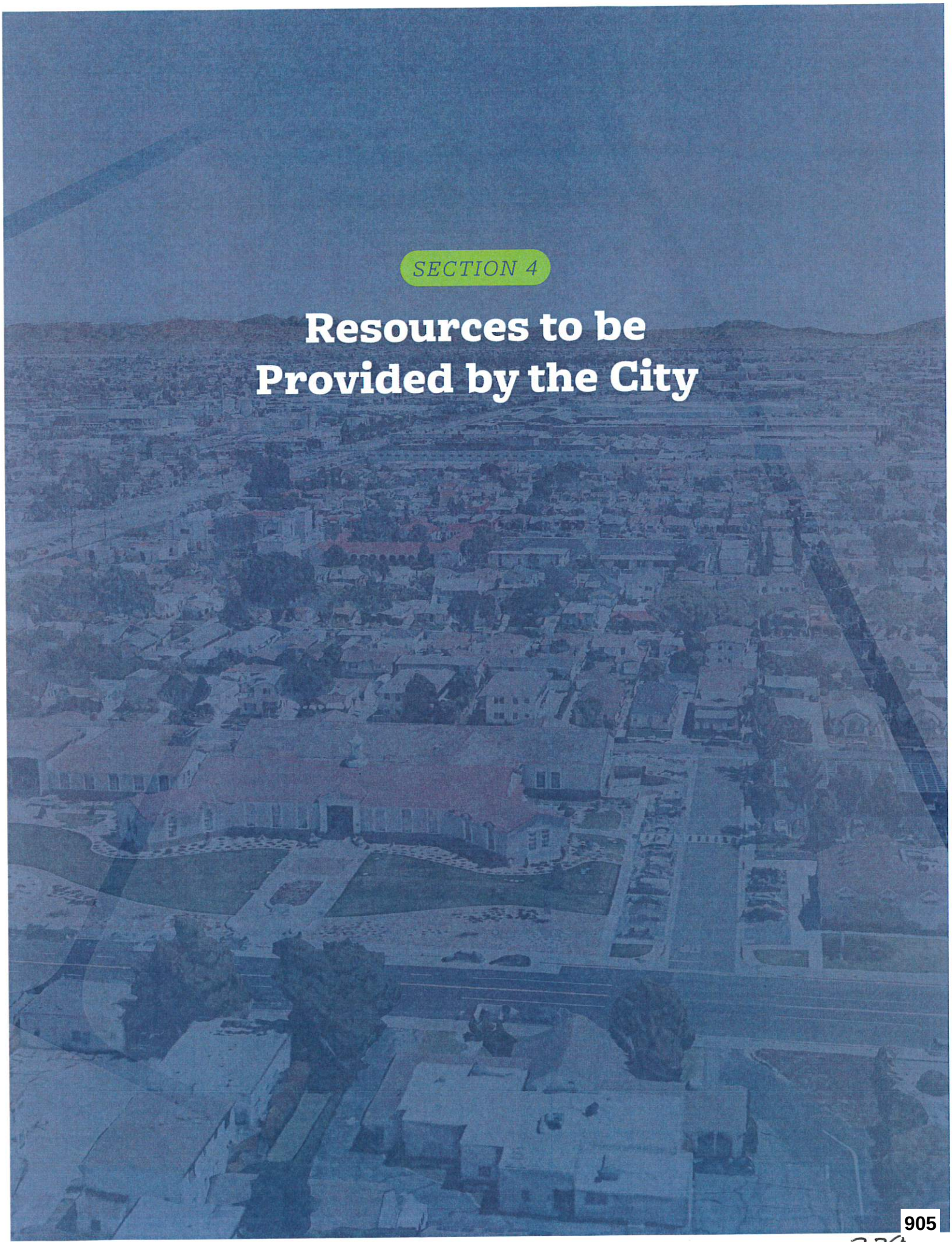
AGGREGATES

Clay Lumps and Friable Particles, C 142	$ 180
Cleanness Value, CT 227	$ 180
Crushed Particles, CT 205	$ 175
Durability, Coarse or Fine, CT 229	$ 205
Fine Aggregate Angularity, ASTM C 1252, T 304, CT 234	$ 180
Flat and Elongated Particle, D 4791	$ 220
Lightweight Particles, C 123	$ 180
Los Angeles Abrasion, C 131 or C 535	$ 200
Material Finer than No. 200 Sieve by Washing, C 117	$ 90
Organic Impurities, C 40	$ 90
Potential Alkali Reactivity, Mortar Bar Method, Coarse, C 1260	$ 1,250
Potential Alkali Reactivity, Mortar Bar Method, Fine, C 1260	$ 950
Potential Reactivity of Aggregate (Chemical Method), C 289	$ 475
Sand Equivalent, T 176, CT 217	$ 125
Sieve Analysis, Coarse Aggregate, T 27, C 136	$ 120
Sieve Analysis, Fine Aggregate (including wash), T 27, C 136	$ 145
Sodium Sulfate Soundness, C 88	$ 450
Specific Gravity and Absorption, Coarse, C 127, CT 206	$ 115
Specific Gravity and Absorption, Fine, C 128, CT 207	$ 175

ROOFING

Roofing Tile Absorption, (set of 5), C 67	$ 250
Roofing Tile Strength Test, (set of 5), C 67	$ 250

Special preparation of standard test specimens will be charged at the technician's hourly rate.
Ninyo & Moore is accredited to perform the AASHTO equivalent of many ASTM test procedures.



SECTION 4

Resources to be Provided by the City

4 RESOURCES TO BE PROVIDED BY THE CITY

The Proposer must list any resources, City assistance, or other items expected to be provided by the City. This section shall not exceed one (1) page.

Following contract execution, Kimley-Horn will prepare a data request memorandum to expedite the transmittal of key data needed to complete the existing conditions review. Data typically requested for this work could include utility mapping, as-built roadway plans, assessor/parcel data, data associated with previously completed planning documents such as the General Plan Update, Housing Element, or Bicycle Master Plan, and other requests for Planning, Public Works, and the Parks Department. We will identify all data that will be needed for the Specific Plan and indicate which specific datasets are requested of the City, and which departments may own them.

As we prepare the Stakeholder Engagement Plan, Kimley-Horn will look to the City to help identify key stakeholders to be engaged as part of the stakeholder interviews and roundtables and select venues appropriate for the community engagement meetings. We will also work with the City's communications/public relations team to identify the appropriate social media platforms through which to share information and the cadence and content of these posts.

Kimley»Horn

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www.kimley-horn.com

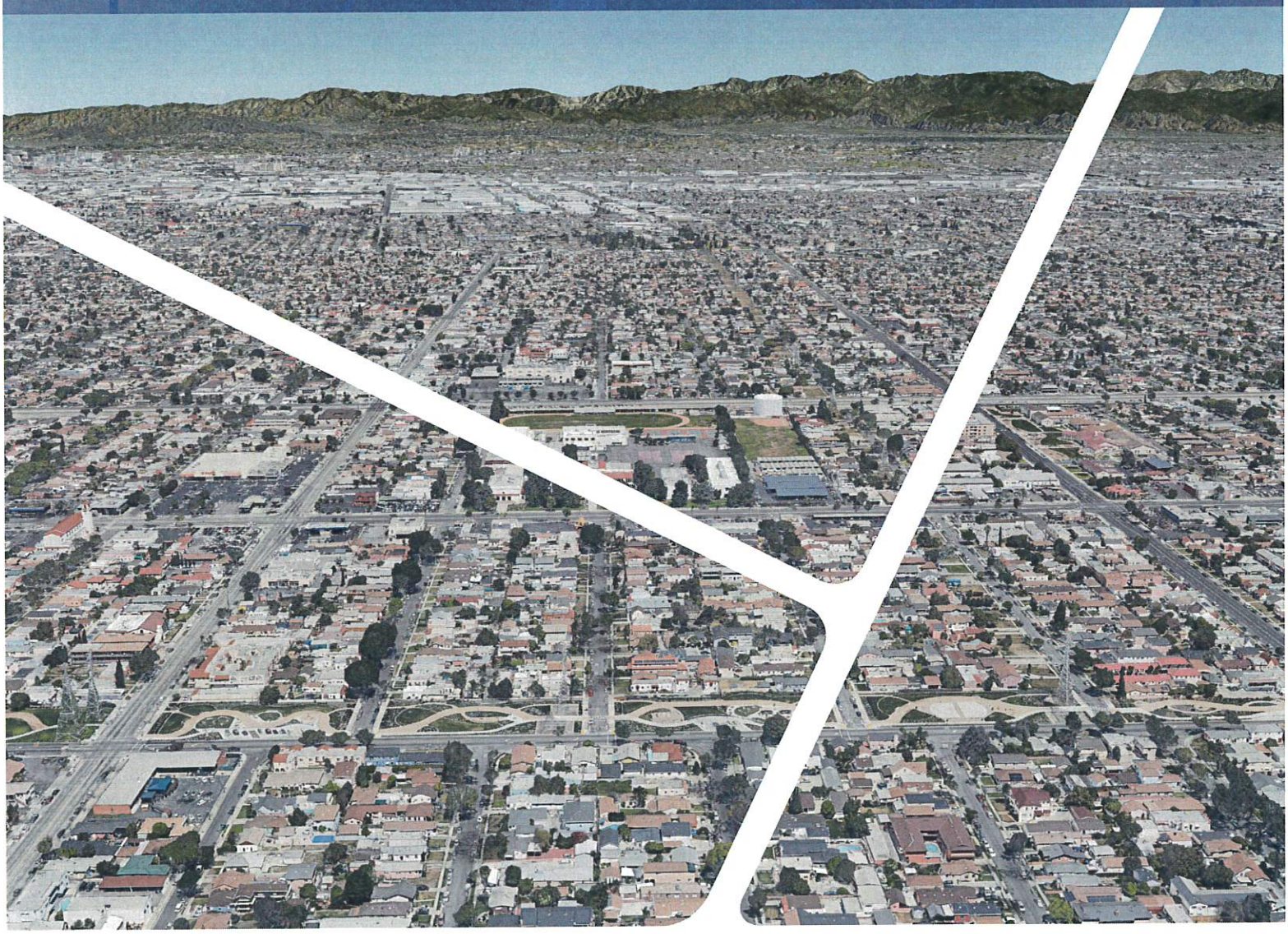
CONTACT

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jessie.barkley@kimley-horn.com

213.793.5445

660 South Figueroa Street, Suite 2050, Los Angeles, CA 90017



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Office of the
South Gate City Clerk
MAY 21 2025
FILED 7:40aM

WARRANT REGISTER FOR COUNCIL MEETING 5/27/2025

PART I

apChkLst
05/07/2025 8:14:10AM

Final Check List
CITY OF SOUTH GATE

Bank : botw BANK OF THE WEST

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110110	5/8/2025	00000437	AFLAC	Ben368095	5/8/2025	AMERICAN FAMILY LIFE INS.: PA	675.97	675.97
	Voucher:							
110111	5/8/2025	00002417	AMERICAN FIDELITY ASSUR	Ben368085	5/8/2025	AMERICAN FIDELITY (ABT): PAYI	183.86	183.86
	Voucher:							
110112	5/8/2025	0012107	CALIFORNIA STATE DISBUR:	Ben368101	5/8/2025	CA STATE DISB. UNIT: PAYMENT	1,396.90	1,396.90
	Voucher:							
110113	5/8/2025	00000438	COLONIAL INSURANCE CO.	Ben368093	5/8/2025	COLONIAL INSURANCE CO: PAYI	2,273.95	2,273.95
	Voucher:							
110114	5/8/2025	0014756	LIBERTY DENTAL PLAN, OF (	Ben368087	5/8/2025	LIBERTY DENTAL INSUR (MISC):	3,121.70	3,121.70
	Voucher:							
110115	5/8/2025	00002421	POLICE MANAGEMENT ASS(	Ben368097	5/8/2025	POLICE MANAGEMENT ASSOC. I	2,250.00	2,250.00
	Voucher:							
110116	5/8/2025	00000335	POLICE OFFICERS ASSOCIA	Ben368099	5/8/2025	POLICE ASSOCIATION DUES: PA	6,500.00	6,500.00
	Voucher:							
110117	5/8/2025	0011466	PRINCIPAL LIFE INSURANCE	Ben368079	5/8/2025	PRINCIPAL DENTAL PPO (MISC):	30,916.61	30,916.61
	Voucher:							
110118	5/8/2025	0011467	RELIANCE STANDARD	Ben368081	5/8/2025	LONG TERM DISABILITY: PAYME	5,713.62	
	Voucher:			Ben366127	3/27/2025	LONG TERM DISABILITY: PAYME	15.32	5,728.94
110119	5/8/2025	00003152	SOUTH GATE POLICE EXPL(	Ben368089	5/8/2025	SGPD EXPLORER YOUTH PROG	545.00	545.00
	Voucher:							
110120	5/8/2025	0011468	SUPERIOR VISION SERVICE	Ben368083	5/8/2025	SUPERIOR VISION MISC.: PAYME	3,950.60	3,950.60
	Voucher:							
110121	5/8/2025	0014949	TEXAS CHILD SUPPORT SDI	Ben368103	5/8/2025	TX CHILD SUPPORT SDU: PAYMI	638.31	638.31
	Voucher:							
110122	5/8/2025	00000334	UNITED WAY OF GREATER L	Ben368091	5/8/2025	UNITED WAY: PAYMENT	26.00	26.00
	Voucher:							

Sub total for BANK OF THE WEST: 58,207.84

13 checks in this report.

Grand Total All Checks: 58,207.84

Bank : botw BANK OF THE WEST

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110123	5/7/2025	0010207	BANNER BANK	SG-UO-4	4/28/2025	3/31/25 URBAN ORCHARD INTEF	33,658.75	33,658.75
	Voucher:							
110124	5/7/2025	0015019	CANINE TACTICAL OPERATI	TNR	5/6/2025	SWAT & K-9 INTERACTING DU-RI	700.00	700.00
	Voucher:							
110125	5/7/2025	0014704	LOGHMANI & ASSOCIATES I	07	4/23/2025	3/14/25-4/21/25 CONSTRUCTION	286,647.30	286,647.30
	Voucher:							
110126	5/7/2025	0014099	LOS ANGELES ENGINEERIN	SG-UO-4 RETENT	4/28/2025	3/31/25 URBAN ORCHARD COMF	639,516.25	639,516.25
	Voucher:							
110127	5/7/2025	00004865	SO CALIF EDISON	05/01/25RI	5/1/2025	RI CK# 110108 - BILLING PERIOD	227,861.63	227,861.63
	Voucher:							
110128	5/7/2025	00004865	SO CALIF EDISON	05/07/2025	5/7/2025	BILLING PERIOD JAN - APR 2025	130,218.72	130,218.72
	Voucher:							

Sub total for BANK OF THE WEST: 1,318,602.65

6 checks in this report.

Grand Total All Checks: 1,318,602.65

Bank : botw BANK OF THE WEST

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110129	5/14/2025	00000185	ALL CITY MANAGEMENT SEI	99836	3/19/2025	3/2/25-3/15/25 FY 2024-2025 CRO	39,574.04	
	Voucher:			99116	2/19/2025	2/2/25-2/15/25 FY 2024-2025 CRO	39,268.58	
				100125	4/2/2025	3/16/25-3/29/25 FY 2024-2025 CR(	39,166.76	
				100415	4/16/2025	3/30/25-4/12/25 FY 2024-2025 CR(	35,840.64	
				99486	3/5/2025	2/16/25-3/1/25 FY 2024-2025 CRO	35,670.94	
				98815	2/5/2025	1/19/25-2/1/25 FY 2024-2025 CRO	35,637.00	225,157.96
110130	5/14/2025	00003529	AT&T	960-449-6558 - 04	5/13/2025	BILLING PRD- APRIL & MAY 202E	475.10	475.10
	Voucher:							
110131	5/14/2025	0010017	ENTERPRISE FM TRUST	513145-050325	5/3/2025	MAY 2025 2024-2025: RENEWAL I	2,504.60	
	Voucher:			586300-050325	5/3/2025	MAY 2025 2024-2025 RENEWAL: I	1,209.33	3,713.93
110132	5/14/2025	0010237	FRONTIER COMMUNICATIOI	209-057-1084 - 05	5/13/2025	ACCT# 209-057-1084-051106-5 -M	56.66	56.66
	Voucher:							
110133	5/14/2025	00004934	GAS COMPANY	132 600 9400 1-05	5/13/2025	BILLING PRD- 04/10/25-05/09/25	90.87	
	Voucher:			134 700 9400 7-5/	5/13/2025	BILLING PRD- 04/10/25-05/09/25	69.60	
				130-500-9400-5-0	5/13/2025	BILLING PRD- 04/10/25-05/09/25	54.71	
				102 000 8100 7-5/	5/13/2025	BILLING PRD- 04/10/24-05/09/25	23.82	
				083 407 6536 4 5/	4/23/2025	BILLING PRD-03/21/25 -04/21/25	21.82	260.82
110134	5/14/2025	00004869	GOLDEN STATE WATER COI	73744100006 - 05	5/5/2025	BILLING PRD- 04/02/25 -05/02/25	946.65	
	Voucher:			53744100008 - 05	5/5/2025	BILLING PRD- 04/02/25 -05/02/25	452.63	
				33744100000 - 05	5/5/2025	BILLING PRD- 04/02/25 -05/02/25	408.94	
				63744100007 - 05	5/5/2025	BILLING PRD- 04/02/25 -05/02/25	287.03	
				29007447310 - 05	5/7/2025	BILLING PRD- 04/03/25 -05/05/25	140.20	
				32809400008 - 05	5/5/2025	BILLING PRD- 04/02/25 -05/02/25	70.83	2,306.28
110135	5/14/2025	0005368	PRINTCO DIRECT	86151	4/25/2025	GABRIEL PEREZ BUSINESS CAR	271.34	
	Voucher:			86160	5/5/2025	CESAR GUEVARA BUSINESS CA	116.29	
				86168	5/9/2025	JESUS TEJEDA BUSINESS CARI	116.29	
				86167	5/30/2025	CRISTINA GARCIA BUSINESS C/	116.29	620.21
110136	5/14/2025	00004865	SO CALIF EDISON	2/10/25	5/14/2025	BILLING PERIOD - 1/14/2025 TO 4	282,393.90	282,393.90
	Voucher:							
110137	5/14/2025	00004865	SO CALIF EDISON	2/6/2025	5/14/2025	BILLING PERIOD 1/1/2025-5/6/202	46,375.22	46,375.22
	Voucher:							
110138	5/14/2025	00004865	SO CALIF EDISON	12/17/24	5/14/2025	BILLING PERIOD - 12/17/2025 TO	44,149.72	44,149.72
	Voucher:							

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110139	5/14/2025	00000379	VERIZON BUSINESS	66704644	5/10/2025	BILLING PRD- 04/01/25 -04/30/25	83.21	83.21
	Voucher:							
110140	5/14/2025	0011968	WEX BANK	104667870	5/6/2025	5/6/25 CLOSING DATE: SHELL G	348.11	348.11
	Voucher:							
						Sub total for BANK OF THE WEST:		605,941.12
	12 checks in this report.					**Grand Total All Checks:**		605,941.12

Bank : botw BANK OF THE WEST

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110141	5/27/2025	0014878	ACTION SALES	85430	5/6/2025	REPLACING TWO COMMERCIAL	7,145.59	7,145.59
	Voucher:							
110142	5/27/2025	00001467	ADMINISTRATIVE SERV. CO-	250320	3/31/2025	MARCH 2025 PROVIDE PHONE-A	61,100.89	61,100.89
	Voucher:							
110143	5/27/2025	0013658	AFFORDABLE GENERATOR	27329	4/8/2025	SERVICE CITY'S BUILDING GENE	950.00	
	Voucher:			27330	4/8/2025	SERVICE CITY'S BUILDING GENE	1,050.00	
				27333	4/8/2025	SERVICE CITY'S BUILDING GENE	950.00	
				27328	4/8/2025	SERVICE CITY'S BUILDING GENE	1,000.00	
				27251	3/19/2025	SERVICE CITY'S BUILDING GENE	1,394.06	
				27144	2/25/2025	SERVICE CITY'S BUILDING GENE	2,011.34	
				27252	3/19/2025	SERVICE CITY'S BUILDING GENE	1,557.59	
				27327	4/8/2025	SERVICE CITY'S BUILDING GENE	900.00	
				27332	4/8/2025	SERVICE CITY'S BUILDING GENE	950.00	
				27331	4/8/2025	SERVICE CITY'S BUILDING GENE	950.00	11,712.99
110144	5/27/2025	00000437	AFLAC	Ben364459RI	2/13/2025	RI CK# 2892 - AMERICAN FAMILY	675.97	675.97
	Voucher:							
110145	5/27/2025	0015002	AGUILERA, TERESA	Ref000367984	4/29/2025	UB REFUND CST #00042665 282	40.00	40.00
	Voucher:							
110146	5/27/2025	0011325	ALAN'S LAWN & GARDEN CE	80799	4/23/2025	CARRY LARGE SUPPLY OF IRRI	118.07	118.07
	Voucher:							
110147	5/27/2025	0015003	ALBILLO, MIRIAM	Ref000367985	4/29/2025	UB REFUND CST #00055172 103	71.75	71.75
	Voucher:							
110148	5/27/2025	0011577	ALL PHASE ELECTRIC SUPF	0946-1110224	4/10/2025	ELECTRICAL EQUIPMENT, MATE	1,995.53	
	Voucher:			0946-1104558	1/22/2025	ELECTRICAL EQUIPMENT, MATE	529.20	
				0946-1109682	2/26/2025	SECURITY LIGHTING AROUND T	6,962.17	9,486.90
110149	5/27/2025	0013987	ALL STAR GLASS LLC	3051380	4/22/2025	AUTOMOTIVE GLASS REPAIR AN	451.72	451.72
	Voucher:							
110150	5/27/2025	0014999	ALVAREZ, FEDERICO	Ref000367981	4/29/2025	UB REFUND CST #00036322 430	12.30	12.30
	Voucher:							
110151	5/27/2025	00004309	AMERIFLEX	INV866497	5/2/2025	FSA ADMIN FEE MAY 2025 FOR 3	163.50	163.50
	Voucher:							
110152	5/27/2025	0011339	AQUA FLO SUPPLY	SI2518640	4/23/2025	IRRIGATION PARTS & SUPPLIES	20,211.55	20,211.55
	Voucher:							
110153	5/27/2025	0014735	ARCINA RISK GROUP LLC	23749	4/21/2025	THRU 3/31/25 - PROFESSIONAL	321.50	321.50
	Voucher:							

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110154	5/27/2025	00005075	AT&T	0023407007	5/1/2025	BAN 9391034759 04/01/25- 04/30/	60.19	
	Voucher:			0023410785	5/1/2025	BAN 9391068970 04/01/25-004/30	1,766.61	
				0023412120	5/1/2025	BAN 9391081298 04/01/25- 04/30/	1,607.36	3,434.16
110155	5/27/2025	00000201	ATLANTIC LOCK & KEY	000560	4/28/2025	SPECIALIZED KEYS FOR THE DE	448.75	448.75
	Voucher:							
110156	5/27/2025	0010585	AUTOZONE STORES, INC.	05488842400	4/30/2025	AUTO PARTS	36.14	
	Voucher:			05488842614	4/30/2025	AUTO PARTS	33.06	
				05488834456	4/22/2025	AUTO PARTS	15.18	
				05488835390	4/23/2025	AUTO PARTS	79.94	
				05488840691	4/28/2025	AUTO PARTS	10.49	
				05488842441	4/30/2025	AUTO PARTS	183.62	
				05488835309	4/23/2025	AUTO PARTS	166.11	
				05488840647	4/28/2025	AUTO PARTS	20.52	
				05488842388	4/30/2025	AUTO PARTS	29.65	574.71
110157	5/27/2025	0013072	AWP SAFETY	40018022	4/7/2025	REPLACEMENT OF NONREFLEC	6,147.35	6,147.35
	Voucher:							
110158	5/27/2025	0013072	AWP SAFETY	40018109	4/22/2025	REGULATORY/WARNING/GUIDE	499.27	499.27
	Voucher:							
110159	5/27/2025	0009602	AZALEA JOINT VENTURE, LL	984176	3/1/2025	RENTAL PAYMENT FOR AZALEA	1.00	1.00
	Voucher:							
110160	5/27/2025	0010615	BEARCOM	5810276	11/1/2024	NOV 2024 ANNUAL MAINTENANC	348.21	
	Voucher:			5887084	5/1/2025	MAY 2025 ANNUAL MAINTENANC	348.21	
				5887081	5/1/2025	MAY 2025 ANNUAL MAINTENANC	342.88	
				5887088	5/1/2025	MAY 2025 ANNUAL MAINTENANC	205.51	
				5887086	5/1/2025	MAY 2025 ANNUAL MAINTENANC	2,479.56	3,724.37
110161	5/27/2025	0011929	BENNETT-BOWEN & LIGHTH	3034128	1/14/2025	PURCHASE MOST OF THE HARD	236.49	236.49
	Voucher:							
110162	5/27/2025	0013237	BLUE VIOLET NETWORKS, L	77751	2/28/2025	DB FAX SERVICE - 3.5 BILLABLE	700.00	700.00
	Voucher:							
110163	5/27/2025	00004202	BRENNTAG PACIFIC INC	BPI513488	4/24/2025	SODIUM HYPOCHLORITE 12.5%	841.68	
	Voucher:			BPI513489	4/24/2025	SODIUM HYPOCHLORITE 12.5%	1,120.36	
				BPI513490	4/24/2025	SODIUM HYPOCHLORITE 12.5%	1,677.72	
				BPI502000	3/7/2025	SODIUM HYPOCHLORITE 12.5%	865.70	
				BPI513487	4/24/2025	SODIUM HYPOCHLORITE 12.5%	702.35	5,207.81

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110164	5/27/2025	0005554	CALIFORNIA BLDNG STAND/	MARCH 2025	4/29/2025	JAN-MAR 2025 - BLDG STANDAR	450.90	450.90
	Voucher:							
110165	5/27/2025	0009570	CALIFORNIA CIRCUIT BREAI	230877	1/17/2025	ELECTRICAL SUPPLIES	44.10	
	Voucher:			230925	3/20/2025	ELECTRICAL SUPPLIES	275.63	319.73
110166	5/27/2025	00000759	CALIFORNIA FRAME & AXLE	81365	5/1/2025	GARAGE REPAIRS	252.05	252.05
	Voucher:							
110167	5/27/2025	00000898	CENTRAL BASIN MUNI WATE	SG-MAR25	4/16/2025	MARCH 2025 MONTHLY CB METI	4,916.67	4,916.67
	Voucher:							
110168	5/27/2025	0006239	CENTRAL FORD	58609	4/30/2025	AUTO PARTS	373.60	
	Voucher:			58332	4/22/2025	AUTO PARTS	108.41	
				58470	4/24/2025	AUTO PARTS	126.94	
				58779	5/1/2025	AUTO PARTS	278.01	
				58780	5/2/2025	AUTO PARTS	62.57	949.53
110169	5/27/2025	0005839	CHAMPION CHRYSLER JEEI	726220	4/24/2025	DEALER PARTS FOR CHARGER	328.85	
	Voucher:			726383	4/30/2025	DEALER PARTS FOR CHARGER	1,038.97	1,367.82
110170	5/27/2025	0012980	CHARTER COMMUNICATION	188426601041425	4/14/2025	ACCT# 188426601 - 4/20/25-5/19/:	137.02	137.02
	Voucher:							
110171	5/27/2025	0013649	CHEQUE TRAILER PARTS S/	5022	5/5/2025	TRAILERS PARTS	429.98	429.98
	Voucher:							
110172	5/27/2025	00004302	CINTAS UNIFORM SERVICES	4229582740	5/6/2025	SHOP TOWEL CLEANING SERVI(	55.30	
	Voucher:			4228170870	4/22/2025	SHOP TOWEL CLEANING SERVI(	55.30	110.60
110173	5/27/2025	0013515	CITY TIRES	47171	4/17/2025	AUTO ALIGNMENT AND TIRES	89.00	
	Voucher:			47212	4/22/2025	AUTO ALIGNMENT AND TIRES	89.00	178.00
110174	5/27/2025	00004583	CODE PUBLISHING COMPAI	GC00129715	3/19/2025	SOUTH GATE MUNICIPAL CODE.	830.00	830.00
	Voucher:							
110175	5/27/2025	0014911	COMMERCIAL VAN INTERIOI	2407922	4/23/2025	INSTALLATION- CABINETS, SHEL	11,994.15	
	Voucher:			2407921	4/23/2025	INSTALLATION- CABINETS, SHEL	11,994.15	23,988.30
110176	5/27/2025	0014162	COMMLINE, INC.	0483095-IN	12/20/2024	INSTALL EMERGENCY EQUIPME	20,825.30	
	Voucher:			0479322-IN	12/20/2024	EQUIPMENT AND INSTALLATION	21,275.30	42,100.60
110177	5/27/2025	0014673	CORE & MAIN LP	W129337	2/12/2025	RESTOCK FIRE HYDRANTS	11,158.60	11,158.60
	Voucher:							
110178	5/27/2025	00003660	CRAFCO, INC.	9403395406	3/4/2025	COLD PATCH FOR CITYWIDE PO	6,470.09	6,470.09
	Voucher:							
110179	5/27/2025	0015007	CUEVAS, GILBERT	Ref000367989	4/29/2025	UB REFUND CST #00050883 931!	114.96	114.96
	Voucher:							

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110180	5/27/2025	00001423	DAILY JOURNAL CORPORAT	B3917381	4/24/2025	04/24/2025 NOTICE OF HEARING	300.00	
	Voucher:			B3921648	5/1/2025	PROOF OF PUBLICATION-RFP F(	1,315.00	
				B3921727	5/1/2025	PROOF OF PUBLICATION-STREE	160.00	1,775.00
110181	5/27/2025	0013681	DANIELS TIRE SERVICE, INC	200534918	4/23/2025	AUTOMOTIVE TIRES	229.81	
	Voucher:			200536556	4/23/2025	AUTOMOTIVE TIRES	233.10	
				200535640	4/23/2025	AUTOMOTIVE TIRES	369.77	832.68
110182	5/27/2025	00000314	DAPEER ROSENBLIT & LITV/	24353	3/31/2025	03/07/25-03/31/25 - MUNICIPAL C(	4,140.50	
	Voucher:			24354	3/31/2025	02/18/25-03/31/25 - SPECIALIZED	186.30	
				24355	3/31/2025	03/18/25-08/31/25 SPECIALIZED L	24.50	
				24356	3/31/2025	02/04/25-03/31/25 - SPECIALIZED	18.10	4,369.40
110183	5/27/2025	0005392	DAVID VOLZ DESIGN	423061	3/31/2025	01/09/25-03/31/25 DESIGN SERVI	21,957.50	
	Voucher:			423053	3/31/2025	MARCH 2025 DESIGN SERVIC F(	7,622.50	29,580.00
110184	5/27/2025	0015008	DEANDA, IRMA	Ref000367990	4/29/2025	UB REFUND CST #00065825 844'	116.62	116.62
	Voucher:							
110185	5/27/2025	00002588	DELL MARKETING LP	10803896535	3/10/2025	REPLACEMENT LAPTOP FOR AR	1,240.70	1,240.70
	Voucher:							
110186	5/27/2025	00000696	DEPT OF CONSERVATION D	JAN-MAR 2025	4/29/2025	JAN-MAR 2025 - STRONG MOTIC	1,227.70	1,227.70
	Voucher:							
110187	5/27/2025	0006821	DIV. OF THE STATE ARCHITE	DSA QUARTER #'	3/31/2025	DSA QUARTER #1 2025 FEES	105.60	105.60
	Voucher:							
110188	5/27/2025	0007803	DON KELLER COLLISION CE	808	4/30/2025	BODY SHOP & REPAIR VECHICLI	1,997.48	1,997.48
	Voucher:							
110189	5/27/2025	00000175	DOOLEY ENTERPRISES, INC	69817	4/4/2025	AMMUNITIONS	2,879.08	2,879.08
	Voucher:							
110190	5/27/2025	0005553	EMERGENCY VEHICLES SPI	12954	4/6/2025	FURISH AND INSTALL SAFETY LI	2,635.40	2,635.40
	Voucher:							
110191	5/27/2025	0014992	EMP:OCEGUEDA, ROY	113-0904518-5202	3/28/2025	SOUND SYSTEM EQUIPMENT	198.39	
	Voucher:			113-8164395-9401	4/8/2025	SOUND SYSTEM EQUIPMENT	11.37	209.76
110192	5/27/2025	00001186	EMPLOYMENT DEVELOPME	L1506918864	4/22/2025	QTR 12/31/24 ASSESMENT & INT	1,108.64	1,108.64
	Voucher:							
110193	5/27/2025	0015006	ESPINOZA, SANDRA	Ref000367988	4/29/2025	UB REFUND CST #00066133 4111	111.87	111.87
	Voucher:							
110194	5/27/2025	0015014	ESTRADA, MARTIN	Ref000367996	4/29/2025	UB REFUND CST #00058976 103(	204.28	204.28
	Voucher:							

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110195	5/27/2025	0013809	EXTREME PLATES, LLC	15865	10/31/2024	10/3/24-10/30/24 RUMBLE PLATE:	385.88	385.88
	Voucher:							
110196	5/27/2025	0010558	FACTORY MOTOR PARTS C(	12-W23706	5/1/2025	FACTORY AUTO PARTS	299.67	
	Voucher:			12-6544283	4/28/2025	FACTORY AUTO PARTS	176.37	
				12-6537275	4/23/2025	FACTORY AUTO PARTS	111.08	587.12
110197	5/27/2025	00000619	FALCON FUELS, INC.	83274	4/21/2025	REG UNLEADED 10% ETH FUEL	5,415.26	
	Voucher:			83257	4/21/2025	RD 99 CLEAR DSL FUEL & SALE:	4,508.38	
				83506	4/29/2025	REG UNLEADED 10% ETH FUEL	31,586.09	41,509.73
110198	5/27/2025	00002026	FEDERAL EXPRESS CORPO	8-770-34576	2/14/2025	FEDEX PRIORITY OVERNIGHT	11.68	
	Voucher:			8-826-87830	4/11/2025	FEDEX PRIORITY OVERNIGHT	18.90	30.58
110199	5/27/2025	0005869	FERGUSON WATERWORKS	0048065	4/1/2025	WATER WORK MATERIAL	1,841.17	
	Voucher:			0039358-1	4/9/2025	WATER WORK MATERIAL	1,749.96	
				0048464	4/8/2025	WATER WORK MATERIAL	88.90	
				0049746	4/23/2025	WATER WORK MATERIAL	137.19	3,817.22
110200	5/27/2025	0010625	FLEETCREW / ZIPPY	59914	4/3/2025	SERVICE EMMISION CONTROL S	450.00	450.00
	Voucher:							
110201	5/27/2025	00003770	FLEMING ENVIRONMENTAL	22579	4/23/2025	UNDERGROUND STORAGE TANI	1,016.76	
	Voucher:			22606	4/30/2025	UNDERGROUND STORAGE TANI	580.00	
				22267	2/5/2025	UNDERGROUND STORAGE TANI	952.00	
				22184	1/15/2025	UNDERGROUND STORAGE TANI	964.00	3,512.76

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110202	5/27/2025	0013758	FROST BROWN TODD LLP	210549198	4/29/2025	MARCH 2025 - LEGAL SERVICES	8,256.00	
	Voucher:			210549201	4/29/2025	MARCH 2025 - LEGAL SERVICES	416.00	
				210549200	4/29/2025	MARCH 2025 - LEGAL SERVICES	4,160.00	
				210548993	4/29/2025	MARCH 2025 - LEGAL SERVICES	4,402.00	
				210549190	4/29/2025	MARCH 2025 - LEGAL SERVICES	6,560.57	
				210549061	4/29/2025	MARCH 2025 - LEGAL SERVICES	7,187.25	
				210549191	4/29/2025	MARCH 2025 - LEGAL SERVICES	10,528.00	
				210548977	4/29/2025	MARCH 2025 - LEGAL SERVICES	3,592.61	
				210549196	4/29/2025	MARCH 2025 - LEGAL SERVICES	7,718.00	
				210548978	4/29/2025	MARCH 2025 - LEGAL SERVICES	3,328.00	
				210548984	4/29/2025	MARCH 2025 - LEGAL SERVICES	8,960.80	
				210548981	4/29/2025	MARCH 2025 - LEGAL SERVICES	7,044.70	
				210548979	4/29/2025	MARCH 2025 - LEGAL SERVICES	11,264.00	
				210548987	4/29/2025	MARCH 2025 - LEGAL SERVICES	34,890.00	
				210548612	4/29/2025	MARCH 2025 - LEGAL SERVICES	608.00	
				210548615	4/29/2025	MARCH 2025 - LEGAL SERVICES	164.00	
				210548616	4/29/2025	MARCH 2025 - LEGAL SERVICES	386.00	
				210548988	4/29/2025	MARCH 2025 - LEGAL SERVICES	9,248.85	
				210548620	4/29/2025	MARCH 2025 - LEGAL SERVICES	319.75	
				210548619	4/29/2025	MARCH 2025 - LEGAL SERVICES	2,112.00	
				210548621	4/29/2025	MARCH 2025 - LEGAL SERVICES	8,385.80	
				210548630	4/29/2025	MARCH 2025 - LEGAL SERVICES	1,724.71	
				210548989	4/29/2025	MARCH 2025 - LEGAL SERVICES	9,872.00	
				210548640	4/29/2025	MARCH 2025 - LEGAL SERVICES	2,037.02	
				210548631	4/29/2025	MARCH 2025 - LEGAL SERVICES	384.00	
				210548991	4/29/2025	MARCH 2025 - LEGAL SERVICES	1,887.50	
				210548613	4/29/2025	MARCH 2025 - LEGAL SERVICES	256.00	
				210548992	4/29/2025	MARCH 2025 - LEGAL SERVICES	4,194.00	
				210548618	4/29/2025	MARCH 2025 - LEGAL SERVICES	6.00	
				210548611	4/29/2025	MARCH 2025 - LEGAL SERVICES	512.00	
				210548614	4/29/2025	MARCH 2025 - LEGAL SERVICES	242.92	
				210548633	4/29/2025	MARCH 2025 - LEGAL SERVICES	68.00	
				210549195	4/29/2025	MARCH 2025 - LEGAL SERVICES	256.00	160,972.48
110203	5/27/2025	0013954	GANNETT FLEMING, INC.	074896-01-021	1/28/2025	AMENDMENT TO CONTRACT AM	2,592.77	
	Voucher:			074896-01-023	4/17/2025	3/28/25 AMENDMENT CONTR AM	379.41	2,972.18

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110204	5/27/2025	0015004	GARCIA, IRINEO	Ref000367986	4/29/2025	UB REFUND CST #00059069 105'	104.70	104.70
	Voucher:							
110205	5/27/2025	0013185	GILMAN CONSTRUCTION MI	3570	3/31/2025	MARCH 2025 PROVIDE GCMEDIA	339.00	339.00
	Voucher:							
110206	5/27/2025	0010016	GLOBAL PARATRANSIT INC.	112425-09	4/10/2025	TRANSIT SERVICES FOR GATE E	55,487.62	55,487.62
	Voucher:							
110207	5/27/2025	0014956	GO2ZERO STRATEGIES, LLC	2024481	4/30/2025	SOLID WASTE MANAGEMENT C(	5,063.75	5,063.75
	Voucher:							
110208	5/27/2025	00002890	GRAINGER	9468215810	4/9/2025	SPECIALTY HARDWARE	17.35	
	Voucher:			9481161769	4/21/2025	SPECIALTY HARDWARE	1,796.81	
				9493108188	5/1/2025	SPECIALTY HARDWARE	1,434.80	
				9492940698	5/1/2025	SPECIALTY HARDWARE	1,160.32	
				9493119300	5/2/2025	SPECIALTY HARDWARE	537.12	
				9492940680	5/1/2025	SPECIALTY HARDWARE	723.71	5,670.11
110209	5/27/2025	00000268	HOME DEPOT CREDIT SERV	4350698	4/17/2025	STREET SUPPLIES	393.57	
	Voucher:			6360987	11/6/2024	GENERAL MAINTENANCE - MISC	13.10	
				4350697	4/17/2025	STREET SUPPLIES	219.85	
				8043984	4/23/2025	STREET SUPPLIES	171.18	
				8043985	4/23/2025	STREET SUPPLIES	216.33	
				6350847	5/5/2025	MISC SUPPLIES	56.21	
				1362193	4/30/2025	MISC SUPPLIES	115.30	
				2374082	12/10/2024	GENERAL MAINTENANCE - MISC	109.48	
				6350856	5/5/2025	STREET SUPPLIES	117.84	
				7350757	4/24/2025	MISC SUPPLIES	157.29	
				0370075	5/1/2025	MISC SUPPLIES	207.57	
				9375007	4/22/2025	MISC SUPPLIES	328.62	
				6350664	4/15/2025	MISC SUPPLIES	99.13	
				7354012	10/16/2024	MISC SUPPLIES	53.13	
				1350800	4/30/2025	MISC SUPPLIES	77.32	
				3374973	4/18/2025	MISC SUPPLIES	184.50	
				0350804	5/1/2025	MISC SUPPLIES	383.56	
				5374788	3/27/2025	MISC SUPPLIES	329.80	3,233.78
110210	5/27/2025	00004578	INTERWEST CONSULTING G	1612855	4/15/2025	MARCH 2025 SEABORG HOUSE	660.00	
	Voucher:			890660	11/24/2024	OCT 2024 GARFIELD AVENUE AN	9,030.00	9,690.00

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110211	5/27/2025	00000209	JHM SUPPLY , INC.	103452/3	4/23/2025	SMALL TOOLS	1,404.11	
	Voucher:			103491/3	4/28/2025	SMALL TOOLS	1,075.93	2,480.04
110212	5/27/2025	0013816	JO GO TOOLS LLC	05062557493	5/6/2025	PROVIDES AUTOMOTIVE SPECI/	500.59	500.59
	Voucher:							
110213	5/27/2025	0005586	JOE A. GONSALVES & SONS	162452	4/24/2025	MAY 2025 LEGISLATIVE ADVOCA	2,500.00	2,500.00
	Voucher:							
110214	5/27/2025	00000430	JOHN L. HUNTER AND ASSO	SG1MS412412	4/4/2025	DEC 2024 NPDES PROGRAM SEI	7,247.25	
	Voucher:			SG1UOR12501	4/4/2025	JAN 2025 MANAGEMENT SERVIC	193.50	
				SG1IW12412	4/4/2025	DEC 2024 MANAGEMENT SERVI(	921.00	
				SG1IW12501	4/4/2025	JAN 2025 MANAGEMENT SERVIC	5,938.05	
				SG1MS412501	4/4/2025	JAN 2025 NPDES PROGRAM	6,852.70	21,152.50
110215	5/27/2025	0012510	KILEY & ASSOCIATES, LLC	SG 250430	4/30/2025	APRIL 25 AMEND # 2TO CONT N(	3,333.33	3,333.33
	Voucher:							
110216	5/27/2025	00003387	KNORR SYSTEMS, INC.	253008	10/31/2024	INSTALLATION OF THE CO2 CRY	7,592.50	7,592.50
	Voucher:							
110217	5/27/2025	0010099	L.G.P. EQUIPMENT RENTALS	135097	4/28/2025	EQUIPMENT RENTALS	590.78	590.78
	Voucher:							
110218	5/27/2025	0008150	L.N. CURTIS & SONS	INV931788	3/28/2025	UNIFORM AND ACCESSORIES	108.82	
	Voucher:			INV930172	3/25/2025	UNIFORM AND ACCESSORIES	1,436.53	
				INV929289	1/23/2025	UNIFORM AND ACCESSORIES	229.84	
				INV938754	3/21/2025	UNIFORM AND ACCESSORIES	362.51	
				INV930180	3/25/2025	UNIFORM AND ACCESSORIES	1,383.40	
				INV930176	3/25/2025	UNIFORM AND ACCESSORIES	1,064.19	4,585.29
110219	5/27/2025	00001151	LA COUNTY REGISTRAR-RE	25-2102	4/25/2025	NOV 5 2024 PRESIDENTIAL GEN	145,190.80	145,190.80
	Voucher:							
110220	5/27/2025	0012590	LA TRUCK & AUTO INC, NAP/	316428	4/29/2025	AUTOMOTIVE PARTS	156.51	
	Voucher:			316034	4/23/2025	AUTOMOTIVE PARTS	306.41	462.92
110221	5/27/2025	0010392	LANDSCAPE STRUCTURES	159637	3/11/2025	3/11/25 URBAN ORCHARD KNOT	1,038.98	1,038.98
	Voucher:							
110222	5/27/2025	0014114	LEE & RO, INC	1249/14	4/7/2025	MARCH 28 2025 SEWER SYSTEI	1,678.00	1,678.00
	Voucher:							
110223	5/27/2025	00003941	M. HARA LAWNMOWER CEN	51774	4/15/2025	SMALL EQUIPMENT PURCHASE	50.81	50.81
	Voucher:							
110224	5/27/2025	0008037	MARIPOSA LANDSCAPES IN	113366	4/30/2025	APR 2025 - ANNUAL LANDSCAPE	33,264.26	33,264.26
	Voucher:							

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110225	5/27/2025	00004060	MCMASTER-CARR SUPPLY (	41427246	2/26/2025	SPECIAL HARDWARE. NO WORK	32.62	32.62
	Voucher:							
110226	5/27/2025	00004093	MELAD & ASSOCIATES	SG25-15	5/5/2025	APRIL 2025 MELAD & ASSOCIATE	15,990.00	
	Voucher:			SG25-11	4/29/2025	MARCH 2025 MELAD & ASSOCIA	3,970.45	
				SG25-14	5/5/2025	APRIL 2025 MELAD & ASSOCIATE	5,156.64	25,117.09
110227	5/27/2025	00003815	MICHELSON LABORATORIES	0723639	4/30/2025	TITLE 22 LAB ANALYSIS	946.25	
	Voucher:			0723641	4/30/2025	TITLE 22 LAB ANALYSIS	946.25	
				0722260	4/15/2025	TITLE 22 LAB ANALYSIS	946.25	
				0722257	4/15/2025	TITLE 22 LAB ANALYSIS	1,211.20	4,049.95
110228	5/27/2025	00000170	MISC - PKS & REC REFUND	84134216-ANDRA	8/23/2024	REFUND OF DEPOSIT DUE TO C	2,058.00	2,058.00
	Voucher:							
110229	5/27/2025	00000170	MISC - PKS & REC REFUND	81715283-sala eva	4/19/2025	REFUND OF DEPOSIT (AFTER E'	495.00	495.00
	Voucher:							
110230	5/27/2025	00000170	MISC - PKS & REC REFUND	78375031-ACOST.	4/12/2025	REFUND OF DEPOSIT (AFTER E'	495.00	495.00
	Voucher:							
110231	5/27/2025	00000170	MISC - PKS & REC REFUND	85974409-FA'ALG	4/30/2025	REFUND OF FACILITY FEES DUE	359.00	359.00
	Voucher:							
110232	5/27/2025	00000170	MISC - PKS & REC REFUND	821203311-C.VAS	4/18/2025	REFUND OF DEPOSIT AFTER EV	319.00	319.00
	Voucher:							
110233	5/27/2025	00000170	MISC - PKS & REC REFUND	80067833-contrera	4/19/2025	REFUND OF DEPOSIT (AFTER E'	319.00	319.00
	Voucher:							
110234	5/27/2025	00003458	MISC - PUBLIC WORKS	872687-NOYA	4/19/2025	NEW WATER SERVICE INSTALLA	685.74	685.74
	Voucher:							
110235	5/27/2025	00004969	NATIONAL READY MIXED CC	937371	4/8/2025	CONCRETE, SAND AND AGGREC	448.50	448.50
	Voucher:							
110236	5/27/2025	0015013	NAVARRO, KATHERINE	Ref000367995	4/29/2025	UB REFUND CST #00066181 952	182.44	182.44
	Voucher:							
110237	5/27/2025	0010683	NEW CHEF FASHION, INC.	1096566	4/2/2025	UNIFORM POLO SHIRTS	104.72	
	Voucher:			1095523	3/14/2025	UNIFORM POLO SHIRTS	192.85	297.57
110238	5/27/2025	0010281	NV5, INC.	442220	4/14/2025	3/29/2025 LOAD MONITORING TE	22,500.00	22,500.00
	Voucher:							

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110240	5/27/2025	00001414	OFFICE DEPOT	418648268001	4/10/2025	OFFICE SUPPLIES	177.19	
	Voucher:			418648492001	4/10/2025	OFFICE SUPPLIES	219.27	
				417656781002	4/3/2025	OFFICE SUPPLIES	11.17	
				418627157001	4/10/2025	OFFICE SUPPLIES	747.62	
				418647930001	4/10/2025	OFFICE SUPPLIES	194.68	
				417902969001	4/2/2025	OFFICE SUPPLIES	158.97	
				416476896001	4/15/2025	OFFICE SUPPLIES	635.63	
				416821753001	4/18/2025	OFFICE SUPPLIES	20.44	
				419861166001	4/18/2025	OFFICE SUPPLIES	109.08	
				420354365001	4/18/2025	OFFICE SUPPLIES	775.05	
				421143791001	4/24/2025	OFFICE SUPPLIES	85.32	
				421550295001	4/28/2025	OFFICE SUPPLIES	183.01	
				417864624001	4/1/2025	OFFICE SUPPLIES	63.89	
				420351065001	4/18/2025	OFFICE SUPPLIES	28.09	
				420347998001	4/18/2025	OFFICE SUPPLIES	795.83	
				420351061001	4/17/2025	OFFICE SUPPLIES	18.71	
				418982352001	4/11/2025	OFFICE SUPPLIES	134.20	
				419228641001	4/11/2025	OFFICE SUPPLIES	128.29	
				420687335001	4/24/2025	OFFICE SUPPLIES	318.08	
				416835869001	4/3/2025	OFFICE SUPPLIES	67.08	
				416965071001	4/8/2025	OFFICE SUPPLIES	135.62	
				417656781001	4/2/2025	OFFICE SUPPLIES	171.95	
				412501573001	4/8/2025	OFFICE SUPPLIES	23.02	
				417211210001	4/2/2025	OFFICE SUPPLIES	73.13	
				420493892001	4/11/2025	OFFICE SUPPLIES	76.91	
				420498978001	4/17/2025	OFFICE SUPPLIES	182.47	
				418010621001	4/24/2025	OFFICE SUPPLIES	218.86	
				418150267001	4/28/2025	OFFICE SUPPLIES	106.66	
				414089305001	4/2/2025	OFFICE SUPPLIES	62.93	
				418982350001	4/11/2025	OFFICE SUPPLIES	95.01	
				414846359001	4/8/2025	OFFICE SUPPLIES	193.86	
				418003133001	4/2/2025	OFFICE SUPPLIES	7.16	
				418003133002	4/3/2025	OFFICE SUPPLIES	9.59	
				418003135001	4/1/2025	OFFICE SUPPLIES	31.30	
				419567442001	4/15/2025	OFFICE SUPPLIES	655.37	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
			419512842001	4/10/2025	OFFICE SUPPLIES	87.61	
			419729230001	4/17/2025	OFFICE SUPPLIES	61.23	
			419729906001	4/21/2025	OFFICE SUPPLIES	69.72	
			418002908001	4/3/2025	OFFICE SUPPLIES	35.93	
			418951063001	4/10/2025	OFFICE SUPPLIES	243.36	
			418982347001	4/10/2025	OFFICE SUPPLIES	21.81	
			418982349001	4/10/2025	OFFICE SUPPLIES	95.68	
			418608149001		CREDIT - INV# 414646597001	-328.93	
			419563985001		CREDIT INV# 418610374001	-387.68	
			417705239001	4/21/2025	INVENTORY PO/ CLEANING SUP	244.40	
			417702562001	4/21/2025	INVENTORY PO/ CLEANING SUP	591.01	
			417231009002	4/2/2025	OFFICE SUPPLIES	57.36	
			417231185001	4/3/2025	OFFICE SUPPLIES	18.62	
			418610374001	4/9/2025	OFFICE SUPPLIES	579.33	
			414648884001	4/2/2025	OFFICE SUPPLIES	119.18	
			414646597001	4/3/2025	OFFICE SUPPLIES	328.93	
			414648885001	4/1/2025	OFFICE SUPPLIES	54.78	
			416762242001	4/2/2025	OFFICE SUPPLIES	151.66	
			416763278001	4/2/2025	OFFICE SUPPLIES	50.04	
			418614837001	4/8/2025	OFFICE SUPPLIES	19.70	
			416763284001	4/2/2025	OFFICE SUPPLIES	84.11	
			419564234001	4/11/2025	OFFICE SUPPLIES	98.56	
			419564399001	4/14/2025	OFFICE SUPPLIES	191.09	
			419564400001	4/10/2025	OFFICE SUPPLIES	88.95	
			420859980001	4/24/2025	OFFICE SUPPLIES	509.70	10,001.59

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110241	5/27/2025	0007984	O'REILLY AUTO PARTS	3063-216841	4/22/2025	AUTO PARTS	52.61	
	Voucher:			3063-216875	4/22/2025	AUTO PARTS	7.27	
				3063-217092	4/23/2025	AUTO PARTS	29.89	
				3063-218127		CREDIT INV# 3063-218008	-195.99	
				3063-218659		CREDIT INV# 3063-211519	-374.69	
				3063-216975	4/23/2025	AUTO PARTS	40.79	
				3063-217062	4/23/2025	AUTO PARTS	46.85	
				3063-217150	4/24/2025	AUTO PARTS	59.73	
				3063-217950	4/30/2025	AUTO PARTS	195.12	
				3063-218122	5/1/2025	AUTO PARTS	379.87	
				3063-218093	5/1/2025	AUTO PARTS	199.35	
				3063-218065	5/1/2025	AUTO PARTS	1,412.21	
				3063-218694	5/5/2025	AUTO PARTS	44.29	
				3063-216981	4/23/2025	AUTO PARTS	81.59	
				3063-218008	4/30/2025	AUTO PARTS	195.99	
				3063-217986	4/30/2025	AUTO PARTS	132.47	
				3063-216905	4/22/2025	AUTO PARTS	131.69	2,439.04
110242	5/27/2025	00002769	PARIS LASER PRINTER REP.	30295	4/10/2025	PRINTER REPAIR	100.00	
	Voucher:			30296	1/29/2025	PRINTER REPAIR	79.00	179.00
110243	5/27/2025	0015012	PARRA, JUAN CARLOS	Ref000367994	4/29/2025	UB REFUND CST #00065921 483	181.33	181.33
	Voucher:							
110244	5/27/2025	00001297	PD: ARANA, MANUEL	TNR 157	4/22/2025	NOV. 23-26, 2024 -CNOA TRAINI	230.00	230.00
	Voucher:							
110245	5/27/2025	00003935	PD: GARCIA, EVELYN	TNR 193	4/22/2025	NOV. 18-22 , 2024-FBI LEEDA CO	174.99	174.99
	Voucher:							
110246	5/27/2025	00003809	PD: GONZALEZ, JUAN CARL	TNR 157	4/22/2025	NOV. 23-26, 2024 -CNOA TRAINI	230.00	230.00
	Voucher:							
110247	5/27/2025	0010468	PD: HERNANDEZ, ALEXIS	TNR 195	4/28/2025	MARCH 3-7 2025 CA PROPERTY	232.50	232.50
	Voucher:							
110248	5/27/2025	0012066	PD: HERRERA, MARIELA	TNR 200	5/1/2025	APRIL 21-25 2025 ICI FINANCIAL	437.00	437.00
	Voucher:							
110249	5/27/2025	0014150	PD: KIMBRO, SADIE	TNR 198	4/22/2025	FEB 24- MARCH 21 2025 PUBLIC	680.72	680.72
	Voucher:							
110250	5/27/2025	0009812	PD: MACIAS, ARTURO	TNR 157	4/22/2025	NOV. 23-26, 2024 -CNOA TRAINI	230.00	230.00
	Voucher:							

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110251	5/27/2025 Voucher:	00003821	PD: MUNOZ, ISIDRO	TNR 157	4/22/2025	NOV. 23-26, 2024 -CNOA TRAININ	230.00	230.00
110252	5/27/2025 Voucher:	0008095	PD: PADILLA, BRIAN	TNR 157	4/22/2025	NOV. 23-26, 2024 -CNOA TRAININ	230.00	230.00
110253	5/27/2025 Voucher:	0013329	PD: PADILLA, ERIC	TNR 157	4/22/2025	NOV. 23-26, 2024 -CNOA TRAININ	230.00	230.00
110254	5/27/2025 Voucher:	00002824	PD: RODRIGUEZ, MANUELA	TNR191	4/22/2025	NOV. 4-8, 2024- CLEARS TRAININ	257.40	257.40
110255	5/27/2025 Voucher:	0007846	PD: TEJEDA, JESUS	TEJEDA-MARCH-	4/24/2025	MARCH 24-28TH & APRIL 14-18TI	393.63	393.63
110256	5/27/2025 Voucher:	0009511	PD:PRADO FAMILY SHOOTIN	7403	4/20/2025	APRIL 18 2025-FIRE ARMS TRAIN	450.00	450.00
110257	5/27/2025 Voucher:	00004717	PETTY CASH- GENERAL FUI	03/27/25-05/05/25	5/5/2025	3/27/25-5/5/25 PETTY CASH GEN	879.05	879.05
110258	5/27/2025 Voucher:	00004713	PETTY CASH- PARKS & REC	03/13/25-04/21/25	4/24/2025	3/13/25 - 04/21/25 PARKS PETTY	318.83	318.83
110259	5/27/2025 Voucher:	00002335	PITNEY BOWES	JUNE 2025	5/27/2025	RESERVE ACCOUNT DEPOSIT F	3,000.00	3,000.00
110260	5/27/2025 Voucher:	0015015	PIVARAL, MARIA	Ref000367997	4/29/2025	UB REFUND CST #00066217 964	204.28	204.28
110261	5/27/2025 Voucher:	00004271	PK: BETANCOURT, CRYSTAL	CBSPRING425	4/21/2025	SPRING 2025 - YOUTH HIP HOP /	9,381.76	9,381.76
110262	5/27/2025 Voucher:	0012870	PK: BIBRIESCA DE ARELLAN	MBspring0425	4/29/2025	04/01/25-04/29/25 STEP AEROBIC	405.00	
				MBspring0425-I	4/29/2025	04/01/25-04/29/2025 STEP AEROE	405.00	810.00
110263	5/27/2025 Voucher:	0011257	PK: GUILMETTE, ROBERT	RGspring0425	4/30/2025	04/02/25-04/30/25 YOGA CLASSE	1,080.00	1,080.00
110264	5/27/2025 Voucher:	0013797	PK: MANRIQUEZ, EYVAR	EMspring0425	4/25/2025	04/03/25-04/25/25 MUAY THAI CC	360.00	360.00
110265	5/27/2025 Voucher:	0014459	PK: RANGEL, VIOLETA ISAVE	VRSPRING0425	4/26/2025	4/5/25- 4/26/25 ADVANCED YOGA	180.00	180.00
110266	5/27/2025 Voucher:	00003720	PK: RODRIGUEZ, BEATRIZE	85666177	4/23/2025	3/5/25-3/31/2025 OVER EASY CL/	57.00	57.00
110267	5/27/2025 Voucher:	0010624	PK: SANCHEZ, MARIBEL	MSspring0425	4/26/2025	04/05/25-04/26/25 ZUMBA	180.00	180.00

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110268	5/27/2025 Voucher:	0013659	PK: SANCHEZ, ROCIO	RSspring0425	4/30/2025	04/01/25-04/30/25 ZUMBA CLASS	990.00	990.00
110269	5/27/2025 Voucher:	0013796	PK: YOGAWITHVANESA	VJspring0425	4/28/2025	04/03/25-04/28/25 ADULT YOGA	360.00	360.00
110270	5/27/2025 Voucher:	00000416	RAPID-O-PRINT	33015	1/29/2025	5,000 #10 NO WINDOW ENVELOI	606.38	606.38
110271	5/27/2025 Voucher:	0012962	REGIONAL TAP SERVICE CE	6024779	3/31/2025	MARCH 2025 REG SV SR/DIS (20	518.40	518.40
110272	5/27/2025 Voucher:	00004773	RET: ALMANZA, JOSEPH A	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	185.08	185.08
110273	5/27/2025 Voucher:	0008275	RET: AROCHA, FRANCIS X.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
110274	5/27/2025 Voucher:	00001840	RET: BLASKA, WILLIAM MIKE	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
110275	5/27/2025 Voucher:	00004776	RET: CARTER, LLOYD B	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
110276	5/27/2025 Voucher:	00000495	RET: CHAVEZ, ANTHONY A	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
110277	5/27/2025 Voucher:	0006505	RET: CORBET, RONALD	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,435.98	1,435.98
110278	5/27/2025 Voucher:	0008746	RET: DELEON, RUBEN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
110279	5/27/2025 Voucher:	0011326	RET: GALVAN, RAY A.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
110280	5/27/2025 Voucher:	0006508	RET: GOMEZ, JOSEPH C.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
110281	5/27/2025 Voucher:	0010881	RET: KOOPMANS, WILLIAM (	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
110282	5/27/2025 Voucher:	0010410	RET: LEO, FRANK	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
110283	5/27/2025 Voucher:	00003833	RET: MOOMEY, STEVEN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	518.00	518.00
110284	5/27/2025 Voucher:	00003798	RET: RANGEL, ARMANDO	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110285	5/27/2025	00002735	ROADLINE PRODUCTS, INC.	21167	3/31/2025	STREET DIVISION AS NEEDED P	1,984.50	1,984.50
	Voucher:							
110286	5/27/2025	0015001	RODRIGUEZ, JOAQUIN LUQ	Ref000367983	4/29/2025	UB REFUND CST #00057165 811	22.59	22.59
	Voucher:							
110287	5/27/2025	0007826	RON'S MAINTENANCE, INC.	1295	4/23/2025	CITYWIDE ANNUAL CATCH BASI	21,075.00	21,075.00
	Voucher:							
110288	5/27/2025	0009447	RWC GROUP	xa301202565-01	2/5/2025	SERVICE HEAVY DUTY TRUCK A	129.72	129.72
	Voucher:							
110289	5/27/2025	00004821	S & J SUPPLY COMPANY, IN	S100249832.001	4/29/2025	MISC HARDWARE	1,678.97	
	Voucher:			S100249737.001	4/28/2025	MISC HARDWARE	1,097.59	2,776.56
110290	5/27/2025	0008369	SAFETY-KLEEN SYSTEM, IN	97001581	4/12/2025	CLEANING SERVICE OF EQUIPM	1,675.71	1,675.71
	Voucher:							
110291	5/27/2025	00000322	SAM'S CLUB	000672	4/22/2025	MISC SUPPLIES	75.68	
	Voucher:			7893	4/11/2025	MISC SUPPLIES	23.92	
				9856	4/22/2025	MISC SUPPLIES	47.50	
				000676	4/22/2025	MISC SUPPLIES	80.06	
				001170	4/22/2025	MISC SUPPLIES	574.08	801.24
110292	5/27/2025	00004834	SECURITY SIGNAL DEVICES	J-601006958	12/24/2024	BURGLAR ALARM PANEL UPGR	2,365.00	
	Voucher:			S-01138730	12/20/2024	REPAIR AND MAINTENANCE NO	189.00	
				J-601007082	2/3/2025	BURGLAR ALARM PANEL UPGR	2,365.00	
				S-01143894	3/14/2025	REPAIR AND MAINTENANCE NO	189.00	
				J-601006955	12/23/2024	BURGLAR ALARM PANEL UPGR	2,365.00	7,473.00
110293	5/27/2025	0012098	SO CAL COMPTON PIPE SUI	2058	4/10/2025	LINE PIPE & SERVICES LINE PAI	657.07	
	Voucher:			2080	4/28/2025	LINE PIPE & SERVICES LINE PAI	31.51	688.58
110294	5/27/2025	00005096	SOUTH COAST A.Q.M.D.	4528405	4/16/2025	FACILITY ID #113647 AQMD FEE-	167.47	
	Voucher:			4529853	4/16/2025	FACILITY ID #144679 AQMD FEE	167.47	
				4526862	4/16/2025	FACILITY ID # 16859 AQMD FEE-	167.47	502.41
110295	5/27/2025	00004908	STATUS ONE MEDICAL INC	70025	4/17/2025	FIRST AID SUPPLIES RESTOCK	181.80	181.80
	Voucher:							
110296	5/27/2025	0012514	SWIFTCOMPLY US OPCO IN	INV-9918	9/1/2024	OCT 1, 2024-SEP 30, 2025 - BAC	2,756.25	2,756.25
	Voucher:							
110297	5/27/2025	0011201	TELECOM LAW FIRM, P.C.	19126	3/5/2025	PROJECT REVIEW FOR 4218 FIR	2,677.00	2,677.00
	Voucher:							
110298	5/27/2025	0009039	TETRA TECH	52380367	4/14/2025	7/23/25-1/25/25 -PROFESSIONAL	28,624.50	28,624.50
	Voucher:							

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110299	5/27/2025	0015009	THIGPEN, GEKAYLA	Ref000367991	4/29/2025	UB REFUND CST #00066095 522(	119.70	119.70
	Voucher:							
110300	5/27/2025	0015005	TORRES, RAMON	Ref000367987	4/29/2025	UB REFUND CST #00052364 972	105.59	105.59
	Voucher:							
110301	5/27/2025	0013584	TRUE NORTH COMPLIANCE	25-04-022-01	5/5/2025	APR 2025 - TRUE NORTH PLAN (	14,408.27	14,408.27
	Voucher:							
110302	5/27/2025	0008005	U.S. BANK-PARS ACCT#6746	MAY 2025	4/23/2025	MAR 2025: PARS SUPPLEMENTA	5,349.40	5,349.40
	Voucher:							
110303	5/27/2025	0008005	U.S. BANK-PARS ACCT#6746	JUN 2025-MOSTA	4/30/2025	JUNE 2025 - M. MOSTAKHAMI: P	680.00	
	Voucher:			JUN 2025-LOUIE	4/30/2025	JUNE 2025: KEN LOUIE: PARS - E	550.00	1,230.00
110304	5/27/2025	00004964	UNDERGROUND SERVICE A	24-253501	5/1/2025	DIG ALERTS	180.29	
	Voucher:			420250212	5/1/2025	DIG ALERTS	472.50	652.79
110305	5/27/2025	0007863	UNION PACIFIC RAILROAD C	90145166	4/11/2025	ENGINEERING DESIGN SERVICE	431.71	431.71
	Voucher:							
110306	5/27/2025	0010265	UNITED PACIFIC SERVICES,	25-0430-1	4/30/2025	APR 2025 - PARKS TREE MAINTE	20,975.00	20,975.00
	Voucher:							
110307	5/27/2025	00004975	US ARMOR	49280	4/4/2025	VESTS	927.10	
	Voucher:			49421	4/22/2025	VESTS	929.19	1,856.29
110308	5/27/2025	0015000	VALLEJO, VELIA	Ref000367982	4/29/2025	UB REFUND CST #00055449 520	20.33	20.33
	Voucher:							
110309	5/27/2025	0015011	VENEGAS, JUAN	Ref000367993	4/29/2025	UB REFUND CST #00057900 992	155.84	155.84
	Voucher:							
110310	5/27/2025	0014465	VERIZON CONNECT FLEET I	318000074717	5/1/2025	GPS TRACKING SERVICE FOR M	173.65	
	Voucher:			378000074376	4/1/2025	GPS TRACKING SERVICE FOR M	232.89	406.54
110311	5/27/2025	00002634	VULCAN MATERIALS COMP/	3306815	4/30/2025	ASPHALT, BASE, EMULSION PRC	265.60	
	Voucher:			3261153	4/25/2025	ASPHALT, BASE, EMULSION PRC	482.90	
				3260674	4/25/2025	ASPHALT, BASE, EMULSION PRC	139.56	
				3214011	4/21/2025	ASPHALT, BASE, EMULSION PRC	268.15	1,156.21
110312	5/27/2025	0011064	W.A. RASIC CONSTRUCTION	345783	4/21/2025	ON-CALL WATER AND SEWER C(	22,959.20	22,959.20
	Voucher:							
110313	5/27/2025	0015010	WAGNER, STEPHEN	Ref000367992	4/29/2025	UB REFUND CST #00066076 383	147.12	147.12
	Voucher:							
110314	5/27/2025	0014653	WAUKESHA-PEARCE INDUS	2571793	11/25/2024	TROUBLESHOOT WAUKESHA EN	2,470.14	2,470.14
	Voucher:							

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110315	5/27/2025	0010471	WEBSTER'S BEE'S REMOVA	3438	4/23/2025	BEE & WASP REMOVAL IN THE F	285.00	285.00
	Voucher:							
110316	5/27/2025	0010476	WECK LABORATORIES INC	W5D2060	4/29/2025	WATER QUALITY SAMPLING	135.00	
	Voucher:			W5D2064	4/29/2025	WATER QUALITY SAMPLING	200.00	
				WE0306	5/2/2025	WATER QUALITY SAMPLING	450.00	
				W5E0305	5/2/2025	WATER QUALITY SAMPLING	670.00	
				W5D2061	4/29/2025	WATER QUALITY SAMPLING	640.00	
				W5E0303	5/2/2025	WATER QUALITY SAMPLING	135.00	
				W5E0307	5/2/2025	WATER QUALITY SAMPLING	300.00	
				W5D2063	4/29/2025	WATER QUALITY SAMPLING	600.00	
				W5D2062	4/29/2025	WATER QUALITY SAMPLING	105.00	3,235.00
110317	5/27/2025	00004593	WESTERLY METER SERVICE	17844	4/7/2025	MISC	710.00	710.00
	Voucher:							
110318	5/27/2025	0012301	WHITTIER FERTILIZER COM	423358	4/23/2025	SOIL MIXES,AMENDMENTS & SP	443.00	
	Voucher:			423104	4/10/2025	SOIL MIXES,AMENDMENTS & SP	859.42	1,302.42
110319	5/27/2025	0014770	WINDOW TINTS SOCAL INC.	1601	2/26/2025	HOLLYDALE INDUSTRIAL PARK T	475.00	475.00
	Voucher:							
110320	5/27/2025	0006745	XTREME AUTOBODY	3236	4/30/2025	AUTO BODY REPAIRS	1,812.19	1,812.19
	Voucher:							
110321	5/27/2025	00000062	ZIEGLER'S HARDWARE& SU	5411	4/28/2025	MISC HARDWARE	19.91	
	Voucher:			5418	4/29/2025	MISC HARDWARE	26.54	
				5434	5/5/2025	MISC HARDWARE	12.17	
				5363	4/18/2025	MISC HARDWARE	29.89	88.51
						Sub total for BANK OF THE WEST:		1,042,913.17

277 checks in this report.

Grand Total All Checks: 1,042,913.17

Void Checks

Bank code: botw

Check #	Date
110239	5/27/2025

Bank code: efbotw

(none)

Bank : botw BANK OF THE WEST

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
2918	4/10/2025 Voucher:	00004708	PERS HEALTH PLAN	Ben366773	4/10/2025	MAY 2025 MEDICAL HMO ANTHE	534,770.85	534,770.85
2931	5/8/2025 Voucher:	00004836	SEIU LOCAL 721 CTW CLC-2	Ben368105	5/8/2025	SEIU DUES: PAYMENT	3,064.32	3,064.32
2932	5/8/2025 Voucher:	00002370	INTERNAL REVENUE SERVI(	Ben368107	5/8/2025	MEDICARE: PAYMENT	198,054.20	198,054.20
2934	5/8/2025 Voucher:	00000343	PUBLIC EMPLOYEES RETIRI	Ben368111	5/8/2025	MILITARY SERVICE CREDIT: PAY	292,907.61	292,907.61
2935	5/8/2025 Voucher:	00001186	EMPLOYMENT DEVELOPME	Ben368113	5/8/2025	SDI: PAYMENT	73,241.53	73,241.53
2936	5/8/2025 Voucher:	00000004	NATIONWIDE RETIREMENT :	Ben368115	5/8/2025	DEF COMP NATIONWIDE: PAYME	72,391.80	72,391.80
2937	5/8/2025 Voucher:	00004996	SEIU-COPE LOCAL 721, LA/C	Ben368117	5/8/2025	SEIU- COPE LOCAL 721 DEDUCT	74.01	74.01
2938	5/8/2025 Voucher:	00004988	CHILD SUPPORT ON-LINE, S	Ben368119	5/8/2025	CHILD SUPPORT-ONLINE: PAYM!	1,036.12	1,036.12

Sub total for BANK OF THE WEST: 1,175,540.44

8 wires in this report.

Grand Total All Wires: 1,175,540.44

Bank : efbotw BANK OF THE WEST EFT

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
4813	5/27/2025 Voucher:	0014823	RET: ANTHONY PEREZ, EDV	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4814	5/27/2025 Voucher:	0012466	RET: ADAMS, PAUL L.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,299.14	1,299.14
4815	5/27/2025 Voucher:	0005570	RET: ALONZO, ANTHONY	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,011.40	1,011.40
4816	5/27/2025 Voucher:	0014715	RET: ANDERSON, KENNETH	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4817	5/27/2025 Voucher:	0012843	RET: AUSTIN, BYRON A.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4818	5/27/2025 Voucher:	0005813	RET: AVILA, VINCENT	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4819	5/27/2025 Voucher:	0013775	RET: AVILES, OMAR ADOLFC	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4820	5/27/2025 Voucher:	0014366	RET: BARKER, RILEY M.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4821	5/27/2025 Voucher:	0012982	RET: BONILLA CLAYTON, YAI	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4822	5/27/2025 Voucher:	00001265	RET: BRASSFIELD, CHARLES	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4823	5/27/2025 Voucher:	0006324	RET: BURBACH, MAUREEN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4824	5/27/2025 Voucher:	0012844	RET: CAMACHO, EDWARD	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4825	5/27/2025 Voucher:	0014800	RET: CHAVEZ, CELESTE	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4826	5/27/2025 Voucher:	00000817	RET: CHRIST, DOUGLAS F	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4827	5/27/2025 Voucher:	00003408	RET: DAMRON, ROGER V	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4828	5/27/2025 Voucher:	0014404	RET: DAVILA, PAULITA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4829	5/27/2025 Voucher:	0013163	RET: DAVIS, RANDALL JOHN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,196.68	1,196.68

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
4830	5/27/2025 Voucher:	00004777	RET: DAY, ROBERT A	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4831	5/27/2025 Voucher:	00001776	RET: EADE, JOANN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	185.08	185.08
4832	5/27/2025 Voucher:	00003973	RET: EADS, KENNETH P.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,011.40	1,011.40
4833	5/27/2025 Voucher:	00003853	RET: FANNIN, ZONA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4834	5/27/2025 Voucher:	0008820	RET: FERNANDEZ, CARLOS	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4835	5/27/2025 Voucher:	00004403	RET: FIELD, GARY	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4836	5/27/2025 Voucher:	0006507	RET: FIGUEROA, GLORIA A.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4837	5/27/2025 Voucher:	0013564	RET: FLAD, MICHAEL	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,339.68	1,339.68
4838	5/27/2025 Voucher:	00000605	RET: FORRESTER, BOB L	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4839	5/27/2025 Voucher:	0005355	RET: GALBREATH, RUSSELL	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	388.13	388.13
4840	5/27/2025 Voucher:	0011186	RET: GAMBOA, OSCAR	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4841	5/27/2025 Voucher:	00000496	RET: GEORGE, RONALD P	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4842	5/27/2025 Voucher:	0013121	RET: GONZALES, LORETTA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4843	5/27/2025 Voucher:	00003940	RET: GONZALEZ, HIRAM	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4844	5/27/2025 Voucher:	0006328	RET: GUTIERREZ, MANUEL	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4845	5/27/2025 Voucher:	0014822	RET: GUTIERREZ, REYNA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4846	5/27/2025 Voucher:	0006510	RET: HERNANDEZ, MARIA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
4847	5/27/2025 Voucher:	0006329	RET: HOMSHER, HUGH	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	738.56	738.56
4848	5/27/2025 Voucher:	0013216	RET: HUFFMAN, EDWARD R/	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4849	5/27/2025 Voucher:	0012845	RET: HUGAR L., JAMES	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4850	5/27/2025 Voucher:	00004784	RET: HUNTRODS, RICHARD	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	239.00	239.00
4851	5/27/2025 Voucher:	0009521	RET: HUPP, KEITH	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4852	5/27/2025 Voucher:	0008058	RET: INMAN, RONALD	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4853	5/27/2025 Voucher:	00004785	RET: IRISH, TERRY F	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4854	5/27/2025 Voucher:	0011110	RET: JOHNSON, GERALD	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4855	5/27/2025 Voucher:	00004787	RET: KENNEDY, GARY E	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4856	5/27/2025 Voucher:	0005356	RET: KEY, ANDREW	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,011.40	1,011.40
4857	5/27/2025 Voucher:	0011111	RET: KOOMEN, SHERI L.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4858	5/27/2025 Voucher:	0009946	RET: LEFEVER, STEVEN A.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	200.00	200.00
4859	5/27/2025 Voucher:	00004789	RET: LILLEY, RAYMOND E	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4860	5/27/2025 Voucher:	0012707	RET: LLOYD, BRUCE W.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4861	5/27/2025 Voucher:	0012927	RET: LONG, PENG	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4862	5/27/2025 Voucher:	0005633	RET: LOPEZ, ALFONSO	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	590.37	590.37
4863	5/27/2025 Voucher:	0006511	RET: LOPEZ, RAMON A.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
4864	5/27/2025 Voucher:	0009453	RET: LOPEZ, VERONICA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4865	5/27/2025 Voucher:	0013398	RET: MARIN, SANDRA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4866	5/27/2025 Voucher:	0007656	RET: MATSUKIYO, DAVID	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4867	5/27/2025 Voucher:	0014276	RET: MCEVILLY, DEBORAH	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4868	5/27/2025 Voucher:	0013777	RET: MONTANEZ JR., ABELIN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4869	5/27/2025 Voucher:	00003328	RET: MOSBY, DOROTHEA S	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	185.08	185.08
4870	5/27/2025 Voucher:	0011895	RET: MUNOZ, ALFREDO	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4871	5/27/2025 Voucher:	00003239	RET: NASSAR, SAMI R	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	200.00	200.00
4872	5/27/2025 Voucher:	0014639	RET: O'MALLEY, DEREK	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4873	5/27/2025 Voucher:	0012468	RET: ORTIZ, JULIAN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	768.52	768.52
4874	5/27/2025 Voucher:	0012467	RET: PATINO, IGNACIO M.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4875	5/27/2025 Voucher:	0011522	RET: PELLERIN, ROBERT	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4876	5/27/2025 Voucher:	00005237	RET: PEREZ, SUSAN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4877	5/27/2025 Voucher:	0010733	RET: PIXLER, DAVID	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4878	5/27/2025 Voucher:	00004794	RET: POWELL, ROBERT K.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4879	5/27/2025 Voucher:	0006326	RET: RAMIREZ, VIRGINIA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4880	5/27/2025 Voucher:	0006327	RET: RASCO, ANGELA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
4881	5/27/2025 Voucher:	0011967	RET: RIVERA, FRANK J.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	786.34	786.34
4882	5/27/2025 Voucher:	0011978	RET: RIVERA, HANNAH TELL	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	786.34	786.34
4883	5/27/2025 Voucher:	0012837	RET: RODRIGUEZ, ANNA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4884	5/27/2025 Voucher:	0012682	RET: RUIZ, NELLIE	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4885	5/27/2025 Voucher:	0011112	RET: SALDIVAR, MARIO M.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4886	5/27/2025 Voucher:	0013274	RET: SAUCEDO NEVAREZ, L	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4887	5/27/2025 Voucher:	0009865	RET: SCHRADER, GEORGE I	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,331.00	1,331.00
4888	5/27/2025 Voucher:	0011521	RET: SCOTT, DAVID	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4889	5/27/2025 Voucher:	0013273	RET: SEKIYA, JONATHAN M	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,086.55	1,086.55
4890	5/27/2025 Voucher:	00000458	RET: SEWELL, ELAINE	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4891	5/27/2025 Voucher:	00000459	RET: SEWELL, KENNETH R	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4892	5/27/2025 Voucher:	0006513	RET: SHETTER, RANDOLPH	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4893	5/27/2025 Voucher:	00000869	RET: SMITH, CHARLES R	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4894	5/27/2025 Voucher:	00004796	RET: SPEELMAN, PATRICIA L	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4895	5/27/2025 Voucher:	00002147	RET: SPROWLS, KENNETH C	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	250.00	250.00
4896	5/27/2025 Voucher:	0008313	RET: SULLIVAN, DARREN	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,011.40	1,011.40
4897	5/27/2025 Voucher:	0006512	RET: TATTI, WILLIAM P.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00

Bank : efbotw BANK OF THE WEST EFT (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
4898	5/27/2025 Voucher:	0012960	RET: TAYLOR, TOM C.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4899	5/27/2025 Voucher:	0014457	RET: TEEPLES, JAMES	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78
4900	5/27/2025 Voucher:	0014524	RET: TIMOTEO, VINEULA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4901	5/27/2025 Voucher:	0014403	RET: TORRES, DAVID E	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	200.00	200.00
4902	5/27/2025 Voucher:	0012959	RET: TREJO, RAMONA M	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4903	5/27/2025 Voucher:	0014379	RET: URTEZ, YOLANDA	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4904	5/27/2025 Voucher:	00003573	RET: VAN LIEROP, MARTIN G	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	426.70	426.70
4905	5/27/2025 Voucher:	0013776	RET: VARGAS, ALEX J.	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	300.00	300.00
4906	5/27/2025 Voucher:	00003959	RET: WADE, RICHARD	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	306.00	306.00
4907	5/27/2025 Voucher:	0007655	RET: WELLS, GREGORY	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	768.52	768.52
4908	5/27/2025 Voucher:	00004379	RET: WHALEN, HARVEY	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	150.00	150.00
4909	5/27/2025 Voucher:	0008821	RET: WILLIAMS, TIMOTHY	MAY 2025	5/6/2025	MAY 2025- RETIREE MEDICAL IN	1,507.78	1,507.78

Sub total for BANK OF THE WEST EFT: 59,330.67

97 EFTs in this report.

Grand Total All EFTs: 59,330.67

WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING OF 5/27/2025

TOTAL PART I - PAYROLL- RELATED CHECKS		58,207.84
TOTAL PART II - PREPAID CHECKS (5/7/2025)		1,318,602.65
TOTAL PART III - PREPAID CHECKS (5/14/2025)		605,941.12
TOTAL PART IV - ACCOUNTS PAYABLE CHECKS & WIRE TRANSFERS		1,042,913.17
TOTAL PART V - PAYROLL- RELATED WIRE TRANSFERS		1,175,540.44
TOTAL PART VI - ACCOUNTS PAYABLE EFTs		59,330.67
	SUB - TOTAL	4,260,535.89
LESS: VOIDS		(228,678.47)
LESS: EMPLOYEE PAYROLL DEDUCTIONS		(460,716.97)
	GRAND TOTAL	3,571,140.45

SOUTH GATE CITY COUNCIL
WARRANT APPROVAL AND CANCELLATION

Warrant Number **110110** to Warrant Number **110321** inclusive, plus WireTransfers and EFTs totaling **$3,571,140.45** as listed on the accompanying Accounts Payable Warrant Register of **MAY 27, 2025** are approved as presented, with the exception of the following voided and replacement warrants:

Voided Check	Vendor	Check Date	Amount	Reason for Void or Replacement
2892	AFLAC	2/13/2025	$675.97	WIRE DID NOT HIT BANK. WILL REISSUE AS A CHECK
110108	SO CALIF EDISON	4/30/2025	$228,002.50	CORRECTED EXPENSE ACCOUNT AMOUNT. WILL REISSUE
110239	OFFICE DEPOT	5/27/2025	$0.00	A PORTION OF THE REMITTANCE DETAIL FOR THE VENDOR CARRIED OVER TO CHECK# 110240
	TOTAL OF VOIDED CHECKS		**$228,678.47**	
	*** TOTAL OF REPLACEMENT CHECKS**		**$0.00**	

* Replacement checks reported in previous warrant registers have no impact to the grand total.

DIRECTOR OF ADMINISTRATIVE SERVICES

Pursuant to action of the City Council on **MAY 27, 2025** at a regular or adjourned meeting, the City Treasurer was ordered to pay and/or cancel the above warrants, wire transfers & ETFs, as approved.