Call To Order
Pledge Of Allegiance
Roll Call
Report On Posting
City Officials:

CHAIRPERSON
Gil Hurtado

COMMISSIONERS
Sylvia Masushige
Jose Delgado
Carlos Velasquez

VICE CHAIRPERSON
Jenny Perez

Meeting Compensation Disclosure
Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by the Planning Commission Commissioners is $125.00 per meeting.

Item No. 1
The Planning Commission will consider approving the minutes for the regular Planning Commission meeting of July 16, 2019.

Documents:

ITEM 1.PDF

Item No. 2
The Planning Commission will conduct a Public Hearing for a Resolution recommending adoption of an Ordinance adding the Gateway District Specific Plan to the South Gate Municipal Code.

Documents:

ITEM 2.PDF

Comments

At this time, members of the public and staff may address the City Planning Commission regarding any items within the subject matter jurisdiction of the Planning Commission. No action may be taken on items not listed on the agenda unless authorized by law.

General Business

Audience Comments

City Staff Comments

Planning Commission Comments

Adjournment

Adjournment to the Regular Planning Commission meeting on Tuesday, September 3, 2019 at 7:00 p.m.

I, Victor H Ferrer, Management Analyst, certify that a true and correct copy of the foregoing Meeting Agenda was properly posted on August 15, 2019, at 5:00 p.m., as required by law.

Victor H Ferrer, Management Analyst

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Planning Commission Meetings, please contact the Comm.Development Department.

Notification 48 hours prior to the Meeting will enable the City to make reasonable arrangements to assure accessibility.

Any final action of the Planning Commission, on this agenda, is appealable to the City Council upon filing the request with the City Clerk prior to 5:00 pm on Tuesday, September 3, 2019.

Materials related to an item on the Agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Clerk’s office, 8650 California Avenue, South Gate, CA 90280 (323) 563-9510 * fax (323) 563-54111 *

www.cityofsouthgate.org
MINUTES OF THE REGULAR MEETING
OF THE SOUTH GATE CITY PLANNING COMMISSION
TUESDAY, JULY 16, 2019

INTRODUCTORY PROCEDURES

Chairperson Gil Hurtado called the meeting to order at 7:02 P.M.

The Pledge of Allegiance was led by Commissioner Sylvia Masushige.

ROLL CALL: By Victor H Ferrer, Management Analyst/Recording Secretary.

Present: Chairperson Gil Hurtado, Vice Chairperson Jenny Perez, Commissioners Sylvia Masushige, Jose Delgado and Carlos Velasquez.

Absent/Excused: None.

Staff: Director of Community Development Joe Perez, City Attorney Craig Hardwick, Management Analyst Victor Ferrer.

REPORT ON POSTING: By Victor H Ferrer, Management Analyst/Recording Secretary.

1. MINUTES

The Planning Commission considered approving the minutes for the regular Planning Commission meeting of June 18, 2019.

Commissioner Velasquez motioned and Commissioner Delgado seconded the motion to approve the Planning Commission minutes of June 18, 2019. The motion carried (4-0-1) with all Commissioners in favor and Vice Chairperson Perez Abstaining.

2. PUBLIC HEARING EXTENSION FOR TENTATIVE PARCEL MAP NO. 74973 FOR PROPERTY LOCATED AT 12411 INDUSTRIAL AVENUE

Director Perez presented the item and explained that the item is an extension of a tentative parcel map that was approved by the Planning Commission on June 6, 2017 with a two year term that is expiring this year. Additionally, Director Perez clarified that the applicant is requesting a one year extension.

Chairperson Hurtado opened the item to the public.

David Kim, JR & CO, LLC representative, 1840 S Floyd Court, La Habra, CA, expressed that his boss the president of the company would have liked to be at the meeting to thank the Planning Commission but could not attend due to a family matter. Mr. Kim also expressed that the company anticipated the project to be completed in two years; however, due to unforeseen conditions, they need an additional year to complete the project.

Chairperson Hurtado asked Mr. Kim if they believe that one year is enough to complete the project.

Mr. Kim stated that one year would suffice and provided details about the delays to the project, but reassured that it would be completed in less than a year.
Chairperson Hurtado clarified that his question was related to an inquiry made to staff regarding the amount of years that can be granted to an extension. In which case, if the project were to take longer than twelve months, Mr. Kim would request two years instead. Chairperson Hurtado directed the question to the City Attorney.

City Attorney Craig Hardwick answered that the Subdivision Map Act allows for six, twelve-month extensions which cannot be combined.

Chairperson Hurtado motioned and Commissioner Masushige seconded to approve extending Tentative Parcel Map No. 74973 for 12 months. The motion carried (5-0), with all Commissioners in favor.

**General Business**
Director Perez shared information regarding the Hollydale Library grand re-opening.

Commissioner Velasquez inquired information pertaining to the lease agreement between the library and the property owner.

Director Perez mentioned that he is not familiar with the details of the lease; however, the lease usually is for a long term. Additionally, Director Perez mentioned that the property owner, UWS, has been very good and involved with the South Gate community.

Director Perez also shared the upcoming Southeast Los Angeles (SELA) Arts Festival being hosted in the Los Angeles River on July 27 from 2 PM – 10 PM.

**Audience Comments**
None.

**City Staff Comments**
None.

**Planning Commission Comments**
Vice Chairperson Perez inquired information regarding the process and policies surrounding bulky item pickups and illegal dumping.

Director Perez mentioned that he can bring back a report regarding illegal dumping and how it relates to code enforcement.

Vice Chairperson Perez asked if the City is taking legal action against property owners who purposefully maintain buildings vacant. Additionally, Vice Chairperson Perez provided examples of vacant buildings throughout the City.

Director Perez answered that the primary effort is undertaken by the Code Enforcement Division.

City Attorney Craig Hardwick mentioned that the City cannot force a property owner to lease a building and explained the legal proceedings the City can perform pertaining to the inquiry.

Chairperson Hurtado mentioned that the City Council attempted to address the vacancy issue but were limited legally.

Commissioner Vasquez inquired about the Community Development Department’s vacancies.
Director Perez shared that the Department completed interviews for the Senior Planner position, but will be re-advertised due to not having a good candidate for the position. Additionally, that the application period for the Assistant Planner position has closed and the applications are currently under preliminary review.

Commissioner Masushige asked Director Perez why vehicles are allowed to park by the railroads along Ardmore Avenue/Independence Avenue.

Chairperson Hurtado explained that Union Pacific Rail Road (UPRR) owns the property and little can be done unless UPRR complains.

**ADJOURNMENT**

There being no further business before the Planning Commission, Chairperson Hurtado motioned to adjourn the meeting and Commissioner Vasquez seconded that motion. The motion carried (5-0), with all Commissioners in favor. The meeting was adjourned to August 6, 2019. The meeting was adjourned at 7:32 P.M.

Respectfully,

__________________________________
Joe Perez, Secretary

APPROVED:

__________________________________
Gil Hurtado, Chairperson
SUBJECT: A RESOLUTION RECOMMENDING ADOPTION OF AN ORDINANCE ADDING THE GATEWAY DISTRICT SPECIFIC PLAN TO THE SOUTH GATE MUNICIPAL CODE

PURPOSE: Chapter 11.54 of the South Gate Municipal Code requires a public hearing for Specific Plans and a recommendation by the Planning Commission to the City Council. The purpose of the Gateway District Specific Plan is to provide clearer goals and standards for private and public development to implement the Transit Village zoning and that will serve to integrate transit oriented mixed use development with the anticipated Los Angeles Metropolitan Transportation Authority’s construction of the West Santa Ana Branch light rail station within specific plan area.

RECOMMENDED ACTION:

1. CONDUCT a public hearing;

2. RECOMMEND that the City Council adopt the Negative Declaration and direct staff to file a Notice of Determination (NOD);

3. RECOMMEND that the City Council approve the Zoning Map Amendment as reflected in the Gateway District Specific Plan;

4. ADOPT the findings as outlined in Resolution No. 2019-07;

5. ADOPT Resolution No. 2019-07, recommending approval of the Gateway District Specific Plan and forward the recommendation to the City Council for consideration.

PUBLIC NOTIFICATION: Advertising and notification of the public hearing for this item was conducted in compliance with Chapter 11.50, Title 11 of the South Gate Municipal Code. Notice of the hearing was originally posted and published in the “South Gate Press” newspaper and mailed to property owners and surrounding properties within the district and within 1,000 feet of the district boundaries on August 8, 2019.

ENVIRONMENTAL EVALUATION: Because of the evidence that the adoption and implementation of the Gateway District Specific Plan would have no significant effects on the environment, this report recommends adoption of the Initial Study/Negative Declaration (IS/ND) dated April 30, 2019. Copies of the Initial Study, Negative Declaration, and Draft Gateway District
Specific Plan are available for public review at the Community Development Department (Planning Counter), 8650 California Avenue and on the City website. The City has made these documents available for public review and comments on the Negative Declaration through July 8, 2019.

ANALYSIS:

Specific Plan Area
The Gateway District Plan area is approximately 59 acres, bound by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue.

Gateway District Specific Plan Overview
The Gateway District Specific Plan (the Plan) is a City-initiated comprehensive specific plan intended to demonstrate clear development guidance in anticipation of the future Light Rail Transit (LRT) Station and implement the Transit Village vision for the area as established by the General Plan and Zoning Code. The LRT Station is proposed within the Gateway District Specific Plan area (District) along the West Santa Ana Branch (WSAB) LRT rail corridor that is anticipated to be established within the existing Ports-owned and Union Pacific (UP) Railroad right-of-way operated by San Pedro Subdivision and constructed and operated by the Los Angeles Metropolitan Transportation Authority (Metro).

This Plan is intended as a tool for City staff, decision makers, developers, and property owners, providing policies to guide development. It encourages desired patterns of activity, land uses, and development types, to promote Transit-Oriented Development (TOD). To support TOD development, the Plan will allow for a broad mix of residential and commercial uses with residential densities up to 75 dwelling units per acre (120 du/acre with density bonus) and floor area ratios (FAR) up to 2.5 FAR (3.0 FAR with density bonus), including encouragement and incentives for affordable housing.

This document outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment in the District to create a model, mixed-use TOD surrounding the future station. The Plan implements the City’s General Plan vision and uses the Zoning Code as the regulatory basis; however, additional goals, policies, plans, and regulations provide specific concepts to catalyze development projects appropriate for, and supportive of, the larger Transit Village vision. The Specific Plan will encourage desired patterns of activity, land uses and development types and provides policies and guidelines to remove constraints to efficient development.

The vision of the Transit Village is to link South Gate to other jobs-producing regions, commercial areas, and residential neighborhoods along the route of the WSAB LRT corridor, as well as nearby transportation corridors, and planned local and regional bicycle routes and multi-purpose trails. Medium to high density development is required in the Gateway District to support the goals of the General Plan, meet housing stock requirements of the Housing Element, and to create a successful TOD that provides a critical mass of people living and working in proximity to the LRT Station.

To ensure the vision of the Transit Village is implemented, the Plan contains specific development standards that will collectively implement the vision:
• Encourage the consolidation of parcels to meet the intensity requirements of the Transit Village Zone. Consolidated parcels allow for more cohesive development, provision of parking and services, and enable site efficiencies that cannot be achieved through development of individual small parcels.

• Use restrictions that support a pedestrian and transit-supportive and transit-oriented development.

• Public realm, stepback and setback requirements that activate the pedestrian experience.

• Implementation of the Public and Common Realm Concept Plan including the Gateway Plaza, Station Plaza, Couplet Parkway open space, paseos and Urban Tree Canopy Plan.

• Requirement of multi-modal access to the site to support the establishment and quality functionality of a future LRT Station.

• Required coordination of multi-modal streets, transit access, and transit supportive to create a transit supportive and pedestrian-oriented setting.

• Development standards that support establishment of a transit-supportive, multi-modal District, with strong ground floor retail activity, and pedestrian connections to the LRT Station and the Firestone/Atlantic intersection.

• Require mixed-use transit-oriented development and an improved multi-modal mobility system to provide significant economic, community development, and environmental benefits to the area and City as a whole. Potential benefits include, but are not limited to, fostering job growth, providing transit-oriented housing, reducing greenhouse gas emissions, and meeting statewide healthy communities’ goals. Healthy communities goals are met by reducing vehicle miles traveled and associated air pollutants emissions, increasing opportunities for active living and social engagement through creation of a pedestrian and bicycle friendly environment, connected open spaces and public realm improvements; creating a land use buffer between heavy industrial and proposed residential uses; and improving safety through transportation improvements that minimize conflicts among users of the public right-of-way.

In addition, the Gateway District Specific Plan contains goals to implement the vision of the Transit Village which are:

• Encourage mixed-use, transit-oriented development to support a healthy, sustainable community.

• Promote walking, biking, and transit use, while reducing vehicle miles traveled.

• Support establishment of the light rail transit station through mix of land uses, destinations for economic vitality, and public safety improvements.

• Enhance place-making and improve quality of life in the City with open space and public realm improvements.
The Gateway District Specific Plan is organized as follows:

Chapter 1: Introduction – Explains the Specific Plan’s background, purpose, existing setting, and planning area. This chapter describes the relationship of the Plan to other City and regional planning documents, provides an overview of the community engagement process, and describes the environmental review process.

Chapter 2: Vision and Goals – Describes the District Vision, and provides an overview of the goals that establish the framework for the recommendations contained in the Specific Plan.

Chapter 3: Land Use and Zoning – Establishes the Zoning and Parcel Map, Zoning District designations and relationship to the South Gate Title 11 (Zoning Code), the proposed zoning modifications, Regulating Plan (Figure 3.2 of the Specific Plan), and development standards for the Specific Plan area. Permitted uses, with the exception of any zoning modifications, will be regulated by the existing Zoning Code. This chapter also sets forth the parking strategies for the Specific Plan area.

Chapter 4: Transit and Mobility – Details the Transit and Mobility Framework for the Gateway District, including the conceptual location of the proposed multi-modal street network, including automobile, transit, pedestrian, and bicycle modes. These recommendations also address the anticipated construction of the WSAB Transit Line, including the Light Rail Station location and alignment, proposed Metro construction staging areas, station access and drop-off, parking, and considerations for station lighting and safety. The mobility recommendations support the “Complete Streets” concept of providing for all modes of transportation.

Chapter 5: Development – Describes conceptual District Development program and establishes goals and criteria for development, including mixed-use, residential, and non-residential uses. This chapter provides standards and guidelines for development of private property, including general building character, frontage design, outdoor dining, lighting, and service and loading.

Chapter 6: Public Realm Design – Details the Public Realm Concept, including the conceptual location of the proposed transit plazas, parkway, and secondary open spaces. Provides standards and guidelines for street trees and landscaping, streetscape and street furniture, paseos, signage, public art, and pedestrian amenities in the Specific Plan area.

Chapter 7: Infrastructure – Identifies existing infrastructure and any necessary improvements to the water, sewer, storm water systems, as well as for dry utilities.

Chapter 8: Implementation Strategies and Financing – Outlines the implementation strategy, financing measures, potential funding sources, and community benefits.

Zoning Map Amendment

The Specific Plan and Parcel Map provides the area to adopt a new zoning overlay for the specific plan area. The Zoning Map amendment reflects the adoption of the Gateway District Specific Plan, which will effectively become the guidelines for the implementation of the Transit Village Zone currently in the South Gate Municipal Code. As described in Section 11.22.050 of the Municipal Code, the transit village (TV) zone is applied to areas in close proximity of an existing or planned transit station. The TV zone is intended as a transit-oriented mixed-use district combining housing with retail, office, civic uses, entertainment, and employment. The TV zone provides for vertical and
horizontal mixed-use development, blended with high-density transit-proximate housing in a vibrant urban setting, and includes requirements for physical character, building form, building frontage and active use requirements, streetscape/public realm and parking.

**General Plan Consistency**

The General Plan 2035 called for the creation of a Specific Plan for the Gateway District area as specified in Action CD6 of the Community Design Element. The implementation of the Specific Plan furthers General Plan policies that promote the establishment of the Gateway District area as a transit village at the intersection of Firestone Boulevard and Atlantic Avenue. As detailed within the chapter, the transit village should be designed to take maximum advantage of the proposed “South Gate Station” multi-modal facility to be served by the planned high speed, grade separated, environmentally friendly transit on the Union Pacific Railroad right-of-way and increased local and regional public bus services. The General Plan calls for areas within the future transit village, and extending ½ mile walk distance from South Gate Station, to be developed with uses and at densities that support a very high level of transit service. The Gateway District Specific Plan reflects the General Plan 2035 vision of the plan area.

**Environmental Review**

In accordance with the requirements of California Environmental Quality Act ("CEQA") Sections 21000 through 21177 of the California Public Resources Code, and Sections 15000 through 15387 of the California Code of Regulations Title 14 ("CEQA Guidelines"), a Notice of Intent to Adopt ("NOIA") a Negative Declaration dated April 30, 2019 was filed for the Project with the County of Los Angeles County Clerk’s office on May 30, 2019. The Specific Plan furthers the General Plan’s land use and development policies for the Planning Area governed by the Specific Plan. As part of the General Plan’s preparation, a comprehensive Environmental Impact Report (EIR) was prepared. The City determined that the environmental review related to the Specific Plan’s adoption and subsequent implementation could “tier” upon the General Plan’s EIR. For this reason, the City further determined that a Negative Declaration is the most appropriate CEQA document for the Specific Plan. The following findings may be made based on the analysis contained as part of the Negative Declaration:

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

The Negative Declaration was available to public agencies and interested parties for a 30-day public review period, which ended on July 8, 2019. The Negative Declaration will accompany the Final version of the Specific Plan for adoption by the City Council. The Final Negative Declaration assembles in one document all of the environmental information and analysis prepared for the Project. The required CEQA findings are included in the attached Resolution.
Public Participation

The initial project kick-off meeting was held by AECOM in October 2015 and was attended by City staff and the consultant team. Project area, schedule, deliverables, management reporting and public participation was reviewed and discussed during this meeting. Following the conclusion of this meeting, a Steering Committee was formed and meeting dates for public input were scheduled.

The Steering Committee consisted of a diverse membership of local residents, businesses and organizations within and near the district. The member included: Anthony Zepeda, CAC Member (UCLA Student); Jaime Garcia, Azalea/Primestor; Richard Ludt (“Looth”), IRS Demo; Evette Santana, Resident/Community Organizer; Jim V. Weide, Armstrong; Didier Murillo, City of Cudahy Planner; Lillian Burkenheim, Eco-Rapid Transit; Martin Johnson, Shultz Steel; Nick Patel, America Best Value Inn Hotel; Andy White, TW Tedesco Properties.

Three Steering Committee meetings and three Community meetings were held between 2016 and 2017. Provided below is a summary of these public outreach efforts:

- The initial Steering Committee and Community meetings were held in early 2016, and served as introductions to inform the Steering Committee and community at-large about the project, project boundaries, the purpose of a Specific Plan under State law, and to gather feedback on the vision and goals for the Gateway District.

- The second Steering Committee and Community meetings were held in May 2016, and served to present draft concepts for the Plan, including framework plans, goals, address earlier feedback, and gather additional public comment.

- A Planning Commission Workshop was held in July 2016 to present refined concepts, highlight design alternatives, and present the publicly preferred options for review, comment, and direction from the Planning Commission.

- A Planning Commission Meeting was held in November 2016 to review density and intensity examples as regulated by the Zoning Code.

- A City Council Meeting was held in November 2016 to present refined concepts and highlight transit planning efforts to date, public input, and preferred land plan and right-of-way designs.

- The third Steering Committee and Community meetings were held in June 2017. The focus of the third meeting was to review the proposed Public Review Draft content. This included the full set of goals, policies, and the development framework for the area as developed through the series of previous meetings and feedback.

- The fourth Steering Committee and Community meetings were held in July 2017. The focus of the third meeting was to review the proposed Public Review Draft content. This included the full set of goals, policies, and the development framework for the area as developed through the series of previous meetings and feedback.
At two community events held in 2017 and 2018, the City had a booth with staff where poster boards and copies of the Plan were made available for the public to review. These events included the Family Day at South Gate Park and the South Gate Health Fair.

Following public comment from the third Steering Committee and Community meetings, the Public Review Draft was updated to address detailed feedback. The Public Review Draft was reviewed with the Steering Committee for final comment before beginning a 30 day Public Review Period of the Plan. No public review comments were received during the Public Review Period.

The final draft of the Plan was completed in February 2019. Following this, the environmental review process for the Plan was conducted in accordance with the California Environmental Quality Act (CEQA), and a 30 day Public Review Period was conducted. No public review comments were received during the Public Review Period. Email notification was sent to the Steering Committee on June 18, 2019 to update the Committee on the project status including the public review process, the website to access the Negative Declaration and the date of the Planning Commission hearing.

The final recommendations for the Gateway District Specific Plan have been shaped by community and stakeholder input as well as community engagement efforts of the 2009 General Plan, 2015 Zoning Code update and the recent Steering Committee and community meetings.

BACKGROUND: In 2014, the City applied for a Southern California Association of Governments (SCAG) Compass Blueprint Sustainability Planning Grant. The application was submitted to fund and prepare a Specific Plans for the Gateway District area to implement the vision created by the recently updated Zoning Ordinance and General Plan. In 2015, SCAG awarded the City a grant and AECOM was selected to prepare the Gateway District Specific Plan.

The City also awarded a contract to Arellano Associates to provide staff support services for public outreach. A Public Review Draft Specific Plan was completed in August 2017 and the City conducted a Public Review Process that closed in September 2017, to complete the SCAG scope of work. Following this period, the project was placed on hold until funding could be appropriated to prepare an Initial Study, Negative Declaration, and complete the associated Public Review Process under CEQA. The City awarded a contract to Blodgett Environmental, to provide environmental analysis under CEQA. The City awarded a contract to AECOM, to provide additional planning support through the adoption process.

**ATTACHMENTS:**
- A. Proposed Resolution No. 2019-07
- B. Draft Gateway District Specific Plan
- C. Initial Study/Negative Declaration
- D. Public Hearing Notice
RESOLUTION NO. 2019-07

A RESOLUTION OF THE PLANNING COMMISSION
RECOMMENDING THAT THE SOUTH GATE CITY
COUNCIL ADOPT AN ORDINANCE AMENDING TITLE
11 (ZONING), BY ADDING LANGUAGE THAT ADDS THE
GATEWAY DISTRICT SPECIFIC PLAN AND A
CORRESPONDING ZONING MAP AMENDMENT

WHEREAS, the Department of Community Development received instruction from the
City Council to prepare a Draft Specific Plan for Gateway District with corresponding staff
report and Planning Commission Resolution and present it to the Planning Commission; and

WHEREAS, the Planning Commission, upon giving the required notice, did on the 20th
day of August, 2019, conduct a duly advertised public hearing as required by law; notice of the
hearing was published in the South Gate Press Newspaper and mailed to property owners and
surrounding properties within the district and within 1,000 feet of the district boundaries on
August 8, 2019;

WHEREAS, studies and investigations were made and a staff report with
recommendations was submitted; and

WHEREAS, the Planning Commission determined that the facts of this matter are as
follows:

1. In 2014, the City applied for a Southern California Association of Governments (SCAG)
Compass Blueprint Sustainability Planning Grant. The application was submitted to fund
and prepare a Specific Plans for the Gateway District area to implement the vision
created by the recently updated Zoning Ordinance and General Plan. In 2015, the SCAG
awarded the City a grant and AECOM was selected to prepare the Gateway District
Specific Plan.

2. In The City awarded a contract to Arellano Associates to provide staff support services
for public outreach. A Public Review Draft Specific Plan was completed in August 2017
and the City conducted a Public Review Process that closed in September 2017, to
complete the SCAG scope of work. Following this period, the project was placed on hold
until funding could be appropriated to prepare an Initial Study, Negative Declaration, and
complete the associated Public Review Process under CEQA. The City awarded a
contract to Blodgett Environmental, to provide environmental analysis under CEQA. The
City awarded a contract to AECOM, to provide additional planning support through the
adoption process.

3. The proposed Zoning Map Amendment and Specific Plan adoption are necessary to
implement the vision created by the recently updated Zoning Ordinance and General
Plan.

4. Notice for the Planning Commission hearing was published in the “South Gate Press”
Newspaper and mailed to property owners and surrounding properties within the district
and within 1,000 feet of the district boundaries on August 8, 2019.
5. On August 20, 2019 the Planning Commission conducted a duly noticed public hearing.

WHEREAS, the City Planning Commission makes the following findings:

1. The public health, safety and welfare would not be adversely affected by approval of the proposed specific plan since the plan would be consistent with Action CD 6 of the Community Design Element of the General Plan and the requirements specified in state law.

2. The plan would not be detrimental to surrounding properties, since the proposed implementation of the specific plan furthers General Plan policies that promote the establishment of complete, pedestrian-oriented, mixed-use neighborhoods; access to open space; improved and efficient multi-modal connectivity, increased economic development opportunities and increased housing opportunities.

3. Because of the evidence that the adoption and implementation of the Specific Plan will have no significant effects on the environment, this report recommends adoption of the Initial Study/ Negative Declaration (IS/ND). The initial study and proposed negative declaration is available for public review at the Community Development Department, 8650 California Avenue and on the City website. The City received comments on the Negative Declaration through July 8, 2019.

NOW, THEREFORE, BE IT RESOLVED, that after careful consideration of maps, facts, exhibits, testimony, staff reports, public comments, other evidence submitted in this matter, and the substantial evidence in the record, the Planning Commission recommends that the City Council:

1. Adopt the Negative Declaration and direct staff to file a Notice of Determination.
2. Adopt the Gateway District Specific Plan.
3. Approve the Zoning Map Amendment for a zoning overlay for the boundaries of the Gateway District Specific Plan.
BE IT FURTHER RESOLVED, that the Secretary of this Commission be directed to transmit to the City Council a copy of this resolution as the report of the findings and recommendations of the Planning Commission with reference to this matter.

This Resolution was adopted by the following vote at the Planning Commission meeting of August 20, 2019.

AYES:

NOES:

ABSENT:

NOT VOTING:

APPROVED and ADOPTED this twentieth day of August 2019.

___________________________
Joe Perez
Secretary
City Planning Commission

APPROVED:

___________________________
Gil Hurtado
Chairperson, City Planning Commission
City of South Gate

Gateway District

Specific Plan

Public Review Draft - February 2019
This is a project for the City of South Gate with funding provided by the Southern California Association of Governments’ (SCAG) Sustainability Program. SCAG’s Sustainability Program assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region’s goals. Sustainability Program tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The preparation of this report has been financed in part through the State Transportation Development Act (TDA). The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the City’s future use or adaptation of the report.
Acknowledgements

City Council
Mayor Maria Belen Bernal
Vice Mayor Jorge Morales
Council Member Maria Davila
Council Member Denise Diaz
Council Member Al Rios

City Manager
Michael S. Flad

Planning Commission
Chairperson Jose Delgado
Vice Chairperson Gil Hurtado
Commissioner Sylvia Masushige
Commissioner Jenny Perez
Commissioner Carlos Velasquez
Former Commissioner Jerry Guevara

Community Development Department
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Public Works Department
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Administrative Services
City Attorney
Department of Parks and Recreation
Los Angeles County Fire Department
Police Department

Steering Committee
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Jaime Garcia, Azalea/Primestor
Martin Johnson, Shultz Steel
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Ranjini Zucker, Southern California Association of Governments
Eco-Rapid Transit
Metro

Consultants
Planning and Urban Design: AECOM
Public Outreach: Arellano Associates, LLC
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Introduction
1.1. Overview

The Gateway District Specific Plan (the Plan) is a City-initiated comprehensive specific plan intended to demonstrate clear development guidance in anticipation of the future Light Rail Transit (LRT) Station and implement the Transit Village vision for the area as established by the General Plan. The LRT Station is proposed within the Gateway District Specific Plan area (District) along the West Santa Ana Branch (WASB) LRT rail corridor that is anticipated to be established within the existing Ports-owned and Union Pacific (UP) Railroad right-of-way operated by San Pedro Subdivision.

This Plan is intended as a tool for City staff, decision makers, developers, and property owners, providing policies to guide development. It encourages desired patterns of activity, land uses, and development types, to promote Transit-Oriented Development (TOD).

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

1.2. Location

South Gate is a city of approximately 96,400 residents located eight miles southeast of Downtown Los Angeles. The City has an area of 7.5 square miles, and hosts a diverse mix of residential, commercial, industrial and public buildings and land uses. As shown in Figure 1-1: Gateway District LRT Station Location, South Gate is bordered by six cities: Los Angeles to the west; Huntington Park, Cudahy, and Bell Gardens to the north; Downey to the east; and Lynwood to the south.

The City also has a high-level of vehicular and goods movement access. The City is bisected by the freeway and freight railroad lines.

Interstate 710 (I-710) runs north/south through South Gate, just east of the Los Angeles River, with an interchange approximately 0.5 miles east of the District. The Alameda Corridor, a 20-mile long rail cargo expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles, runs along the western City boundary.

The Plan area (District) is approximately 59 acres, bound by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue. See Figure 1-2: Specific Plan Area (District) Location.

Figure 1-1: Gateway District LRT Station Location
1.3. Existing Setting

The District is currently comprised of a mix of heavy industrial, light industrial, and retail uses. It is characterized by small parcels south of Firestone Boulevard, small to medium size parcels at the northeast corner of the Firestone Boulevard and Atlantic Avenue intersection, and a large primarily paved parcel northeast of the railroad corridor. These uses and parcel sizes and configurations are not conducive to supporting establishment of an LRT station in the District or facilitating redevelopment consistent with the goals and policies of the General Plan.

As local and regional jurisdictions collaborate on expansion of transit facilities in the greater Los Angeles area, the City will use this Plan as a tool to incentivize transit-supportive development around the LRT Station.

1.4. Specific Plan Purpose

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

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

The Plan will:
1. Encourage focused mixed-use, transit-oriented development, and higher density residential uses, near existing transit and the future Gateway District LRT Station.
2. Enhance placemaking and improve quality of life of within the City, with open space and public realm improvements.
3. Promote walking, biking, and transit use, while reducing vehicle miles travelled.
4. Integrate active transportation, and strengthen connections to the Los Angeles River.
5. Provide healthy community development strategies, expanded residential and non-residential opportunities, and potential jobs, to support the economic and physical revitalization of the District.
6. Support establishment of the LRT Station through economic vitality and public safety improvements.
7. Support revitalization while protecting the City’s existing residential communities and industrial businesses.
8. Streamline the environmental review process for future projects.

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

A. City of South Gate General Plan [2009]

The Plan was developed in compliance with requirements of Government Code Sections 65450-65457. Per California State law, specific plans must be internally consistent with the jurisdiction’s general plan. The Plan is consistent with, and provides a framework for, implementing the goals, land uses, and policies of the General Plan. The Plan further enables and creates criteria for focusing mixed-use, transit-oriented, and higher density residential uses near existing and future transit service areas. Consistent with the General Plan, this Plan:

1. Implements the Transit Village Land Use, as established by the General Plan.
2. Prepares a Specific Plan for sub-area 2 (General Plan Gateway District policy P.1)
3. Plans for a multi-modal LRT Station in coordination with regional transit agencies (General Plan Gateway District policy P.2)
4. Introduces new street and pedestrian connections (General Plan Gateway District policy P.3 and P.4)
5. Strengthens multi-modal connections between sub-districts, specifically connecting the Gateway District to the Azalea development (General Plan Gateway District policy P.5)
6. Supports development of a Park Once parking district (General Plan Gateway District policy P.6)
7. Creates a non-residential buffer along the eastern boundary of Plan adjacent to Shultz Steel (General Plan Gateway District policy P.7)
8. Supports continuation of existing industrial uses until redevelopment is optioned (General Plan Gateway District policy P.8)

B. City of South Gate Comprehensive Zoning Code [2015]

The Zoning Code provides the regulatory framework for implementing the General Plan. The Plan provides policies and regulations and relies on the Zoning Code regulations and guidelines of the established TV, UN, and IF base zones. The Zoning Code standards for these zones, and all associated regulations, shall govern the District. However, the Plan provides supplemental regulations and modifications to create a location-specific plan for a successful LRT Station, to achieve the vision for the Gateway District. Where the Plan is silent on a topic, the Zoning Code requirements shall apply.

C. City of South Gate Bicycle Transportation Plan [2012]

The South Gate Bicycle Transportation Plan is the guiding document for all bicycle infrastructure policies, programs, and improvements, within the City. This Plan identifies policies and locational criteria to implement the Bicycle Transportation Plan, support and increase bicycling as a mode of transportation, and extend the bicycle network to and throughout the Gateway District. While consistent with the intent of the Bicycle Transportation Plan, the specific alignment of bicycle facilities within the Atlantic Avenue and Firestone Boulevard rights-of-way have been updated to reflect future needs and community feedback, and alternative facilities are identified. An amendment to the Bicycle Transportation Plan may be required.

D. Related Rail Studies and Station Area Planning

Southern California Association of Governments (SCAG), through the 2012-2035 Regional Transportation Plan/

E. SCAG 2012-2035 RTP/SCS

The 2016-2040 RTP/SCS sets forth a vision of compact and walkable urban areas that are serviced by numerous alternative transportation opportunities. It focuses on expanding passenger rail, encouraging alternatives to driving alone, promoting active transportation, and focusing on complete streets approaches to roadway improvements. The Plan is consistent with the goals, policies, and land use strategies of the RTP/SCP. These goals include maximizing accessibility, growing a sustainable regional transportation system, improving air quality by encouraging biking and walking, and encouraging growth that facilitates transportation. Specifically, the Plan is identified as a future High Quality Transit Area (HQTA) centered on the future LRT Station, contributing the SCAG vision of connecting communities through public transit.

Figure 1-3: Related Documents Timeline illustrates the timing of the Plan in relation to other station planning efforts.
Figure 1-3: Related Documents Timeline

- 2009-2012: West Santa Ana Branch Alternatives Analysis
- 2011-2015: South Gate Comprehensive Code Update
- 2012-2015: Firestone and Atlantic Station Area Plan
- 2012-2015: West Santa Ana Branch Station Area Design Concepts
- 2015-2017: Gateway District Specific Plan
1.6. Community Engagement

The public outreach for the Plan was a community focused process, incorporating community members, property owners, business owners, and stakeholders and agencies. The City designed the participation strategy to enhance community participation by clearly integrating community input and stakeholder feedback.

Input from previous foundational efforts, as described in Section 1.5.D., was used as the basis for starting an interactive community participation process. A Steering Committee was formed to directly engage property owners and business owners in the District. Steering Committee meetings were held at noon, followed by an evening Community Workshop Meeting.

Each event began with a summary of previous input, and highlighted revisions or modifications made in response to community and stakeholder input. All events were designed as informative presentations followed by interactive question and comment activities.

The following events were hosted by the City:

Community Meeting / Steering Committee Meeting 1: Project Initiation January 27, 2016

The focus of the initial meeting was to increase project awareness, provide interested residents and business groups information about the Plan’s purpose, and study goals, and to gather feedback on the TOD vision for the Gateway District.

Community Meeting / Steering Committee Meeting 2: Draft Concepts May 4, 2016

The focus of the second meeting was to present draft concepts for the Plan including goals, policies, and the development framework for the area. Concepts were based on work and feedback from previous efforts, and responded to public comment from Community Meeting 1.

Planning Commission Workshop: July 19, 2016

Refined concepts were presented to the Planning Commission, highlighting design alternatives and noting the publicly preferred options for review, comment, and direction from the Planning Commission.

Planning Commission Meeting: November 1, 2016

The presentation reviewed density and intensity examples within the Transit Village density range permitted by the Zoning Code.

City Council Meeting: November 22, 2016

Refined concepts were presented to the City Council, highlighting transit planning efforts to date, public input, and preferred land plan and right-of-way designs.

Community Meeting / Steering Committee Meeting 3: Review Draft June 14, 2017

The focus of the third meeting was to review the proposed Public Review Draft content. This included the full set of goals, policies, and the development framework for the area as developed through the series of previous meetings and feedback.

Community Meeting / Steering Committee Meeting 4: Public Review Draft August 16, 2017

Following Steering Committee and public comment from Meeting 3, the Public Review Draft was updated to address feedback. The Public Review Draft was reviewed with the Steering Committee for final comment before beginning the 30 day Public Review Period of the Plan. No public review comments were received during the public review period.
1.7. Environmental Review

The environmental review process for the Plan included the preparation of a Negative Declaration (ND) to assess the potential impacts of project implementation (adoption of the Plan and subsequent consistent projects within the District) and provides necessary mitigation measures that reduce impacts to below a level of significance.

The ND will be circulated for public review consistent with the requirements of the California Environmental Quality Act, at which time the public may provide comments. Once finalized, the ND, in conjunction with the Plan, will be scheduled for formal hearings, for review and consideration by the Planning Commission, and then the City Council.

All development, redevelopment, or improvements shall be in accordance with the General Plan, Zoning Code, standards and regulations of this Plan, and ND, including consistency with the SCAG RTP/SCS and Final EIR (2016).

Adoption of the Plan as a Transit-Oriented Development (TOD) within a Transit Priority Area1 (TPA) establishes a platform for reinvestment of an infill location, creating potential for streamlined environmental review. The environmental documentation will be developed to take advantage of all applicable Senate Bills to exempt future development projects or streamline subsequent environmental analysis. Specifically, Senate Bill 226 (Simitian, 2011) and Senate Bill 743 (Steinberg, 2013), create exemptions for certain projects that are consistent with a Specific Plan and alternative transportation planning strategies.

**SB 226**

Limited CEQA review is available for infill projects located within a Metropolitan Planning Organization (MPO) area under Senate Bill 226. The limited CEQA review resembling tiering of EIRs is applicable if a project meets all of the following criteria:

1. It is a residential, retail, commercial, transit station, or mixed-use project.
2. No more than half of the project area is utilized for parking.
3. It is located within an urban area and is an infill project.
4. The project is consistent with polices, land uses, and statewide performance standards within an adopted regional transportation plan or sustainable communities strategy.

**SB 743**

Projects located in areas served by transit, or planned as a Transit-Oriented Development, may be eligible for CEQA streamlining under Senate Bill 743. In order to facilitate the creation of districts focused on alternative transit, SB 743 creates an exemption from the requirement of evaluating aesthetic and parking impacts of a project if it meets the requirements. (See Public Resources Code Section 21155.4.) The exemption can be made for projects that meet the following criteria:

1. It is a residential, retail, commercial, or mixed-use project.
2. It is located within one-half mile of an existing or planned major transit stop within a transit priority area.
3. The project is consistent with a specific plan for which an environmental impact report was certified.
4. It is consistent with adopted regional transportation plan or sustainable communities strategy.

Supplemental environmental review must be prepared in the event that the project causes new or worse significant impacts compared to what was analyzed in previous environmental impact reports.

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1In accordance with SB743, a ‘Transit Priority Area (TPA)’ means ‘an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.’ For the purposes of this Plan, SCAG’s RTP/SCS is the applicable adopted Transportation Improvement Program.
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02 Vision and Goals
2.1. District Vision

The Plan will revitalize the Gateway District as a model mixed-use, pedestrian- and transit-oriented community, focused around the planned LRT Station.

As the City's eastern gateway, the future LRT Station will function as the District’s keystone attraction, and serve to link South Gate to other jobs-producing regions, commercial areas, and residential neighborhoods along the route of the WSAB LRT corridor, nearby transportation corridors, and planned local and regional bicycle routes and multi-purpose trails.

The Plan will meet the following objectives, as developed by the City and SCAG:

1. Create a mixed-use and transit oriented center that contributes to a sustainable environment.
2. Provide options for efficient movement of people, good and information that enhances economic growth and transportation planning.
3. Contribute to a pedestrian and bicycle friendly environment in a setting of land uses that are neighborhood serving and family oriented.
4. Include development guidelines for a sustainable community lifestyle.
5. Incorporate cultural, public, and green spaces for outdoor activities.
6. Establish a plan that respects the character and needs of the City.

2.2. Goals

The Plan establishes a development framework to implement the Vision for the District, with goals and policies that serve as guidelines for decision-making, and provide specific direction for future activities. The goals and policies were derived from input received from the community and stakeholders during the community engagement process and City staff during the planning process. The four framework concepts and goals for the Plan are identified on the following pages.

Figure 2-1: Vision Diagram
Early concept sketch developed for the Gateway District, as a part of the West Santa Ana Branch Station Area planning effort.
Goal 1: Encourage mixed-use, transit-oriented development to support a healthy, sustainable community.

See Chapter 3, Land Use and Zoning for policies and land use regulations that support the establishment of a mixed-use, transit-oriented development.

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

See Chapter 4, Transit and Mobility for policies and standards supporting an integrated mobility setting and improving the framework non-vehicular facilities and services.
Goal 3: Support establishment of the Gateway District LRT Station through a mix of land uses, destinations for economic vitality, and public safety improvements.

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

See Chapter 3 Land Use & Zoning and Chapter 5, Development Framework for policies and standards to create transit-supportive area that is business viable, enjoyable for users and visitors, and a safe place for the community.

See Chapter 6, Public Realm Design for policies and guidance on improving the public realm and open space features of the site to support a people-centered transit-oriented development.
03 Land Use and Zoning
3.1. Overview

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

All development and improvements within the Plan shall:

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

3.2. District Land Use Designation

The City of South Gate General Plan designates the District as “Gateway District, Sub-area 2”. The General Plan vision and policies identify Sub-area 2 as a potential multi-modal station (“South Gate Station”), that should become a dense transit village, including new residential and/or office uses. This area is envisioned as a major destination for the City, which should be designed to support a high-level of pedestrian activity. Light Industrial/Flex uses are envisioned to serve as a transition between the transit village and industrial areas to the east. Increasing the amount of residential and employment in proximity to the future LRT Station should support reduction of vehicle miles travelled (VMT)¹, and increase mobility choices and desirability of the District as an employment destination.

All zoning modifications of this Chapter are consistent with the goals and policies of Gateway District designation of the General Plan.

3.2.1. Zoning Designations

The City of South Gate Title 11 Zoning Code (Zoning Code) implements the General Plan land use by designating three Urban Mixed-Use Zones within the District. Figure 3-1: Zoning & Parcel Map identifies the applicable zones:

a. Transit Village (TV), see Zoning Code Section 11.22.050
b. Urban Neighborhood (UN), see Zoning Code Section 11.22.090
c. Industrial Flex (IF), see Zoning Code Section 11.22.060
d. Open Space (OS) Zone, see Zoning Code Section 11.25.100.

The land use and development regulations of the Zoning Code shall be applicable to all development activities within Plan, including design guidelines established by the Zoning Code, unless otherwise modified by this Plan. For allowable uses by zone see Zoning Code Section 11.21 Land Use Types.

3.2.2. Density and Intensity

Medium to high density development is required in the Gateway District to support the goals of the General Plan, meet housing stock requirements of the Housing Element, and create a successful TOD that provides a critical mass of people living and working in proximity to the LRT Station.

1. Residential density and non-residential intensity shall be governed by the applicable base zone consistent with Zoning Code Chapter 11.22 Urban Mixed-Use Zones, except as modified by this Chapter.

3.3. Parcelization and Access

Development potential to meet density and intensity requirements of the TV Zone will likely require consolidation of parcels. Consolidated parcels allow for more cohesive development, provision of parking and services, and enable site efficiencies that cannot be achieved through development of individual small parcels. The following policies apply:

1. Consolidation of existing parcels is encouraged. See proposed consolidated parcels identified in Figure 3-1: Zoning and Parcel Map.
2. Coordinate curb cuts, consolidated parking, and site efficiencies (loading/unloading, service, refuse, etc.) between adjacent

¹Consistent with SB743, vehicle miles travelled (VMT) is the primary metric of transportation impact (based on CEQA environmental review) across the state evaluating how many vehicle miles travelled a development generates rather than the affect on performance level on adjacent streets. Generally development in proximity to transit and multi-modal options generates lower VMT than other development.
Figure 3-1: Zoning and Parcel Map

- **Transit Corridor Right-of-Way (existing 80')**
- **Existing 2 At-Grade Freight Rail Tracks, to be Consolidated to 1 At-Grade Track**
- **Future Elevated (or Aerial) Light Rail Track**
- **Open Space (OS) Zone**
- **Urban Neighborhood (UN) Zone**
- **Industrial Flex (IF) Zone**
- **Transit Village (TV) Zone**
- **Specific Plan Boundary**
- **LRT Station Platform**
- **Late Phase New Streets**
- **Early Phase New Streets**
- **Transit Corridor with Existing Freight Track**
- **Existing Railroad Right of Way**

Legend:
- Light green: Transit Village (TV) Zone
- Blue: Industrial Flex (IF) Zone
- Orange: Urban Neighborhood (UN) Zone
- Green: Open Space (OS) Zone
- Red: Existing Railroad Right of Way
- Dashed red: Transit Corridor with Existing Freight Track
- Dashed black: Early Phase New Streets
- Dashed gray: Late Phase New Streets
- Red: LRT Station Platform
- Red dashed line: Specific Plan Boundary
Parcel development areas; see Zoning Code Sections 11.23.040 Achieving Pedestrian/Human-Scaled Development and 11.30.040 Block and Lot Requirements for additional guidance.

3. For all parcels, locate site entrances and circulation to establish a connected, pedestrian-scaled block and street pattern.
   a. Parcel A and B curb cut locations shall be subject to City engineering approval; one vehicular crossing of Gateway Plaza is permitted for ingress/egress and/or emergency access. Also see Section 4.4.2.1.a.
   b. Parcels E, F, G, H, and I shall be limited to one curb cut from the 3rd Street Couplet.
   c. Parcel C, D, E, and G shall be limited to one curb cut from 1st Street.

3.4. Zoning Modifications
The zoning modifications identified in the following sections have been developed to support a pedestrian- and transit-supportive TOD that is scaled for the existing community and considers edge conditions and setbacks appropriately. All other base zone requirements shall apply. The standards of the City’s Municipal Code shall prevail where this Plan is silent.

3.4.1. Use Restrictions
All permitted uses shall be governed by Zoning Code Section 11.21 Land Use Types, except as modified by the following
1. **Ground Floor Residential Restriction.**
   Residential is prohibited on the ground floor facing Atlantic Avenue and Firestone Boulevard.

2. **Light Industrial Transition Area.** Consistent with the General Plan, a non-residential transition area is specified adjacent to 7th Street. This area will provide a buffer between mixed-use development in the Plan area, and heavy industrial uses to the east. The transition area is inclusive of the required Industrial Setback, and shall apply to Parcels J, K, and L as identified in Figure 3-2: Regulation Plan.
   a. The Gateway Plaza open space should be sized and designed to:
      - Be approximately 0.8 acres, with a minimum dimension of 70 feet wide between Parcels A and B.
      - Connect the Atlantic Avenue/Firestone Boulevard intersection directly to the transit station platform.
   b. The Couplet Parkway open space should be sized and designed to be approximately 0.6 acres, with a minimum dimension of 50 feet wide between the 3rd Street Couplet. See Chapter 4 Transit & Mobility for proposed cross section.
   c. Additionally, all new development shall be required to provide a combination of common outdoor and private open space, consistent with Zoning Code Section 11.23.050.
   d. Primary Public Realm spaces (see Figure 6-1: Public Realm Concept) shall not be used to satisfy open space required by Zoning Code Section 11.23.050. These spaces may be developed privately or as a joint venture between the City of South Gate and developer(s).

4. **Vehicle Sales Restriction.** Vehicle Sales/Repair Uses, including all uses identified under this category in Zoning Code Table 11.21-3, shall be prohibited in the District.
### 3.4.2. Stepbacks and Setbacks

See Table 3-1 and Figure 3-2: Regulating Plan for location and requirements of these stepbacks and setbacks.

1. **Main Street Stepback.** The Main Street Stepback requirement creates a pedestrian main street scale, requiring a building stepback for building portions over 30 feet in height.

2. **Industrial Setback.** Consistent with Zoning Code Section 11.30.050.E, required building setback from the eastern boundary of the Plan as a buffer to protect industrial adjacencies.

   Setback area (between building and Plan boundary) may be alley, surface or structured parking, public or private street, landscaping, open space features, right-of-way, parking, plaza, or landscape provided there are no habitable structures.

3. **Transit Corridor Setback.** Additional building setbacks may be required by Metro, from the existing 80 foot wide Transit Corridor right-of-way. Site design shall support a safe pedestrian-friendly environment along the transit/rail corridor.

### 3.4.3. Active Use Requirements

To activate the pedestrian experience within the Gateway District, active use requirements shall apply to areas identified in Figure 3-2: Regulating Plan; these areas shall be consistent with Zoning Code Section 11.23.070, including the description of Ground-Floor Retail and Pedestrian-Oriented Uses.

1. **Primary Active Use Area.** Approximately 80% of the ground floor shall incorporate ground-floor retail and active pedestrian-oriented uses. All uses listed under ‘Industrial/Manufacturing Uses’ per TV Zone, Zoning Code Table 11.21-3, shall be prohibited on the ground floor at these locations.

2. **Secondary Active Use Area.** Approximately 60% of the ground floor shall incorporate ground-floor retail and active pedestrian-oriented uses. Residential uses fronting or siding at these locations are allowed, including individual residential entries, porches/stoops, or balconies.

3. **Ground floor retail is encouraged along side streets (2nd Street, 4th Street, 5th Street, 6th Street and 7th Street) and on corners intersecting with 1st and 3rd Street.**

### 3.4.4. Frontage Regulations

The Front Yard Frontage Type, as defined in Zoning Code Section 11.23.080, are discouraged in the following locations; see Figure 3-2: Regulating Plan.

1. Primary and Secondary Active Use Areas.
2. Main Street Stepback.
3. Transit Corridor Setback.

All other Frontage Types permitted by base zone shall be consistent with Zoning Code Section 11.23.080 Guidelines for Building Frontage Types. See Section 5.3 Building and Site Design of this Plan for additional design standards.

### 3.5. Parking

Per Zoning Code Section 11.33.110, Trip Reduction Measure, “the intent of shared parking is to allow for each property to generate building area, land use activity, and open space as required while grouping the parking facilities in strategically dispersed locations to encourage walking between businesses and destinations and relieving individual properties of providing potentially duplicative parking throughout the identified area.”

Parking within the District may be provided at reduced parking requirements from the standards of Zoning Code Chapter 11.33 and Section 11.33.080; District-level parking studies shall be completed when parking is proposed below the Zoning Code requirements for Urban Zones. The following strategies, together with the design standards of Section 4.4.2. Vehicles and Parking, of this Plan, shall apply.

1. Consistent with Zoning Code Section 11.33.110, all uses and Development Area Parcels shall:
   a. Establish a shared parking district or plan to calculate and provide parking utilizing a mixed-use ‘shared parking’ approach.
   b. Implement other supportive Trip Reduction Measures.

2. Parking, structured and/or surface, should be located internal to the block for Parcels A, B, E, F, G and H. See the following Zoning Code Sections for additional standards related to the location and design of parking: 11.22.050.E, Transit Village Zone and 11.33.080.C-E, Urban Mixed-Use Zone Requirements.
3. Development shall establish a ‘Park Once’ district consistent with the intent and standards of Zoning Code Section 11.33.120; the study and establishment of ‘Park Once’ may be combined with the shared parking approach.
   a. A development/land use application may provide the required parking directly, or pay an in-lieu fee to address the applicant’s fair share of the required parking in a facility, as and when such a program is implemented by the City.

4. Location and design of parking shall be consistent with the following guidelines and standards, even where total number of required spaces are reduced:
   a. Parking guidelines for each base zone:
      - TV Zone Section 11.22.050
      - IF Zone Section 11.22.060
      - UN Zone Section 11.22.090
   c. Urban Mixed-Use Zone Requirements, Zoning Code Section 11.33.080.C-E.
   d. Bicycle Parking standards and requirements, Zoning Code Section 11.33.080.F and Table 11.33-5.
   e. Multi-Family Parking Requirements, Zoning Code Section 11.33.090.

5. In addition to the shared parking district, ‘Park Once’ program, and parking design standards, developments may propose alternative parking strategies. Alternative strategies may include, but not be limited to:
   a. Reduced parking ratios by use, for mixed-use development.
   b. Striped and signed flexible pick-up zones with curbside accessibility.
   c. Flexibility in providing a mix of types of spaces, including the provision of some compact and/or tandem parking spaces.

6. Parking structure design is encouraged to consider options to accommodate future change in uses (for example, from parking to office, retail, housing, and/or flex space). Strategies may include the incorporation of parking systems, floorplates, and materials.

7. Conversion of built parking structures may be considered under the Specific Plan. Development projects proposing to convert parking structures to other uses are subject to a parking study to assess the amount of parking needed to support the existing development, and the approval processes set forth in the Specific Plan and Zoning Code.

3.6. Easements
Easements shall be maintained, as identified by the City, for right-of-way improvements, pedestrian/bicycle facilities, utility corridors, and rail corridors. See Chapter 7 Utilities & Public Facilities for additional information.
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04 Transit and Mobility
4.1. Overview

The purpose of the Plan is to establish multi-modal access to the site to support the establishment and quality functionality of a future LRT Station. Coordination of multi-modal streets, transit access, and transit supportive facilities are required to create a transit supportive and pedestrian-oriented setting.

4.2. Multi-modal Street Network

See Figure 4-1: Transit and Mobility Framework Plan, and Figure 4-2: Station Plaza Access and Drop-Off Locations, for conceptual location of the multi-modal street network. Conceptual street cross sections are illustrated in Figures 4-3 through 4-7. To achieve a multi-modal street network, the following policies apply. Also, see Section 4.6. Bicycle and Pedestrian Access of this Plan for additional multi-modal policies.

1. Provide a network of multi-modal streets to facilitate connectivity throughout the District, and to adjacent areas.
   a. Provide access to the LRT Station from Firestone Boulevard and Atlantic Avenue via 1st Street.
   b. Provide access to the northern portion of the District from Atlantic Avenue via 2nd Street.
   c. Provide new signalized intersections at Azalea West/1st Street and Wilcox Avenue/3rd Street if future project-level traffic studies identify need.

2. Provide 7th Street along the eastern District boundary, to create a north-south connection between Patata Street and Firestone Boulevard that supports future development. Coordinate with applicable agencies to implement an at-grade street crossing of the UP railroad right-of-way, connecting 7th Street with Patata Street.

3. Consider reconfiguration of the intersection of 7th Street, Firestone Place, and Firestone Boulevard to improve access to the District.

4. Locate new roads in general conformance with Figure 4-1: Transit and Mobility Framework Plan. See Table 4-1: Multi-modal Street Network for associated phasing and cross sections references.
   a. All roads shown on Figure 4-1 shall be public and provide a connected street network linking to Firestone Boulevard, Atlantic Avenue, and Patata Street.

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

6. Extend the existing median on Firestone Boulevard, as needed, to prevent cross traffic associated with Parcel B site entries.

Table 4-1 Multi-modal Street Network

<table>
<thead>
<tr>
<th>Street</th>
<th>Phase Type / Cross Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Avenue</td>
<td>Late / Figure 4-5</td>
</tr>
<tr>
<td>Firestone Boulevard</td>
<td>Late / Figure 4-4</td>
</tr>
<tr>
<td>1st Street</td>
<td>Early / Figure 4-3</td>
</tr>
<tr>
<td>2nd Street</td>
<td>Early / Figure 4-7</td>
</tr>
<tr>
<td>3rd Street Couplet</td>
<td>Early / Figure 4-6</td>
</tr>
<tr>
<td>4th Street</td>
<td>Tertiary / Figure 4-7</td>
</tr>
<tr>
<td>5th Street</td>
<td>Tertiary / Figure 4-7</td>
</tr>
<tr>
<td>6th Street</td>
<td>Tertiary / Figure 4-7</td>
</tr>
<tr>
<td>7th Street</td>
<td>Late / Tertiary / Figure 4-7</td>
</tr>
</tbody>
</table>
Note: Potential Public/Transit Surface and Structured Parking locations noted on this figure are conceptual only. Actual parcel use is subject to the Zoning Code. Parcel use, parking location, and parking type to be determined at time of application.
4.3. LRT Alignment and Station Location

The LRT alignment will parallel the existing Ports-owned and Union Pacific (UP) operated railroad freight right-of-way, known as the San Pedro Subdivision. The LRT alignment will be an aerial configuration, to minimize impacts to street and freight rail operations, while maximizing the safety and speed of LRT system operations. See Figure 4-1: Transit and Mobility Framework Plan and Figure 4-2: Station Plaza Access and Drop-Off Locations for conceptual location and design, and Figure 4-3: Station Plaza and 1st Street Cross Section.

The at-grade freight rail alignment is anticipated remain in place to accommodate freight rail customers and emergency freight rail operations, in case of operational impacts to the Alameda Corridor (Alameda Corridor rail cargo expressway). Improvements crossing, and adjacent to, the at-grade rail will require California Public Utilities Commission (CPUC) and UP review and approval.

To support an LRT Station that is functional, accessible, and integrated with the Plan development, the following policies apply:

1. Locate the LRT Station platform, within the Station Platform Envelope shown in Figure 4-1: Transit and Mobility Framework Plan, approximately at the mid-point of the LRT alignment within the Plan.
   a. Final location and design shall be established in coordination with Metro, in accordance with Metro Rail Design Criteria (MRDC).
   b. Parcels C, D, E, F, and the northern portion of 1st Street could potentially be used for initial Metro construction staging area; see Chapter 5 Development for additional detail.

Note: See Figure 4-3 for associated cross section. This conceptual plan illustrates the preferred alternative for the LRT Station. Adjacent plaza areas, building setbacks and street design are illustrated consistent with the standards of this Plan. Actual design and configuration shall be subject to final design by Metro consistent with Metro Rail Design Criteria (MRDC) and circulation demands at the time of project application.
Planning for Light Rail Transit (LRT):

- Elevated station platform based on initial existing traffic analysis.
- Incorporates pedestrian, bicyclist, and vehicular access to station.
- Will connect to the rest of the Los Angeles Metro rail system; estimated 2027 or later opening.
- Station Area Options will be provided as recommendations; the transit authority has final say in the design and location of the station.

Note: Conceptual platform design for discussion only; actual design/configuration/location not yet determined.

Note: This cross section illustrates the preferred alternative for an elevated, center loaded LRT Station. Adjacent plaza areas, building setbacks, and street design are illustrated consistent with the standards of this Plan. Actual design and configuration shall be subject to final design by Metro, consistent with Metro Rail Design Criteria (MRDC), and circulation demands at the time of project application.

Figure 4-3: Station Plaza and 1st Street Cross Section
2. Coordinate with regional transit agencies, including Metro, to integrate the LRT Station with the Plan.

4.4. Station Access

Movement of people into, through, and out of the future LRT Station is the primary concern in the design of streets, mobility network, and site design. To achieve this, the following policies apply. See Figure 4-2: Station Plaza Access and Drop-Off Locations and Figure 4-3: Station Plaza and 1st Street Cross Section for conceptual design.

1. Incorporate transit-supportive facilities in conjunction with development parcels suitable to serve multi-modal access. This may include but is not limited to bicycle parking or storage, employee locker rooms, shade/shelter structures, pedestrian seating, and similar facilities.

2. Allow for Metro wayfinding signage, consistent with Metro standards, especially between the bus stops and LRT Station.

4.4.1. Bus Access and Transfer

Bus passenger transfer from Metro’s Local and Rapid service, and the City’s local GATE system, to the LRT Station will be facilitated through provision of on-street bus pull-outs and lay-bys; see Figure 4-1: Transit and Mobility Framework Plan for proposed locations.

1. Bus access shall be coordinated with site design to link the LRT Station to Firestone Boulevard and Atlantic Avenue.
   a. Coordinate with transit agencies to establish transit-proximate bus pull-outs to allow buses to pull out of traffic to allow passengers to board and disembark.
   b. Design bus pull-outs in accordance with guidance provided in Metro’s Transit Service Policy.

2. Reconfigure City transit and shuttle services, as needed, to provide increased access to the LRT Station for a broad range of transit users.

4.4.2. Vehicular and Parking Access

The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. See Section 3.5 Parking for further details.

Throughout the District development may be allowed to provide parking at required ratios, suitable for TOD.

To achieve this, the following policies apply.

1. Provide adequate vehicular access; see Figure 4-1: Transit and Mobility Framework Plan.
   a. Limited vehicular access via curb cuts along Atlantic Avenue and Firestone Boulevard may be permitted, subject to site design review. The number, and specific locations, of curb cuts between the Atlantic/Firestone intersection and the existing railroad right-of-way shall be subject to city engineering approval.
   b. One vehicular crossing of the Gateway Plaza may be permitted for emergency circulation, subject to site plan review and city engineering approval.
   c. Coordinate vehicular circulation and parcel access points among multiple parcels.
   d. Configuration of vehicular circulation, including loading and unloading for non-residential uses, will be determined at the time of application.

2. Provide adequate parking access; see Figure 4-1: Transit and Mobility Framework Plan.
   a. Provide vehicular passenger drop-off/pick-up space on 1st Street adjacent to the LRT Station.
   b. Incorporate on-street parking on 1st Street, adjacent to the railroad right-of-way for transit users.
   c. Parking for transit users (surface lots and/or structures) are recommended to be located on Parcels C, D, E, and F, based on proximity to the LRT Station and opportunities to leverage shared facilities with residential and/or mixed-use development.
   d. District-level parking studies shall be completed when parking is proposed below the established Zoning Code requirements for Urban Zones. A District-level traffic study shall be completed to determine the appropriate number of lanes and access points, as necessary.

3. For the purposes of this Plan, all uses inclusive of transit, residential, and non-residential uses are encouraged to share parking facilities and resources.
   a. Parking may be provided on or off-site based on the applicable shared parking district/plan and or Park Once program; parking may be measured across the site, not on a parcel by parcel basis.

4. Surface parking lots are discouraged directly adjacent to all Primary and Secondary Active Use Areas, as expanses of parking lots diminish the ‘active’ and pedestrian-oriented qualities of an area.

5. The location of lots and structures are limited by Section 3.5 of this Plan.
   a. Locate parking lots the rear of the parcel (opposite circulation roads), if feasible, enabling proposed buildings and ground floor uses to have a direct relationship with streets and public spaces.
   b. Coordinate access to parking lots or structures among multiple parcels.
**04 Transit & Mobility**

**Figure 4-4: Firestone Boulevard Future Improvements Cross Section**

- **Main Street Stepback** (Over 30’ Building Height)
- **Expanded Lane for Better Truck Access/Turn Movements**

**Figure 4-5: Atlantic Avenue Future Improvements Cross Section**

- **Azalea Retail**
- **Existing Bus Pullout**
- **Bus Stop or Potential Bus Pullout with Merge Lane behind**

*Roadway and Right-of-Way dimensions are established by, and subject to, consistency with the General Plan.*
c. Parking lots should include shade elements such as trees, vine-covered trellises, or overhead solar panels. The design of shade elements should consider safety and visibility.

### 4.5. Station Lighting and Safety Considerations

Per Metro’s Transit Service Policy, LRT service operates from 4:00 am to 2:00 am, and bus service may operate subject to Metro Rapid Bus hours. To promote transit usage and enhance safety throughout the Plan, the following policies apply; see Section 6.7. Lighting Design of this Plan for additional lighting guidelines.

1. Work with transit agencies to ensure that the LRT Station area, bus waiting areas, and drop-off/pick up areas are lighted and monitored via closed caption television (CCTV) to ensure passenger safety.
2. Locate active ground floor frontages, including retail and commercial land uses, along the station area, along passenger paths, and in other public areas. See Sections 3.4.3 and 5.3.2 of this Plan for additional guidance.
3. Work with Metro to coordinate security patrol of LRT Station, bus stops, and plaza areas.

### 4.6. Bicycle and Pedestrian Access

Pedestrian and bicycle movement throughout the District is a key component of multi-modal street network outlined in Section 4.2 Multi-modal Street Network. The following policies shall be applied to establish a pedestrian- and bicycle-friendly community.

1. Provide a network of pedestrian and bicycle linkages to facilitate access throughout the District and connect to adjacent areas, including:
   a. Establish an at-grade controlled pedestrian crossing of the Transit Corridor crossing under the LRT Station platform, to connect the north and south portions of the District.
   b. Design multi-modal pathways to be obvious and direct routes.
   c. Maximize pedestrian connections from the LRT Station to the Firestone/Atlantic intersection through the Gateway Plaza, including pathways linking bus stops to the LRT Station.
   d. Establish connections to link pedestrians and bicyclists with the Los Angeles River.
2. Provide bicycle access to the District and LRT Station consistent with Figure 4-1: Transit and Mobility Framework Plan through:
   a. Coordinate with Metro to incorporate bicycle access through the District to connect to the ultimate LRT right-of-way.
   b. East-west connections from Atlantic Avenue to the Los Angeles River via:
      - Separated bike lanes in each direction within the Firestone Boulevard public realm.
      - A bi-directional cycle track located between Patata Street and the UP rail alignment.
   c. North-south connections from Patata Street to Firestone Boulevard via:
      - Off-street, bi-directional cycle track adjacent to the LRT Station connecting Patata Street with Firestone Boulevard via 1st Street; see Figure 4-3: Station Plaza and 1st Street Cross Section.
      - Separated bike lanes in each direction within the 3rd Street Couplet public realm.
      - The Atlantic Boulevard Corridor Cities planning process will determine future bicycle facilities along Atlantic Boulevard.
   d. Potential bike path or bi-direction cycle track at grade within the Transit Corridor right-of-way, subject to approvals by transit operator and property owner.
Couplet Parkway

One-Way Couplet Road

One-Way Couplet Road

Figure 4-6: Couplet Parkway and 3rd Street Couplet Cross Section

Figure 4-7: New Street Cross Section (Tertiary)
4.6.1. Bicycle-supportive Infrastructure

Bicycle access increases mobility options for transit users and further reduce vehicle miles travelled (VMT) in the Plan. A range of appropriately sized and designed bicycle facilities and infrastructure are incorporated in the Plan to make bicycle use a sensible and convenient mobility choice; see Figure 4-1: Transit and Mobility Framework Plan, for the location and type of facilities, and see the applicable District cross section for size and design. To achieve a bicycle integrated Plan, the following policies apply:

1. Locate a bicycle hub or Metro Mobility Hub in the Station Plaza.
2. Size cycle tracks, bike lanes, and sharrows consistent with the standards of this Plan, or consistent with the National Association of City Traffic Officials (NACTO) design standards.
3. Design cycle tracks and buffer zones to be clearly demarcated with color, pavement markings, or textured surface to distinguish between pedestrian zone and bicycle zone; identify the cycle track with a bicycle lane word, symbol, and/or arrow markings identifying direction.
4. Bicycle parking shall be provided and located consistent with Zoning Code Section 11.33.080.

4.6.2. Pedestrian Access

Pedestrian access and connections are critical to creating an accessible, transit-supportive environment. The Plan will incorporate sidewalks, crosswalks, and mid-block crossings into the broader public realm framework. See the applicable cross section for the size and design of pedestrian facilities.

To achieve a pedestrian-friendly development the following policies apply:

1. Provide a high-level of direct pedestrian access from the Firestone/Atlantic intersection through creation of the Gateway Plaza; see Section 6.2. for additional detail.
2. Provide plazas on both sides of the LRT Station between the LRT Station platform and the street, to create pedestrian service and waiting areas. See Section 6.3. for additional detail on the Transit Plaza.
3. Ensure universal access by requiring convenient ADA access and ADA-compliant facilities throughout the District.

4.6.3. Sidewalks

Sidewalks are a key feature of the pedestrian network; the following policies apply:

1. Provide sidewalks along all streets, consistent with the standards of this Plan. See Figures 4-3 through 4-7 for conceptual cross sections.
   a. Sidewalks should accommodate streetscape features, such as landscaping, street furniture, lighting, wayfinding, and other pedestrian amenities.

4.6.4. Crosswalks

Crosswalks facilitate pedestrian safety through visibility and adequate infrastructure. The following policies apply in the design of the street/pedestrian network:

1. Design and locate crosswalks to offer as much comfort and protection to pedestrians as possible.
2. Facilitate compact crossings with limited distance from curb to curb and with high-visibility between vehicle and pedestrian. Curb extensions can be used to achieve this.
3. Align and connect crosswalks with other pedestrian facilities to create a connected pedestrian network.
4. Stripe all signalized crossings to reinforce yielding of vehicles to pedestrians during a green signal phase. High-visibility ladder or zebra crosswalk markings are preferable.
5. Provide street lighting at all intersections, with additional emphasis at and near crosswalks.
6. Install and maintain in-pavement lighting and light beacons for all crosswalks.
7. Locate an advanced stop bar at least 8 feet ahead of the crosswalk to reinforce yielding to pedestrians. Where bicycles frequently queue in the crosswalk or may benefit from an advanced queue, utilize a bike box in place of, or in addition to, an advanced stop bar.
4.6.5. Mid-block Crossings

Mid-block crossings provide an additional point of pedestrian access between formal intersections. Incorporation of mid-block crossings supports and enhances a pedestrian-friendly environment and is a proven tool for traffic calming and safe pedestrian circulation. The following policies apply in the design of the street/pedestrian network:

1. Locate mid-block crossings to create a connected pedestrian network focused on areas of highest pedestrian activity; this may include, but is not limited to, mid-block bus stops, plazas, building entrances, and paseos.

2. Incorporate vertical elements, such as trees, landscaping, and overhead signage, to help identify crosswalks and islands to drivers.

3. Improve visibility of pedestrians to motorists and cars by restricting parking and/or installing a curb extension where needed or viable.

4. Locate advanced stop bar 20 to 50 feet from mid-block crossings.

5. Consider table top crossings to increase pedestrian visibility, yielding behavior, and safety.

Table top crossings, also referred to as ‘Speed Tables,’ are traffic-calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. They cause the vehicle to traverse a ramp on either side of the level pedestrian crossing which slows the speed of vehicles through the area. Often they are located at mid-block crossing areas, and used in conjunction with curb extensions as shown in the and Cedros Avenue image and NACTO Speed Table diagram.
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05 Development
5.1. Overview

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

5.2. Development Program and Mix

Development within the District shall conform to the standards and guidelines of the Zoning Code, supplemented by the standards of this Plan. Table 5-1: Conceptual District Development Program, summarizes conceptual uses by parcel, potential parking types, and the provision of open space; actual use, parking type and location, and open space to be determined at the time of application consistent with the Zoning Code.

Actual uses, site design, building design, and development intensity may be subject to refinement to address site conditions and final LRT Station alignment, at the time of project application, subject to conformance with the intent of the Plan.

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

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>Net Acres</th>
<th>Conceptual Use</th>
<th>Parking Type</th>
<th>Open Space Provision&lt;sup&gt;a,b,c&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3.1</td>
<td>Mixed-use, retail and office facing Atlantic and Gateway Plaza. Residential and/or office in upper stories addressing 1st Street and transit.</td>
<td>Limited surface parking, or served by on-street and shared parking.</td>
<td>Public plaza/paseo, linking Atlantic and Firestone to Gateway Plaza.</td>
</tr>
<tr>
<td>C</td>
<td>0.5</td>
<td>Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use with transit parking.</td>
<td>Parking structure w/at-grade active uses.</td>
<td>Plaza or green space area integrated with development.</td>
</tr>
<tr>
<td>D</td>
<td>1.0</td>
<td>Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use residential with ground floor active uses oriented toward 4th Street Couplet.</td>
<td>Podium or “wrap” building, with integrated structured parking.</td>
<td>Plaza or green space area integrated with development.</td>
</tr>
<tr>
<td>E</td>
<td>1.1</td>
<td>Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use residential with ground floor active uses oriented toward 3rd Street Couplet.</td>
<td>Surface parking lot, and/or podium or “wrap” building, with integrated structured parking.</td>
<td>Plaza or green space area integrated with development.</td>
</tr>
<tr>
<td>F</td>
<td>3.4</td>
<td>Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use residential, with ground floor active uses oriented toward 3rd Street Couplet.</td>
<td>Surface parking lot, and/or podium or “wrap” building, with integrated structured parking.</td>
<td>Plaza or green space area integrated with development.</td>
</tr>
<tr>
<td>G</td>
<td>1.0</td>
<td>Mixed-use residential, with ground floor active uses oriented toward 3rd Street Couplet.</td>
<td>Podium or “wrap” with integrated structured parking.</td>
<td>Plaza or green space area integrated with development.</td>
</tr>
<tr>
<td>H</td>
<td>1.2</td>
<td>Mixed-use residential, with ground floor active uses oriented toward 3rd Street Couplet.</td>
<td>Podium or “wrap” with integrated structured parking.</td>
<td>Plaza or green space area integrated with development.</td>
</tr>
<tr>
<td>I</td>
<td>1.2</td>
<td>Mixed-use; office and industrial flex; and/or community facilities.</td>
<td>Surface parking lot, and/or podium or “wrap” building, with integrated structured parking.</td>
<td>Plaza or green space area integrated with development.</td>
</tr>
<tr>
<td>J</td>
<td>3.9</td>
<td>Mixed-use; office and industrial flex; and/or community facilities.</td>
<td>Surface and/or structured parking.</td>
<td>Open space amenity within campus courtyard(s) or green(s).</td>
</tr>
<tr>
<td>K</td>
<td>6.3</td>
<td>Mixed-use; office and industrial flex; and/or community facilities.</td>
<td>Surface and/or structured parking.</td>
<td>Landscaping, per Code.</td>
</tr>
<tr>
<td>L</td>
<td>1.2</td>
<td>Mixed-use; office and industrial flex; parking.</td>
<td>Surface parking lot.</td>
<td></td>
</tr>
</tbody>
</table>

Total 28.0

<sup>a</sup> Net acreage = developable acreage (not including streets, Gateway Plaza, or Couplet Parkway).
<sup>b</sup> Open space provision is conceptual only. Actual requirement shall be subject to use type and consistent with South Gate Comprehensive Zoning Code Section 11.23.050.
<sup>c</sup> For podium or “wrap” building types with integrated parking structures, provision of open space may be fulfilled through setback areas, central greens, and or open space sited above structured parking.
2. Redevelopment shall conform to increased road right-of-way and public realm dimensions, were applicable, consistent with Chapter 04, and Figures 4-3 through 4-7.

3. Development shall incorporate shared parking to support transit ridership.

4. Parcels C, D, E, F, and the northern portion of 1st Street could potentially be used as initial Metro construction staging area(s), later transitioning to the conceptual use type identified in Table 5-1: Conceptual District Development Program. These sites have easy access to Atlantic Avenue for construction vehicle ingress/egress, without impacting bus users.

5.2.1. Mixed-use Development

Mixed-use development configurations allow for high utilization of limited land resources and concentrate new development into a transit-supportive setting.

1. Mixed-use development is highly encouraged in the District and may be horizontal or vertical in design.

2. Frame the Station Plaza and Gateway Plaza with active frontage buildings and ground floor uses.

3. Design mixed-use building with noise and adjacency consideration.

5.2.2. Residential Development

Single-use residential development is permitted in the District, consistent with the Zoning Code; however, all zoning modifications of Section 3.4 of this Plan shall apply.

1. Locate and design balconies, porches, and private open spaces to add interest to the street edge and activate the public realm.
2. Encourage residential developers to utilize affordable housing density bonuses to create on-site affordable housing units, in proximity to transit.

5.2.3. South of Firestone

District parcels south of Firestone Boulevard have unique challenges based on their size, depth, and street access.

1. Development south of Firestone Boulevard will depend on future parcel consolidation. To allow for flexibility and future infill redevelopment, the Plan does not identify Parcel Identification (ID) numbers or any associated development program in this area.

2. New development south of Firestone Boulevard should be designed to complement Transit Village character, form, and use, to encourage placemaking and reinforce the District as a gateway to the City.

3. New development shall conform to increased right-of-way and public realm dimensions to enhance pedestrian and multi-modal activity, consistent with Chapter 04 and Figure 4-4: Firestone Boulevard Future Improvements Cross Section of this Plan.

5.3. Building and Site Design

See the Zoning Code for physical character and building form guidelines for each Zone (TV, IF, UN). In addition, all District buildings should meet the standards of Zoning Code Section 11.23, 11.30, and the following design standards.

5.3.1. General Building Character

Incorporate the following design considerations for all development within the District.

1. Innovative and imaginative design and architecture is strongly encouraged.

2. Special places, such as street corners facing the Gateway Plaza and the Station Plaza should be designed to create a sense of place within the District.

3. Incorporate variations in wall plane, building height, and roof form to reduce the scale and bulk of buildings, and add visual interest to the public realm.
   a. Variation and expression of building details, form, line, colors, and materials may be used to create visual interest.
   b. Individual units should be expressed through building design wherever possible. This may be accomplished in a variety of ways, such as through a change in wall plane, and/or color, and/or roof form.

4. Design buildings with a maximum length of 200 feet to reinforce pedestrian scaled blocks and pedestrian activity.

5.3.2. Frontage Design

As existing buildings are replaced, new buildings should be designed to “address” the street, open space, or plaza per Figure 3-2: Regulating Plan; see Chapter 03 Land Use and Zoning.

1. Buildings should be designed to create or continue an active, functional building frontage close to the public ROW and accommodate outdoor dining and public gathering.
   a. The ground floor level of new buildings shall be at-grade to the adjacent sidewalk and parallel streets. This makes the sidewalk functional with direct access to active uses and creates a vibrant experience along the multi-modal public right-of-way.
   b. Residential uses may have a ground floor level above sidewalk grade to create a stoop frontage condition directly accessed from the sidewalk.
   c. Blank walls, without windows, doors, or other articulation, are strongly discouraged. The maximum length of any blank wall should be limited to 20 feet horizontally.

2. Orient building and tenant entrances on the front facade facing public sidewalks, plazas or open spaces, interior parks/nodes, and face the public right-of-way to enliven the public realm; primary entrances oriented only towards parking lots are not permitted.

3. Incorporate pedestrian-scaled elements such as balconies, canopies, awnings, doors,
windows, building-mounted lighting, and other design features into the ground floor of buildings, and building façades, in order to enliven the street edge.

4. Public walkway connections between streets and buildings are encouraged.
   a. Front doors and entrances should be directly accessed from the street, sidewalk, or walkway.

5.3.3. Non-Residential Uses
1. Design non-residential street facing façades to be primarily composed of clear, non-reflective glass that allow views of the indoor space.
2. Retail and active uses should be designed with a minimum ground-floor height of 15 feet.
3. Each ground floor tenant space should incorporate active land uses, storefront bays, and displays that create articulation and provide ground floor entrances.
4. Locate the bottom sill of required display windows a maximum of 30 inches above the adjacent exterior or public walkway; set head height for ground floor storefronts and windows at the ground floor a minimum of 80 inches above the adjacent walkway.
5. Where courtyards, paseos, or greenways are proposed, restaurant, retail, or other active uses should face these spaces with windows, front doors, and outdoor patios, and designed to the standards of this section.

5.3.4. Outdoor Dining
1. Outdoor dining adjacent or near to the sidewalk, or outdoor gathering spaces as part of District public spaces is encouraged. Outdoor dining may be located within the public plaza space, or set back from the development area property line within private property. For additional guidance see Zoning Code Section 11.23.070.E.

5.4. Lighting
a. Pedestrian lighting should be used to supplement street lights, contribute to the pedestrian scale of the street, and create an environment that is perceived to be safe and secure for pedestrians and cyclists. For lighting design standards, see Section 6.7 Lighting Design.
1. New street lighting shall be located per City standards.
2. Integrate new pedestrian lighting along the length of public and transit ROW.
3. Light areas to be usable and safe at night to encourage nighttime pedestrian activity; this should include, but is not limited to, curb ramps, crosswalks, transit stops, plazas, paseos, parking lots and structures, and seating areas.
4. Provide pedestrian lighting to accentuate focal points, such as parks, plazas, green spaces, paseos, and other pedestrian linkages, including sidewalks connecting parking areas to commercial areas, to encourage evening and/or night time use within the permitted hours of operation.

5.5. Service and Loading
1. Locate loading, service areas, storage, and trash collection areas away from primary frontage and public spaces.
   a. Loading, service areas, storage, and trash collection areas should be located at the rear of buildings, or in a coordinated location that is screened from view by the use of walls, high-quality fencing, planting, or a combination of these solutions.
   b. Landscaping and walls should be treated in a manner that is consistent with the architectural style of the building.
6.1. Overview

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

The conceptual landscape design approach for the Plan should create a continuous and connected public realm experience that links the Firestone and Atlantic streetscapes through the Gateway Plaza, Station Plaza, and Couplet Parkway, to the bikeway on Patata Street which connects to the Los Angeles River. These key open space destinations form a primary public realm spine, as depicted conceptually in Figure 6-1: Public Realm Concept. See Figure 6-5: Urban Tree Canopy Plan for conceptual urban tree canopy locations.

The District’s landscape design should respond to and contribute to the experience and character of each area, including supporting retail and pedestrian traffic. This Plan provides three conceptual thematic options illustrated in Figures 6-2 through 6-4. They are intended to provide concepts that indicate the level of coordination and detail required to create a successful framework of plazas and open spaces within the District.

6.2. Primary Public Realm

Figure 6-1: Public and Common Realm Concept illustrates the Gateway Plaza, Station Plaza, and Couplet Parkway as the central “Primary Public Realm” spine of the District. These spaces may be developed privately or as a joint venture between the City of South Gate and developer(s), and shall be dedicated as public open space. Primary Public Realm areas indicated by Figures 6-1 shall be dedicated as public open space, consistent with Zoning Code Section 11.23.050 and Section 3.4.1. Use Restrictions of this Plan.

6.2.1. Gateway Plaza

The Gateway Plaza is at the northeast corner of the Firestone Boulevard and Atlantic Avenue intersection. This is the pedestrian and visual gateway to the District and the LRT Station. To appropriately scale this space, the following guidelines shall apply in the design.

1. Gateway Plaza shall be visually prominent, drawing attention to the main open space spine from the intersection.

2. The focal point of the plaza should be an interactive water fountain with colorful lighting to provide both day and night interest.

3. The water feature should be surrounded by seating areas serving adjacent retail and restaurants.

4. The Gateway Plaza will incorporate high-quality paving materials (unit pavers or scored concrete) and planting to create a lush, shady setting for a relaxing setting and dining experience around the water feature.

6.2.2. Station Plaza

The Station Plaza is at the center of this transit-supportive Plan. This space guides people through the LRT Station, and shall be designed for comfort, aesthetics, and ease of access. The following guidelines shall apply in the design.

1. Station Plaza shall make an inviting impression, offering clear and coordinated wayfinding signage for transit users.

2. Station Plaza shall establish a strong connection under the elevated platform linking the north and south sides of the station.
Figure 6-1: Public and Common Realm Concept

Noted: This figure is a conceptual vision intended to be diagramatic, shapes illustrated are not a prescription or requirement. Creativity in the design of the public realm is encouraged consistent with the intent of the Specific Plan.
3. Facilitate a safe pedestrian crossing of the freight rail line by incorporating safety and visibility features. This may include, but is not limited to, appropriate fencing, pedestrian gates, and sight lines.
4. Frame the south side of the Station Plaza with retail and service amenities.
5. Design the Plaza to visually link the north and south sides of the station with high-quality paving materials (unit pavers or scored concrete).
6. Plantings should be more limited in this area as this is primarily a pass through space, but allees of shade trees may be used to link key destinations and passages.

### 6.2.3. Couplet Parkway

See Figure 4-6: Couplet Parkway and 3rd Street Couplet Cross Section for the conceptual design.

1. The Couplet Parkway should support a variety of activities with more heavily attended events such as a farmers market or an outdoor theater accommodated in the block south of 2nd Street.

### 6.3. Secondary Common Realm

The Secondary Common Realm, as conceptually shown on Figure 6-1: Public Realm Concept includes other parks, plazas, paseos, and green spaces to be developed and maintained privately as part of District redevelopment. Secondary Common Realm areas indicated by Figures 6-1 are intended to be counted as 'Common Outdoor Spaces' as required by Zoning Code Section 11.23.050; additional spaces may be required, based on the type and scale of the development, to meet all required open space consistent with Zoning Code Section 11.23.050.

1. Secondary Common Realm spaces will be located consistent with Figure 6-1: Public Realm Concept, however exact size, location, and design will be determined at the time of project application.
2. Secondary Common Realm spaces may be configured in a variety of ways include, but not limited to, at-grade, internal to development, within buildings, and as roof-top space. At-grade spaces are highly encouraged, but not required, to be public access.
3. Where possible, locate parks and plazas at intersections or adjacent to mid-block pedestrian crossings, and should be prominently integrated with the sidewalk and street.

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**Figure 6-2: Gates Conceptual Theme**

Industrial-inspired steel gates frame spaces throughout the public realm. In the Gateway Plaza, the steel gates are splayed to reflect traffic coming from multiple directions. Gates can be outfitted with misters or motion-activated water features as a centralized attraction. More regularly and numerous spaced gates line the Couplet Parkway where the act of strolling is more immersive and visual experience. Planting and seating are integrated at the base of these iconic features.
Figures 6-2, 6-3, and 6-4 provide alternative concepts for developing a unified public realm approach linking Gateway Plaza, Station Plaza, and Couplet Parkway as the central public realm of the District. All Figures are illustrative in nature and not representative of actual design or requirements; actual site design and building placement shall be established through project proposals subject to Plan standards.

Figure 6-3: Bioswale Corridor Conceptual Theme
The Bioswale Corridor emphasizes an ecological program, with curves of bioswale planting creating a consistent spine along the proposed site to treat water runoff from adjacent streets and development. A large splash pad attracts children and families to the Gateway Plaza on hot days. The curvilinear forms create pockets for seating and gathering while heavier planting near the north end allows people to meander through the vegetation. Water reclamation educational signage can be incorporated.

Figure 6-4: Container Yard Conceptual Theme
The Container Yard borrows from the existing context by using a single form to unify the 3 areas. The design could incorporate repurposed shipping containers or open forms or structures that reflect the industrial history of the District. In the Gateway Plaza, these units are misters that create an atmospheric centerpiece. Elsewhere, the unit becomes paving and seatwall planters. The Station Plaza uses different materials to emphasize pedestrian use. The pattern breaks up as the corridor continues north, where the paving is set in planting for more passive and peaceful uses.
4. Small plazas at street corners are encouraged to include outdoor dining space for adjacent restaurants.
5. Connect parks, plazas, and green spaces directly to the LRT Station with pedestrian pathways.
6. Parks, plazas, or green spaces should be pedestrian-oriented.
   a. Open spaces should include flexible area for gatherings, such as lawn area or a paved plaza, at a scale that maintains pedestrian scale.
   b. Incorporate shade trees, pedestrian lighting, seating, seat walls, fountains, public art, and other high quality design features.
   c. Incorporate pedestrian lighting to provide comfort and safety.
   d. Parks and plazas may include a low hedge or seat wall edge element but shall not be fenced or gated.

### 6.4. Trees and Landscaping

The following guidelines and standards, together with images on the following pages, identify key criteria for plant selection and direction related to the selection of planting material, location, and sizing. The street tree and planting approach should be coordinated to provide maximum urban forest and pedestrian canopy and consistent environmental quality linking the streetscapes, major open space, and private development of the District. See Figure 6-5: Urban Tree Canopy Plan for conceptual street tree locations.

#### 6.4.1. General Guidelines

1. A maintenance agreement, defining responsibilities, maintenance and pruning procedures, should be coordinated between the City of South Gate, Metro, and/or property developer, to ensure the continued aesthetic quality of the District.
2. Regardless of location, the vegetation in each component should be California adapted, drought tolerant, water-wise, and low-maintenance. Where possible, recycled/reclaimed water should be utilized for landscape irrigation.
3. Use transit spaces, landscape elements, and gardens to define building entries, pathways, and semi-private open spaces, and to add special character to building setbacks.
   a. Integrate rooftop components such as landscapes gardens, trellises, and green roof features.

#### 6.4.2. Planting Selection

See Figure 6-6: Street Tree Palette and Table 6-1: Recommended Street Tree Designations for recommended tree plantings, to be used in conjunction with Figure 6-5: Urban Tree Canopy Plan and the City’s Street Tree Plan.

1. Selection of water-wise plant material is strongly encouraged.
Figure 6-5: Urban Tree Canopy Plan

Urban Tree Canopy
Existing Railroad Right of Way
Transit Corridor with Existing Freight Track
Early Phase New Streets
Late Phase New Streets
Tertiary Streets

NORTH NOT TO SCALE
Figure 6-6: Street Tree Palette

Primary Public Realm

London Plane Tree
Platanus × acerifolia
Height: 40 - 80 ft.
Canopy Cover: 40 ft. +
Spacing: 30-40 ft.
Water Use: Moderate

Southern Magnolia
Magnolia grandiflora
Height: 60-80 ft.
Canopy Cover: 40-60 ft.
Spacing: 40-60 ft.
Water Use: Moderate

Pink Trumpet Tree
Tabebuia avellanedae
Height: 30-50 ft.
Canopy Cover: 30-40 ft.
Spacing: 30-35 ft.
Water Use: Moderate

Secondary Common Realm

Public Realm Improvement
### Local Streets

#### Raywood Ash
Fraxinus angustifolia ‘Raywood’
- **Height:** 25-35 ft.
- **Canopy Cover:** 20-25 ft.
- **Spacing:** 30-40 ft.
- **Water Use:** Moderate

#### Crape Myrtle
Lagerstromia indica
- **Height:** 30-40 ft.
- **Canopy Cover:** 20 ft.
- **Spacing:** 30-40 ft.
- **Water Use:** Moderate

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### Existing Arterials

#### Tulip Tree
Liriodendron tulipifera
- **Height:** 40 ft. +
- **Canopy Cover:** 25-40 ft.
- **Spacing:** 35-40 ft.
- **Water Use:** Moderate
2. Plant materials, including trees, should be selected with the following characteristics:
   a. Tolerance of urban conditions
   b. Ultimate size and form
   c. Low litter production
   d. Ease of maintenance
   e. Multi-season interest
3. The following plant materials, including trees, should be avoided:
   a. Low and weak branched trees
   b. Shallow rooted plant material
   c. Thorns and spikes adjacent to high pedestrian areas
   d. Plant materials and trees needing frequent pruning, shearing, shaping, or clean-up.
   e. Fruit-bearing trees
   f. Invasive species
4. Plant material groupings should balance dormancy periods of included species.
5. Planting should be grouped by water use hydro-zones to maximize efficiency of water use.
6. All plant materials shall be irrigated per water-wise recommendations and adequate drainage shall be provided.
7. Where needed, drainage areas should be connected to existing stormwater conveyance or LID design solutions.
8. Where palms are used as street trees, it is recommended to alternate with lower broad-leaf deciduous or evergreen trees.
9. Triangularly spaced double tree rows are encouraged at special design areas, defining pedestrian entries, nodes, or crossings, space permitting.

### 6.4.3. Streetscape Planting

1. Streetscape design should complement adjacent land use needs.
   a. In Transit Village areas, design streetscape planting zones to accommodate sidewalk cafés and retail uses.
   b. Where adjacent to on-street parking, streetscape planting zones should be non-contiguous to permit pedestrian access to parked vehicles.
2. Carefully coordinate the landscape and public realm design including street furniture, right-of-way signage, and bulb-outs.
3. Consider integrating decorative seat walls, edging with pavers, cobbles, and/or well placed street furniture and seating, with streetscape planting.
4. Design streetscape planting zones to accommodate adequate soil volume to support selected plant material. See Chapter 04 for street cross sections.
5. Install a comprehensive drainage system for all streetscape planting zones in conjunction with existing storm drainage.
6. All streetscape planting should be irrigated per plant palette recommendations.

### 6.4.4. Median Planting

1. Hardscape maintenance strips should be incorporated into the design of all medians, per Caltrans requirements.
2. Exercise special care in the selection of plant material in areas where the median measures 3 feet or less in width, as measured from back of curb.
6.4.5. Low-Impact Development (LID) Design Options

Integrate LID strategies with the design of the public realm.

1. The use of bioswales, appropriately located curb breaks, roof gutter diversions, permeable streetscape paving, medians, and bike lane surfaces, and other LID design options are all encouraged.

2. LID solutions for sidewalks, plazas, and special design areas are encouraged.

3. Where utilized, the design of bioswales should be carefully coordinated with the urban design of the District.

6.5. Paseos

New pedestrian connections and corridors should be created as larger sites are developed. Paseos are not mapped, but should be located subject to the following guidelines.

1. Where blocks are longer than 200 feet or where a destination, view, or circulation path warrants a mid-block pedestrian connection, publicly accessible streets, open spaces, or paseos shall be provided.

2. Pedestrian linkages or paseos should include elements such as shade, seating, and water features.

3. Pedestrian lighting should be incorporated to provide comfort and safety.

4. Paseos or linkages should be at least 20 feet wide and include considerations for temporary and emergency vehicle access.

6.6. Street Furniture

Streetscape improvements include widened sidewalks with continuous landscaping and trees, the addition of street furniture, such as seating, planters, newspaper racks, and trash receptacles, as well as new street and pedestrian lighting, and the undergrounding of utilities.

1. When selecting street furniture, such as benches, trash receptacles, and bicycle racks, a “family” or “kit of parts” approach should be utilized to promote a consistent design theme, character, and finish.

   a. A “family” of light fixtures should also be selected as part of the streetscape planning process.

   b. As part of the selection process, sustainability benefits of the product should be considered wherever possible.
2. All street furniture (such as trash cans, newspaper racks, trash cans, etc.) should be selected to coordinate with the District “family” of street furniture, which should be designed with a consistent character, color, and finish.
3. Properly distributed trash receptacles will help maintain an orderly street environment. Trash receptacles should be located in proximity to other pedestrian amenities such as bus shelters and seating.
   a. A minimum of 18 inches clear should be provided around the trash receptacle.

6.7. Lighting Design
Lighting, location and design, are important to promoting a safe, accessible, and desirable setting for transit users, residents, and visitors.
1. All street and pedestrian lighting should utilize a coordinated palette, or “family” of light fixtures, to create a cohesive streetscape theme within the District.
   a. Lighting should contribute to the branding of the District, and be compatible with the design, materials, scale, and character of other improvements described in the Strategy.
   b. All lighting shall be a consistent color, with a powder cast pole.
   c. Light fixtures should minimize light spillage with full cut-off luminaires.
2. Street lighting may utilize either a single or double head fixture, and optional banners. The selected style should be implemented consistently along the length of the corridor.
3. Visual clutter shall be minimized by attaching street signage to poles when possible. When a separate pole is used, the pole shall be colored and powder coated to match the style of the selected lighting fixtures.

4. Clamp-on brackets for banners and/or hanging planters should be considered as part of the streetscape program.
5. As fixtures are upgraded, sustainability features, such as LED, timers, and dimmers, should be considered wherever possible.

6.8. Signage and Wayfinding
The design and character of signage and wayfinding should create a distinguishing design theme and brand for the Gateway District.
Signage and wayfinding will include Metro system signage to support passengers arriving by car, bus, shuttle, bike, or foot, to make easy connection to the future rail system and improved bus stops.

6.8.1. General Guidelines
The following recommendations apply to the design of all signage and wayfinding in the project area. These include signs of all types, and for all audiences, within the public right-of-way. These recommendations do not supersede the requirements of the Zoning Code, rather they provide additional design direction specific to the goals for the District.
All signs are subject to the City regulation and/or review process. All signs that project into the public right-of-way must also be reviewed by the City Engineer. Additionally, all sign lighting shall comply with light pollution reduction standards.
1. Signage and wayfinding should work together to create a District brand and identify, and should not create visual clutter.
2. Signage design should convey a timeless character.
   a. Signage (color, material, scale, lettering, and lighting) should fit comfortably into the architecture of the storefront and complement the surrounding street environment.
   b. Information on a sign should be brief, clear, and simple, with appropriately sized lettering, and a clear information hierarchy. When appropriate, symbols or logos can be used in place of text.
   c. Limit signage lighting to avoid light pollution.
   d. Design signage with durable materials.


3. Install one (1) business sign per building frontage, or building entry.
   a. If multiple tenants are listed on a single sign or a multi-tenant building, coordinate size and typeface of tenant names and color palette.
4. The following signage types are not permitted in the District.
   a. Pole signs
   b. Signs obscuring windows
   c. Animated, or flashing signs
   d. Internally illuminated awnings
   e. Projection signs
   f. Inflatable or air blown signs, streamers, balloons, and the like, unless granted a City temporary use permit.
   g. Signs illuminated by low-pressure sodium lamps (pure yellow glow), high pressure sodium lamps (pinkish-orange glow), and mercury vapor lamps (bluish-white glow).
5. Projects equal to or greater than 50,000 square feet may seek an exemption from restrictions related to on-premises and off-premises signs (e.g. maximum number of signs and prohibited signage types), provided the project develops a comprehensive sign program (“Sign Program”) for the site area. The use of new technology and innovative design may be considered if it is incorporated in a manner consistent with the vision for the Gateway District, the character of the building architecture, and site design. The following provisions apply:
   a. A Sign Program shall integrate the signage with the overall site design.
   b. Development of the Sign Program shall be done in consultation with the City to mitigate any safety concerns.
   c. The City shall evaluate the impact of the Sign Program on the use and enjoyment of adjacent properties (e.g. residential properties or surrounding sensitive uses in direct line of sight of signage), including any signage visibility from the public right of way.
   d. The Sign Program shall be subject to the Administrative Permit Process set forth in Zoning Code Chapter 11.51.
   e. The following signage types are not eligible for an exemption: Billboards, pole signs, flashing or animated signs, or signs that result in glare, sound or in fluorescent “dayglow” color spectrum.

6. Install one (1) business sign per building frontage, or building entry.
   a. If multiple tenants are listed on a single sign or a multi-tenant building, coordinate size and typeface of tenant names and color palette.

6.9. Public Art

The District can benefit from public art, whether monumental and permanent, or ephemeral and temporary. Art shall be consistent with the City’s Zoning Code and Metro Art Program requirements.

The Metro Art program enhances the customer experience with innovative art works created especially for their transit-related sites to encourage ridership and connect people, sites, and neighborhoods throughout Los Angeles County. As part of the design and construction of new LRT lines, Metro commissions artists through a peer review process with community input to develop site-specific artworks that improve the visual quality of the transit environment and create a sense of place. For an aerial station similar to the proposed LRT Station in the District, artwork may be located on the station platform, placed on the Station Plaza, and/or integrated along the future Gateway Plaza bus and rail passenger connection pathway. See the Metro website for additional information: www.metro.net/about/art/

1. A Public Art Program should be considered to support the implementation, installation, and maintenance of public art pieces.
2. Integrate public art at the following locations:
   a. Gateway Plaza
   b. Station Plaza
   c. Couplet Parkway
3. Public art in the Station Plaza area and under the LRT Station platform, should be implemented consistent with Metro Art Program requirements.
4. The Public Art Program should allow for an evolving and/or periodically changing display of public art.
   a. The program should allow local artists, businesses, and other entities, to dedicate art for local display.
   b. Art should be selected based upon goals established by the City.
   c. Art should be displayed for limited amounts of time, through a community selection process. Said displays should be established for periods of 6 months, 1-year, or 2-year time periods.
5. Public art is encouraged in privately owned developments.
   a. Artwork in privately owned developments should be fully integrated into the development’s design, in the most accessible and visible locations. For example, enclosed lobbies and rooftop gardens are considered appropriate locations.
   b. Utility facilities shall not be located in curb-adjacent parkway areas, within sidewalk areas, along retail store fronts, or within other visually prominent areas.
   c. Utility facilities should generally be located at the side or rear of the building(s) in a location that is not highly visible from the street or pedestrian routes. They should be screened with landscape materials, seatwalls, and/or other architectural elements, and painted with a tone that is neutral to their setting.
6.10. Utilities and Equipment
1. Underground existing overhead utilities, in coordination with the sequencing of construction activities to avoid conflict with planned streetscape improvements.
2. New utility lines shall be placed underground.
3. New utility poles, transformers, back flow preventers and other utilities should be placed in the least obtrusive location.
4. Mechanical and electrical equipment shall not be placed in such a manner so as to create ambient noise and/or environmental pollution on future residential properties.
5. Ground-level and roof top mechanical equipment should be shielded from view from the public right-of-way or public gathering spaces.
6. The location of aboveground utility facilities should be confirmed early in the streetscape improvement process and shall be thoughtfully located, clustered where possible, and treated as part of the landscape plan in order to minimize their visual impact on the streetscape and public realm.
   a. Utility facilities include, but are not limited to utility boxes, pedestals, vaults, transformers, switchgear, gas meters, back flow preventers, fire connections, communications cabinets, etc.
Utilities and Public Facilities
7.1. Overview
As an already developed area, the District already has much of the basic utilities and public facilities needed to serve existing and future development. However, increasing the intensity of development around the future LRT Station along the proposed West Santa Ana Branch of the Metro system will result in users with different needs than are currently supported. Certain utilities will need to be expanded to accommodate potential growth and different patterns of use.

This Chapter describes the infrastructure and public services needed for implementation of the Plan. It establishes policies and describes improvements necessary for the upgrading and expansion of utilities, including water, wastewater, solid waste, stormwater, and natural gas, and discusses additional public facilities for police and fire protection, parks, and other public services within the District. The recommended upgrades are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs for build-out of the Plan.

7.2. Infrastructure
The purpose of this chapter is to provide an overview of existing and planned infrastructure facilities and to recommend infrastructure upgrades for the District. The recommended upgrades are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs based on build-out of the Plan.

7.2.1. Water System
The primary source of potable water for the City is groundwater from City wells that are owned and maintained by the South Gate Water Department. The secondary water supply source, generally used for emergencies, is supplied by Metropolitan Water District of Southern California (MWD) through connections and interconnections from surrounding water purveyors such as the cities of Downey, Lynwood, Huntington Park and Walnut Park Mutual Water Company. Well-generated water is chlorinated and either distributed to customers or stored in reservoirs. Booster pump stations are used to convey water from the reservoirs to the distribution system (SOURCE: Water System Master Plan, City of South Gate, 2005 (Kennedy/Jenks). The City does not own or operate any water recycling facilities. Recycled water is purchased from the Central Basin Municipal Water District (CBMWD). CBMWD operates a recycled water pipeline on Atlantic Avenue that has enough capacity to provide for most of the industrial uses in that area (SOURCE: City of South Gate, 2015 Urban Water Management Plan, GEI Consultants, Inc.). Currently, there is very little utilization of recycled water, but every developer should coordinate with the City to utilize recycled water where possible.

Potable water lines are located in the public right of way under existing streets. Most existing water lines found in this subarea are Cast Iron Pipe (CIP), with some Ductile Iron Pipe (DIP) and Transite (TRN) pipe. The pipe diameters range from 6-inch to 18-inch. Figure 7-1: Existing and Planned Water System shows the layout of the existing water lines, along with recommended upgrades necessary to meet the projected demand within the District.

Existing facilities include the following:
- Atlantic Avenue. A 12-inch diameter water pipeline is located in Atlantic Avenue north of Mason Street and extends to the northern boundary of the Union Pacific Railroad easement, then parallels the railroad property northwesterly until it exits the Plan project limits. An 8-inch diameter pipeline crosses Atlantic Avenue at Mason Street and a 10-inch diameter pipeline crosses at Firestone Boulevard. An 8-inch diameter pipeline runs along the westerly side of Atlantic Avenue from Firestone Boulevard south through the southerly boundary of the District. An 8-inch diameter pipeline is located along the east side of Atlantic from the southerly border, north and turns east and follows Branyon Avenue.
- Patata Street. 8- and 10-inch diameter pipelines are located along the northerly boundary of the District, which is also the northern boundary for the City of South Gate.
Neville Avenue. A vacated 10-inch diameter pipeline extends northeasterly from Atlantic Avenue through Neville Avenue, through the inactive City Well #7 site and continues northeasterly through the northern boundary of the District.

Mason Street. A 10-inch diameter pipeline is located on the north side of Mason Street between Atlantic and Neville, then crosses to the south side of the street and continues as a 6-inch diameter pipeline.

Firestone Boulevard. A 10-inch diameter pipeline is located along the southerly side of the street from Atlantic and continues onto Firestone Place through the easterly border of the District. At Firestone Place, an 8-inch diameter pipe is extended to the south from the 10-inch pipeline. The 8-inch diameter pipeline turns east through the eastern boundary of the District following Firestone Boulevard along its southerly side.

A CBMWD 18-inch diameter reclaimed water line is also located in Firestone Boulevard from Atlantic Avenue to the approximate intersection with Firestone Place.

Alleys. A 6-inch diameter pipeline is located in the alley south of and parallel to Firestone Boulevard for the length of the properties east of Atlantic Avenue. A 6-inch diameter potable water pipe is also located in the alley east of and parallel to Atlantic Avenue, from Firestone Boulevard to Branyon Avenue. An 8-inch fire line is also located in this area.

Most of the existing water lines in the District generally have the capacity to handle the increase in water demand/load under build-out of the District. Since new streets have been added to the layout of the District, new water facilities will need to be extended. This includes potable, fire prevention and recycled water needs. The following needs have been identified:

extension of a 12-inch DIP water line in 2nd Street, from the 12-inch water line and extension of 10-inch recycled water from the 18" located in Atlantic Avenue would provide the backbone water needed to serve Parcels A, B, C through H and Parcels J and K.

To maintain water system integrity and provide redundancy, a 12-inch DIP potable and 10-inch recycled water pipelines would be extended along 6th Street to serve Parcels I and K.

These water lines would also be extended through 6th and 1st Streets and ultimately connect to the existing 10-inch CIP potable water pipeline and recycled water facilities located in Firestone Place.

The existing water facilities in Mason Street would be removed by the developer(s) of Parcels A and B.

Developers/owners of future residential/non-residential mixed use parcels that include several buildings and draw from one, main meter location will need to provide an analysis to confirm that the water infrastructure can meet the water demand generated by that project. Upgrades may be required based on the results of that analysis. Analyses would be performed in accordance with City of South Gate development regulations and the California Subdivision Map Act.

The City’s Urban Water Management Plan (UWMP) was last updated in 2015. The UWMP shall be consulted for all water system upgrade considerations. In addition, the recommendations for potential upgrades included in this Plan should be considered at the time of the next UWMP update.
Figure 7-1: Existing and Planned Water System

- Existing Water Pipeline
- Existing Recycled Water Pipeline
- Existing Water Pipeline to be Removed
- Future 12" DIP Water Pipeline
- Future 10" Recycled Water Pipeline
- Specific Plan Boundary

Key:
- Parcel A
- Parcel B
- Parcel C
- Parcel D
- Parcel E
- Parcel F
- Parcel G
- Parcel H
- Parcel I
- Parcel J
- Parcel K
- Parcel L

Legend:
- Existing Industrial
- Existing Residential
- Azalea West
- Existing Azalea Development
- Wright Place
- Firestone Boulevard
- Firestone Place
- Atlantic Avenue
- Palata Street
- North

NOT TO SCALE
7.2.2. Sewer System

The existing sewer system is owned and maintained by the City of South Gate, with the exception of the larger trunk sewer lines that are owned and maintained by the Los Angeles County Sanitation District (LACSD). The City’s trunk sewers discharge into LACSD’s interceptor sewers within the District. The City sewers are primarily 8-inch diameter Vitrified Clay Pipe (VCP).

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

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

- Branyon Avenue. The City of South Gate has an 8-Inch pipeline from Branyon Avenue that connects to LACSD’s 30-inch pipeline in Atlantic Avenue.
- Alleys. The City of South Gate has 8-inch diameter sewer pipelines in the alley parallel to and east of Atlantic Avenue south of Firestone Boulevard to Branyon Avenue; and parallel to and south of Firestone from the alley previously identified to east of Kendall.

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

- Extension of 10-inch VCP sewer pipelines in 2nd Street to the LACSD 18-inch trunk line from Neville Street (future Couplet Parkway) would convey wastewater from Parcels C through H, J and K.
- Extension of a 10-inch VCP pipeline along 4th Street would serve Parcels I and K.
- Service to the Parcels A and B would be extended from existing sewer lines.
- Sewer facilities in Mason Street would need to be relocated to Firestone Boulevard. This includes the City 8-inch and LACSD 42-inch pipelines.

See Figure 7-2: Existing and Planned Sewer System. Parcel developers need to consult with the City and their Sewer Master Plan regarding future sewer facilities or upgrade considerations. New sewer laterals will be required for new buildings. The cost of extending the sewer mains and laterals to serve the new buildings will be borne by the developers. Sewer mains run in the street and sewer laterals are the sewer pipes that connect to the building.

7.2.3. Storm Drain System

The major “back bone”/main lines of the storm drain system in South Gate are owned and maintained by the Los Angeles County Flood Control District (LACFCD). The City of South Gate has storm drain laterals and drainage devices such as catch basins or manholes under their jurisdiction, but none are located in the District. The storm drain main lines within the District consist of mainly Reinforced Concrete Pipe (RCP) and Reinforced Concrete Box (RCB) culverts. The general topography of the District slopes from west to east, and north to south, therefore the storm drainage flows via gravity from the west to east and north to south, and discharges into the Los Angeles River located east of the District.

The following is a list of existing storm drain facilities within the District:

- Atlantic Avenue. From the northern boundary of the District to the Union Pacific right of way, there is an existing, unknown sized storm drain that connects to an existing double 13-foot x 8.5-foot RCB storm drain that is located adjacent to the Union Pacific right-of-way. There is an 81-inch RCP storm drain from the east boundary of the area in Firestone Boulevard that turns south into Atlantic Avenue, and extends to the south boundary of the District at Southern Lane, and eventually outlets to the Los Angeles River.
- Adjacent to Union Pacific right-of-way. There is a double 13-foot x 8.5-foot RCB storm drain that extends from the District’s east boundary at Atlantic Avenue and then it is upsized to a 5 Barrel 10-foot x 7-foot RCB storm drain after the connection from a 15-foot x 8-foot RCB storm drain from the Wilcox Avenue Trunk and extends to the south boundary at Firestone Boulevard and eventually outlets to the Los Angeles River.
Figure 7-2: Existing and Planned Sewer System
- Wilcox Avenue. There is a 7-foot x 5.5-foot RCB storm drain that enters the District north boundary at the intersection of Wilcox Avenue and Patata Street, is upsized to a 15-foot x 8-foot RCB storm drain on the south side of Patata Street, and proceeds south between two properties until it reaches the flood control right of way that is adjacent to the Union Pacific right of way, where it connects to a 5 Barrel 10-foot x 7-foot RCB storm drain.

Within the new public roads proposed in the District, the City will follow their current Storm Water Management Plan (SWMP) for storm water run-off management within the public right-of-way. New drainage facilities would be provided in the new streets to convey roadway run-off for treatment within Couplet Parkway open space areas prior to any discharge to the LACSD drainage system. The 15-foot x 8-foot RCB crossing Parcels G, H, I, and K will need to be relocated by the developers of those parcels. See Figure 7-3: Existing and Planned Storm Drain System.

Although build-out of the District could generate runoff to the existing drainage system, the City’s Low Impact Development (LID) Ordinance requirements will limit this possibility. The LID Ordinance requires percolation and on-site detention for new development. Unlike traditional storm water management, which collects and conveys storm water runoff through storm drain pipes, culverts or other conveyances to a centralized storm water facility, LID uses site design and storm water management to maintain the site’s pre-development runoff rates and volumes. The goal of LID is to mimic a site’s pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of the rainfall.

### Low Impact Development (LID) Practices and Project Requirements

In December 2012, the Regional Water Quality Control Board adopted a new Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175). This Permit established new LID requirements for all new development projects that fall into nine different Project Categories, as follows:

1. A new project equal to 1 acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area.
2. A new industrial park with 10,000 square feet or more of surface area.
3. A new commercial mall with 10,000 square feet or more surface area.
4. A new retail gasoline outlet with 5,000 square feet or more of surface area.
5. A new restaurant (SIC 5812) with 5,000 square feet or more of surface area.
6. A new parking lot with either 5,000 square feet or more of impervious surface or with 25 or more parking spaces.
7. A new automotive service facility with 5,000 square feet or more of surface area.
8. Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:
   a. Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and
   b. Create 2,500 square feet or more of impervious surface area.
9. Redevelopment – Land disturbing activities resulting in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site.

LID practices or storm water quality control measures can be categorized into the following types:

- Retention-based storm water quality control measures (bioretention, infiltration basin, dry well, permeable pavement, etc.)
- Biofiltration
- Vegetation-based storm water quality control measures (storm water planter (or planter box), vegetated swale, green roof, etc.)

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

A proposed project must demonstrate that any proposed improvement, including filling, does not raise the flood level upstream or downstream of the project. As required by the ordinance, developers shall prepare National Pollution Discharge Elimination System (NPDES) reports, such as a LID Plan and a Stormwater Pollution Prevention Plan (SWPPP), to ensure the quality of water is preserved and adverse environmental impacts are minimized. Developers within the District will submit this documentation with their permit applications to the City.
Figure 7-3: Existing and Planned Storm Drain System

- Existing Storm Drain System
- Existing Storm Drain to be Relocated
- Future Storm Drain
- Relocated Storm Drain
- Specific Plan Boundary

Map showing existing and planned storm drain systems in the Gateway District Specific Plan area.
7.2.4. Electric System

Southern California Edison (SCE) is a private, franchise utility company that provides electric power to the District. SCE sets its own service standards and facility improvement strategies, with oversight from the California Public Utilities Commission (CPUC). There is a network of aerial and underground electric facilities that supply sufficient electric service to the District. This includes service to the City’s existing street and safety lights and traffic signals.

Existing SCE electric facilities within the District include:

- Patata Street. Overhead distribution facilities run along the north side of Patata Street from Wilcox on poles that also carry AT&T overhead telephone lines. Overhead electric transmission, distribution and trunk telephone lines run parallel to Patata Street, south of the railroad tracks.
- Atlantic Avenue. Electric facilities are extended underground to serve local needs. Distribution facilities are generally located along the west side of the street extending through the District. There are several crossings to the east to supply power to those properties.
- Railroad ROW. Overhead distribution and primary facilities parallel the Southern Pacific Railroad right of way through the District.
- Mason Street. Overhead electric distribution lines are strung along the north side of Mason Street with service drops to local businesses.
- Alleys. Overhead electric distribution facilities are located in the alley east of and parallel to Atlantic Avenue and connect to the overhead extension from Atlantic Avenue into Branyon Street. They also run in the alley south of the properties adjacent to Firestone Boulevard.

The decision to upgrade or underground electrical facilities and the number of upgrades needed to meet the demand of future developments will be determined by SCE in coordination with the City after developers have submitted their building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis. Electric service to the new developments in the District would be extended underground from the existing underground electric located in Atlantic Avenue. See Figure 7-4: Existing and Planned Electric System.

The existing overhead power lines crossing future Parcels F, H, G, K and L may need to be relocated and placed underground, depending on the development plans. The need for the relocation and its ultimate location would be determined by SCE; however, a potential alignment is shown in Figure 7-4: Existing and Planned Electric System.

Underground electricity provides higher reliability, is safer in general, and also less unsightly. This will ultimately be determined by SCE. The cost to relocate overhead electric facilities would be borne by the developer of the affected parcel(s). Developers will also bear the cost for extending street and safety lights to their new developments and adding or modifying traffic signals as needed. The City will determine the modifications needed for traffic signals and street and safety lights will be added in accordance with City development requirements.

7.2.5. Natural Gas System

The natural gas provider for the City of South Gate is Southern California Gas Company (SCG), a franchise utility regulated by the California Public Utilities Commission. Within the District, SCG owns and operates transmission mains, distribution pipelines and service laterals.

Existing gas mains within the District as follows:

- Patata Street. A 6-inch gas main runs east-west in Patata Street from Atlantic Avenue, through the easterly boundary of the District.
- Atlantic Avenue. A 6-inch diameter distribution pipeline extends south from Patata Street along the eastern side of the street for the length of Atlantic Avenue in the District. There is also a 36-inch diameter gas transmission main west of the street centerline that extends through the study area.
- Mason Street. There is a 4-inch gas pipe that transitions to a 2-inch distribution main along the northern side of the street.
- Firestone Boulevard. There is a 3-inch gas line extending from the 6-main in Atlantic along the south side of the road that transitions to a 4-inch main and feeds 2-inch laterals across the street. The 4-inch main on the south side of Firestone Boulevard crosses to the northeast and downsizes to a 2-inch pipeline along the north side of Firestone Place.

The analysis on the capacity and capability to meet future demand will be conducted by SCG in coordination with the City upon submittal of building plans by developers. Gas main extensions would be required to serve the new parcels if gas service is requested by the developers. The cost of extending gas service and any relocation of gas facilities would be borne by the developer(s). Existing facilities in Mason Street would need to be removed and/or relocated. The existing gas system and potential future gas main extensions are illustrated in Figure 7-5: Existing and Planned Fuel Systems.
Figure 7-4: Existing and Planned Electric System
7.2.6. Telecommunications and Cable Television Systems

Telephone service is provided by AT&T and is mainly overhead on existing power poles throughout the District similar to electric. AT&T is a private, franchise utility company that provides both local and long distance telecommunications. Availability of high-speed internet and digital television services is limited in this area. AT&T will assess the demand for services and its ability to serve new developments on a case-by-case basis after building plans are submitted by developers. Extensions of AT&T facilities would most likely be in joint trench locations with SCE. SCE will dictate the layout of the trench and AT&T would follow. If there is a facility upgrade required, AT&T would be responsible for the construction cost up front, and recoup the cost later with the additional revenue from added customers.

Time Warner Cable (TWC) provides cable television and internet facilities along the west side of Atlantic Avenue from south of the Union Pacific Railroad right of way to south of the District. They are also located along the north side of Mason Street on SCE poles and cross to the north side of Firestone Place, extend through Neville Street to the Union Pacific Railroad right of way, in the alley east of and parallel to Atlantic Avenue, and connects to the extension from Atlantic Avenue into Branyon Street. They also run in the alley south of and parallel to Firestone Boulevard. New land uses resulting from the Plan will consist of both commercial and residential developments; therefore, high-speed internet and cable television services will be in demand. Similar to the telecommunications system, TWC will assess the demand for services on a case-by-case basis and ultimately make the decisions concerning upgrades for the existing cable TV system to meet the demand of the future developments.

Similar to AT&T, extensions of TWC facilities would most likely be in joint trench locations with SCE. SCE will dictate the layout of the trench and TWC would follow AT&T (or SCE if AT&T decided not to participate). If there is a facility upgrade required, TWC would be responsible for the construction cost up front, and recoup the cost later with the additional revenue from added customers.

7.2.7. Fuel Systems

Existing fuel systems consist of oil, petroleum and/or gasoline pipelines located within the District. These are illustrated in Figure 7-5: Existing and Planned Fuel Systems. Crimson Pipeline has a 6-inch diameter underground oil pipeline that extends from the west side of Atlantic Avenue, crosses to the southerly side of Firestone Boulevard, and continues easterly along Firestone Boulevard for the limits of the District. There are other petroleum and oil facilities owned by various companies, including Chevron, Arco and Richfield. While some of the facilities are located in the public right of way of existing streets, some pipelines cross private property. These facilities are presumed to be installed under easement, so property rights will need to be examined prior to any development in proximity to these facilities. These facilities will be protected in place or removed and/or relocated at developer cost.

Where an oil line crosses multiple parcels owned by different developers, full relocation costs will be required by the pipeline owner who will perform the relocation. Agreements between the parcel owners to fund these relocation costs may be required.
Figure 7-5: Existing and Planned Fuel System

- Existing Natural Gas System
- Existing Oil or Gasoline Pipeline
- Future Natural Gas Main
- Removal or Relocation Required
- Specific Plan Boundary

Legend:
- Existing Natural Gas System
- Existing Oil or Gasoline Pipeline
- Future Natural Gas Main
- Removal or Relocation Required
- Specific Plan Boundary

Map details:
- Existing Industrial
- Existing Azalea Development
- Existing Residential
- Azalea West
- Firestone Boulevard
- Atlantic Avenue
- Wilcox Avenue
- Wright Place
- Existing Industrial
- Existing Oil or Gasoline Pipeline
- Existing Natural Gas System
- Future Natural Gas Main
- Removal or Relocation Required
- Specific Plan Boundary
Implementation Strategies and Financing
8.1. Overview
The Plan encompasses approximately 59 acres that is currently comprised of a mix of heavy industrial, light industrial, and retail uses. The Plan is designed to guide the transition of the District to a mixed-use transit-oriented community, while preserving important employment-generating uses. The Plan is intended to enhance the District’s sense of place and improve quality of life with a pedestrian and bicycle friendly environment, connected open spaces, and public facilities and public realm improvements. The Plan will assist in implementing the City’s General Plan and Bicycle Transportation Plan, and is anticipated to result in economic benefits both for the local businesses and residents, and for the economic and fiscal health of South Gate.

The Plan will be implemented through a wide range of measures, the active participation of multiple City departments, ongoing collaboration with state and regional agencies, private sector investment, and an engaged citizenry. The Implementation Strategy will guide City staff, property owners, developers and decision-makers in realizing the physical design, infrastructure, public realm, and economic development components of the Plan to help achieve the desired vision.

8.2. Development Incentives & Partnerships
The construction of the future LRT Station and additional anticipated public investments are expected to help catalyze future private investment. However, a supportive Plan framework is essential to encouraging the private sector to build projects that implement the plan. The Implementation Strategy presents a range of development incentives, and encourages public-private partnerships to build upon the substantial public and private investment already occurring within the District.

8.2.1. Development Project Review
Private investment through land use entitlements is a key component of Plan implementation. Private development is needed to provide the new housing and jobs envisioned in the Plan, as well as the new community amenities such as plazas, street trees, and parkways that would accompany the new growth. To encourage the building of projects that are consistent with the expressed vision and goals, the Plan sets forth policies, standards and guidelines that provide clear direction for healthy, sustainable development that respects the character of the City. The Plan also provides development incentives, including the identification of new parcels for lot consolidation, new streets and access, and recommendations for shared parking and reduced parking requirements, to foster high quality private investment. The Plan administration and understanding of the Plan by staff and the development community is facilitated through use of citywide zones and processes to the extent possible.

8.2.2. Parking Incentives and Management
Parking supply, configuration, placement, and access are essential to the function and vitality of the District, while encouraging transit useage. The Plan includes provisions to enable the reduction of standard parking requirements, utilize shared parking, and manage parking resources, and provides conceptual locations for public/transit parking facilities, including surface lots, structured parking, and on-street parking through the entitlement process. Additional flexibility or modifications in the provision and design of parking may be considered to ensure that parking demand is accounted for, while minimizing costs, maximizing shared parking opportunities, and leveraging partnerships with other agencies where possible.

8.2.3. Foster Public Private Partnerships
Public-private partnerships provide effective means to leverage limited resources and achieve mutually desired goals. A key action will be coordinating with Metro to coordinate potential purchase of laydown sites to facilitate the construction of the new LRT station. After construction activities are complete, the cleared parcels would be available for subsequent redevelopment, such as development of shared use parking structures, in accordance with the Plan. There are additional opportunities for partnerships in association with some of the financing measures discussed in Section 8.3 and the related funding sources in Section 8.4.

8.3. Financing Measures
The Plan’s proposals for public facilities improvements vary in their range and scope. Some recommendations can be implemented incrementally as streets are repaved or maintained; others, such as plazas and street trees, can occur with development projects; while others will require major capital funding from a variety of funding sources. A range of measures are available to the City to facilitate financing for infrastructure and programs to support realization of the Plan vision. Key strategies and actions are described below.
8.3.1. Explore New Financing and Investment Structures

Community Benefit/Assessment Districts

In addition to traditional financing techniques, the implementation of innovative financing techniques will be important. An immediate priority would be to explore the feasibility of and different options for establishing Community Benefits/Assessment District(s).

There is a range of structures available for consideration. Two options that have fairly broad funding and investment authority that should be evaluated are Community Revitalization and Investment Authorities (CRIA) and Enhanced Infrastructure Financing Districts (EIFD). CRIs and EIFDs have similar capabilities but different requirements for establishment, governance, and investments. Both could initially be used for pay-as-you-go improvements from the projected cash flow until enough property tax increment is generated for sufficient bonding capacity.

While the use of other taxing entities’ property tax share is voluntary under both structures, one key action would be to coordinate with other entities such as the County of Los Angeles and Special Districts that may provide a portion or all of their property tax share if mutual planning goals and objectives can be defined. Another option is the establishment of a Business Improvement District (BID), albeit as an entity its ability to leverage substantial funding is limited as is the range of investments that can be made.

Community Revitalization and Investment Authorities (CRIA)

Investigate the potential to establish a CRIA and develop a Community Revitalization and Investment Plan (CRI Plan). AB 2 (Alejo and E. Garcia, Chapter 319, Statutes of 2015), authorized the revitalization of disadvantaged communities through planning and financing infrastructure improvements and upgrades, economic development activities, and affordable housing via tax increment financing based, in part, on the former community redevelopment law. Due to its status as a Disadvantaged Community (DAC) per CalEnviroScreen – described in detail in Section 8.3.3 - South Gate meets the criteria for the creation of CRIA.

A CRIA is not a taxing authority and does not generate its own funding. Instead, taxing authorities within the CRIA area voluntarily choose to allocate some or all of their share of tax increment funds to the CRIA (funding from the State’s Cap-and-Trade program can also be received by the CRIA). It must adopt a CRI Plan through a public process. Once the CRIA has been established and funding allocated, it can then undertake a range of actions and initiatives including borrowing funds, making loans, and issuing bonds to invest in economic revitalization, infrastructure upgrade and repair, removal of environmental hazards, and construction or rehabilitation of housing. Note that all housing investments have a requirement that 25% of property tax revenues be allocated to affordable housing. CRIA actions do not require voter approval but, as stated above, do require an approved CRI Plan.

Enhanced Infrastructure Financing District (EIFD) and Neighborhood Infill and Transit Improvement (NIFTI) Districts

The State Legislature approved the dissolution of the state’s 400 plus Redevelopment Agencies (RDAs) as of February 1, 2012. As a result of the elimination of the RDAs, property tax revenues that were once used for economic development and affordable housing are now used to pay required payments on existing bonds, other obligations, and pass-through payments. On September 29, 2014, Senate Bill 628 (SB 628, Beall) was passed as the “Enhanced Infrastructure Financing District (EIFD)” law as a partial replacement for redevelopment property tax increment; it serves as a method for a jurisdiction to use some or all of their share of the 1% basic property tax levy in order to finance specified public facilities or public infrastructure in an established EIFD district.

EIFDs have numerous similarities with CRIs such as the ability to receive funds from other entities and finance a wide-range of public and private projects. There are key differences however. EIFDs do require a 55 percent popular voter approval - whereas previous legislation requires a 2/3 popular vote - to issue bonds and do not require any dedication of funds for affordable housing. SB 628 authorizes a city or county to create an EIFD.

Subsequent to the passage of SB 628, the Neighborhood Infill and Transit Improvements (NIFTI) Act was established, in EIFD law, by Assembly Bill 1568 (AB 1568, Bloom) in 2017. As authorized under AB 1568, the NIFTI Act allows a EIFD that is coterminal with the city or county establishing the entity to capture and use sales and use taxes to fund infill site areas. It additionally required that 20 percent of the funds be used for affordable housing. The 55 percent popular voter approval threshold was maintained as a component.

In 2018 Senate Bill 961 (SB 961, Allen) was passed to enact the Second Neighborhood Infill Finance and Transit Improvements Act (NIFTI-2). NIFTI-2 would allow a city or county to utilize property, sales, and sales and use tax revenues from a EIFD that is coterminal with the jurisdiction to fund infill improvements within ½ mile of a major transit stop. NIFTI-2 does not require a public vote in contrast to NIFTI but requires that at least 40 percent of the funds be used for affordable housing and
at least 10 percent be dedicated to investments in capital costs of active transportation, parks, urban greening, and related uses.

Establishing EIFDs and CRIAs is a complex process that requires a feasibility assessment to determine if market conditions are present that would result in a reasonable and dependable increase in tax revenues to make investments either directly or through loans and/or bonds. It is also technically complex and requires significant technical resources. Through its TOD Planning Grant Program, LA Metro has begun funding feasibility assessments in partnership with jurisdictions. The agency is expected to continue to provide funding or technical assistance to support continued efforts to establish these value capture mechanisms in the future.

Business Improvement District (BID)

A key action would be to explore the idea of establishing either a business-based business improvement district (BBID), created through assessments on businesses within the district, or a property-based business improvement district (PBID), created through assessments of property owners alone.

Either way, a Business Improvement District (BID) is a public/private partnership created to perform marketing and a variety of enhanced services and minor capital improvements to revitalize and improve commercial neighborhoods.

Establishing a BID is voluntary and subject to a majority vote of the property owners. Again, as noted previously BIDs are more limited in their ability to leverage funding and in the scope of community investments they can make.

8.3.2. Revisit Existing City Program, Funds, and Measures

Capital Improvement Program (CIP)

The City’s Capital Improvement Program is a multi-year planning and budgeting document used to identify infrastructure improvements through a life cycle of planning, implementation, and completion. Funds are allocated for streets, bike/pedestrian, street lighting, water system, parks, traffic signal and other projects. Projects are funded through a variety of sources including General Fund, Transportation Development Act (TDA) funds, Water and Sewer funds, and various state and federal grants. As City CIP funds are limited and could take many years to become available, it will be important to pursue the additional strategies outlined in this section to expedite implementation of the Plan. Relatedly, prioritizing projects according to their phasing timeline, capital needs, and support of community benefits will help to plan more effectively in terms of effectively leveraging both competitive and formula funds.

Lighting and Landscaping District

South Gate currently has an existing Lighting and Landscaping District (LLD) throughout the city. However, according to the City’s latest budget, the current LLD assessments are not adequate to cover existing lighting and landscaping costs and have to be supplemented by contributions from the General Fund. A key action would be to examine the current assessment structure and explore options to update the assessments or to provide other resources to cover the enhanced operations and maintenance costs from the proposed improvements and amenities.

Water Fund

The City’s Water Fund is an enterprise fund to cover the operations, maintenance and capital costs of the water system utility and related capital improvements. According to the City’s Fiscal Year 2015-2016 municipal budget, enterprise funds are used to account for “business-type activities.” Essentially, all utility costs are covered through user fees and rates that are reviewed and updated annually.

Development Impact Fee (DIF) Schedule

The key action would be to update the City’s development impact fee schedule within the District to reflect the new development’s proportionate share of the proposed public infrastructure and amenities. Development impact fees are monetary payments levied on a private developer to fund the public facilities necessary to serve new development. In California, AB 1600 (Mitigation Fee Act), adopted in 1987 and codified as Government Code Section 66000 et seq., formalized the statutory framework that governs impacts fees. AB 1600 requires that a reasonable relationship or “nexus” must exist between the amount of the impact fee, its purpose, and the project on which it is imposed and cannot be used to fund pre-existing deficiencies.

City Commercial Façade Improvement Project

Continue to incentivize property owners to upgrade their buildings through the use of the City’s Commercial Façade Improvement project under Community Development Block Grant (CDBG) funding. Evaluate the effectiveness of the program to ensure that it is providing the proper incentive to function with the District and the City as a whole to assist business owners in improving the façade of their businesses.
Special Revenue Funds (City of South Gate)
The City has special revenue funds, as part of the General Fund budgeting process that can be used for transit, pedestrian and bicycle improvements, including Proposition A and C transit funds, Measure R transit funds, and State gasoline taxes. Note that while these are city designated funds the majority of the actual revenues are derived from a variety of regional, state, and federal programs.

8.3.3. Evaluate Engagement with Existing, New, and Future Resources and Policies
Presenting the climate change mitigation, resiliency, and healthy communities advantages of the Plan will help position the City to take advantage of State funding programs and resources. A key action would be to identify, monitor, and apply for other governmental funding sources that meet the City's and the respective agencies objectives. This might include programs such as SCAG’s sustainable community grants and Metro’s “call for projects” to encourage more livable and walkable communities, the Active Transportation Program (ATP), and the State’s Cap-and-Trade program. Some of these programs are described in greater detail below.

California Infrastructure and Economic Development Bank (I-Bank)
The California Infrastructure and Economic Development Bank (I-Bank) was established in 1994 to finance public infrastructure and private development in order to foster a healthy economic environment for California’s communities. The I-Bank operates in accordance with the Bergeson-Peace Government Code Sections 63000 et seq. The bank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The Infrastructure State Revolving Fund (ISRF) Program provides financing to public agencies and non-profit corporations for eighteen categories of infrastructure and economic development projects. ISRF Program funding is available in amounts ranging from $50,000 to $25,000,000, with loan terms of up to 30 years. Additional financing terms include a subsidized interest rate, fixed for the term of financing, and a one-time fee of one percent of the loan amount, or $10,000, whichever is greater. The bank finances the program chiefly through the issuance of revenue bonds, specifically the ISRF Program Bond, and also through repayment of loans.

Community Development Block Grant (CDBG) Program
Operated by the U.S. Department of Housing and Urban Development (HUD), the Community Development Block Grant (CDBG) Program is a federal program that provides direct annual grants to cities, counties, and states across the country. These grants are intended to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons or neighborhoods. In 2010, HUD authorized the allocation of approximately $3.9 billion in CDBG funds, of which nearly $500 million (12.8 percent) was distributed within California. Block grants are made by formula every year and give grantees the discretion to undertake specific activities. According to HUD, funding is determined by a formula based on need as determined by U.S. Census data released every 10 years. CDBG funds can be used for reconstructing or rehabilitating property from housing to shopping centers or to demolish property and clear sites to prepare the land for other uses. Also eligible are the building of public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities.

CDBG and HUD’s Section 108 Economic Development Loan Project
Community Development Block Grants (CDBG) are annual grants for use towards economic development, public facilities, and housing rehabilitation. Section 108 of the Federal code offers state and local governments the ability to transform a small portion of their CDBG funds into federally guaranteed loans large enough to revitalize older areas and create economic revitalization projects.

New Markets Tax Credit (NMTC) Program
The NMTC was established in 2000 as part of the Community Renewal Tax Relief Act of 2000. The goal of the program is to spur revitalization efforts of low-income and impoverished communities across the United States and Territories. The NMTC Program provides tax credit incentives to investors for equity investments in certified Community Development Entities, which invest in low income communities.

State Cap-and-Trade Programs
The State administers a growing number of grant and loan programs, collectively known as the California Climate Investments Program (CCIP), that provide funding for projects and programs that reduce greenhouse gases (GHGs) and provide health, mobility, economic, and other co-benefits to communities throughout the state. Communities that are identified as Disadvantaged Communities (see the CalEnviroScreen subsection below) are generally given preference in each of the
### Table 8-1 Applicable Cap-and-Trade Funding Programs

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<th>Project Types</th>
<th>Applicant Eligibility</th>
<th>Nexus with the Plan</th>
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<tr>
<td>Transportation and Sustainable</td>
<td>Affordable Housing and Sustainable Communities (AHSC) Program</td>
<td>• Transit-Oriented Housing&lt;br&gt;• Active Transportation&lt;br&gt;• Energy Efficiency&lt;br&gt;• Urban Greening&lt;br&gt;• Technical Assistance</td>
<td>• Public agencies&lt;br&gt;• Transportation agencies&lt;br&gt;• Developers</td>
<td>High</td>
</tr>
<tr>
<td>Communities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Active Transportation Program (ATP)</td>
<td>• Bicycle and pedestrian infrastructure and programs</td>
<td>• Public agencies&lt;br&gt;• Transportation agencies</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Transformative Climate Communities (TCC)</td>
<td>• Wide range of eligibility focused on heavily Disadvantaged Communities and community transformation</td>
<td>• Public agencies&lt;br&gt;• CRIAs&lt;br&gt;• Community organizations</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Low Carbon Transportation</td>
<td>• Pilot programs in Disadvantaged Communities (car sharing, financing, etc.)&lt;br&gt;• Fleet replacement programs&lt;br&gt;• Transit vehicles</td>
<td>• Public agencies&lt;br&gt;• Community organizations&lt;br&gt;• Private sector</td>
<td>High</td>
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<td></td>
<td>Low Carbon Transit Operations Program (LCTOP)</td>
<td>• New or expanded bus and/or rail service and transit facilities&lt;br&gt;• Service or transit facility improvements</td>
<td>• Transit agencies&lt;br&gt;• Cities that run transit service</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>Transit and Intercity Rail Capital Program (TIRCP)</td>
<td>• Rail&lt;br&gt;• Bus Rapid Transit (BRT)&lt;br&gt;• Upgraded transit facilities&lt;br&gt;• New transit vehicles</td>
<td>• Transportation and transit agencies&lt;br&gt;• Cities that run transit service</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>Transformative Climate Communities (TCC)</td>
<td>• Affordable housing&lt;br&gt;• Energy/Water efficiency, solar panels&lt;br&gt;• Active transportation, car shares, and bike shares&lt;br&gt;• Parks, community gardens&lt;br&gt;• Workforce development</td>
<td>• Collaborative stakeholder structure&lt;br&gt;• Public agencies&lt;br&gt;• Community organizations&lt;br&gt;• Private sector</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>Community Air Protection</td>
<td>• Replacement of high-polluting vehicles with lower emissions models&lt;br&gt;• Zero emission charging stations&lt;br&gt;• Reduction of emissions from stationary industrial facilities</td>
<td>• Air Pollution Control Districts in collaboration with communities with the greatest need</td>
<td>Medium</td>
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<tr>
<td></td>
<td>Low-Income Weatherization Funding</td>
<td>• Single and multifamily low-income energy efficiency and renewable energy projects</td>
<td>• Single and multi-family homeowners and renters</td>
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<td></td>
<td>Water-Energy Grant Program</td>
<td>• Water conservation and efficiency grants</td>
<td>• Water agencies and cities</td>
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</tr>
<tr>
<td>Clean Energy and Energy Efficiency</td>
<td>Urban Greening Program</td>
<td>• Rainwater/Stormwater capture&lt;br&gt;• Greening of public lands and structures&lt;br&gt;• Active transportation&lt;br&gt;• Parks and open space</td>
<td>• Public agencies&lt;br&gt;• Community organizations&lt;br&gt;• Private sector</td>
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</tr>
<tr>
<td>Funding</td>
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<tr>
<td></td>
<td>Natural Resources and Waste Diversion Funding</td>
<td>• Tree planting, community gardens, etc.</td>
<td>• Public agencies&lt;br&gt;• Community organizations&lt;br&gt;• Private sector</td>
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<td>Urban and Community Forestry</td>
<td>• Food waste reduction&lt;br&gt;• Recycling programs&lt;br&gt;• Organics recycling/composting</td>
<td>• Public agencies&lt;br&gt;• Community organizations&lt;br&gt;• Private sector</td>
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80 Implementation Strategies & Financing

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Gateway District

SPECIFIC PLAN

PUBLIC REVIEW DRAFT | February 2019
funding programs. Cap-and-Trade is one of the mechanisms for meeting GHG targets established by AB 32. It provides funding in three primary areas:

1. Transportation and Sustainable Communities
2. Clean Energy and Energy Efficiency Funding
3. Natural Resources and Waste Diversion Funding

Under each of these funding areas are numerous programs that have funding available for projects and programs that would either be contained within the District or benefit the District and the City as a whole. Table 8-1 identifies programs within each of the primary funding areas that have a strong nexus with the Plan objectives and could augment other funding sources. Not all Cap-and-Trade programs are listed. For each program that is listed a nexus of High, Medium, or Low has been indicated according to the following rationale:

- High: Projects that are local in scale, where the City and/or partners can be the primary applicant, and can leverage locally controlled funds.
- Medium: Projects are larger in scale such as regional transit infrastructure and service, where the City and/or partners generally cannot be the primary applicant, and additional regional, state, and/or federal funds are likely needed.
- Low: Projects are regional and capital intensive, regional agencies are the responsible applicants, the City and/or partners have a limited supportive role, and substantial regional, State, and/or federal funds are necessary.

### Disadvantaged Community (DAC) Funding Policy

The majority of Cap-and-Trade programs target a substantial portion of their funding to Disadvantage Communities (DAC). DACs are classified in accordance with the CalEnviroScreen tool. CalEnviroScreen ranks each of the State’s 8,000 census tracts using national and state data sources on 20 indicators of pollution, environmental quality, and socioeconomic and public health conditions. CalEnviroScreen classifies South Gate in the highest tier of DACs; this establishes the City as being a priority for, and having a competitive advantage, when pursuing Cap-and-Trade funding, and some other State funds.

The California Office of Environmental Health Hazard Assessment (OEHHA) developed CalEnviroScreen as part of CalEPA’s environmental justice program to assist in identifying the overlapping burdens of pollution and socioeconomic disadvantage. A score of one (1) percent represents the lowest exposure to a pollutant or the lowest presence of a socioeconomic condition causing vulnerability, while 100 percent is the highest for both categories.

The entire District (Census Tract 6037536104) falls within the highest CES percentile range of 96 to 100 percent. Exposure from cleanup sites (99 percent), solid waste (99 percent) hazardous waste (96 percent), groundwater threats (94 percent), and toxic releases (91 percent) are some factors that contribute most to the District’s pollution burden. Each Cap-and-Trade program fund has a targeted funding amount for DACs. Additionally, a number of agencies responsible for administering Cap-and-Trade programs have technical assistance funding and resources to assist cities and communities in developing capacity to apply for, and secure, grant funding.

### 8.4. Description of Selected Funding Sources

In addition to the financing structures already described above, a variety of funding sources are available to the District for implementing capital and amenity improvements. Local sources include but are not limited to Development Impact Fees (DIFs), Special Benefit Assessments, Landscape Maintenance District fee (LMDs), Mello-Roos Special Taxes, and Business Improvement District fees (BIDs). Each of these funding sources has different establishment requirements and limitations on the types of infrastructure and services that can be funded.

In general, these funding structures are set up to fund construction activities and special benefits. Eligibility to fund ongoing general benefits, including services such as ongoing maintenance and operations of core infrastructure and programs, is limited under these structures and typically must be funded through city general funds, bonds, or other sources. Regional, state, and federal sources of revenues include state and federal gas tax revenues, county-wide sales tax measures for transportation.

Metro and SCAG grants, the ATP, Cap-and-Trade grants and loans, CDBG grants, and other federal formula and grant programs. In some cases these funding sources provide opportunities for public-private partnerships in ways that leverage limited resources and can achieve mutually beneficial goals. The sources that are identified and explained below have been recommended by the consultant team as worthy of further evaluation and are intended for consideration by the City decision makers.
8.4.1. Local Fees, Taxes, and Revenues

Development Impact Fees (DIFs)

As previously described in Section 8.3.2, DIFs are an important mechanism to generate revenues needed to invest in infrastructure that serves new development. Because they are local fees they are more easily adjusted to reflect local needs and be invested directly in local benefit. As such, it is worth reiterating that the fees for this Plan be evaluated to determine their adequacy.

Enhanced Infrastructure Financing District (EIFD) and Community Revitalization Investment Authorities (CRIA) Funds

As previously described in Section 8.3.1, EIFDs and CRIs provide opportunities to provide financing and funding to a variety of community investment options. The funding itself is derived from various taxes such as property tax and property tax in-lieu of Vehicle License Fees (VLF) and can then be utilized for direct investments, as loans, or to issue bonds. Again, as already detailed in the introduction to this section, EIFD funding cannot be utilized for operations and maintenance that are considered general benefit services and investments.

NIFTI and NIFTI-2 funds are similar to EIFDs in that taxes can be captured for use as direct investments, as loans, or to issue bonds. They also restricted in terms of use for operations and maintenance. In contrast to EIFDs, both have thresholds for use of funds for investments in affordable housing and NIFTI-2s require a portion to be invested in community amenities such as parks, urban greenening, active transportation, and related infrastructure.

Under a CRIA, rehabilitation, repair, or upgrading of deteriorated or inadequate infrastructure is an eligible expense in addition to construction. The eligibilities and requirements for assessment and investment are different for each and should be evaluated.

Special Benefit Assessment Fees

A special benefit assessment is a charge imposed on a particular piece of real property for a local public improvement or service of direct benefit to that property in excess of the benefit received by the general public. The concept underlying a special benefit assessment is that the assessment should be proportionate to the property owner’s benefit. In a special benefit assessment district, all properties that receive a special benefit must be included and are required to pay their proportionate share. A variety of reasonable formulas may be used to calculate each parcel’s proportionate benefit.

Under Proposition 218, all property owners have the opportunity to approve or oppose an assessment. Votes are tabulated according to the proportionate financial obligation of the properties (i.e. one “vote” for each dollar of assessment). If the simple majority of the votes favor the assessment, then the special benefit assessment district is authorized. However, if the majority of the votes oppose the assessment, then a majority protest exists and the special benefit assessment district is denied. Special assessments can be used to finance capital improvements and operations and maintenance for streets, curbs, storm drains, gutters, sewers, landscaping, and street lights; however, operations and maintenance investments must be dedicated to special benefits above and beyond the general maintenance and services that cities are expected to provide.

Lighting and Landscape Maintenance District (LMD) Fees

A Lighting and Landscape Maintenance District (LMD) is a special benefit assessment district created to pay for the costs of ongoing maintenance of public landscaping that provide special benefits to parcels within the district. Consistent with Proposition 218, which governs the formation of a special benefit assessment district (see Section 2.2, above), the authorization of an LMD, or the increase in its current assessment, is subject to a majority vote among all property owners within the proposed district, with votes tabulated according to the proportionate financial obligation of the affected properties (i.e. one “vote” for each dollar of assessment). As with the funding sources above, LMD fees are local funds and thus an increase would both be generated and invested through a direct nexus with property owners.

Mello-Roos Special Taxes

The Mello-Roos Community Facilities Act of 1982 authorized the formation of “Mello-Roos districts,” and the imposition of special taxes within these districts. Unlike special benefit assessments, special taxes do not need to meet the “special benefits” standard (discussed above) and can be used to finance regional facilities and services in addition to those within the district. In addition to construction and acquisition of facilities, Mello-Roos special taxes can be imposed for a broader set of services than other special districts but cannot be levied to raise revenue for general governmental purposes. This can include services such as police and fire, library and recreation, environmental cleanup and remediation, and operation of museums and cultural services as well as maintenance and operation of storm drainage systems and maintenance of parks, parkways, and open space. In today’s real estate
can be loaned to a third party developer to undertake the projects. This flexibility makes it one of the most potent and important public investment tools that HUD offers to local governments. Regulations governing the Section 108 program may be found at 24 CFR 570, Subpart M, Loan Guarantees.

**Cap-and-Trade Funds**

As already detailed, these funds are available for a variety of community investments in projects and programs that reduce GHGs and provide community co-benefits. The annual funding amount available is dependent on the quantity of carbon permits that are auctioned at the state level each year. Funding amounts are set annually by the legislature through the budget process and will vary. In general each program has an annual application and awards cycle.

**Metro and Transportation Development Act Funds (TDA)**

Transportation Development Act, Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. By ordinance, Metro is responsible for administering the program and establishing its policies. TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated. Two percent of total TDA funds are allocated for bicycle and pedestrian projects; bi-annual Metro “Call for Projects” are due in 2017 for funding opportunities in 2018.

**Road Repair and Accountability Act of 2017 Funds**

Senate Bill 1 (SB 1, Beall) will double the amount of revenues the state receives for local street maintenance and rehabilitation needs. It is estimated that $500 to $650 million annually will go to cities throughout the state, allocated on a per capita basis. The majority of these revenues will be disbursed through the Road Maintenance and Rehabilitation Account (RMRA). In addition to formula funding earmarked for road maintenance and rehabilitation, complete streets, traffic signals, and drainage improvements a portion of funds will be deposited in other competitive funding pots, such as the Active Transportation Program (ATP) and the Transit and Intercity Rail and Capital Program (TIRCP) that cities can apply for.

**Active Transportation Program (ATP) Grants**

While some funding for the ATP does come from Cap-and-Trade the majority comes from the state and the federal government. The ATP includes funding for Safe Routes to School, Rails to Trails, and active transportation infrastructure, programs, and planning. Local cities apply directly to the state for a portion of the fund while the remaining is routed through regional agencies such as Metro that issue their own “call for projects”. Note that the ATP includes a significant preference for funding projects that are part of a city active transportation plan that is no more than five years old. As a result, regular updates of city active transportation plans is a key component of successfully gaining ATP funding.

**8.4.3. Regional Funds and Revenues**

Regional sources of funding include Prop A and C, Measure R, and Measure M passed in 2016. Cities such as South Gate already receive local return of funds from each of the first three, and are guaranteed additional quantities from Measure M. Initial information from Metro
on Measure M indicates funds will be utilized to expand the rail and rapid transit system; accelerate rail construction and build new rail lines; enhance rail, local, regional, and express bus service; improve transit system connectivity; improve neighborhood streets and intersections; and enhance bike and pedestrian connections among other efforts. Regional grants administered by Metro and SCAG are also available for planning and infrastructure. These funds can be leveraged with other grant programs such as those that fall under Cap-and-Trade.

### 8.4.4. Other Selected Public Fund Revenues

The majority of available federal revenue is routed through state and regional agencies to the local level. The quantity that makes its way to the local level, such as the federal gas tax, is available for investment in accordance with federal requirements. Federal grant programs and revenue sources not already mentioned here are generally for projects that are larger in scale and require a high-level of coordination with regional and state agencies.

### 8.5. Community Benefits

The addition of mixed-use transit-oriented development and an improved multi-modal mobility system within the District can provide significant economic, community development, and environmental benefits to the area and City as a whole. A market analysis was performed to determine an appropriate mix of uses for the District. The growth anticipated to occur through build-out of the Plan has the potential to result in benefits including, but not limited to the following.

#### 8.5.1. Reducing Greenhouse Gas Reductions

The Plan will help achieve California’s greenhouse gas (GHG) emissions reductions targets by increasing opportunity for people to live and work near transit, and fostering a multi-modal mobility system that facilitates more local trips to be made by walking, bicycle and transit. Capital improvements connecting and improving local community access to future rail transportation infrastructure is an important community and regional benefit.
8.5.2. Providing Transit-Oriented Housing

There is a region-wide housing shortage that is acutely felt in the Gateway Cities. The market analysis concluded that South Gate currently offers affordable options for buying a home in Los Angeles County, and that the South Gate market has potential to absorb an estimated 280-500 new market rate residential units in the District over the next 10 years; see Figure 8-1: New Residential Demand.

In addition, there are a number of affordable housing programs that can be pursued through Los Angeles County programs and new market housing tax credit programs that could support the construction of affordable housing and facilitate a mix of renter and ownership housing.

8.5.3. Fostering Job Growth

The market analysis investigated the potential demand for flex space in the City and the District. Flex buildings are designed to be versatile, which may be used in combination with office (corporate headquarters), research and development, quasi-retail sales, and including but not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18-feet, with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets throughout the country. Flex buildings also provide a means to transition from heavy industrial uses near the I-710 Freeway to new residential units.

As shown in Figure 8-2: Secondary Market Flex Demand, there is the potential for 172,000 to 230,000 square feet of demand for flex space in the District, which includes a mix of office and light industrial uses. It was assumed that each new industrial job will require 1,000 square feet of flex space.

8.5.4. Healthy Communities

The Plan supports statewide healthy communities goals by: reducing vehicle miles traveled and associated air pollutant emissions through a transit-oriented development land use plan; increasing opportunities for active living and social engagement through creation of a pedestrian and bicycle friendly environment, connected open spaces, and public realm improvements; creating a land use buffer between heavy industrial and proposed residential uses; and improving safety through transportation improvements that minimize conflicts among users of the public right-of-way.
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INITIAL STUDY & NEGATIVE DECLARATION

GATEWAY DISTRICT SPECIFIC PLAN
SOUTH GATE, CALIFORNIA

LEAD AGENCY:
CITY OF SOUTH GATE
COMMUNITY DEVELOPMENT DEPARTMENT
8650 CALIFORNIA AVENUE
SOUTH GATE, CALIFORNIA 90280

REPORT PREPARED BY:
BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

APRIL 30, 2019

SECTION 1 • INTRODUCTION
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NEGATIVE DECLARATION

PROJECT NAME: Gateway District Specific Plan.

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

CITY AND COUNTY: South Gate, Los Angeles County.

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

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

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

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

- The proposed project will not have the potential to degrade the quality of the environment.
The proposed project will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.

The proposed project will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the city.

The proposed project will not have environmental effects that will adversely affect humans, either directly or indirectly.

Signature
City of South Gate Planning and Development Department

Date
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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THIS INITIAL STUDY

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

The Specific Plan outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment in the District to create a model, mixed-use TOD surrounding the future station. The Plan implements the City’s General Plan and uses the Zoning Code as the regulatory basis; however, additional goals, policies, plans, and regulations contribute context specific concepts to catalyze development projects appropriate for, and supportive of, the larger Transit Village vision. The City will also consider tools and policies such as inclusionary housing to encourage the development of affordable housing. This may be accomplished in a strategic, comprehensive fashion within the context of meeting the City’s overall housing goals.2

The adoption and subsequent implementation of the Gateway District Specific Plan is considered to be a project under the California Environmental Quality Act (CEQA).3 The City of South Gate is the designated Lead Agency for the proposed “project” and the City will be responsible for the project’s environmental review. Section 21067 of CEQA defines a lead agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.4 The project Applicant is the City of South Gate, Planning and Development Department, 8650 California Avenue, South Gate, California 90280. As part of the proposed project’s environmental review, the City of South Gate authorized the preparation of this Initial Study.5 The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment.

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2 Ibid.
5 Ibid. (CEQA Guidelines) § 15050.
Pursuant to the CEQA Guidelines, additional purposes of this initial study include the following:

- To provide the City of South Gate with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;

- To facilitate the project’s environmental assessment early in the design and development of the proposed project;

- To eliminate unnecessary EIRs; and,

- To determine the nature and extent of any impacts associated the proposed project.

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

Mr. Joe Perez, Community Development Director
City of South Gate, Planning and Development Department
8650 California Avenue
South Gate, California 90280

1.2 INITIAL STUDY’S ORGANIZATION

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

- Section 1 Introduction, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.

- Section 2 Project Description, provides an overview of the existing environment as it relates to the Planning Area and describes the proposed project’s physical and operational characteristics.

- Section 3 Environmental Analysis includes an analysis of potential impacts associated with the proposed project’s construction and the subsequent occupancy.

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1.3 INITIAL STUDY CHECKLIST

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

<table>
<thead>
<tr>
<th>Environmental Issues Area Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
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<tbody>
<tr>
<td><strong>SECTION 3.1 AESTHETIC IMPACTS. Would the project:</strong></td>
<td></td>
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<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
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<td>X</td>
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<tr>
<td>b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td><strong>SECTION 3.2 AGRICULTURE &amp; FORESTRY RESOURCES IMPACTS. Would the project:</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>c) Conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g))?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
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</tbody>
</table>
### Table 1-1

**Summary (Initial Study Checklist)**

<table>
<thead>
<tr>
<th>Environmental Issues Area Examined</th>
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</thead>
</table>

#### SECTION 3.3 AIR QUALITY IMPACTS. Would the project:

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

'b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? X

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

'd) Expose sensitive receptors to substantial pollutant concentrations? X

#### SECTION 3.4 BIOLOGICAL RESOURCES IMPACTS. Would the project have a substantial adverse effect:

'a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service? X

'b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? X

'c) On federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? X

'd) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? X

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

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

#### SECTION 3.5 CULTURAL RESOURCES IMPACTS. Would the project:

'a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines? X

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

'c) Disturb any human remains, including those interred outside of dedicated cemeteries? X
## Table 1-1
Summary (Initial Study Checklist)

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<tbody>
<tr>
<td><strong>SECTION 3.6 ENERGY. Would the project:</strong></td>
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<tr>
<td>a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td><strong>SECTION 3.7 GEOLOGY &amp; SOILS IMPACTS. Would the project result in or expose people to potential impacts involving:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground–shaking? Seismic-related ground failure, including liquefaction? Landslides?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Substantial soil erosion or the loss of topsoil?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Location on expansive soil, as defined in California Building Code (2001), creating substantial risks to life or property?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>SECTION 3.8 GREENHOUSE GAS EMISSIONS IMPACTS. Would the project</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>SECTION 3.9 HAZARDS &amp; HAZARDOUS MATERIALS IMPACTS. Would the project:</strong></td>
<td></td>
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</tr>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Environmental Issues Area Examined</td>
<td>Potentially Significant Impact</td>
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<td>Less Than Significant Impact</td>
<td>No Impact</td>
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</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the Planning Area?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**SECTION 3.10 HYDROLOGY & WATER QUALITY IMPACTS.**  
Would the project:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>X</td>
</tr>
<tr>
<td>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</td>
<td>X</td>
</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?</td>
<td>X</td>
</tr>
<tr>
<td>d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</td>
<td>X</td>
</tr>
<tr>
<td>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</td>
<td>X</td>
</tr>
</tbody>
</table>

**SECTION 3.11 LAND USE & PLANNING IMPACTS.**  
Would the project:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>X</td>
</tr>
<tr>
<td>b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td>X</td>
</tr>
</tbody>
</table>

**Section 3.12 Mineral Resources Impacts.**  
Would the project:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</td>
<td>X</td>
</tr>
</tbody>
</table>
### Table 1-1
Summary (Initial Study Checklist)

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

#### SECTION 3.13 NOISE IMPACTS. Would the project result in:

| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? |                               |                                      | X             |
| b) Generation of excessive ground-borne vibration or ground-borne noise levels? |                               |                                      | X             |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? |                               |                                      | X             |

#### SECTION 3.14 POPULATION & HOUSING IMPACTS. Would the project:

| a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? |                               |                                      | X             |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? |                               |                                      | X             |

#### SECTION 3.15 PUBLIC SERVICES IMPACTS. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:

| a) Fire department services? |                               |                                      | X             |
| b) Law enforcement services? |                               |                                      | X             |
| c) School services? |                               |                                      | X             |
| d) Other governmental services? |                               |                                      | X             |

#### SECTION 3.16 RECREATION IMPACTS. Would the project:

| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? |                               |                                      | X             |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? |                               |                                      | X             |

#### SECTION 3.17 TRANSPORTATION & CIRCULATION IMPACTS. Would the project:

| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? |                               |                                      | X             |
Table 1-1
Summary (Initial Study Checklist)

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<tbody>
<tr>
<td>b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>c) Result in inadequate emergency access?</td>
<td></td>
<td>X</td>
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</table>

**SECTION 3.18 TRIBAL CULTURE RESOURCES.** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?

- X

**SECTION 3.19 UTILITIES & SERVICE SYSTEMS IMPACTS.** Would the project:

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

- X

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

- X

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

- X

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

- X

- e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

- X

**SECTION 3.20 WILDFIRE** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

- X
## Table 1-1
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</thead>
<tbody>
<tr>
<td><strong>b)</strong> Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>c)</strong> Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>d)</strong> Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</td>
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<td>X</td>
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</tbody>
</table>

### SECTION 21 MANDATORY FINDINGS OF SIGNIFICANCE.

<table>
<thead>
<tr>
<th>Finding</th>
<th>Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a)</strong> Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</td>
<td>X</td>
</tr>
<tr>
<td><strong>b)</strong> Does the project have impacts that are individually limited, but cumulatively considerable? (&quot;Cumulatively considerable&quot; means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</td>
<td>X</td>
</tr>
<tr>
<td><strong>c)</strong> Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</td>
<td>X</td>
</tr>
</tbody>
</table>
SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

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

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2.2 PLANNING AREA LOCATION

The Planning Area for the Gateway District Specific Plan is located within the corporate boundaries of the City of South Gate. The City of South Gate is located approximately ten miles southeast of downtown Los Angeles and 13.5 miles north of the port of Long Beach.9 The City is bounded by the cities of Huntington Park, Cudahy, and Bell Gardens on the north; unincorporated county areas to the west; Lynwood and Paramount on the south; and Downey to the east.10 The location of South Gate in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The Gateway District Specific Plan applies to a geographic area consisting of approximately 59 acres. This area is bound by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue. The Planning Area is illustrated in Exhibit 2-3.

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8 Ibid.
10 Quantum GIS and the Southern California Association of Governments.
EXHIBIT 2-1
REGIONAL LOCATION
Source: Gateway District [Draft] Specific Plan
EXHIBIT 2-2
CITYWIDE MAP
Source: Gateway District [Draft] Specific Plan
EXHIBIT 2-3
PLANNING AREA
Source: Gateway District [Draft] Specific Plan
2.3 ENVIRONMENTAL SETTING

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

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

- **North of the Planning Area.** The Planning Area is bound on the north by Patata Street. Industrial uses and large undeveloped areas occupy frontage along the north side of Patata Street. These industrial uses and undeveloped parcels are located within the neighboring City of Cudahy.11

- **South of the Planning Area.** Industrial uses abut the planning area to the south. Additional industrial development is located south of Branyon Avenue.12

- **East of the Planning Area.** Industrial uses abut the Planning Area to the east.13 The uses line the west side of Rayo Avenue, which is located approximately 850 feet to the east of the Planning Area.14 The Long Beach Freeway (I-710) extends in a north-south orientation 0.43 miles to the east of the Planning Area.

- **West of the Planning Area.** The Azalea Shopping Center fronts the west side of Atlantic Avenue. An Alta-Med also occupies frontage along the west side of Atlantic Avenue.15

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

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11 Blodgett Baylosis Environmental Planning. *Site survey.* Survey was conducted on June 9, 2017.
12 Ibid.
13 Ibid.
15 Blodgett Baylosis Environmental Planning. *Site survey.* Survey was conducted on June 9, 2017.
### Table 2-1
Existing Land Uses and Development

<table>
<thead>
<tr>
<th>Parcel Number</th>
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<th>Land Use</th>
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<tr>
<td>6216-034-800</td>
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### Table 2-1
Existing Land Uses and Development (continued)

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

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Source: Blodgett Baylosis Environmental Planning

2.4 PROJECT DESCRIPTION

BACKGROUND FOR PLANNING

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

- General Plan 2035 (2009). The Plan was developed in compliance with requirements of Government Code Sections 65450-65457. Per California State law, specific plans must be internally consistent with the jurisdiction’s general plan. The Plan is consistent with, and provides a framework for, implementing the goals, land uses, and policies of the General Plan. The Plan further enables and creates criteria for focusing mixed-use, transit-oriented, and higher density residential uses near existing and future transit service areas.

17 Ibid.
Comprehensive Zoning Code and Citywide Zoning Map (2015). The Zoning Code provides the regulatory framework for implementing the General Plan. The Plan provides policies and regulations and relies on the Zoning Code regulations and guidelines of the established Transit Village, Urban Neighborhood, and Industrial Flex base zones. The Zoning Code standards for these zones, and all associated regulations, shall govern the District. However, the Plan provides supplemental regulations and modifications to create a location-specific plan for a successful LRT Station, to achieve the vision for the Gateway District. Where the Plan is silent on a topic, the Zoning Code requirements shall apply.

SCAG 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS sets forth a vision of compact and walkable urban areas that are serviced by numerous alternative transportation opportunities. It focuses on expanding passenger rail, encouraging alternatives to driving alone, promoting active transportation, and focusing on complete streets approaches to roadway improvements. The Plan is consistent with the goals, policies, and land use strategies of the RTP/SCP. These goals include maximizing accessibility, growing a sustainable regional transportation system, improving air quality by encouraging biking and walking, and encouraging growth that facilitates transportation. Specifically, the Plan is identified as a future High Quality Transit Area (HQTA) centered on the future LRT Station, contributing the SCAG vision of connecting communities through public transit.

City of South Gate Bicycle Transportation Plan (2012). The South Gate Bicycle Transportation Plan is the guiding document for all bicycle infrastructure policies, programs, and improvements, within the City. This Plan identifies policies and criteria to implement the Bicycle Transportation Plan, support, and increase bicycling as a mode of transportation, and extend the bicycle network to and throughout the Gateway District.18

VISION OF THE PLAN

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

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

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

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

**LAND USES AND DEVELOPMENT**

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

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

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

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


20 Ibid.
EXHIBIT 2-4
ZONING MAP FOR THE PLANNING AREA
Source: Gateway District [Draft] Specific Plan
The land use and development regulations of the Zoning Code shall be applicable to all development activities within the Specific Plan, including design guidelines established by the Zoning Code, unless otherwise modified by the Plan. Development potential to meet density and intensity requirements of the Transit Village (TV) Zone will likely require consolidation of parcels. Consolidated parcels allow for more cohesive development, provision of parking and services, and enable site efficiencies that cannot be achieved through development of individual small parcels. The following policies apply:

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

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

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

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

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GATEWAY DISTRICT SPECIFIC PLAN POLICY FRAMEWORK

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

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


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

Policy 3. Establish a cohesive public realm linking the future LRT Station to bus stops along Firestone Boulevard and Atlantic Avenue; this may include public plazas, transit plazas, pedestrian connections, or other similar public/semi-public spaces.

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

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

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

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

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

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

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

22 City of South Gate. Gateway District Specific Plan [Public Review Draft], February 2019
coordinate with applicable agencies to implement an at-grade street crossing of the UP railroad right-of-way, connecting 8th Street with Patata Street.

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

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

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

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

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

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

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

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

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2.5 PROJECT PURPOSE

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

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

2.6 DISCRETIONARY ACTIONS

A discretionary action is a decision taken by a government agency (for this project, the government agency is the City of South Gate) that calls for an exercise of judgment in deciding whether to approve a project. As part of the proposed project’s implementation, the City will consider the adoption of the Gateway District Specific Plan and the adoption of the Negative Declaration (ND).
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SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the initial study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project’s implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agricultural & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural & Tribal Resources (Section 3.5);
- Energy (Section 3.6);
- Geology & Soils (Section 3.7);
- Greenhouse Gas Emissions; (Section 3.8);
- Hazards & Hazardous Materials (Section 3.9);
- Hydrology & Water Quality (Section 3.10);
- Land Use (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population & Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation & Circulation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities (Section 3.19); and,
- Wildfire (Section 3.20); and,
- Mandatory Findings (Section 3.21).

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

- **No Impact.** The proposed project will not have any measurable environmental impact on the environment.

- **Less Than Significant Impact.** The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of South Gate or other responsible agencies consider to be significant.

- **Less Than Significant Impact with Mitigation.** The proposed project may have the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- **Potentially Significant Impact.** The proposed project may result in environmental impacts that are significant.

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

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project affect a scenic vista? • No Impact.

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

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

According to the California Department of Transportation (Caltrans), none of the arterial roadways within the Gateway District Specific Plan are designated scenic highways. In addition, the vegetation present within the Planning Area consists of species typically used for landscaping (palm trees, turf, etc.). The Planning Area is currently developed and does not contain any scenic rock outcroppings. Lastly, the Specific Plan’s implementation will not involve the removal of any buildings listed in the State or National Registrar (refer to Section 3.5). As a result, no impacts will occur.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • No Impact.

The topography of the Planning Area is generally level and is developed. The main purpose of the Gateway District Specific Plan is to promote urban design elements that will enhance the appearance of the Planning Area. The adoption and subsequent implementation of the Gateway District Specific Plan will improve the Planning Area’s image through the implementation of the design measures included in the Specific Plan. The implementation of the Specific Plan will not degrade the site and surrounding area and no impacts are likely to occur.

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25 Blodgett Baylosis Environmental Planning. Site survey. Survey was conducted on June 9, 2017.
D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ● Less than Significant Impact.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. For example, lighting emanating from unprotected or unshielded light fixtures may shine through windows that could disturb the residents inside. Sensitive receptors refer to land uses and/or activities that are especially sensitive to light and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate. The closest sensitive receptors to the Planning Area will include the residential development permitted under the Specific Plan. The Specific Plan, in Section 6.7, identifies the following guidelines for controlling light spillover:

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

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

MITIGATION MEASURES

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

### 3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS

**ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

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

B. **Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?** • No Impact.

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

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

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

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


D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?

- No Impact.

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

E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use or forest land to non-forest use?

- No Impact.

No agricultural activities, farmland uses, or forest uses are located in the geographic area governed by the Gateway District Specific Plan.\(^{31}\) As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not involve the conversion of any existing farmland area to urban uses or the conversion of forest land to non-forest uses. As a result, no impacts are anticipated.

**MITIGATION MEASURES**

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

**3.3 AIR QUALITY IMPACTS**

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

- **Ozone** \((O_3)\) is a nearly colorless gas that irritates the lungs and damages materials and vegetation. \(O_3\) is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone non-attainment area.\(^{32}\)

- **Carbon Monoxide** \((CO)\) is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.

- **Nitrogen dioxide** \((NO_2)\) is a yellowish-brown gas that, at high levels, can cause breathing difficulties. \(NO_2\) is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although \(NO_2\) concentrations have not exceeded National standards since 1991, \(NO_2\) emissions remain a concern because of their contribution to the formation of \(O_3\) and particulate matter. The SCAB is designated as an attainment area for \(NO_2\) by the EPA.

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\(^{31}\) Blodgett Baylosis Environmental Planning. *Site survey.* Survey was conducted on June 9, 2017.

\(^{32}\) A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.
Sulfur dioxide (SO₂) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO₂ concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀. The SCAB is designated as an attainment area for SO₂.

PM₁₀ refers to particulate matter less than ten microns in diameter. PM₁₀ particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB.

PM₂.₅ refers to particulate matter less than 2.5 microns in diameter. PM₂.₅ also represents a significant health risk because particulate matter of this size may be more easily inhaled, causing respiratory irritation. The annual average concentrations of PM₂.₅ exceeded Federal standards in some areas of the SCAB. As a result, PM₂.₅ continues to be designated non-attainment.

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

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀;
- 55 pounds per day or 2.43 tons per quarter of PM₂.₅; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM₂.₅; or,
- 150 pounds per day of sulfur oxides.

**Analysis of Environmental Impacts**

A. **Would the project conflict with or obstruct implementation of the applicable air quality plan?** • No Impact.

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

- **Consistency Criteria 1** refers to a proposed project’s potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- **Consistency Criteria 2** refers to a proposed project’s potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP’s implementation.

As indicated previously, the Plan’s potential build out includes up to 2,032 dwelling units and an estimated 1,792,492 square feet of employment related uses. The purpose of the Plan is to ensure conformity with the adopted General Plan. This area was identified for redevelopment under the City’s General Plan since the future railroad right-of-way for the Eco-Rapid Transit will extend through the Planning Area. The General Plan land use designations are consistent with the planning area’s zoning designations. The type of development envisioned under the Gateway District Specific Plan was also anticipated under the General Plan. Moreover, the transit oriented in-fill development permitted under the Specific Plan and the General Plan are consistent with SCAG efforts to promote higher density development in close proximity to regional light rail transportation nodes. As a result, no impacts related to the implementation of the AQMP are anticipated.

**B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? • No Impact.**

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

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

The emissions generated by the construction of individual projects will not exceed construction thresholds.
The contractors will be required to adhere to all pertinent SCAQMD regulations governing the control of
fugitive dust emissions. The total cumulative operational emissions generated by the future development
may exceed operational thresholds of significance. However, a statement of overriding considerations was
prepared for the 2009 General Plan and General Plan EIR. As indicated previously, the land uses
envisioned under the Specific Plan are consistent with those identified in the General Plan. As a result, no
additional impacts beyond those that were identified in the General Plan EIR will occur.

C. Would the project result in a result in a cumulatively considerable net increase of any criteria
pollutant for which the project region is non-attainment under an applicable federal or state ambient
air quality standard? • No Impact.

As indicated previously, the SCAB is a designated non-attainment area for ozone and particulates. As
stated in the previous subsection, the projected long-term emissions related to the adoption and
subsequent implementation of the Gateway District Specific Plan will be the same as that envisioned for
the implementation of the South Gate General Plan. In addition, the project is an infill development,
which is beneficial because it reduces urban sprawl and the overall vehicle miles traveled (VMT) by being
located on an underutilized parcel in a developed area. The specific plan will foster the development of
transit oriented uses. These uses will be served by the future West Santa Ana Branch of the Eco-Rapid
Transit. Finally, the proposed Gateway District Specific Plan will not exceed these adopted projections
used in the preparation of the Regional Transportation Plan. The Specific Plan is consistent with the
General Plan and will implement the goals and policies identified in the General Plan for the Gateway
District. The General Plan anticipated the type and intensity of development that would occur in this
district. As a result, no impacts related to the adoption and subsequent implementation of the Specific
Plan will occur.

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

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

Sensitive populations are more susceptible to the effects of air pollution than the general population.
Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of
particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The sensitive receptors located within the City are listed in Table 5.5-6, Sensitive Receptors. The closest sensitive receptors include the residential development located 300 feet to the west of the Planning Area’s southern section along both sides of May Court.36 No impacts beyond those identified in the EIR prepared for the City of South Gate General Plan will occur. As a result, no impacts related to the adoption and subsequent implementation of the Specific Plan will occur.

**MITIGATION MEASURES**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

**3.4 BIOLOGICAL RESOURCES IMPACTS**

**ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?* • No Impact.

The City of South Gate is an entirely urbanized city. The City is approximately 98% built out with approximately 80 acres of vacant land. Vegetation within the City consists primarily of ornamental landscaping. Plants and trees are limited to parks, street landscaping, some riparian zones around the Los Angeles River and Rio Hondo, and private yards and gardens. There are no known threatened or endangered plants or wildlife species known or suspected to exist within the City. According to the South Gate General Plan, there are no known threatened or endangered species in the City.37 A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the South Gate Quadrangle indicated that out of a total of 14 native plant and animal species, five are either threatened or endangered.38

The adoption and subsequent implementation of the Gateway District Specific Plan will not have an impact on the aforementioned species because the Planning Area is located in the midst of an urban area and there is no suitable riparian or native habitat located within, or in the vicinity of, the Planning Area. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project’s implementation.

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

38 California Department of Fish and Wildlife. Bios Viewer. [https://map.dfg.ca.gov/bios/?tool=cnddbQuick](https://map.dfg.ca.gov/bios/?tool=cnddbQuick)
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?  ● No Impact.

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

C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?  ● No Impact.

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

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

No natural open space areas are located within the Planning Area that would potentially serve as an animal migration corridor. An estimated 8.26 acres of the Planning Area will be reserved for open space. As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  ● No Impact.

Implementation of the Gateway District Specific Plan would not conflict with any policies or ordinances protecting biological resources. No areas within the City of South Gate are included in any natural community conservation plan or other habitat conservation plan. Chapter 5.33, Tree Preservation and Protection, of the City’s Municipal Code governs the use of all public trees and activities which may affect all public trees. The public tree designation applies to “any single or multi-stemmed plant normally


40 Ibid.

reaching mature heights of 15 feet or more, regardless of its current level of maturity, with one-half or more of its trunk or branches on or above all public property."42 The Gateway District Specific Plan also includes a focus on landscaping and tree planting with the new developments. As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts.

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

No areas within the City of South Gate are included in any natural community conservation plan or other habitat conservation plan. As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts.

MITIGATION MEASURES

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

3.5 CULTURAL RESOURCES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? • No Impact.

Historic structures and sites are generally defined by local, State, and Federal criteria. A site or structure may be historically significant if it is protected through a local general plan or historic preservation ordinance. The U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance through a determination of eligibility for listing on the National Register of Historic Places. Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. The adoption and subsequent implementation of the Gateway District Specific Plan will not involve any removal of historically buildings. None of the buildings that are located within the Planning Area are present on-site is not included on a list of historic resources compiled by the United States Department of the Interior, National Park Service.43 In addition, none of the buildings that occupy the planning area are present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).44 The City’s General Plan does not identify any specific historical resource such as a building or monument that may be affected by the project. As a result, no impacts are anticipated with the proposed project’s implementation.


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

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission.45 The Gabrieleño tribe has lived in this region for around 7,000 years.46 Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.47 Gabrieleño villages were often located near bodies of water, such as the Los Angeles River, the Rio Hondo River, the Santa Ana River, and the San Gabriel River. The closest known village to the City of South Gate is Tajauta, located in the unincorporated neighborhood of Willowbrook.48 The Specific Plan will promote new development located in an area that is occupied by industrial and commercial uses. In addition, the Planning Area has been subject to extensive disturbance in order to accommodate the existing development. In the unlikely event that remains are uncovered by construction crews, all excavation and grading activities shall be halted and the South Gate Police Department will be contacted (the Department will then contact the County Coroner). This is a standard condition under California Health and Safety Code Section 7050.5(b), which states:

“In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Therefore, the potential impacts are considered to be less than significant.

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

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

**MITIGATION MEASURES**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

**3.6 ENERGY**

**ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? • Less than Significant Impact.

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

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

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

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

**MITIGATION MEASURES**

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

### 3.7 GEOLOGY & SOILS IMPACTS

**ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Will the project, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground-shaking? Seismic-related ground failure, including liquefaction? Landslides? ● Less than Significant Impact.*

The City of South Gate is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the Planning Area. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.\(^{50}\) The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.\(^{51}\) The City of South Gate was not included in any Alquist-Priolo Special Studies Zone.\(^{52}\) Even though the City is not on the list, there are a number of known faults within close proximity to the City. The biggest threat to both the City and the Planning Area is the Newport Inglewood Fault, located approximately five miles southwest of the City. Other nearby significant faults includes the Whittier and Palos Verdes faults. The potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the Planning Area than for the rest of the area.

The Planning Area is located in an area that is at an elevated risk for liquefaction. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. The risk of liquefaction is no greater for the

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\(^{50}\) California Department of Conservation. *What is the Alquist-Priolo Act* [http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx](http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx)

\(^{51}\) Ibid.

\(^{52}\) California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.
Planning Area than the rest of the City. In addition, compliance with the most recent State and Local building codes will minimize potential impacts related to liquefaction. Lastly, the Planning Area is not at risk for landslides and is at no greater risk for ground shaking, fault rupture, and liquefaction than the rest of the City. Therefore, the impacts are expected to be less than significant.

B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • No Impact.

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the Planning Area is underlain with soils of the Hanford association. In addition, the United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Hanford soils association was placed into Class II, which are soils described as having some limitations.\textsuperscript{53} Hanford soils are at a slight risk for erosion; however, the Planning Area is presently developed and the underlying soils were disturbed in order to facilitate previous construction activities. In addition, Hanford soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the Planning Area. The Planning Area is, and will continue to be, level and no soil erosion impacts will occur.

C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact.

Soils of the Hanford association underlie the Planning Area. According to the United States Department of Agriculture, Hanford soils are used almost exclusively for urban development.\textsuperscript{54} The surrounding area is relatively level and is at no risk for landslides. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the development envisioned under the Gateway District Specific Plan since the new development will be constructed with the adherence to the most pertinent State and City building codes. Therefore, lateral spreading caused by liquefaction will not affect future development. The Hanford soils are not prone to shrinking and swelling. Soils that are prone to shrinking and swelling become sticky when wet and expand according to the moisture content present at the time. Since the underlying soils are not prone to shrinking and swelling, a possible influx of groundwater will not trigger lateral spreading.

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


\textsuperscript{54} Ibid.

\textsuperscript{55} Subsidence Support. \textit{What Causes House Subsidence?} http://www.subsidencesupport.co.uk/what-causes-subsidence.htm
addition, any new development will be required to be connected to the City’s water lines; therefore, the project’s operation will not utilize or affect groundwater supplies that may be present below the site. The Planning Area is located in an area that is subject to liquefaction; however, since the surrounding areas and cities are located in a liquefaction zone, the effects will be less than significant with conformance to the most stringent building standards.

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

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

E. Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.

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

F. Would the project, directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature? • Less than Significant Impact.

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

**MITIGATION MEASURES**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.


3.8 GREENHOUSE GAS EMISSIONS IMPACTS

ENVIRONMENTAL ANALYSIS

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

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

GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. Some examples of observed changes include shrinking glaciers, thawing permafrost, late freezing, early break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. The adoption and subsequent implementation of the Gateway District Specific Plan will promote development consistent with State and local efforts to curb the emissions of GHG. The Specific Plan will facilitate the growth of in-fill transit-oriented development along a future light rail transit line. In addition, the Plan will:

- Encourage focused mixed-use, transit-oriented development, and higher density residential uses, near existing transit and the future Gateway District Light Rail Transit (LRT) Station; and,

- Promote walking, biking, and transit use, while reducing vehicle miles travelled.

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

- Create a mixed-use and transit oriented center that contributes to a sustainable environment;

- Provide options for efficient movement of people, goods, and information that enhances economic growth and transportation planning;

- Contribute to a pedestrian and bicycle friendly environment in a setting of land uses that are neighborhood serving and family oriented;

- Include development guidelines for a sustainable community lifestyle;

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Incorporate cultural, public, and green spaces for outdoor activities; and,

Establish a plan that respects the character and needs of the City.59

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

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

The South Gate General Plan established objectives, policies, and implementation actions to reduce greenhouse gases by encouraging the use of alternative energy sources, reducing vehicle miles traveled, conserving parks/open space, developing public education programs emphasizing green building practices and promoting innovative approaches to reduce harmful impacts to the atmosphere. The implementation of the Specific Plan will not conflict with the policies outlined in the Green City Element of the General Plan. The Specific Plan will promote the use of bicycles, light rail, and local bus lines. A new light rail transit station will be constructed within the center of the Planning Area. This new station will serve the West Santa Ana Branch of the future Eco-Rapid transit line. The Plan will also introduce new bicycle paths and bus terminals. The addition of these amenities will provide residents, patrons, and employees an option to use alternative forms of transportation.

Furthermore, there will also be a regional benefit in terms of a reduction in VMT because it is classified as an infill project that is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).60 The Specific Plan will provide employment opportunities for local residents, local shopping and dining establishments, and residential uses, thereby reducing VMT and reducing trip length for vehicle trips in the surrounding area.


60 California Strategic Growth Council. http://www.sgc.ca.gov/Initiatives/infill-development.html. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.
No impacts are expected to result from the adoption and subsequent implementation of the Specific Plan given the Plan’s conformity with State and local goals of promoting infill development.

**Mitigation Measures**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

### 3.9 Hazards & Hazardous Materials Impacts

**Analysis of Environmental Impacts**

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact.*

The Specific Plan will require the demolition of the existing commercial and industrial development located within the Planning Area. Many of the buildings located within the Planning Area are older and were likely built prior to 1978. Therefore, lead based paint (LBP) and/or asbestos containing materials (ACM) may be present in some of the structures located within the Planning Area. As a result, the project Applicant and contractors will be required to remove the ACM and LBP in accordance with State regulations. None of the buildings that are located within the Planning Area are listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances database. None of the properties located within the Planning Area are identified on the California Department of Toxic Substances Control’s EnviroStor database. In addition, the Planning Area is not identified on any Leaking Underground Storage Tank database (LUST).

The United States Environmental Protection Agency’s multi-system search was consulted to determine whether the Planning Area is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List.

A total of six properties are identified in the database. These properties include: 4988 East Firestone Boulevard; 4973 East Firestone Boulevard; 4953 East Firestone Boulevard; 4933 East Firestone Boulevard; 4911 Mason Street; and 4933 Mason Street. These properties are identified as small quantity generators, which is typical for small light industrial uses and auto repair shops. These uses are required to report to the EPA due to their use, storage, and disposal of hazardous materials such as motor oil, hydraulic fluids,

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61 CalEPA. Cortese List Data Resources. [http://www.calepa.ca.gov/sitecleanup/corteselist/](http://www.calepa.ca.gov/sitecleanup/corteselist/)

62 CalEPA. EnviroStor Database. [http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&fx=-119&y=-33&z=18&ms=640,480&m=0&findaddress=South%20Gate%20City&zip=&county=&federalスーパーfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true& tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non operating=true]

etc. Therefore, it is likely that contaminants leaking from vehicles may have stained the surface pavement, the concrete flooring, and possibly the underlying soil. Lead based paint and asbestos containing materials may also be present in the flooring, walls, roof materials, dry wall, etc. due to the age of the building present on-site. The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities.

A majority of the existing uses with the Planning Area are automotive-related, storage, and logistics related. Any staining encountered on floors and paved areas can be traced to oil, hydraulic fluids, and transmission fluids. These fluids may have penetrated the surface and contaminated the underlying soils. Potential contaminants of concern may include Total Petroleum Hydrocarbons (TPH) and Volatile Organic Compounds (VOCs).

As individual development projects are proposed, future Applicants must obtain and submit a Phase I/II report to City staff for review. The Planning Area’s re-development will first require remediation to prepare affected areas for development. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws before the City issues any building permit. The mandatory clean up of potential contamination is considered beneficial since removal of contaminated soils and or the control of possible vapor release is required prior to the start of construction activities. As a result, the potential impacts related to the project’s construction are considered to be less than significant.

Once operational, the use of hazardous materials for the new development promoted by the Plan will largely consist of those commonly found in a commercial setting used in routine maintenance and cleaning. All future tenants will need to comply with all Federal and State regulations regarding hazardous materials. Therefore, the potential construction and operational impacts are considered to be less than significant.

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

Due to the nature of the proposed project (mixed-use development), the use of any hazardous materials will be limited to those that are commercially available and typically used in a household/office setting. Additionally, all older building materials located in the existing building containing ACM/LBP will be removed by a certified abatement contractor. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws before the City issues any building permit. As a result, the potential impacts are anticipated to be less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact.
The Planning Area is not located within a quarter mile of an existing school. The nearest school is Christa McAuliffe Early Education Center, located approximately 0.35 miles to the southwest of the Planning Area. Hazardous chemicals and materials used through the Planning Area will be limited to common household maintenance and cleaning products. Because of the nature of the anticipated uses, no hazardous or acutely hazardous materials will be emitted. As a result, no impacts from the operation of the future uses are anticipated.

The future development anticipated under the Specific Plan will involve the grading of the area and the removal of the existing development and improvements. During these activities, lead and/or asbestos containing materials as well as stained asphalt, concrete, and contaminated soil may be encountered. The handling, removal, and disposal of the aforementioned items are governed by State and Federal regulations. Therefore, adherence to all pertinent regulations governing the handling of hazardous materials will reduce potential impacts to levels that are less than significant.

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

The Cortese List, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on an annually basis. The list is maintained as part of the DTSC's Brownfields and Environmental Restoration Program referred to as EnviroStor. The database currently contains 575 sites, including the Federal Superfund sites. The database was consulted in June of 2017.

A search of the Envirostor Hazardous Waste and Substances Site List website was completed to identify whether the Planning Area is listed in the database as a Cortese site. The Planning Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. Five Cortese sites are located in the City including the following:

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

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


66 California, State of, Department of Toxic Substances Control, DTSC’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List), 2009.
E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the Planning Area? ● No Impact.

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

F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.

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

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

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

MITIGATION MEASURES

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.
3.10 HYDROLOGY & WATER QUALITY IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? • Less than Significant Impact.

As part of the adoption and subsequent implementation of the Gateway District Specific Plan and the new development supported by the Plan, certain improvements will be installed that will affect the amount of potential storm water runoff. The major source of potential water pollution is related to sheet runoff capturing surface pollutants that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins, and pipes. This storm water infrastructure collects the rainwater runoff and ultimately deposits everything it gathers, including contaminants and debris, into the ocean.

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

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

A proposed project must demonstrate that any proposed improvement, including filling, does not raise the flood level upstream or downstream of the project. As required by the ordinance, developers shall prepare National Pollution Discharge Elimination System (NPDES) reports, such as a LID Plan and a Stormwater Pollution Prevention Plan (SWPPP), to ensure the quality of water is preserved and adverse environmental impacts are minimized. Developers within the District will submit this documentation with their permit applications to the City. The existing development requirements will reduce the potential stormwater impacts to levels that are less than significant.

B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • No Impact.

The Planning Area is underlain by Holocene-age alluvial deposits consisting of silt, clay, and discontinuous lenses of sand. These sediments represent river system deposits derived from the ancestral Los Angeles and Rio Hondo Rivers. The Upper Pleistocene-age Lakewood Formation consists predominantly of fine-grained silt and clay while the lower portion of the Lakewood formation contains greater percentages of sand with some gravel lenses. The Lower Pleistocene-age San Pedro Formation extends from a depth of

approximately 275 to 1,200 feet below ground surface (bgs) and consists of marine and continental gravel, sand, sandy silt, silt, and clay.\textsuperscript{68} The City’s Water Division is the primary supplier of water, though the Hollydale area is served by the Golden State Water Company. Water is derived from local groundwater wells operated by the Water Division. The City also imports water from the Metropolitan Water District (MWD), the City of Downey, and the Golden State Water Company. However, these secondary sources are generally reserved for emergencies.

In addition, any new development will be connected to the City’s water lines and is not anticipated to deplete groundwater supplies through the direct consumption of the water. The Specific Plan calls for the installation of Xeriscape landscaping and water efficient appliances to reduce the burden placed on the City’s water resources. Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. Adherence to the required BMPs identified in the Specific Plan will restrict the discharge of contaminated runoff into the local storm drain system. As a result, no impacts are anticipated.

C. \textit{Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?} \textbullet{} No Impact.

No natural drainage or riparian areas remain within the Planning Area due to the past development. Additionally, the Planning Area is located 0.31 miles to the west of the channelized Los Angeles River.\textsuperscript{69} All development permitted under the specific plan will be restricted to the designated Planning Area and will not alter the course of the Los Angeles River. In addition, the future development will not substantially alter the Planning Area’s natural drainage patterns because previous construction activities have altered this area’s original drainage patterns. No other bodies of water are located in and around the Planning Area. As a result, no impacts will occur.

D. \textit{Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?} \textbullet{} No Impact.

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

\textsuperscript{68} United States Geological Survey. \textit{South Gate 7 ½ Minute Quadrangle}. 1994.

\textsuperscript{69} Google Earth. Website accessed June 13, 2017.

\textsuperscript{70} City of Paramount. \textit{Final Environmental Impact Report [for the] City of Paramount General Plan Update}. August 2007. The authors of this initial study compiled this information as part of the City’s General Plan Update. Paramount is located south and adjacent to South Gate.
The Planning Area is located approximately 12 miles to the north of the Pacific Ocean and the Planning Area would not be exposed to the effects of a tsunami. A seiche in the Los Angeles River is not likely to happen due to the channelization of the river and volume of water present. Lastly, the Planning Area will not be subject to mudslides because the Planning Area and surrounding areas are generally level. As a result, no impacts are likely to occur.

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

Future development proposed within the Planning Area must adhere to Title 6 – Health and Sanitation, Chapter 6.67 – Storm Drains of the City of South Gate Municipal Code. This chapter regulates the discharge of stormwater within the City. According to the aforementioned chapter, the future project Applicant shall submit an LID plan to the department of community development prior to the submittal of an application for the first planning or building approval for a new planning priority project development project. The LID plan shall include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, and/or rainfall harvest and use. The project applicant shall prepare a LID plan which implements set LID standards and practices for stormwater pollution mitigation and provides documentation to demonstrate compliance with the municipal NPDES permit on the plans and permit application submitted to the city.

In addition, the proposed project will not create excess runoff that will exceed the capacity of the existing stormwater drainage system. All future development will be required to implement operational BMPs identified in the Specific Plan, which include the installation of the bioswale corridor. These operational BMPs will reduce the amount of stormwater runoff discharged into the streets. Implementation of the previously mentioned BMPs will reduce potential impacts to levels that are less than significant. The adoption and subsequent implementation of the Gateway District Specific Plan will not involve any impacts beyond that identified in the General Plan EIR. As a result, no impacts are anticipated with the proposed project’s implementation.

MITIGATION MEASURES

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.11 LAND USE & PLANNING IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The development contemplated under the Gateway District Specific Plan will not divide or disrupt an established community since the Planning Area contains commercial and industrial uses. In addition, the
adoption and subsequent implementation of the Specific Plan will not result incompatible land uses. The Specific Plan was created to take advantage of the future West Santa Ana Branch of the Eco-Rapid transit line. The railroad right-of-way will traverse the center of the Planning Area in a northwest-southeast orientation while the ancillary light rail transit station will be located within the Planning Area. The Plan will promote the development of mixed-use transit oriented in-fill along proposed commuter line. This new development will reduce overall VMT since future commercial and residential uses will be located in close proximity to the Eco-Rapid transit line and station.\textsuperscript{71} In addition, the development envisioned under the Specific Plan will also benefit from the presence of the nearby Azalea Regional Shopping Center. As a result, no impacts will result.

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

The proposed project involves the adoption and subsequent implementation of the Gateway District Specific Plan. The adoption of the Specific Plan will not conflict with any applicable land use policy, plan, or regulation set by the State or the City. The following are recent and ongoing planning projects that have provided direction and established a foundation for the Gateway District Specific Plan.\textsuperscript{72}

- **General Plan 2035 (2009).** The Plan was developed in compliance with requirements of Government Code Sections 65450-65457. Per California State law, specific plans must be internally consistent with the jurisdiction’s general plan. The Plan is consistent with, and provides a framework for, implementing the goals, land uses, and policies of the General Plan. The Plan further enables and creates criteria for focusing mixed-use, transit-oriented, and higher density residential uses near existing and future transit service areas.

- **Comprehensive Zoning Code and Citywide Zoning Map (2015).** The Zoning Code provides the regulatory framework for implementing the General Plan. The Plan provides policies and regulations and relies on the Zoning Code regulations and guidelines of the established TV, UN, and IF base zones. The Zoning Code standards for these zones, and all associated regulations, shall govern the District. However, the Plan provides supplemental regulations and modifications to create a location-specific plan for a successful LRT Station, to achieve the vision for the Gateway District. Where the Plan is silent on a topic, the Zoning Code requirements shall apply.

- **SCAG 2016-2040 RTP/SCS.** The 2016-2040 RTP/SCS sets forth a vision of compact and walkable urban areas that are serviced by numerous alternative transportation opportunities. It focuses on expanding passenger rail, encouraging alternatives to driving alone, promoting active transportation, and focusing on complete streets approaches to roadway improvements. The Plan is consistent with the goals, policies, and land use strategies of the RTP/SCP. These goals include maximizing accessibility, growing a sustainable regional transportation system, improving air quality by encouraging biking and walking, and encouraging growth that facilitates transportation. Specifically, the Plan is identified as a future High Quality Transit Area (HQTA) centered on the

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

\textsuperscript{72} Ibid.
future LRT Station, contributing the SCAG vision of connecting communities through public transit.

- City of South Gate Bicycle Transportation Plan (2012). The South Gate Bicycle Transportation Plan is the guiding document for all bicycle infrastructure policies, programs, and improvements, within the City. This Plan identifies policies and criteria to implement the Bicycle Transportation Plan, support, and increase bicycling as a mode of transportation, and extend the bicycle network to and throughout the Gateway District.\[73\]

Per California State law, specific plans must be internally consistent with the jurisdiction’s general plan. The City’s General Plan 2035 regulates land uses in the Gateway District Specific Plan area. The General Plan established land use designations as well as allowed Place Types within each of these land use designations. The purpose of the Specific Plan is to ensure conformity with the adopted General Plan. The parcels zoned for Industrial Flex are located east of Lotta Avenue and south of Firestone Boulevard. The purpose of the Industrial Flex (IF) zone is to continue the industrial job base in the area, while allowing flexibility to incorporate a mix of uses and job options, supporting innovative industry and living options in close proximity to transit, existing employment centers, and major corridors. The parcels located in the southernmost portion of the Planning Area, east of Atlantic Avenue, included in the Urban Neighborhood (UN) zone. This designation corresponds to the Urban Neighborhood Zone District. Finally, Subareas A through L (referred to as Parcels on the map) are designated as Transit Village (TV Zone). According to the Plan, multi-family residential uses are permitted in the TV Zone. Residential uses are encouraged to utilize density bonuses and these uses shall be consistent with the Zoning Code permitted uses for the Transit Village (TV) Zone.\[74\]

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

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

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\[74\] Ibid.
Mitigation Measures

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.12 Mineral Resources Impacts

Analysis of Environmental Impacts

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the state? • Less than Significant Impact.

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

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

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

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76 Ibid.


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

Mitigation Measures

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.13 Noise Impacts

Analysis of Environmental Impacts

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

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

The current noise environment within the area surrounding the Planning Area is dominated by traffic noise from Atlantic Avenue, Firestone Boulevard, the uses located within the Planning Area, and the Azalea Regional Shopping Center parking lot. The Planning Area is located within the 60-70 CNEL boundaries as identified in the City’s Noise Element. According to Table N-4 of the City’s Noise Element, the Planning Area is located within an area that contains conditionally acceptable noise levels for multiple-family residential. The commercial component of the Specific Plan will be located within the normally acceptable range.

Ambient noise levels are expected to rise with the opening of the new Eco-Rapid transit line. According to the Specific Plan, the existing railroad right-of-way will accommodate the new Eco-Rapid transit line as well as future freight traffic. The Eco-Rapid transit will run on elevated tracks while the heavy freight lines will run along the at-grade tracks. The operation of the heavy freight rail will increase noise and vibration at the ground level, while increased noise levels from the elevated Eco-Rapid train are anticipated to affect tenants occupying the upper stories of future mixed-use development. Therefore, all units located within the line-of-sight with the railroad right-of-way must install sound proof windows. As a result, the potential impacts are considered to be less than significant.

The current noise environment within the Planning Area is dominated by traffic noise emanating from nearby arterial roadways and the I-710 Freeway. Aircraft flying over the site on approach to LAX are

80 South Gate General Plan 2035, Chapter 9, Noise Element. Table N-4 and N-5. Page 343.
81 Ibid.
82 Ibid.
another source of noise. Any future development will be required to adhere to the City’s noise control requirements. Once operational, future development permitted under the Specific Plan will not generate excessive ground-borne noise because the project’s operation will not require the use of equipment capable of creating ground-borne noise. Future sources of noise will include noise emanating from future railroad operations as well as from the existing industrial uses. According to the Specific Plan, the existing railroad right-of-way will accommodate the new Eco-Rapid transit line as well as future freight traffic. The Eco-Rapid transit will run on elevated tracks while the heavy freight lines will run along the at-grade tracks. The operation of the heavy freight rail will increase noise and vibration at the ground level, while increased noise levels from the elevated Eco-Rapid train are anticipated to affect tenants occupying the upper stories of future mixed-use development. Noise generated by adjacent industrial uses will be attenuated by the employment focused and flex land uses designated for those areas located south of Firestone Boulevard. These uses are intended to be commercial focused in order to create a noise buffer zone between the adjacent industrial uses and the future mixed-use development. As a result, the potential impacts are considered to be less than significant.

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

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

Composite construction noise is best characterized by Bolt, Beranek, and Newman. In this study, the noisiest phases of construction for non-residential development is presented as 89 dBA as measured at a distance of 50 feet from the construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario the 89 dBA value was used as an average noise level for the construction effort. The construction noise levels will decline as one moves away from the noise source. This effect is known as spreading loss. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.

There are no noise sensitive uses located within the immediate vicinity of the Planning Area. The closest noise sensitive receptors include the residential development located 300 feet to the west of the Planning Area’s southern section along both sides of May Court. These units are not within the line-of-sight of the Planning Area. In addition, construction noise emanating from the Planning Area will be attenuated by the existing commercial development located along the west side of Atlantic Avenue and will be subject to the principle of spreading loss. As a result, no impacts in regards to construction noise will occur with the adoption and subsequent implementation of the Gateway District Specific Plan.

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83 USEPA, Protective Noise Levels. 1971
C. For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

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

**Mitigation Measures**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

**3.14 Population & Housing Impacts**

**Analysis of Environmental Impacts**

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? • No Impact.

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As indicated previously, the Plan’s potential build out includes up to 2,032 dwelling units and an estimated 1,792,492 square feet of employment related uses. The purpose of the Plan is to ensure conformity with the adopted General Plan. This area was identified for redevelopment under the City’s General Plan since the future railroad right-of-way for the Eco-Rapid Transit will extend through the planning area. In addition, the Gateway District Specific Plan will permit the provision of new affordable housing.

The General Plan land use designations are consistent with the planning area’s zoning designations. The type of development envisioned under the Gateway District Specific Plan was also anticipated under the General Plan. Moreover, the transit oriented in-fill development permitted under the Specific Plan and the General Plan are consistent with SCAG efforts to promote higher density development in close proximity to regional light rail transportation nodes. As a result, no additional mitigation beyond that which may be required for individual development projects is required and no impacts will result.

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85 City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report.* (SCH NO. 2008071028). September 1, 2009
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.

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

**MITIGATION MEASURES**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

**3.15 PUBLIC SERVICES IMPACTS**

**ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

South Gate contracts with the Los Angeles County Fire Department for fire protection and emergency services. The residential, commercial, and mixed-use development, once occupied, will be periodically inspected by the Los Angeles County Fire Department. In addition, the Fire Department will review the development plans to ascertain the nature and extent of any additional measures that may be required to meet any Fire Code requirements. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, fire hydrants, interior sprinklers, and etcetera. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required and no impacts will occur.86

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

Law enforcement services in South Gate are provided by the South Gate Police Department. The Police Department is located in the Civic Center. As part of the Police Department’s annual review, demand shall be evaluated and resources allocated as necessary. Per Metro’s Transit Service Policy, LRT service operates

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from 4:00 AM to 2:00 AM, and bus service may operate subject to Metro Rapid Bus hours. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

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

The Planning Area is located within the service boundaries of the Los Angeles Unified School District (LAUSD). New development will be required to pay all pertinent development fees to the LAUSD. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.87

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

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

**MITIGATION MEASURES**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

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3.16 RECREATION IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.

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

MITIGATION MEASURES

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.17 TRANSPORTATION & CIRCULATION IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● No Impact.

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

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

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

C. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact.

The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. Throughout the District provision of reduced parking suitable for Transit Oriented Development is encouraged. The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. Throughout the District development may be allowed to provide parking at required ratios, suitable for TOD. To achieve this, the following measures shall apply.

- Limited vehicular access via curb cuts along Atlantic Avenue and Firestone Boulevard may be permitted, subject to site design review. The number, and specific locations, of curb cuts between the Atlantic/Firestone intersection and the existing railroad right-of-way shall be subject to city engineering approval.

- One vehicular crossing of the Gateway Plaza may be permitted for emergency circulation, subject to site plan review and city engineering approval.

- Coordinate vehicular circulation and parcel access points among multiple parcels.

- Configuration of vehicular circulation, including loading and unloading for non-residential uses, will be determined at the time of application.
• Provide adequate parking access as shown in the Plan (see Figure 4-1: Transit and Mobility Framework Plan): a) Provide vehicular passenger drop-off/pick-up space on 1st Street adjacent to the LRT Station; b) Incorporate on-street parking on 1st Street, adjacent to the railroad right-of-way for transit users; c) Parking for transit users (surface lots and/or structures) are recommended to be located on Parcels C, D, E, and F, based on proximity to the LRT Station and opportunities to leverage shared facilities with residential and/or mixed-use development. d) District-level parking studies shall be completed when parking is proposed below the established Zoning Code requirements for Urban Zones.

• A District-level traffic study shall be completed to determine the appropriate number of lanes and access points, as necessary.

• For the purposes of this Plan, all uses inclusive of transit, residential, and non-residential uses are encouraged to share parking facilities and resources. Parking may be provided on or off-site based on the applicable shared parking district/plan and or Park Once program; parking may be measured across the site, not on a parcel by parcel basis.

• Surface parking lots are discouraged directly adjacent to all Primary and Secondary Active Use Areas, as expanses of parking lots diminish the ‘active’ and pedestrian-oriented qualities of an area.

• The location of lots and structures are limited by Section 3.5 of this Plan. a. Locate parking lots the rear of the parcel (opposite circulation roads), if feasible, enabling proposed buildings and ground floor uses to have a direct relationship with streets and public spaces.

• Coordinate access to parking lots or structures among multiple parcels should be encouraged.88

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

**Mitigation Measures**

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

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3.18 TRIBAL CULTURAL RESOURCES

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?

Less than Significant Impact.

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The Planning Area is located within the cultural area that was formally occupied by the Gabrieleño-Kizh. As part of the AB-52 consultation with the tribal representatives, review of the project was completed. As part of this review and consultation, the tribal representatives indicated that the Planning Area may have cultural significance with the tribe due to the site’s location within one mile of the San Gabriel River. The Planning Area is located within an area that has been disturbed due to past development. Adherence to the standard condition provided in Subsection 3.5.2.B will minimize the potential impacts to levels that are less than significant.
As part of the AB-52 consultation with the tribal representatives, review of the project was completed. As part of this review and consultation, the tribal representatives indicated that the Planning Area may have cultural significance with the tribe due to the site’s location within one mile of the San Gabriel River. The Planning Area is located within an area that has been disturbed due to past development. Adherence to the standard condition provided in Subsection 3.5.B will minimize the potential impacts to levels that are less than significant.

**MITIGATION MEASURES**

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

### 3.19 UTILITIES & SERVICE SYSTEMS IMPACTS

**ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The County Sanitation Districts of Los Angeles County also treats wastewater from the City of South Gate.89 Local sewer lines are maintained by the City of South Gate, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the Planning Area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia Freeway, provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The following is the list of existing sewer mains within the District:

- **Atlantic Avenue.** From the northern boundary of the District to Firestone Boulevard there is a LACSD 27-inch Clay Tile Lined Reinforced Concrete Pipe (CIPP), the Wright Road Trunk Sewer. It then transitions to a 30-inch CIPP sewer south through the rest of the project limits. From south of the Union Pacific Railroad right of way to Mason Street, LACSD owns and maintains a 39-inch to 42-inch CIPP Lined RC pipe trunk sewer. The 42-inch pipe runs southeasterly down Mason Street, then transitions to a 45-inch pipe as it parallels the railroad right of way southeasterly until exiting the District limits.

- **Patata Street.** An 8-inch diameter VCP runs east west in Patata Street.

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89 Los Angeles County Sanitation Districts. [www.lacsd.org/about/serviceareamap.asp](http://www.lacsd.org/about/serviceareamap.asp)
Neville Avenue. Two LACSD 18-inch RCP pipelines extend from Wilcox Avenue southwesterly in line and through Neville Street. From Neville Street, one of the pipelines continues through and connects to the 30-inch Wright Road Trunk Sewer in Atlantic Street. The other 18-inch pipeline connects to the 42-inch sewer in Mason Street.

Mason Street. There is a LACSD 42-inch pipeline in Mason Street and an 8-inch diameter City of South Gate sewer line.

Branyon Avenue. The City of South Gate has an 8-inch pipeline from Branyon Avenue that connects to LACSD’s 30-inch pipeline in Atlantic Avenue.

Alleys. The City of South Gate has 8-inch diameter sewer pipelines in the alley parallel to and east of Atlantic Avenue south of Firestone Boulevard to Branyon Avenue; and parallel to and south of Firestone from the alley previously identified to east of Kendall.90

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

- Extension of 10-inch VCP sewer pipelines in 2nd Street to the LACSD 18-inch trunk line from Neville Street (future Couplet Parkway) would convey wastewater from sub-areas C, H, J, and K.
- Extension of a 10-inch VCP pipeline along 4th Street would serve sub-areas K and L.
- Service to the sub-areas A and B would be extended from existing sewer lines.
- Sewer facilities in Mason Street would need to be relocated to Firestone Boulevard. This includes the City 8-inch and LACSD 42-inch pipelines.91

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

B. Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? ● No Impact.

According to the City’s General Plan, the City of South Gate uses groundwater from City wells as its primary source. The total capacity of both active and stand-by wells is 32.97 million gallons per day (MGD). The City’s average daily demand is 9.32 mgd, while the City’s maximum demand is 16.78 mgd.92

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

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91 Ibid.
92 South Gate General Plan 2035. Chapter 8 Public Facilities, Water Service/Water Supply.
impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.\textsuperscript{93} In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

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

New development will involve the installation of more modern and up-to-date plumbing fixtures in the new buildings will likely result in less effluent generation and water consumption than cited previously. As a result, the project water consumption demand is not likely to exceed current levels. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.\textsuperscript{94} In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, the impacts are expected to be less than significant.

D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? • No Impact.

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

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

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

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\textsuperscript{94} Ibid.
MITIGATION MEASURES

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

3.20 WILDFIRE

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

95 City of South Gate. South Gate General Plan 2035 [Final] Environmental Impact Report. (SCH NO. 2008071028). September 1, 2009
D. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.

There is no risk from wildfire within the project site or the surrounding area given the project site’s distance from any area that may be subject to a wildfire event. The project site and surrounding areas are developed and ground cover is limited to urban development. Therefore, the project will not expose future employees or residents to other natural hazards related to a wildfire (mud flows, landslides, etc.) and no impacts will occur.

MITIGATION MEASURES

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

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

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

• Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? • Less than Significant Impact.
Daytime and nighttime light and glare from both the proposed project would not contribute any significant impacts since all future development must comply with the City’s municipal code. The project’s operational air quality impacts would be less than significant. Development contractors would be responsible for maintaining compliance with SCAQMD’s mandatory Rule 403 regulations, which significantly reduce the generation of fugitive dust. In addition, future truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize emissions and odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant. Adherence to the construction noise regulations would also prevent the exposure of sensitive receptors to excess noise. Lastly, the addition of the project’s traffic would not result in a deterioration of any intersection’s level of service or the creation of a CO hot-spot. As a result, the potential impacts are considered to be less than significant.
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SECTION 4 CONCLUSIONS

4.1 FINDINGS

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

- The Gateway District Specific Plan will not have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

- The Gateway District Specific Plan will not have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.

- The Gateway District Specific Plan will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.

- The Gateway District Specific Plan will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.
SECTION 5 REFERENCES

5.1 PREPARERS

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 South Hacienda Boulevard, Suite 107
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(626) 336-0033
Marc Blodgett, Project Manager
Bryan Hamilton, Project Planner
Liesl Sullano, Project Planner

5.2 REFERENCES

South Gate, City of.  *City of South Gate Bicycle Transportation Plan*.  Adopted 2012.

South Gate, City of.  *South Gate General Plan*.  2009.

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


NOTICE IS HEREBY GIVEN that the Planning Commission of the City of South Gate will hold a public hearing to consider approval of a Resolution recommending adoption of an Ordinance adopting the Gateway District Specific Plan and adding it to the South Gate Municipal Code and related Zoning Map Amendment.

DATE OF HEARING: Tuesday, August 20, 2019
TIME OF HEARING: 7:00 p.m.
LOCATION OF HEARING: City Hall Council Chamber, City of South Gate
8650 California Avenue
South Gate, California

PROJECT LOCATION: The Gateway District Specific Plan (Plan) area is approximately 59 acres, bounded by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue.

PROJECT DESCRIPTION: The City of South Gate has prepared a Public Hearing Draft Gateway District Specific Plan which includes land use permissions and new design guidelines and standards. The Draft Gateway District Specific Plan implements, and is largely consistent with, the General Plan land use Gateway District designation and with the Transit Village zoning designation, and where the Plan will facilitate implementation of mixed use transit oriented development vision to support the proposed light rail transit station within the Plan area to be constructed and operated by Los Angeles Metropolitan Transportation Authority (Metro).

All maps, environmental information, and other data pertinent to the proposed Plan are filed in the Community Development Department and are available for public review prior to the public hearing. These are also available on the City’s website: http://www.cityofsouthgate.org/185/Planning.

ENVIRONMENTAL REVIEW: Because of the evidence that the Draft Gateway District Specific Plan presents no significant effects on the environment, the City of South Gate is recommending adoption of the Initial Study/ Negative Declaration (IS/ND). The Initial Study and proposed Negative Declaration have been available for public review since May 30, 2019 and are available at South Gate City Hall, Planning Department, 8650 California Avenue and on the City’s website.

INVITATION TO BE HEARD: All interested persons are invited to the public hearing to be heard in favor of or in opposition to the action or to provide comments. In addition, written comments may be submitted to the Community Development Department prior to the hearing. If you challenge the action taken on this proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this Notice, or in written correspondence delivered to the City of South Gate prior to or at the public hearing.

Those desiring a copy of the staff report or further information related to this project should contact:

Contact: Steven Masura, Contract Planner
Phone: 323-563-9526
E-mail: smasura@sogate.org

Mailing Address: Community Development Department
City of South Gate
8650 California Avenue
South Gate, CA 90280-3075

ESPAÑOL: Información en Español acerca de esta junta puede ser obtenida llamando al 323-563-9514
Published: August 8, 2019