



City of South Gate

HOLLYDALE VILLAGE SPECIFIC PLAN

Final - June 2017



City of South Gate

Hollydale Village Specific Plan

June 2017

FINAL



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1.1 Introduction

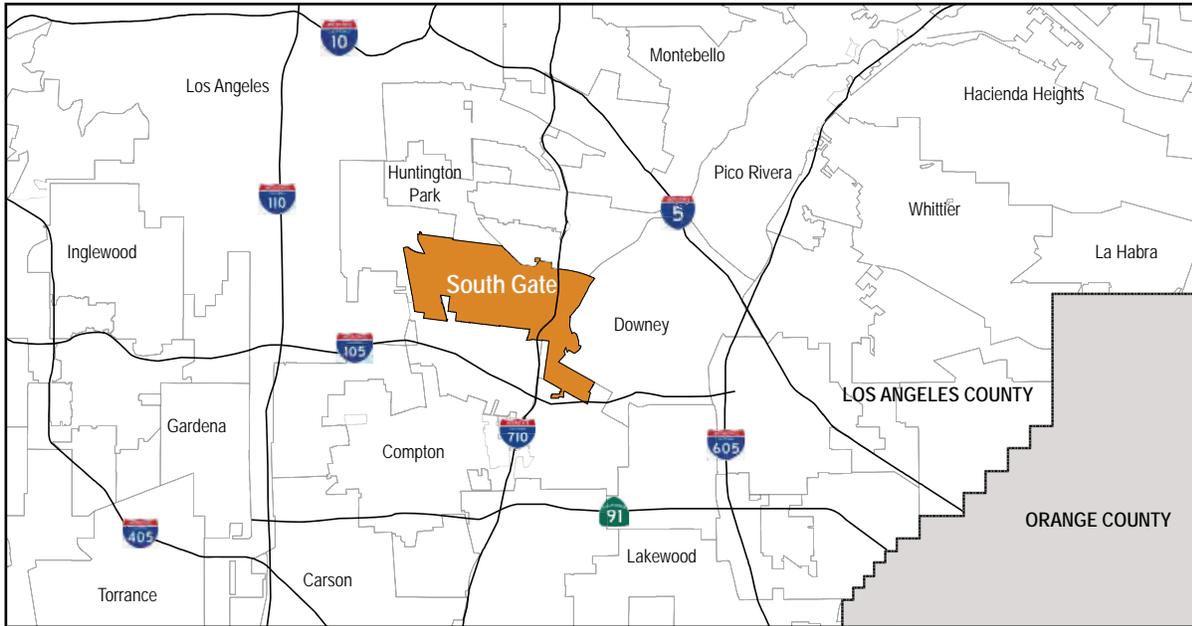
The Hollydale Village Specific Plan is a City-initiated Specific Plan to demonstrate a clear vision for Hollydale with the anticipated arrival of two Eco-Rapid transit stations in the vicinity. This Specific Plan is intended to be a tool for City staff, decision makers, developers and property owners by providing strong and clear policies, development and design standards, design guidelines, and a vision that guides land use decisions, infrastructure improvements, design, and economic development activities in the Specific Plan area. A Specific Plan encourages desired patterns of activity, land uses and development types and removes constraints to efficient development.

What is a Specific Plan?

A Specific Plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. While the General Plan is the overall guide for growth and development in a community, the goal of a Specific Plan is to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. The authority for preparation and adoption of specific plans is set forth in the California Government Code, Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt specific plans by ordinance as regulatory documents. The law allows adoption of Specific Plans as may be required for the implementation of the General Plan.

1.2 Specific Plan Location

South Gate is a city of approximately 96,400 residents located eight miles southeast of Downtown Los Angeles. The I-105 freeway is to its south, the I-110 freeway is approximately 3 miles from its western border, and the City is bisected by the I-710 freeway and the Union Pacific Rail Road (UPRR) and other freight railroad lines. It is bordered by the City of Paramount to the south and the City of Downey to the north and east.



Regional Location

The Hollydale area is located in the southeastern portion of the City of South Gate and is separated from the rest of the city by the I-710 freeway and the Los Angeles River. The Hollydale area is just over 325 acres in size and is bisected by the Union Pacific right-of-way, which is the planned route of the Eco-Rapid Transit corridor. The major north-south streets in the area include Garfield Avenue and Paramount Boulevard. The Hollydale Area Specific Plan area is illustrated in Figure 1-1.

Hollydale Elementary School and Hollydale Regional Park are located to the west of the Specific Plan area. The latter is a major open space resource for the City of South Gate and the location of an entrance to the Los Angeles River Bicycle Path.

1.3 Background

Hollydale is a stable residential neighborhood in the southeastern part of the City of South Gate. Garfield Avenue used to be a vibrant neighborhood retail street that has lost many of its anchor tenants over the past several decades. The Hollydale Village Specific Plan presents the opportunity to revitalize this part of the City with a plan that builds on its original historic character while positioning the area to take advantage of two future Eco-Rapid Transit stations anticipated in the vicinity.

The Eco-Rapid Transit Line (formerly known as the Orangeline) links economic development and transportation in a 40 mile corridor from Bob Hope Airport in Burbank to Downtown Los Angeles to Artesia. It supports the creation of more jobs and connects over four million residents to the regional transportation system. The southern corridor, between Artesia and Downtown Los Angeles, is one of twelve Measure R transit projects. It currently has a \$240 million Measure R funding allocation



-  City of South Gate Boundary
-  Hollydale Village Specific Plan Area
-  Metro Green Line
-  Planned Eco-Rapid Transit Corridor

FIGURE 1-1
SPECIFIC PLAN AREA

HOLLYDALE VILLAGE SPECIFIC PLAN 

5 minute walk (1,200') 

0 500 1,000 1,500 2,000 2,500 Feet

and is scheduled to be built by 2027. The project is also included in the adopted 2009 Los Angeles County Metropolitan Transportation Authority's (Metro) Long Range Transportation Plan.¹

Two stations are planned in the vicinity of Hollydale – a transfer station with the Green Line (in the City of Paramount within the I-105 freeway right-of-way) on the south and at Gardendale Street (in the City of Downey) on the north. The latter station is tied into the planned redevelopment of the County of Los Angeles' plans for redeveloping the Rancho Los Amigos Campus.

There are both opportunities and impacts to the Hollydale community that are addressed in this Specific Plan. With the possibility of two transit stations in the area, there is an opportunity for capitalizing on additional visitors, workers and riders in the area; strengthening the retail environment on Garfield Avenue; as well as creating more housing choices for residents near transit. Impacts to the community include potential spillover station parking in the neighborhoods. The Strategic Growth Council has awarded a grant to the City of South Gate for the preparation of a Specific Plan to address these issues.

1.4 Purpose

The purpose of the Hollydale Village Specific Plan is to revitalize the Hollydale community and improve access to all modes of active transportation, including transit, walking and bicycling. Building off of the goals and policies outlined in the South Gate General Plan 2035, the Hollydale Village Specific Plan will encourage transit oriented development, promote active transportation, reduce vehicles miles traveled, improve access to regional open space resources, and create community benefits.

The Specific Plan is anticipated to facilitate development, especially residential and retail in a mixed use setting, proximate to the Gardendale Eco-Rapid Transit Station. The major objectives of the Specific Plan are to identify land use options that include providing new mixed uses, increasing housing opportunities and neighborhood-serving retail uses, and preserving industrial uses. In addition, the Specific Plan is intended to foster a healthy community by improving the public realm and pedestrian and bicycle linkages to and from the two stations, Garfield Avenue retail, Hollydale Regional Park and the Los Angeles River, future mixed use corridors and existing residential neighborhoods.

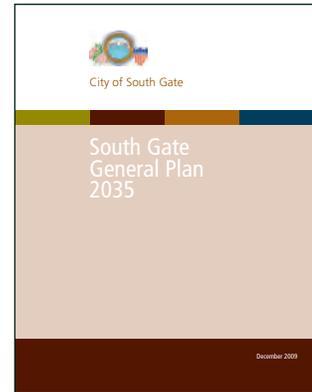
1.5 Citywide Planning Efforts

Over the last decade, the City has undertaken several citywide planning efforts that have positioned the City for improving the quality of life for all residents through preserved and enhanced residential areas, expanded housing choices and improved transportation options. The following are recent and ongoing planning projects that have provided direction and established a foundation for the Hollydale Village Specific Plan.

¹ *Orangeline Development Authority, 2015*

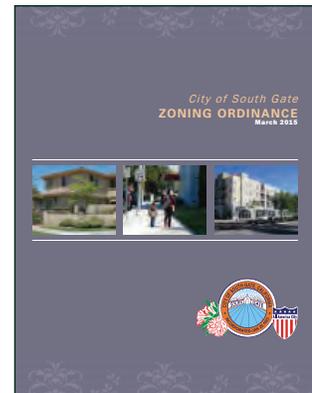
General Plan 2035 (2009)

The City completed its General Plan 2035 in 2009 which incorporated a combined land use and form-based approach in a Community Design Element. The General Plan 2035 land use designations in Hollydale Village include a residential neighborhood, Hollydale Industrial District along the UPRR rail line, portion of Imperial Industrial District, and two corridors along Garfield Avenue and Paramount Boulevard with a mix of uses at varying densities. The Specific Plan implements these land use designations by creating and applying zoning designations that are consistent with the General Plan.



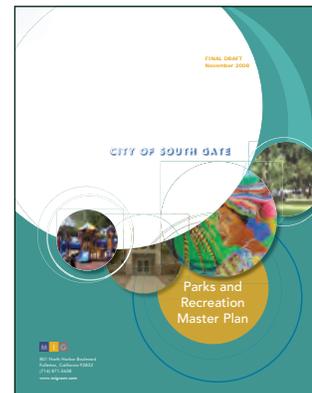
Comprehensive Zoning Code and Citywide Zoning Map (2015)

The City of South Gate also adopted a new Zoning Code (CZC) and Citywide Zoning map in 2015. A major focus of the new Code was to incorporate mixed use zoning at appropriate locations to support the various “Place Types” identified in the 2035 General Plan. The Zoning Code and Map, however, did not address the parcels within the Hollydale Village Specific Plan area in anticipation of the adoption of this Specific Plan. This Specific Plan creates new designations as well as applies specific regulations and provisions of the Zoning Code to the Specific Plan area as noted in this document.



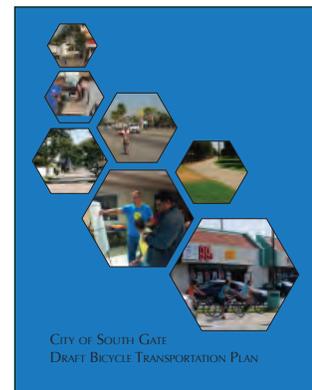
Parks and Recreation Master Plan (2008)

Adopted in 2008, the Parks and Recreation Master Plan is based on the vision that recreation facilities, programs, and open space are important resources within the City of South Gate, enhancing community health, enriching the lives of residents, and contributing to a unique community identity and quality of life. The Master Plan is an implementation tool of the General Plan, providing strategies for addressing the General Plan’s set of goals and policies based on current analysis and community input. The recommendations within the Master Plan have been incorporated and expanded on in the Specific Plan.



Bicycle Transportation Plan (2012)

This plan is the guiding document for all bicycle infrastructure, policies, and programs in the City of South Gate. It proposes an extensive network of streets designed to be safe and comfortable for bicyclists. The proposed network consists of a variety of bikeway types, including bike paths, bike lanes and bicycle boulevards. The Plan also provides bicycle parking and recommendations to enhance links to the transportation nodes. The Hollydale Village Specific Plan integrates and builds upon the recommendations for improved bicycle access in the Bicycle Transportation Plan.



Additional documents referenced are as follows:

- City of South Gate Street Tree Master Plan (2008)
- City of South Gate Urban Water Management Plan (2015)
- City of South Gate Sewer System Management Plan (2009)
- City of South Gate Storm Water System Analysis (1996)
- Gateway Cities Council of Governments Strategic Transportation Plan (2016)

1.6 Sustainable Communities Planning Grant and Incentives Program²

The Hollydale Village Specific Plan is funded by a sustainable communities planning grant awarded to the City of South Gate by the State of California’s Department of Conservation, Division of Land Resource Protection, Strategic Growth Council (SGC), as part of the State’s 2011 Sustainable Communities Planning Grant and Incentives Program. This grant program implements the vision of the People of California to foster the development of sustainable communities throughout California. It is designed to help local governments meet the challenges of adopting land use plans and integrating strategies in order to transform communities and create long term prosperity. Sustainable communities shall promote equity, strengthen the economy, protect the environment and promote healthy, safe communities.

The primary goal of this grant program is to develop and implement plans that reduce greenhouse gas emissions consistent with AB 32 and SB 375, and achieve the following Program Objectives:

- Improve air and water quality
- Promote public health
- Promote equity
- Increase housing affordability
- Promote infill and compact development
- Revitalize urban and community centers
- Protect natural resources and agricultural lands
- Reduce automobile usage and fuel consumption
- Improve infrastructure systems
- Promote water conservation
- Promote energy efficiency and conservation
- Strengthen the economy

These objectives are consistent with the State Planning Priorities, as defined by Government Code 65041.1 as well as Strategic Growth Council objectives.

1.7 Administration

A. Consistency with the General Plan

Per California State law, specific plans must be internally consistent with the jurisdiction’s general plan. The City’s General Plan 2035 regulates the land uses in the Hollydale Village Specific Plan

² Strategic Growth Council website

area. The Specific Plan is consistent with all elements of General Plan 2035. The Specific Plan is also supportive of the following *Community Design Strategies*³ contained in the General Plan:

- Preserve Character of Existing Distinct and Well Designed Neighborhoods
- Focus New Development on Transit Corridors
- Capitalize on the Los Angeles River and Rio Hondo Channel
- Create Neighborhood Nodes
- Create a Transit Village
- Support and Expand Parks and City Green Spaces
- Transform Industrial Uses into Higher Intensity Employment Centers

The Specific Plan is also supportive of General Plan *Goals, Objectives and Policies*⁴ to support

- A complete, integrated and balanced mix of residential and non-residential uses...(Goal 2)
- Integrated land use and transportation development that encourages walking, biking and the use of public transportation. (Goal 3)
- Preservation and enhancement of existing neighborhoods' quality and character. (Goal 4)
- Revitalization, redevelopment and intensification of the City's Districts. (Goal 6)
- Revitalization of the City's corridors....(Goal 7)

In addition, the Specific Plan implements the Place Types recommended in the General Plan 2035 for the various neighborhoods, districts and corridors within the Hollydale Village area.

B. Consistency with the Zoning Code

The Specific Plan does not convey any rights not otherwise granted under the provisions and procedures contained in the Comprehensive Zoning Code (CZC) Title 11 and other applicable ordinances, except as specifically provided herein. Where general land use regulations and/or development standards of Title 11 are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail and supersede the applicable provisions of Title 11. The provisions of this Specific Plan shall also supersede the provisions of the Chapter 11.60 (Form Based Development Code).

Any issue not specifically covered in the Specific Plan shall be subject to the CZC and/or other titles of the Municipal Code. If the issue is not specifically covered in the City's existing regulations, it will be subject to interpretation by the Community Development Director or his/her designee (Director).

C. Applicability and Conformity of Development

No construction, modification, addition, or placement of any building or structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan that is not in conformity with the provisions of this Specific Plan.

The provisions of this Specific Plan shall not apply to development projects for which a complete application has been received by the appropriate City office on or before the effective date of this

³ City of South Gate General Plan 2035, *Community Design Element*, pages 49-52

⁴ City of South Gate General Plan 2035, *Community Design Element*, pages 88-99

Specific Plan. However, applicants for such projects may elect to comply with the provisions herein in lieu of the former provisions. Applications for projects whose entitlements and/or permits have expired or were denied will be required to conform to this Specific Plan.

If the Director determines that an existing use or structure in the Specific Plan area is an existing nonconforming use that does not have to be brought into conformance with the Specific Plan, the regulations and standards of Chapter 11.55 (Nonconforming Uses and Buildings) of Comprehensive Zoning Code (CZC), Title 11 of the SGMC shall apply.

D. Approval Process

The Director shall be responsible for administering the Hollydale Village Specific Plan in accordance with the provisions of this Specific Plan, the State of California Government Code, the City of South Gate General Plan 2035, and the CZC. All development projects and new uses shall be subject to the review and appeal procedures, findings and provisions of the CZC, such as Conditional Use Permits, Variances, Design Review, etc.

As public or private entities propose new projects on properties within the Specific Plan area, staff will review each project for compliance with Specific Plan provisions and standards contained in this document. While not prescriptive, staff should also use the illustrative prototypes and design examples as models of desired development. New projects will be evaluated by staff based on site-specific conditions and the surrounding context.

1.8 Organization of Specific Plan

The Hollydale Village Specific Plan is organized to provide a framework for private and public realm improvements in the Specific Plan area. The plan is organized as follows:

Chapter 1: Introduction – Explains the Specific Plan’s background and purpose, identifies the planning area, describes citywide planning efforts, and outlines the organization of the Specific Plan document. This chapter also sets forth the administration of the Specific Plan.

Chapter 2: Planning and Design Process – Describes the planning and design process, including issues and opportunities identified early on in the project and community involvement during the process.

Chapter 3: Goals and Policies – Describes the goals and policies that establish the framework for the recommendations contained in the Specific Plan.

Chapter 4: Specific Plan Zones – Sets forth the zoning, permitted uses and development and design standards for the Specific Plan area. This chapter also details the design guidelines that will shape the character of future development in the Specific Plan area.

Chapter 5: Mobility and Parking – Details the circulation improvements for the Hollydale area, including automobile, transit, pedestrian and bicycle modes. These recommendations also address the anticipated construction of the Eco-Rapid Transit Line. The mobility

recommendations also support the “Complete Streets” concept of providing for all modes of transportation. This chapter also sets forth the parking requirements for uses in the Specific Plan area.

Chapter 6: Open Space and Streetscape Improvements – Describes the recommended improvements to the street landscape and pedestrian amenities in the Specific Plan area. This chapter also establishes improvements to pedestrian and bicycle connections to regional open space resources, as well as the two future transit stations.

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 Strategy – Outlines the implementation strategy and steps on how to best move the Specific Plan forward.

Chapter 9: Capital Improvement Program – Summarizes the potential capital improvements proposed in the Specific Plan.

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Planning and Design Process

2.1 Introduction

The Hollydale Village Specific Plan was prepared through a participatory process that engaged the community, and informed and involved the decision makers throughout the planning process. In keeping with the goals of the Sustainable Communities Grant Program, the Specific Plan process also educated the community about the benefits of sustainable and compact development. The Specific Plan was generated by the expectation that the Eco-Rapid Transit line will bring revitalizing opportunities to Hollydale while also help in meeting local and regional transportation goals. Therefore, the planning and design process incorporated a discussion of the benefits of transit and TOD principles through all phases of Specific Plan development.

2.2 Community Engagement Process

The Hollydale Village Specific Plan was prepared with input obtained through a series of community workshops, where residents, business and property owners, and interested parties provided input to the project team on the topics and direction of the Plan to ensure that the Plan expresses the vision, goals and ideas of the community as a whole. The City Council also established a Steering Committee comprising of residents, business and property owners to provide continuous feedback during the project.

Public workshops and Steering Committee meetings were held at milestone stages of the project to present findings and solicit input. These workshops and meetings were very productive in discussing key issues, concerns and preferences, and in generating trust for the planning process and community support for the Specific Plan. The first workshop presented the background and purpose, existing conditions, and key opportunities for Hollydale, and solicited input from the community on their issues, goals and visions. The second workshop presented the preliminary land use, circulation and urban design plan, and gathered input on the overall land use, design and mobility concepts. The third workshop presented and obtained feedback on the Public Review Draft Specific Plan. Spanish language translation was provided at all community events. Presentations to the City Council and Planning Commission were also made during the presentation of the Specific Plan.

In addition to the workshops, individual interviews were held at the beginning of the planning process with key stakeholders, including City decision makers, property owners, business owners, and City departments among others. The stakeholders were asked to discuss their issues, opportunities, and goals for the Hollydale area. Both stakeholder and community input were incorporated into the planning process and are reflected in the goals and policies in this Specific Plan that are described in the next chapter.

A project website was created and maintained throughout the planning process to inform the community about upcoming events and project schedule, solicit feedback, and provide relevant project related information. A twitter feed was also established to reach out to the younger demographic in the city.



Input on the plan's recommendations was garnered at well-attended community workshops and with the steering committee.

2.3 Community Issues and Opportunities

As a part of the comprehensive participation process, the stakeholders and community identified a wide range of issues and opportunities for the Hollydale area, as illustrated in Figure 2-1. These are briefly discussed below and inform the goals and policies for the Specific Plan as well as the recommendations therein. These issues and opportunities were also informed by the consultant team's field analysis, baseline studies and stakeholder interviews.

Overall Area

Hollydale is a distinct neighborhood in the City of South Gate and has always had its own unique identity. The area is primarily single-family residential with non-residential uses along the major corridors. Commercial uses are located along three major corridors within the Specific Plan area – Garfield Avenue, Paramount Avenue, Imperial Highway. Industrial uses are located in the corridor between Center Street and Industrial Avenue and north of Gardendale Street, adjacent to Imperial Highway. The community has expressed strong desire to build on Hollydale’s history, diversity and intimate scale.

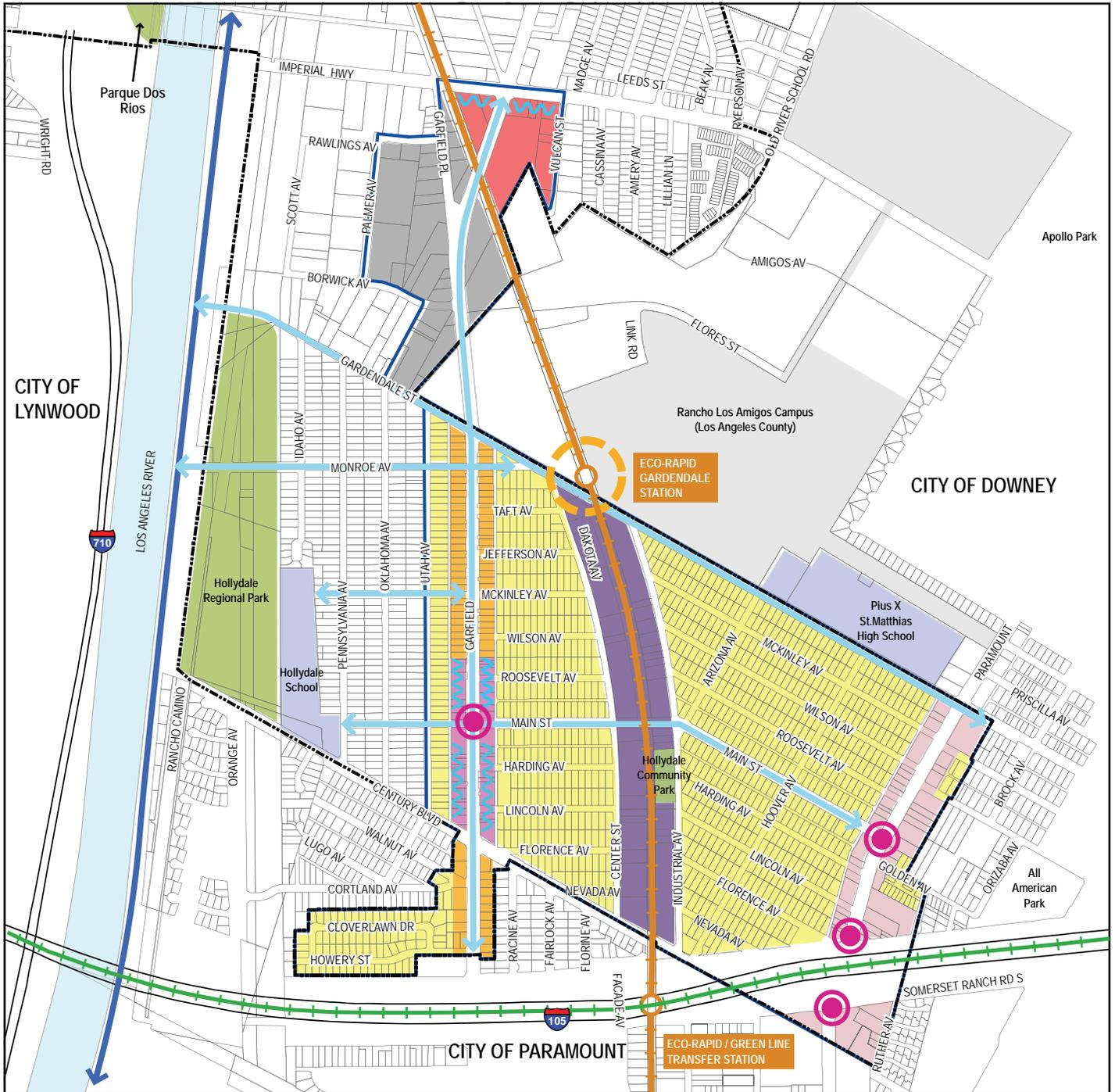
Garfield Avenue used to be the successful “main street” serving Hollydale but has fallen into hard times in the last several decades. A contributing factor is that Hollydale’s trade area is limited due to its location adjacent to the intersection of two freeways (SR-710 and I-105). While generally providing good regional connectivity, the freeways also act as barriers and limit local access to Hollydale from the west and south. This issue, in combination with the small number of residents and a lack of sufficient workers within Hollydale, currently limits the potential for successful retail. In addition, there is intense competition with neighboring cities for retail and job opportunities. Attracting additional daytime uses and more housing to Hollydale will help in increasing the customer base. The County of Los Angeles’ plan to redevelop the Rancho Los Amigos Campus in the city of Downey, adjacent to the Specific Plan area, will bring several thousand daytime workers to the area, increasing the number of potential shoppers.

The residential neighborhoods house a stable middle-class population with significant discretionary income, which is a strong positive for the area. However, there are limited housing opportunities for entry level households. In addition, while more housing options for current and future residents are needed, acceptability of multi-family housing by the community will depend on location and design. Other constraints in efficient redevelopment of under-utilized land include small parcel sizes and absentee ownership as well as inefficient parcel configurations.

The City’s GATE shuttle’s Eastside Route currently serves Hollydale. The expansion of this and other GATE shuttle routes could also help with bringing in additional visitors to the area by improving connections between Hollydale and the rest of South Gate, especially destinations such as South Gate Park, City Hall and azalea Regional Shopping Center.



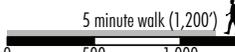
The stable single family residential neighborhoods are well kept and have some of the highest property values in the city of South Gate.



-  City of South Gate Boundary
-  Hollydale Village Specific Plan Area
-  Metro Green Line
-  Planned Eco-Rapid Transit Corridor
-  Los Angeles River Bicycle Path

FIGURE 2-1
LAND USE AND DESIGN
OPPORTUNITIES

HOLLYDALE VILLAGE SPECIFIC PLAN 

5 minute walk (1,200')  Feet

0 500 1,000 1,500 2,000 2,500

LEGEND

- 
Preserve and Enhance Residential Neighborhoods
 Maintain the character of the existing single family neighborhoods. Provide street amenities such as street trees and pedestrian scaled lighting.
- 
Create a “Main Street” Environment along Garfield Avenue
 Encourage pedestrian-oriented retail uses in a mixed use setting along Garfield Avenue between Roosevelt Avenue and Century Boulevard and focused at the intersection with Main Street.
- 
Require an Active Retail Frontage
 Require ground floor retail uses along the “Main Street” section of Garfield Avenue and along Imperial Highway to create an active street environment.
- 
Create a Mixed Use Corridor along Paramount Boulevard
 Revitalize Paramount Boulevard by encouraging higher density residential uses in a mixed use environment.
- 

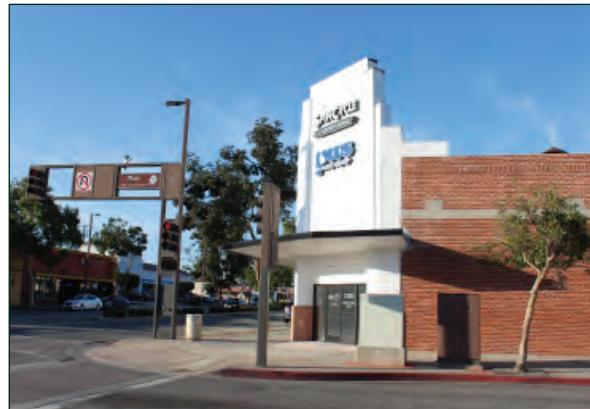
Build on the planned Eco-Rapid Station at Gardendale Street
 Allow multi-family housing options along Garfield Avenue close to the Eco-Rapid Station to take advantage of the availability of transit.
- 
Improve connections to the Hollydale Regional Park, Los Angeles River and Los Angeles River Bicycle Path
 Enhance pedestrian and bicycle connections to these three regional open space resources with improved landscaping, provision of bicycle lanes/routes and crosswalk improvements to improve residents’ access to these resources, and to attract visitors to the Specific Plan area.
- 
Preserve Industrial Uses
 Preserve industrial uses and well-paying industrial jobs in this area.
- 
Encourage Light Industrial Uses
 Convert to clean, light industrial uses that are employment intensive.
- 
Maximize retail uses along a high traffic corridor
 Take advantage of high traffic volume on Imperial Highway by focusing on retail uses.
- 
Create nodes of higher density activity
 At these major intersections, allow for higher-density and active uses to maximize potential.

Garfield Avenue Corridor

The heart of the Hollydale Village is focused around the Garfield Avenue and Main Street intersection, which offers tremendous potential as a lively neighborhood district that is a local community gathering place and contains a mix of neighborhood serving uses to meet the daily needs of residents.

The community has expressed a strong desire for attracting a variety of attractive and desirable neighborhood-serving retail along Garfield Avenue such as a grocery store, pharmacy, convenience retail, clothing stores, a gym, a hardware store, nighttime draws such as restaurants and coffee shops; and other places for young adults to congregate. Active retail recruitment will be necessary to attract the kind of stores desired by the community, although it should be noted that the retail demand is probably not there for everything that the community has expressed interest in. Consideration should be given to adding more housing and services (catering to a range of age groups from youth to elderly) and office, both administrative and professional. Other sought-after uses include an activity center for youth and seniors. The existing County Library could be expanded to become a programmatic community hub.

The existing environment (streetscape and building facades) along the Garfield Avenue corridor is generally unattractive and in need of renovation. The center median along Garfield Avenue is in need of upgrades. Along Garfield Avenue, while the building façade styles are not consistent stylistically, there are many buildings from the 1950's. This is a theme that can be built upon to give the area a cohesive identity. A façade program for Garfield Avenue businesses – façade improvements and professional signage – is also desirable.



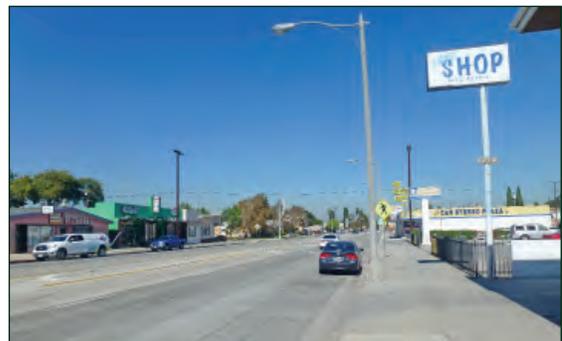
Garfield Avenue is the traditional "Main Street" for Hollydale with neighborhood serving retail and the Hollydale Public Library.

Other improvements identified to make Hollydale more pedestrian and bicycle-friendly include landscape improvements on Garfield Avenue and Main Street, better pedestrian lighting, additional crosswalks at unmarked intersections, and crosswalk improvements to assist school children’s safe passage from Hollydale Elementary School to their homes.

Paramount Boulevard

Paramount Boulevard is a major north-south arterial that traverses the Specific Plan area on the east. The uses along this corridor include a range of commercial and retail uses in one- and two-story buildings. There is an opportunity to intensify uses along Paramount Boulevard to create new interest and economic activity in the area. Mixed use projects with residential or office uses above with retail along the street level would activate the street.

Paramount Boulevard is in need of streetscape improvements as there are no street trees along the corridor, making the street appear unattractive and barren. There are also long stretches without signalized crosswalks on Paramount Boulevard, making it challenging for pedestrians to cross the street safely. Pedestrian lighting, street trees and additional landscape will all help make Paramount Boulevard a more attractive and vibrant street.



Paramount Boulevard is currently an under-utilized corridor in need of streetscape improvements.

Industrial Area and Corridor

South Gate is a preferred location for local manufacturing in Southern California with a mature workforce and experienced employment base in industrial and transportation services. City leadership has leveraged accessibility to various freeways, ports, and airports for economic development and services. The industrial uses provide stable well-paying jobs and the importance of maintaining this job base is an important goal expressed by stakeholders and community members.



The industrial uses in the Specific Plan area provide well paying jobs and are generally compatible with their surrounding uses.



The industrial uses in Hollydale Industrial Corridor vary from older manufacturing facilities to newer office-type buildings.

In Hollydale, industrial uses are located along the corridor between Industrial Avenue and Center Street. Several of these industrial properties are under-utilized today. While the uses along this industrial corridor generally coexist with their residential neighbors with minimal problems such as truck traffic and parking on residential streets, there is a sense that any intensification of these uses will lead to more significant issues affecting the residents. Lighter industrial uses may be appropriate in the long term. Heavier industrial uses located north of Gardendale Street are generally isolated from residential uses and should be maintained.

Eco-Rapid Transit

Future plans for two stations on the Eco-Rapid Transit line create mobility and enhance economic development potential for Hollydale. In addition, the planned Eco-Rapid Transit line enhances additional funding possibilities from SCAG and/or METRO for additional TOD related infrastructure.

With the future Eco Line Station at Gardendale Street, there is an opportunity to recycle under-utilized properties to higher density transit-oriented development within walking distance of the station. The advantage of the Gardendale Eco-Rapid Station location is its proximity to the County of Los Angeles' Rancho Los Amigos campus project and the County's plan to relocate several thousand County employees to the area. Further coordination with the County and City of Downey will be necessary to maximize the opportunities for Hollydale. Improved streetscapes and directional signage can provide an opportunity to attract this new workforce to the retail uses on Garfield Avenue.

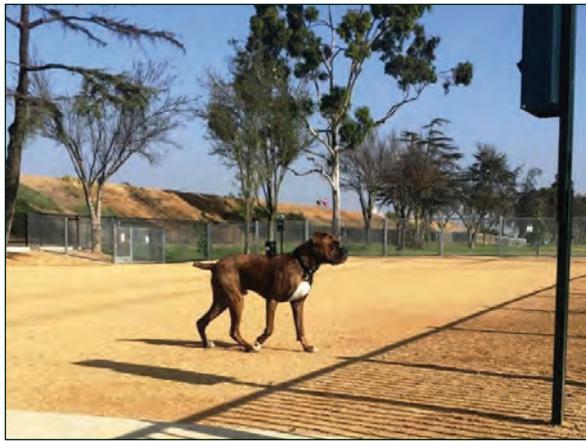
A transfer station with the Green Line is also being planned just south of the Specific Plan area. This station will improve transit connectivity for the residents to include access to LAX as well as Downtown Los Angeles. The design of the station, its access and parking will need to address issues related to potential parking impacts on the residential streets.

Hollydale Regional Park

Hollydale Regional Park, a major community resource, is located directly to the west of the Specific Plan area. The Los Angeles River with Rio Hondo/Los Angeles River Bike Path, a regional resource, is immediately west of the park. The park is heavily used by the community and could be a draw for activities along Garfield Avenue. The soccer fields, tennis courts, equestrian center and the dog park are well-used. Currently, there is not much connection or coordination between Hollydale

Regional Park and the retail on Garfield Avenue. This is a major opportunity to attract park users to Garfield Avenue. Connectivity to Hollydale Regional Park from the residential neighborhood also has potential for improvement. A comprehensive signage and wayfinding system and improved streetscapes will be instrumental in improving these connections.

The connectivity of Hollydale Regional Park with the Los Angeles River should also be enhanced. A bicycle path along the Los Angeles River connects the Long Beach Harbor with many of the southeast cities and then continues northward thru Downtown Los Angeles. A connection to this bicycle route should be made at Hollydale Regional Park.



Hollydale Regional Park has a variety of active and passive uses such as soccer fields and a dog park. A connection with the Los Angeles River Bicycle Path will bring more visitors to the park as well as Garfield Avenue.

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Goals and Policies

3.1 Introduction

The purpose of this chapter is to establish goals and policies for the Hollydale Village Specific Plan. The goals and policies set the framework for realizing the vision for Hollydale, serving as guidelines for decision-making and providing direction for the future. The goals and policies were derived from input received from the community, stakeholders, Steering Committee, and City staff during the community engagement process as described in Chapter 2.

The goals and policies are also consistent with those contained in the City's General Plan, as well as with "Smart Growth" principles. Smart growth can be defined as growth that is economically sound, environmentally friendly and supportive of community livability. Smart growth is also a key component of creating sustainable and resilient communities. Sustainable and resilient communities are healthier, safer, greener, more livable, and more prosperous.

The goals and policies are also intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety in the Specific Plan area.

3.2 Goals and Policies

Ten major goals have been identified for the Hollydale Village Specific Plan area as follows:

1. Preserve and enhance existing single-family neighborhoods.
2. Create a range of housing opportunities and choices.
3. Improve economic vitality and employment opportunities in Hollydale.
4. Address issues and opportunities related to the future Eco-Rapid Transit Stations.
5. Encourage good design and high-quality development within the Specific Plan area.
6. Improve quality of life for current and future residents with improvements to the pedestrian experience in the public realm.
7. Promote sustainable practices and "green" streets.
8. Promote active transportation and reduce vehicle miles traveled.

9. Promote pedestrian and bicyclist safety.
10. Take advantage of the proximity of several regional open space resources.

Goal 1: Preserve and enhance existing single-family neighborhoods.

Policy 1.1: Preserve the character and density of existing residential neighborhoods.

Policy 1.2: Establish design standards and guidelines that promulgate well-designed buildings that are compatible with the surrounding architecture.

Policy 1.3: Enhance existing neighborhoods with additional street amenities such as pedestrian-scaled street lighting and canopy street trees.

Policy 1.4: Explore the possibility of undergrounding overhead electrical facilities.

Goal 2: Create a range of housing opportunities and choices.

Policy 2.1: Implement targeted areas of mixed use zoning along the major corridors to promote employment, retail, and residential uses.

Policy 2.2: Introduce higher density housing products for efficient use of land, to offer housing choices for current and future residents, and to support desired retail services in the area.

Policy 2.3: Preserve existing stock of affordable housing.

Policy 2.4: Promote housing affordability through diversification of housing choices (ownership, rental, single-family, multifamily) for varied income groups.

Policy 2.5: Take advantage of the proximity of the Gardendale Eco-Rapid Station to encourage transit oriented development.

Policy 2.6: Incentivize lot consolidation where appropriate to facilitate the development of cohesive projects along the corridors.

Goal 3: Improve economic vitality and employment opportunities in Hollydale.

Policy 3.1: Create economic opportunities for the Hollydale community by fostering a complementary variety of retail, residential, and employment uses.

Policy 3.2: Preserve existing industrial jobs in the industrial districts within the Specific Plan area.

Policy 3.3: Improve the retail tenant mix along Garfield Avenue, the existing “main street” for Hollydale.

Policy 3.4: Encourage more employment-intensive and clean industrial uses along the Hollydale Industrial Corridor by implementing appropriate zoning.

Policy 3.5: Encourage a mix of national brand and local merchant businesses along the three major corridors, Garfield Avenue, Paramount Boulevard and Imperial Highway.

Policy 3.6: Consider innovative financing techniques to construct the capital improvements recommended in the Specific Plan.

Goal 4: Encourage good design and high-quality development within the Specific Plan area.

Policy 4.1: Implement development and design standards that result in attractive developments of high quality construction.

Policy 4.2: Through design review, ensure that new development enhances the character of the Specific Plan area by requiring design and architectural elements that support high quality development.

Policy 4.3: Encourage the inclusion of amenities such as plazas, walkways, landscaping, and appropriate water features within residential and commercial developments.

Policy 4.4: Encourage development to include high quality building exteriors, enhanced pavement, and special entryway and corner landscaping.

Goal 5: Address issues and opportunities related to the future Eco-Rapid Transit Stations.

Policy 5.1: Coordinate with Metro, County of Los Angeles, and the City of Downey to integrate the planned development of the Eco-Rapid Station and the Rancho Los Amigos Campus with the Hollydale area, including creating pedestrian linkages and open space connections.

Policy 5.2: Coordinate with Metro to minimize the impacts of traffic and parking related to the Green Line I-105 Transfer Station on the adjacent residential neighborhoods.

Policy 5.3: Provide a variety of housing choices within walking distance of the Eco-Rapid Gardendale Station.

Goal 6: Promote active transportation and reduce vehicle miles traveled.

Policy 6.1: Provide a multi-modal transportation system of “Complete Streets”.

Policy 6.2: Enhance access to transit and the future Metro Eco-Rapid Stations.

Policy 6.3: Provide a connected pedestrian and bicycle network that links together the two planned Eco-Rapid stations, retail and new mixed uses along the corridors, Hollydale Regional Park and Los Angeles River Bike Path and the residential neighborhoods.

Policy 6.4: Facilitate mixed use development that maximizes pedestrian connectivity and minimizes the need for vehicle travel.

Policy 6.5: Efficiently manage the supply and demand of parking to accommodate customer and commuter parking, and encourage the use of shared parking where possible.

Goal 7: Promote pedestrian and bicyclist safety.

Policy 7.1: Expand the connectivity of the current pedestrian and bicycle networks.

Policy 7.2: Improve safety by improving visibility of crosswalks, adding pedestrian countdown signals, and supplemental lighting.

Policy 7.3: Add traffic signals at appropriate locations to allow for safe pedestrian crossings at key intersections.

Policy 7.4: Implement a signage and wayfinding system that clearly delineates pedestrian and bicycle routes.

Policy 7.5: Implement a “Safe Routes to Schools” program to improve safety for students walking to Hollydale Elementary School as well as other schools in the area.

Goal 8: Improve quality of life for current and future residents with improvements to the pedestrian experience in the public realm.

Policy 8.1: Enhance the public realm with additional street amenities and sidewalk and bicycle improvements.

Policy 8.2: Provide a consistent canopy of shade trees throughout the Specific Plan area to enhance pedestrian comfort.

Policy 8.3: Provide pedestrian-scaled lighting to improve safety and enhance pedestrian environment.

Policy 8.4: Encourage outdoor dining and seating areas and other pedestrian-friendly uses in mixed-use areas.

Policy 8.5: Encourage new development to provide public open space as a community benefit by providing incentives to developers for such provisions.

Policy 8.6: Consider building pocket parks and community gardens on City-owned vacant lots.

Goal 9: Promote sustainable practices and “green” streets.

Policy 9.1: Emphasize environmental sensitivity and sustainable development practices throughout the Specific Plan area.

Policy 9.2: Implement standards and guidelines for sustainable development based on best management practices and available and emerging technologies in the design, construction and long-term maintenance of projects.

Policy 9.3: Through the development process, encourage building orientations conducive to utilizing available solar energy.

Policy 9.4: Encourage the use of renewable and alternative energy systems for residential uses.

Policy 9.5: Provide incentives for projects to achieve the Leadership in Energy and Environmental Design (LEED) Certification – (Green Building Rating System) - or other similar certification.

Policy 9.6: Enforce Low Impact Development (LID) practices for all new development, which will provide for conservation of water quality for area waterways.

Policy 9.7: Encourage conversion of turf to drought-tolerant landscaping in the residential parkways.

Goal 10: Take advantage of the regional open space resources located in the vicinity of the Specific Plan.

Policy 10.1: Attract users and visitors at the Hollydale Regional Park, Los Angeles River, Los Angeles River Bicycle Path and other open space resources to visit Garfield Avenue retail with a comprehensive signage and wayfinding system.

Policy 10.2: Expand the bicycle network to improve connectivity to and from the Hollydale Regional Park, Los Angeles River Bicycle Path and other open space resources in the area.

Policy 10.3: Improve pedestrian access to the Hollydale Regional Park, Los Angeles River Bicycle Path and other open space resources in the area with improvements to crosswalks and sidewalks.

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4.1 Introduction

The City of South Gate adopted a new Comprehensive Zoning Code (CZC) and Citywide Zoning map in 2015. A major focus of the Zoning Code is to reflect the vision, goals, and objectives of the City’s General Plan 2035. As such, the Zoning Code incorporates mixed use zoning at appropriate locations in the city to support the various “Place Types” identified in General Plan 2035. The Hollydale Village Specific Plan also supports the General Plan 2035 and the “Place Types” therein by creating tailored mixed use zoning designations for the parcels within the Hollydale Village Specific Plan area.

This Chapter establishes the zones, use regulations, development and design standards for the parcels within the Specific Plan area. The zones with accompanying use regulations, development and design standards are intended to provide property owners, business owners, developers, and their designers with basic development and design criteria that are intended to reinforce the desired building and district character. This Chapter shall be used in conjunction with all other relevant adopted City plans and ordinances, including:

- City of South Gate General Plan 2035 (December 2009)
- Comprehensive Zoning Code (CZC) – Title 11 of the South Gate Municipal Code (March 2015)

4.2 Establishment of Specific Plan Zones

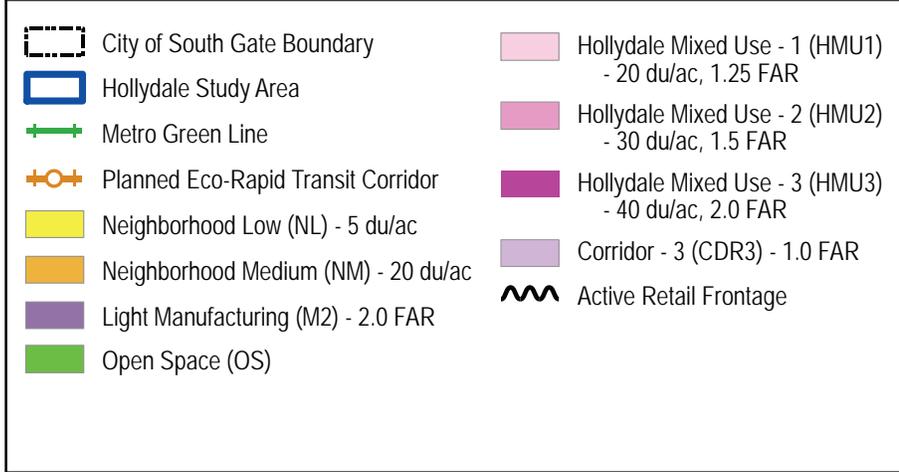
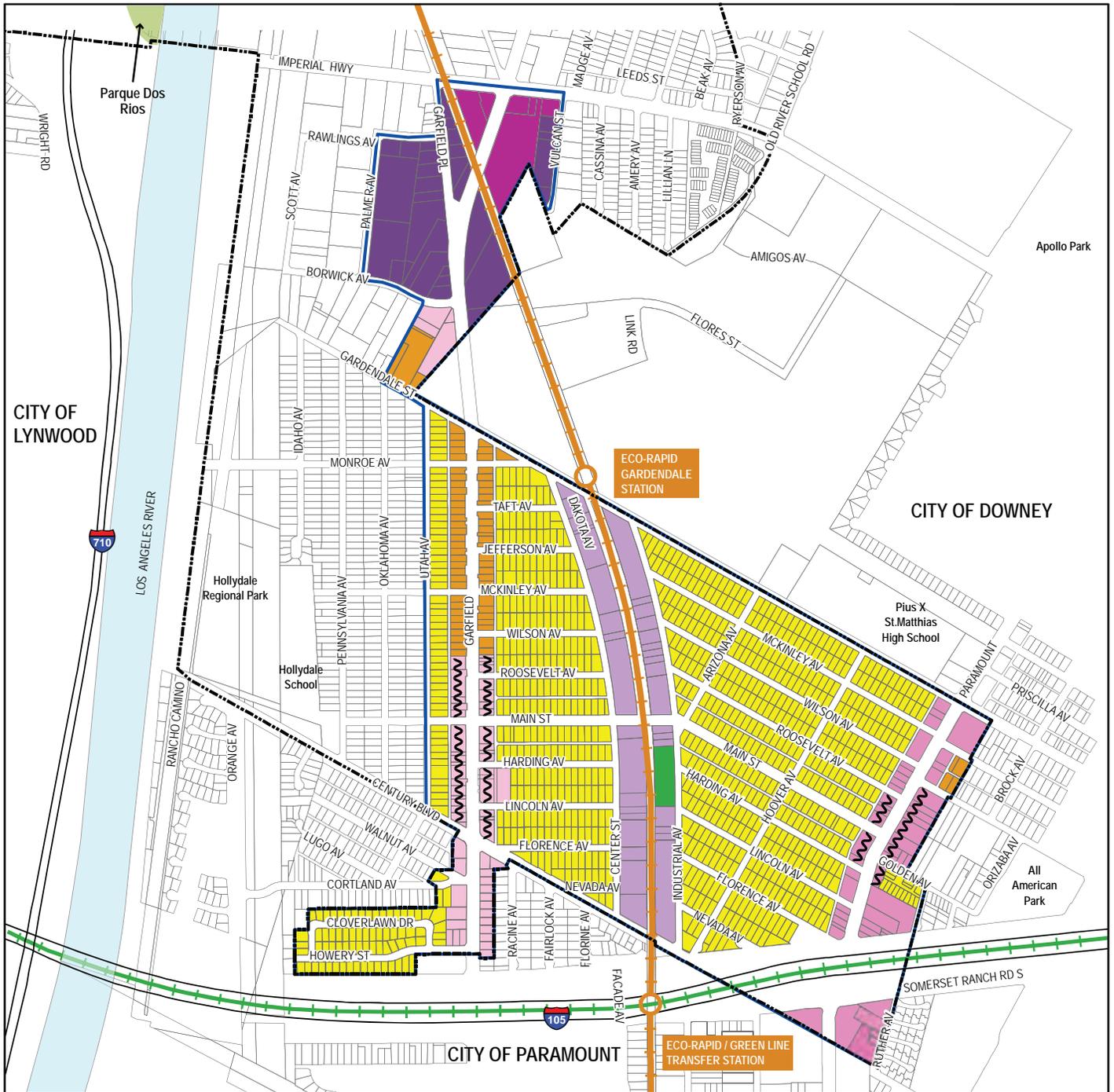
The Hollydale Village Specific Plan establishes zoning for parcels within the Hollydale Village Specific Plan area boundary. The Zones for the Specific Plan area are established as follows and are identified in Figure 4-1:

Urban Mixed Use Zones:

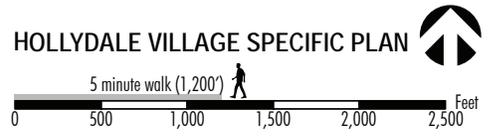
- Hollydale Mixed Use-1 (HMU1)
- Hollydale Mixed Use-2 (HMU2)
- Hollydale Mixed Use-3 (HMU3)
- Corridor-3 (CDR3)

Commercial Industrial Zone:

- Light Manufacturing (M2)



**FIGURE 4-1
SPECIFIC PLAN ZONES**



Residential Zones:

- Neighborhood Medium (NM)
- Neighborhood Low (NL)
- Open Space (OS)

The four Urban Mixed Use zoning designations have been created to address the unique characteristics of the corridors and districts within the Hollydale Village Specific Plan area. These zones range in function and density to address mixed use and non-residential development and to promote accessibility, viability and a unified character. These Urban Mixed Use Zones are regulated using a hybrid form-based approach, identifying permitted uses as well as frontage types and massing requirements to foster appropriate and contextual design. The use regulations and form-based standards for these four Urban Mixed Use Zones are contained within Section 4.4 of this chapter. Additional specific regulations in the CZC that apply to development in these four Zones are also identified in Section 4.4.

The Commercial Industrial Zone (Light Manufacturing - M2) and Residential Zones (Neighborhood Low - NL, Neighborhood Medium - NM, and Open Space - OS) are subject to the provisions of the CZC. In addition, Sections 4.5 through 4.8 of this chapter provide added provisions and exceptions to further tailor the land use regulations and development criteria to the unique aspects and conditions of the Hollydale Village Specific Plan area.

Where general land use regulations and/or development standards of the CZC are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail and supersede the applicable provisions of the CZC. Any issue not specifically covered in the Specific Plan shall be subject to the CZC and/or other titles of the Municipal Code. If the issue is not specifically covered in the City's existing regulations, it will be subject to interpretation by the Community Development Director or his/her designee (Director).

4.3 Provisions Applicable to All Zones

The following standards and provisions shall be applicable to all uses. It is the responsibility of the property owner to comply with all standards of this Specific Plan, and of the CZC as noted.

A. Nonconforming Uses and Buildings

Existing legally constructed nonconforming uses, buildings, and structures established prior to the adoption of this Specific Plan are legal non-conforming uses and are permitted to operate subject to the regulations of Chapter 11.55 (Nonconforming Uses and Buildings) of the CZC.

B. Applicable Chapters of the Comprehensive Zoning Code (CZC)

The following chapters of the CZC are applicable to all zones, land uses, and structures within the Specific Plan area:

- Chapter 11.10 (General Provisions)
- Chapter 11.21 (Land Use Types), except as noted in this chapter
- Chapter 11.30 (General Property Standards), except as noted in this chapter
- Chapter 11.32 (Art in Public Places)
- Chapter 11.33 (Parking Standards), except as noted in Chapter 5 (Mobility and Parking)

- Chapter 11.44 (Recycling and Refuse Facilities)
- Chapter 11.55 (Nonconforming Uses and Buildings)
- Sign Ordinance as codified by the City of South Gate and as noted in this chapter

Additional chapters/sections that are applicable to specific zones are noted in the appropriate sections in this chapter.

C. Processing and Permits

Application requirements and permit types as identified in this chapter and as noted in the CZC shall be followed. All required permits shall be obtained before the proposed use, or any structures related to the proposed use, are constructed, otherwise established or put into operation. No permit shall be issued by the City unless the proposed project complies with all applicable provisions of the Plan and the CZC as noted, and all other federal, state and local codes. Nothing in this Specific Plan eliminates the need for obtaining any permit, approval, or entitlement required by other provisions of the SGMC and the Los Angeles County Code; or complying with the regulations of any City department; or complying with any county, regional, state or federal agency.

4.4 Urban Mixed Use Zones

A. Purpose

The Urban Mixed Use Zones in the Hollydale Village Specific Plan area are intended to promote walking, bicycling, recreation, transit use and community reinvestment in a pedestrian-friendly environment. These zones are also intended to facilitate integrated residential, commercial and, in some cases, industrial development through optimal site planning and efficient use of land.

B. Land Use Regulations

- 1. General.** This section prescribes the land use regulations for the Urban Mixed Use zones.
- 2. Permit and review requirements.** Table 4-1 identifies the permit or review required to establish each use.
- 3. Permitted uses.** Table 4-2 identifies the permitted uses and the permit or review required to establish each use. Additional regulations contained in the CZC and/or this Specific Plan are also identified. Permitted uses may be established on a single site either as an integrated project, or as stand-alone use, subject to the provisions of this Chapter.
- 4. Conditional uses.** Certain uses may be subject to special conditions regarding the location, operation or design of the use. References to these provisions are made in Table 4-2.
- 5. Accessory uses.** Table 4-2 also identifies uses accessory to an established primary use listed in Table 4-2.
- 6. Temporary uses.** Table 4-2 also identifies uses that are temporary and accessory to an established primary use listed in Table 4-2.
- 7. Prohibited uses.** Table 4-2 identifies uses expressly prohibited in the Urban Mixed Use Zones.
- 8. Uses not listed.** If a use is not specifically listed in Table 4-2, the Director shall have the authority to determine whether a proposed use is permitted if that use is comparable to a particular use permitted in the zone.

Table 4-1: General Land Use Permit Types and Process

Symbol	Permit Required	CZC Procedure Section Reference
P	Permitted as a primary use subject to compliance with all applicable provisions of the CZC, subject to first obtaining a Code Compliance Certificate.	11.51.040
2	Upper Floor Use. Permitted on the second story or above subject to compliance with all applicable provisions of the CZC, subject to first obtaining a Code Compliance Certificate.	11.51.050(B)
A-U	Accessory Use. Permitted as a secondary use in conjunction with a primary use.	11.51.050(C)
T	Temporary Use. Permitted as a temporary use in conjunction with an administrative permit.	11.51.070
A-P	Subject to review and approval of an Administrative Permit Review.	11.51.030; 11.51.050
D	Subject to review and approval of a Discretionary Permit Review.	11.51.080
CUP	Conditionally permitted, subject to review and approval of a Conditional Use Permit.	11.51.030; 11.52
X	Use not permitted in the zone.	11.21.020

Note: Any land use authorized through a permit approval process identified in Table 4-1 may also require design review, a building permit, and/or other permit(s) required by the South Gate Municipal Code.

Table 4-2: Allowed Land Uses for Urban Mixed-Use Zones

LAND USE TYPES	ZONES				Additional Use Regulations
	HMU1	HMU2	HMU3	CDR3	
RESIDENTIAL USES (1)					
Accessory Structure	A-U	A-U	A-U	A-U	11.43
Child Day Care Facility, Small Family Home	P (2)	P (2)	P (2)	X	
Child Day Care Facility, Large Family Home	A-P (2)	A-P (2)	A-P (2)	X	11.40.050
Live/Work Unit	A-P	A-P	CUP	A-P	11.23; 11.40.090
Mixed-Use	A-P (2)	A-P (2)	A-P	X	11.23; 11.25.080
Multi-Family Residential	A-P (2)	A-P (2)	A-P (2)	X	11.25.080
Supportive Housing*	X	A-P (2)	A-P (2)	X	
Transitional Housing*	X	A-P (2)	A-P (2)	X	
Residential Care Facilities, Small	P (2)	P (2)	P (2)	X	11.25.080
Residential Care Facilities, Large	A-P (2)	P (2)	P (2)	X	11.25.080
RECREATION, EDUCATION, PUBLIC ASSEMBLY USES					
Community Assembly	CUP	CUP	CUP	CUP	11.40.060
Library/Gallery/Museum	CUP	A-P	A-P	X	
School	CUP	A-P	A-P	X	
College, Industrial Trades	X	CUP	CUP	CUP	
College, Non-Traditional Campus	CUP (2)	CUP	CUP	CUP	
PARKS / PLAZAS / OPEN SPACE USES					
Outdoor Amphitheater	P	P	P	P	
Parks/Recreation Facility, Limited	P	P	P	P	
Public/Community Garden (3)	P	P	P	P	
CIVIC / INSTITUTIONAL USES					
Adult Day Care Center, General	A-P (2)	P (2)	P (2)	X	
Adult Day Care Center, Limited	P (2)	P (2)	P (2)	X	
Child Day Care Facility, Day Care Center	A-P (2)	A-P (2)	A-P (2)	X	11.40.050
Commercial Training Center	X	P	P	P	

* Housing meeting this definition (see CZC Chapter 11.60) shall be permitted, conditionally permitted, or not permitted, per the regulation of other residential dwellings of the same type, in the same zone. All standards and regulations of this Code governing the regulation of other residential dwellings of the same type, and in the same zone, shall apply.

Table 4-2: Allowed Land Uses for Urban Mixed-Use Zones

LAND USE TYPES	ZONES				Additional Use Regulations
	HMU1	HMU2	HMU3	CDR3	
CIVIC / INSTITUTIONAL USES (CONTINUED)					
Hospital	X	CUP	CUP	X	
Institution	A-P (2)	A-P	A-P	A-P	
Funeral Homes/Mortuary	X	A-P	A-P	A-P	
PUBLIC / UTILITY / ENERGY USES					
Antenna/Communications Equipment, Stand Alone Accessory Attachment	X	CUP	CUP	X	
Antenna/Communications Equipment, Integrated into Original Building Design	P	P	P	P	
Fire/Police Substation	CUP	P	P	P	
Parking Facility	CUP	CUP	CUP	CUP	Public or Private, 11.33
Public/Government Building	P	P	P	P	
Power Distribution Substation	X	X	X	CUP	
Public Utility, Structure or Yard	X	CUP	CUP	CUP	
Renewable Energy System, Building Mounted	CUP	CUP	CUP	CUP	11.40.180
Transit Station/Stop	P	P	P	P	
OFFICE / RESEARCH & DEVELOPMENT (R&D) USES					
Research & Development	X	P	P	P	
Business Services, pedestrian oriented	P	P	P	X	(<6,000 s.f.)
Business Support Services	X	P	P	P	(<12,000 s.f.)
Business Support Services	X	CUP (2)	CUP (2)	P	(>12,000 s.f.)
Medical Services, Clinic/Urgent Care	CUP (2)	CUP (2)	CUP (2)	X	
Medical Services, Medical/Dental/Holistic	CUP (2)	CUP (2)	CUP (2)	X	
Medical Services, Extended Care	X	CUP (2)	CUP (2)	X	
Office, Processing	P (2)	P (2)	P (2)	P	
Office, Professional/Admin	P (2)	P (2)	P (2)	P	
Office, Service	P (2)	P (2)	P (2)	P	
ENTERTAINMENT / LODGING USES					
Banquet Facility/Catering	CUP	CUP	CUP	X	
Bed & Breakfast/Inn	X	CUP	P	X	
Commercial Entertainment	CUP	CUP	CUP	X	
Commercial Recreation, Indoor	CUP	P	P	X	
Hotel	X	CUP	CUP	X	11.40.080
Live Entertainment	CUP (A-U)	CUP (A-U)	CUP (A-U)	X	
Motel	X	CUP	CUP	X	11.40.150
Theater	CUP	P	P	X	
COMMERCIAL USES					
Alcohol Sales, As Part of a Restaurant	CUP (A-U)	CUP (A-U)	CUP (A-U)	X	11.42
Alcohol Sales, As Part of a Bar/Tavern/Nightclub/Lounge	CUP (A-U)	CUP (A-U)	CUP (A-U)	X	11.42; with the following exception in 11.42.060: Required separation from a residential zone shall be 100 ft.
Alcohol Sales, Off Sale/Minimart	CUP (A-U)	CUP (A-U)	CUP (A-U)	X	11.42
Alcohol Sales, Off Sale, As an Accessory Use to Retail Establishment	CUP (A-U)	CUP (A-U)	CUP (A-U)	X	11.42
Alcohol Sales, Off Sale, Large Retail	X	CUP	CUP	X	11.42
Alcohol Sales/Liquor Store	X	CUP	CUP	X	11.42

Table 4-2: Allowed Land Uses for Urban Mixed-Use Zones (continued)

LAND USE TYPES	ZONES				Additional Use Regulations
	HMU1	HMU2	HMU3	CDR3	
COMMERCIAL USES (CONTINUED)					
Ambulance/Patrol/Dispatch Service	X	CUP	CUP	X	
Animal Sales and Services, Veterinary Hospitals	X	CUP	CUP	X	
Animal Sales and Services, all other	CUP	P	P	X	
Appliances/Furniture, Repair	CUP	CUP	CUP	CUP	
ATM	P	P	P	X	Drive-through ATMs, see "Drive-Through Service"
Cyber Cafes	A-U	A-U	A-U	X	11.40.100
Drive-Through Service (4)(5)	X	CUP (A-P)	CUP (A-P)	X	11.40.220
Dry Cleaning/Laundry, Agency	P	P	P	X	
Dry Cleaning/Laundry, Plant	X	X	X	CUP	
Food Market/Specialty Market	P	P	P	X	
Gold, Semi-Precious, Precious Metal Buying Stores	CUP	CUP	CUP	X	11.40.110
E-cigarettes/Vapor/Smoke Shops/Hookah	X	CUP	CUP	X	11.40.130
Massage Establishment	X	CUP	CUP	X	11.40.140
Merchandising Centers, Indoor	X	P	P	X	
Motorcycle Parts/ Accessory Sales	X	P	P	P	
Neighborhood Market/Convenience Store	P	P	P	X	11.42
Outdoor Dining/Seating (6)(7)	A-U, A-P	A-U, A-P	A-U, A-P	X	11.40.160; 11.23.070 (E); also see Section 4.4C of this chapter
Outdoor Vending, Carts/Kiosks (6)(7)(8)	CUP	CUP	CUP	X	
Personal Services, General	P	P	P	X	
Personal Services, Fitness/Health Facility	P	P	P	X	
Personal Services, Fortune Palm & Card Reader	P	P	P	X	11.40.170
Personal Services, Instructional	P	P	P	X	
Repair, Fix-it Shop/Footwear/Garments	P	P	P	X	
Restaurant, Dine In and Take Out (without alcohol sales)	P	P	P	X	
Restaurant, Drive-Through (4)	X	CUP (6)	CUP (6)	X	11.40.220
Retail Sales, General	P	P	P	X	(≤25,000 s.f.); 11.23
Retail Sales, Large Format	X	X	X	X	(>25,000 s.f.) 11.23
Retail Sales, Used/Pawn	CUP	CUP	CUP	X	
Tattoo/Body Modification	X	P	P	X	11.40.200
RECYCLING FACILITIES (9)					
Mobile Recycling Unit	X	CUP	CUP	CUP	
Reverse Vending Machines, Bulk (10)	X	P (A-U)	P (A-U)	X	11.44.070
Reverse Vending Machines, Standard (10)	P (A-U)	P (A-U)	P (A-U)	X	11.44.070
Recycling/Collections Facilities, Small	X	CUP	CUP	CUP	11.44.080
Recycling/Collections Facilities, Large	X	CUP (6)	CUP	X	11.44.090
VEHICLE SALES / REPAIR USES					
Vehicle Fueling Station	CUP (6)	CUP (6)	CUP	X	11.45
Vehicle Sales, New/Other/Used	X	CUP (6)	CUP	X	
Vehicle Rentals	X	CUP (6)	CUP	X	
Vehicle Services, Limited Repair	X	CUP (6)	CUP	CUP	
Vehicle Services, Repair/Storage	X	CUP (6)	CUP	CUP	
Vehicle Services, Washing/Detailing	CUP (6)	CUP (6)	CUP	CUP	
Vehicle Parts Store	P	P	P	X	

Table 4-2: Allowed Land Uses for Urban Mixed-Use Zones (continued)

LAND USE TYPES	ZONES				Additional Use Regulations
	HMU1	HMU2	HMU3	CDR3	
INDUSTRIAL / MANUFACTURING USES					
Artisan/Craft Product Manufacturing	X	X	X	P	
Digital arts, media, film, video, TV and radio production	X	X	X	P	
Food Processing	X	X	X	P	
Industrial Design Services	P (2)	P (2)	P (2)	P	
Light Manufacturing	X	X	X	P	
Technical and Scientific Laboratories	X	CUP (2)	CUP (2)	P	
Production of Experimental Products	X	X	X	CUP	
Parcel Delivery Service	X	X	X	CUP	
Warehousing	X	X	X	CUP (11)	11.22.060

Footnotes for Table 4-2: Allowed Land Uses for Urban Mixed-Use Zones

Notes: All land use types are subject to the applicable frontage type requirements and all other development, design, and operational standards of the applicable zone.

s.f. = square feet

- (1) Existing single-family homes are permitted to stay as non-conforming uses and are subject to Chapter 11.55 (Nonconforming Uses and Buildings) of the CZC.
- (2) Use is limited to upper floors only or behind ground floor street frontage use for streets designated as "Active Retail frontage". Minimum depth required from face of storefronts on ground floor as follows:
 - a. Garfield Avenue and Paramount Boulevard: 30 feet
 - b. Imperial Highway: 50 feet
- (3) Community and Public Gardens are permitted in Utility ROWs and subject to Administrative Permit on vacant lots as a temporary use only. All land use types are subject to the applicable frontage type requirements and all other development, design, and operational standards of the applicable zone.
- (4) Drive-through lane and window shall not be adjacent to front or side street property line.
- (5) Use not permitted along street frontages designated as "Active Retail Frontage" in Figure 4-1.
- (6) Land use is by definition an outdoor use and shall be exempt from outdoor use screening requirements. When adjacent to residential uses, a 6 foot decorative wall is required for noise attenuation.
- (7) In compliance with all applicable right-of-way requirements.
- (8) Permitted in shopping centers one acre or larger.
- (9) See Chapter 11.44 (Recycling and Refuse Facilities) of the CZC.
- (10) Machines located inside stores shall be permitted uses. Machines located outside shall be subject to an Administrative Permit. Commodities drop off is prohibited for either use type. Machines shall not be located within 1,000 feet of a liquor store or a business that sells alcohol.
- (11) Limited to maximum building area of 15,000 sf and is not permitted along street frontage (would have to be a rear use).

C. Development Regulations

The Urban Mixed Use Zones are established as form-based districts, each focusing on a specific character intent along the major corridors in the Hollydale Village Specific Plan area. The four Urban Mixed Uses Zones in the Hollydale Village Specific Plan area are as follows:

- Hollydale Mixed Use-1 (HMU1), along Garfield Avenue
- Hollydale Mixed Use-2 (HMU2), along Paramount Boulevard
- Hollydale Mixed Use-3 (HMU3), along Imperial Highway and Garfield Avenue
- Corridor-3 (CDR3), along Center Street and Industrial Avenue

This section includes standards and guidelines that are tailored to create mixed use environments suitable for pedestrian activity as well as increased opportunities for housing and business. These standards and guidelines address building form and relationship to the street. The combination of these standards along with the uses prescribed for these Zones and the supplemental design guidelines later in the chapter, should generate a varied and engaging architectural street frontage.

The standards of this section shall be applicable to all development, redevelopment, expansions, and modifications of buildings and uses within the Urban Mixed Use Zones. In addition, relevant sections/chapters of the CZC apply and are referenced within each Zone section.

All standards, dimensions, and requirements identified within the Development Standards tables (Tables 4-3 through 4-6) are requirements that are applicable to the respective zone. Guidelines that incorporate “should” indicate that the standard is not mandatory, but is strongly recommended.

Per Section 11.10.080 in the CZC, all standards, dimensions, and requirements of this Code are minimum requirements unless otherwise noted.

- Setbacks shall be measured from the property line (PL).
- Maximum building height may include 1 additional subterranean story.

To provide for flexibility in development and to promote innovative design, administrative modifications to the standards of this table are permitted subject to Section 11.30.030 (Administrative Modifications) of the CZC.

1. Hollydale Mixed Use-1 (HMU1) Zone

Table 4-3: HMU1 Development Standards

Density	
Minimum	n/a
Maximum	20 du/acre
Maximum w/bonus	30 du/acre
Height	
Maximum	3 stories; 40 feet
Maximum w/bonus	n/a
Floor Area Ratio (FAR)	
Maximum	1.25
Maximum w/bonus	n/a
Building and Parking Setbacks (ft.)	
Primary Frontage* Property Line	0 ft. to 10 ft. Note: 60% of the building shall include a 0 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Side Street Property Line	0 ft. to 10 ft. Note: 40% of the building shall include a 0 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Interior Property Line	0 ft; 15 ft. adjacent to existing single family residential with shared property line; 5 ft. with alley
Alley Property Line	3 ft.
Neighborhood Low (NL) Zone Adjacent Property Line	0 ft; 15 ft. adjacent to existing single family residential
Frontage Types (See CZC Section 11.23.080)	
Gallery	Allowable
Shopfront	Allowable
Forecourt	Allowable
Terrace/Stoop	Prohibited
Porch	Prohibited
Front Yard	Prohibited

* Per CZC Section 11.60 (Definitions), "Primary frontage" means the side of the lot directly adjacent to the street frontage considered the front of the lot by the city parcel map. The director shall determine the front lot for corner lots or lots having frontage on two or more streets.

The Hollydale Mixed Use-1 (HMU1) zone is intended to promote and reinforce pedestrian-oriented retail, restaurant and entertainment uses in a "main street" setting along Garfield Avenue, while also promoting infill mixed use development. This mixed use zone includes a variety of uses in a neighborhood setting scaled for pedestrian visitors and local shoppers. Upper level residential and/or office uses are encouraged to add "eyes on the street" as well as increase retail demand. The street environment should be focused on making Garfield Avenue a welcoming place to visit, shop and stay. This Zone is consistent with the "Main Street" Place type in the General Plan.

- a) **Physical Character.** The physical environment shall be characterized by ground-floor pedestrian-oriented retail. Office and/or residential uses are highly encouraged to locate in upper stories.
- b) **Use Limitations.** Single-use stand alone retail is highly discouraged. Residential only projects are prohibited. See *Table 4-2* for additional restrictions.
- c) **Building Form.** Buildings shall be pedestrian-scaled, ranging from 1 to 3 stories. Massing shall be next to the sidewalk. *Table 4-3* identifies applicable requirements for density, building height, FAR, and setbacks.
- d) **Building Frontage and Active Use Requirements.** *Table 4-3* identifies building frontage types that are encouraged within the HMU1 Zone. Additionally, the following active use requirements apply:
 - The portion of Garfield Avenue, north of Century Boulevard is designated as "Active Retail Frontage", as illustrated in Figure 4-1. The ground floor or street level frontage, excluding access to parking and entryways to upper level uses, shall incorporate retail, restaurant or similar type of active pedestrian-oriented uses.
 - On the side streets, 50% of the building frontage shall incorporate ground floor retail and active pedestrian uses.
 - Ground-floor retail should be particularly emphasized at street corners.



New mixed use and retail development in the HMU1 Zone will have pedestrian retail uses lining Garfield Avenue. Residential and/or office uses above the street level retail will add to the desired vibrancy of this area.

- Street level floor-to-floor height for new construction shall be at least 18 feet, as measured from the adjacent sidewalk, to accommodate modern day retail uses. This standard does not apply to the adaptive reuse of existing buildings.
- For new construction, ground floor retail space shall be provided to a depth of at least 25 feet from the front façade.
- For additional requirements, see Section 11.23.070 (Ground-Floor Retail & Pedestrian-Oriented Uses).
- New development sharing an interior property line with an existing single family residence shall step back the third story of the building by a minimum of 10 feet (see Figure 4-2).

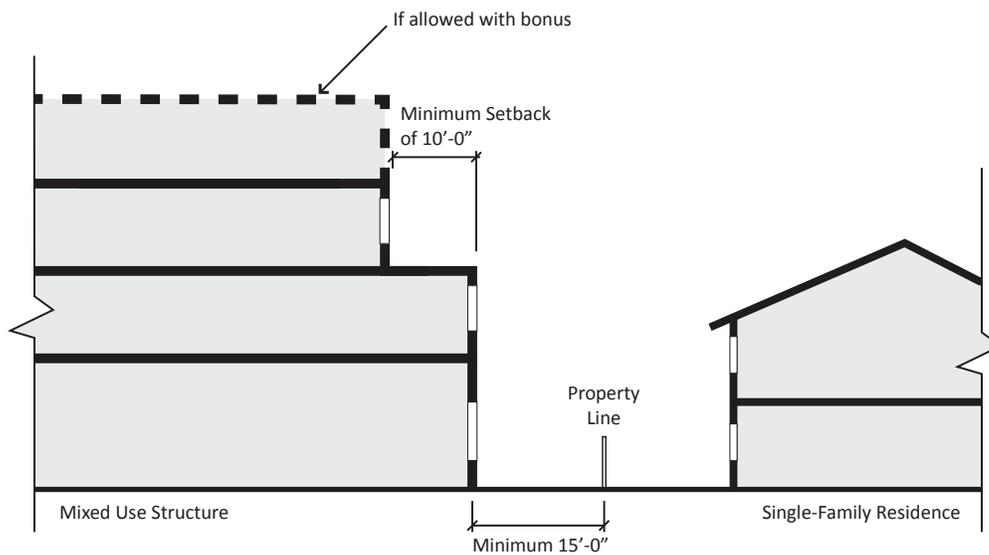


Figure 4-2: Building Height Step Back Adjacent to Residential Use or Zone

e) Density Bonus. Section 11.23.090 (Density Bonus Program) in the CZC sets forth bonus incentives for providing public improvements and site amenities beyond those required by the CZC and this Specific Plan. A density bonus incentive for lot consolidation shall also be available to all development in the HMU1 Zone in order to improve the redevelopment potential of under-utilized properties along Garfield Avenue. The incentive will be based on the size of the consolidated development site as follows:

- A residential density bonus of 20% for the assembly of a development site of 1 acre.
- A residential density bonus of 30% for the assembly of a development site of greater than 2 acres.

“Maximum with Bonus” limits per Table 4-3 apply. All other limitations and requirements as outlined in Section 11.23.090 (Density Bonus Program) of the CZC shall apply.

Density bonuses for providing affordable housing are contained in Chapter 11.31 (Density Bonus for Affordable Housing) of the CZC.

f) Open Space Requirements. All new development in the HMU1 Zone is required to provide open space as specified in Section 11.23.050 of the CZC.

- g) Outdoor Dining Standards.** Outdoor dining is encouraged in the HMU1 Zone and may be provided in private patios or within the public sidewalk right-of-way. These two kinds of outdoor dining areas are defined as follows:

“Patio dining space” is an area adjacent to a street level eating or drinking establishment, located within private property and is used exclusively for dining, drinking and circulation therein. This space may be open or covered with temporary structures such as trellises, umbrellas or permanent structures such as overhangs and upper floors of the building.

“Sidewalk dining space” is an area adjacent to a street level eating or drinking establishment, located within the sidewalk area of the public right-of-way and is used exclusively for dining, drinking and circulation therein. A physical barrier, such as bollards, planter boxes or pots, umbrellas, etc., shall separate the dining area from the remainder of the sidewalk and be in place during hours of operation defines the area. Sidewalk dining may be provided with either self-service or waiter/waitress service.

In addition to the Outdoor Dining Standards provided in Section 11.23.070(E) and Section 11.40.160 (Outdoor Dining/Seating) of the CZC, the following standards apply:

- Outdoor patio dining is permitted within the setback areas.
- Patio dining spaces may be open or covered with temporary structures such as trellises, umbrellas or permanent structures such as overhangs and upper floors of the building.
- The area used for patio dining shall be included in the eating or drinking establishment’s area for the purposes of calculating the establishment’s parking requirement.



Outdoor sidewalk dining adds pedestrian activity and vibrancy to a retail environment.

- A single-sided framed menu attached to a moveable barrier that defines the patio dining space is permitted within the patio dining space. The size of the frame shall not exceed three square feet. Freestanding pedestal menus, sandwich boards or A-frame displays are prohibited.

See Figure 4-3 for typical layout of outdoor dining spaces.

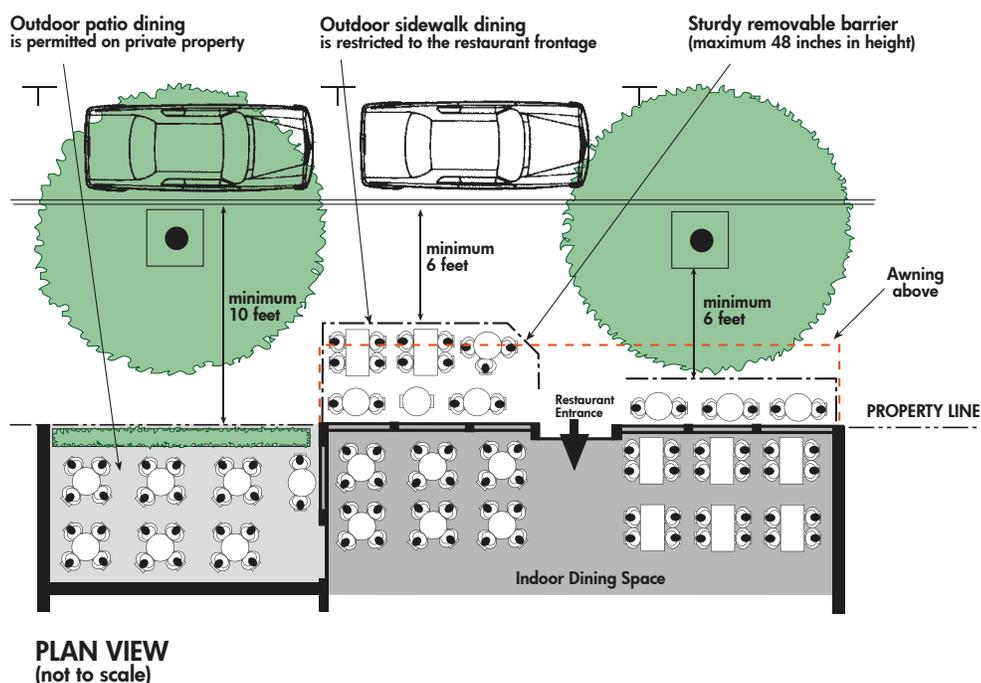


Figure 4-3: Typical Outdoor Dining Layout

- h) Streetscape/Public Realm.** The Garfield Avenue street environment should be urban and comfortable, with wide sidewalks with amenities that support pedestrian activity and outdoor dining. Street trees should be of types that provide shade while allowing views of the ground-floor businesses. Planting should be focused in large tree wells or in individual or groups of containers/pots, recognizing the high pedestrian nature of the streetscape. The landscape in the median should allow for clear lines of sight for motorists and pedestrians in the crosswalks. Chapter 6 (Open Space and Streetscape Improvements) provides detailed recommendations for the median and streetscape.
- i) Parking.** Parking should be through a combination of on-street customer spaces and off-street residential and customer spaces behind or within buildings. Chapter 5 (Mobility and Parking) provides parking ratios and requirements for parking.
- j) Design Standards and Guidelines.** The following sections in the CZC provide design requirements and standards that are applicable to all development in the HMU1 Zone:
- Section 11.23.040: Achieving Pedestrian/Human-Scaled Development
 - Section 11.23.060: General Building Design Guidelines
 - Section 11.23.070: Ground-Floor Retail & Pedestrian-Oriented Uses
 - Section 11.23.080: Guidelines for Building Frontage Types
- Additional design standards and guidelines are provided in Section 4.9 of this chapter.



Existing

Can signs are discouraged. Individually articulated sign letters are preferred.

Outdoor dining adds interest and activity to street.



Future

Individual awnings above store windows and openings provide scale and articulation to the storefront.

A minimum of 60% of the street-facing facade should be composed of clear non-reflective glass that allows views to the interior.

Improved median landscaping provides a more attractive street environment.

Retail Storefront Facade Improvements

2. Hollydale Mixed Use-2 (HMU2) Zone

Table 4-4: HMU2 Development Standards

Density	
Maximum	30 du/acre
Maximum w/bonus	45 du/acre
Height	
Maximum	3 stories; 40 feet
Maximum w/bonus	4 stories; 50 feet
Floor Area Ratio (FAR)	
Maximum	1.5
Maximum w/bonus	1.75
Building and Parking Setbacks (ft.)	
Primary Frontage* Property Line	0 ft. to 10 ft. Note: 50% of the building shall include a 0 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Side Street Property Line	0 ft. to 10 ft. Note: 40% of the building shall include a 0 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Interior Property Line	0 ft; 15 ft. adjacent to existing single family residential
Alley Property Line	0 ft.
Neighborhood Low (NL)/Neighborhood Medium (NM) Zone Adjacent Property Line	15 ft. adjacent to existing single family residential
Frontage Types (See CZC Section 11.23.080)	
Gallery	Allowable
Shopfront	Allowable
Forecourt	Allowable
Terrace/Stoop	Allowable
Porch	Prohibited
Front Yard	Prohibited

* Per CZC Section 11.60 (Definitions), "Primary frontage" means the side of the lot directly adjacent to the street frontage considered the front of the lot by the city parcel map. The director shall determine the front lot for corner lots or lots having frontage on two or more streets.

The Hollydale Mixed Use-2 (HMU2) zone is intended to provide commercial and residential development, with an emphasis on employment generating uses and residential infill development along Paramount Boulevard. The area is appropriate for retail, small floor-plate office, and mixed use developments in a corridor setting to provide for a variety of housing choices and neighborhood serving uses. Most of the HMU2 Zone falls within a half-mile walking distance of the Eco-Rapid/Green Line transfer station and as such, is a prime location for providing higher density housing in a TOD setting. This Zone is consistent with the "Boulevard Medium-High" Place type in the General Plan.

a) Physical Character. The physical environment should be characterized by ground-floor commercial and office uses, with office or residential uses above, as noted below.

b) Use Limitations. Mixed use projects are preferred to single-use stand alone retail or residential only projects. See *Table 4-2* for additional restrictions.

c) Building Form. Buildings should be pedestrian scaled, and are permitted as mixed use or single use. Massing should be next to the sidewalk. Buildings should form a street wall of up to 3 stories, with bonus allowances for up to 4 stories. Upper stories shall be oriented away from the residential neighborhoods and towards Paramount Boulevard. *Table 4-4* identifies applicable requirements for density, building height, FAR, and setbacks.

d) Building Frontage and Active Use Requirements. *Table 4-4* identifies building frontage types that are encouraged within the HMU2 Zone. Additionally, the following active use requirements apply:

- The portion of Paramount Boulevard, generally between Roosevelt and Harding Avenues, is designated as "Active Retail Frontage", as illustrated in Figure 4-1. The ground floor or street level frontage, excluding access to parking and entryways to upper level uses, shall incorporate retail, restaurant or similar type of active pedestrian-oriented uses.



Three to four story mixed use or residential buildings will create a street wall along Paramount Boulevard, making it an urban and active street environment.

- On the side streets, 50% of the building frontage shall incorporate ground floor retail and active pedestrian uses.
- Street corners should be emphasized with building elements.
- Street level floor-to-floor height for new retail construction shall be at least 18 feet, as measured from the adjacent sidewalk, to accommodate modern day retail uses. This standard does not apply to the adaptive reuse of existing buildings or for new residential construction.
- If provided, new ground floor retail space shall be at least 25 feet deep, as measured from the front façade.
- For additional requirements, see Section 11.23.070 (Ground-Floor Retail & Pedestrian-Oriented Uses).

- New development sharing an interior property line with an existing single family residence shall step back the third (and if provided with bonus, fourth) story of the building by a minimum of 10 feet (see Figure 4-2).

e) Density Bonus. Section 11.23.090 (Density Bonus Program) in the CZC sets forth bonus incentives for providing public improvements and site amenities beyond those required by the CZC and this Specific Plan. A density bonus incentive for lot consolidation shall also be available to all development in the HMU2 Zone in order to improve the redevelopment potential of under-utilized properties along Paramount Boulevard. The incentive will be based on the size of the consolidated development site as follows:

- A residential density bonus of 20% for the assembly of a development site of 1 acre.
- A residential density bonus of 30% for the assembly of a development site of greater than 2 acres.

“Maximum with Bonus” limits per Table 4-4 apply. All other limitations and requirements as outlined in Section 11.23.090 (Density Bonus Program) of the CZC shall apply.

Density bonuses for providing affordable housing are contained in Chapter 11.31 (Density Bonus for Affordable Housing) of the CZC.

f) Open Space Requirements. All new development in the HMU2 Zone is required to provide open space as specified in Section 11.23.050 of the CZC.

g) Outdoor Dining Standards. Outdoor dining is encouraged in the HMU2 Zone and may be provided in private patios or within the public sidewalk right-of-way. See Section 4.4.C.1.g for standards.

h) Streetscape/Public Realm. The Paramount Boulevard street environment should be urban and comfortable, with wide sidewalks with amenities that support pedestrian activity and outdoor dining. Street trees should be of a scale that is appropriate to the wide street, and of types that provide shade while allowing views of the ground-floor businesses. A new landscaped median will further help in transforming the street environment to be more human-scaled. Median plantings should provide clear lines of sight for motorists and pedestrians in the crosswalks. Chapter 5 (Mobility and Parking) and Chapter 6 (Open Space and Streetscape Improvements) provide detailed recommendations for the median and streetscape.

i) Parking. Parking should be through a combination of on-street customer spaces and off-street residential and customer spaces behind or within buildings. Chapter 5 (Mobility and Parking) provides parking ratios and requirements for parking.

j) Design Standards and Guidelines. The following sections in the CZC provide design requirements and standards that are applicable to all development in the HMU2 Zone:

- Section 11.23.040: Achieving Pedestrian/Human-Scaled Development
- Section 11.23.060: General Building Design Guidelines
- Section 11.23.070: Ground-Floor Retail & Pedestrian-Oriented Uses
- Section 11.23.080: Guidelines for Building Frontage Types

Additional design standards and guidelines are provided in Section 4.9 of this chapter.



Outdoor dining may be provided along the sidewalk or in patios, courtyards or paseos within private property.

Provide common open space for residential uses

Step down height of buildings and parking structure to transition to residential neighborhood



Locate retail uses on the ground floor along Paramount Boulevard

Modulate facades with changes in building mass or facade treatment for visual interest and to differentiate between residential and commercial uses

Example of a Infill Mixed Use Project Along Paramount Boulevard

3. Hollydale Mixed Use-3 (HMU3) Zone

Table 4-5: HMU3 Development Standards

Density	
Maximum	40 du/acre
Maximum w/bonus	60 du/acre
Height	
Maximum	4 stories; 50 feet
Maximum w/bonus	6 stories; 75 feet
Floor Area Ratio (FAR)	
Maximum	2
Maximum w/bonus	2.5
Building and Parking Setbacks (ft.)	
Primary Frontage* Property Line	5 ft. to 15 ft. Note: 50% of the building shall include a 5 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Side Street Property Line	5 ft. to 15 ft. Note: 40% of the building shall include a 5 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Interior Property Line	0 ft; 15 ft. adjacent to existing single family residential
Alley Property Line	3 ft.
M2/CDR2/Rail ROW Adjacent Property Line	Buffer required; see section 4.4.C.3.h and 4.4.C.3.i of this chapter.
Frontage Types (See CZC Section 11.23.080)	
Gallery	Allowable
Shopfront	Allowable
Forecourt	Allowable
Terrace/Stoop	Allowable
Porch	Prohibited
Front Yard	Prohibited

* Per CZC Section 11.60 (Definitions), "Primary frontage" means the side of the lot directly adjacent to the street frontage considered the front of the lot by the city parcel map. The director shall determine the front lot for corner lots or lots having frontage on two or more streets.

The Hollydale Mixed Use-3 (HMU3) zone is focused along Imperial Highway and is intended to provide a mix of commercial and residential development, with an emphasis on larger-scaled retail, employment generating uses and higher density residential development close to the Eco-Rapid Gardendale Transit Station. The area is appropriate for large commercial uses, offices, or high density mixed use developments along a high-traffic corridor with a potential to attract passerby customer traffic. This Zone is consistent with the "Boulevard Medium-High" Place type in the General Plan.

- a) **Physical Character.** The physical environment should be characterized by ground-floor commercial and office uses, with office or residential uses above, as noted below.
- b) **Use Limitations.** Mixed use projects are preferred to single-use stand alone retail or residential only projects. See *Table 4-2* for additional restrictions.
- c) **Building Form.** Buildings should be of varied scales, and are permitted as mixed use or single use. Massing should be close to the sidewalk. Buildings should form a street wall of up to 4 stories, with bonus allowances for up to 6 stories. Residential uses shall be oriented away from adjacent industrial uses and the Union Pacific Rail Road (UPRR) rail right-of-way. *Table 4-5* identifies applicable requirements for density, building height, FAR, and setbacks.
- d) **Building Frontage and Active Use Requirements.** *Table 4-5* identifies building frontage types that are encouraged within the HMU3 Zone. Additionally, the following active use requirements apply:
 - Within the HMU3 Zone, approximately 50% of all building frontage along Imperial Highway and Garfield Avenue should incorporate ground-floor retail and active pedestrian-oriented uses.
 - Street corners should be emphasized with building elements.



The introduction of higher density housing along Imperial Highway proximate to the Gardendale Eco-Rapid Transit Station will foster greater pedestrian activity and provide easy transit access to the region.

- Street level floor-to-floor height for new retail construction shall be at least 18 feet, as measured from the adjacent sidewalk, to accommodate modern day retail uses. This standard does not apply to the adaptive reuse of existing buildings or for new residential construction.
- If provided, new ground floor retail space shall be at least 25 feet deep, as measured from the front façade.
- For additional requirements, see Section 11.23.070 (Ground-Floor Retail & Pedestrian-Oriented Uses).

e) Density Bonus. Section 11.23.090 (Density Bonus Program) in the CZC sets forth bonus incentives for providing public improvements and site amenities beyond those required by the CZC and this Specific Plan. A density bonus incentive for lot consolidation shall also be available to all development in the HMU3 Zone in order to improve the redevelopment potential of under-utilized properties along Garfield Avenue and Imperial Highway. The incentive will be based on the size of the consolidated development site as follows:

- A residential density bonus of 20% for the assembly of a development site of 2 acre.
- A residential density bonus of 30% for the assembly of a development site of greater than 3 acres.

“Maximum with Bonus” limits per Table 4-3 apply. All other limitations and requirements as outlined in Section 11.23.090 (Density Bonus Program) of the CZC shall apply.

Density bonuses for providing affordable housing are contained in Chapter 11.31 (Density Bonus for Affordable Housing) of the CZC.

f) Open Space Requirements. All new development in the HMU3 Zone is required to provide open space as specified in Section 11.23.050 of the CZC.

g) Streetscape/Public Realm. The street environment should be urban and comfortable, with wide sidewalks with amenities that support pedestrian activity. Chapter 5 (Mobility and Parking) provides parking ratios and requirements for parking.

h) Parking. Parking should be through a combination of on-street customer spaces and off-street residential and customer spaces behind or within buildings. Chapter 5 (Mobility and Parking) provides parking ratios and requirements for parking.

i) Buffer Setback Required. Where adjacent to heavy industrial or light industrial uses or zones, or the UPRR rail right-of-way, site planning for new residential or new mixed-use development projects with a residential component, shall incorporate a minimum 30-foot setback buffer. The 30-foot setback buffer may include any of the following uses or site design elements:

- Alley to access alley-loaded garages;
- Surface or structured parking;
- Public or private street;
- Landscaping and/or open space features; or
- Other landscape, architectural, or site development feature, as deemed appropriate by the Director.

j) Fences Required. All new projects with a residential component that are located adjacent to the rail tracks shall provide a continuous security fence (or wall) along the common property line to prevent trespassing of the railroad right-of-way and to maintain resident safety. The fence shall be designed as follows:

- The height of the fence (or wall) shall be a minimum of six feet and a maximum of eight feet;
- The fence (or wall) shall be made of vandal-resistant materials; and
- Landscaping such as dense shrubs and vines shall be planted along the fence (or wall) to soften its appearance.

The fence shall also serve to reduce train noise impacts on the users of adjacent buildings. The requirements contained in Chapter 11.34 (Noise Control Program) of the CZC shall apply.

k) Design Standards and Guidelines. The following sections in the CZC provide design requirements and standards that are applicable to all development in the HMU3 Zone:

- Section 11.23.040: Achieving Pedestrian/Human-Scaled Development
- Section 11.23.060: General Building Design Guidelines
- Section 11.23.070: Ground-Floor Retail & Pedestrian-Oriented Uses
- Section 11.23.080: Guidelines for Building Frontage Types

Additional design standards and guidelines are provided in Section 4.9 of this chapter.

4. Corridor 3 (CDR3) Zone

Table 4-6: CDR3 Development Standards

Density	
Maximum	20 du/acre
Maximum w/bonus	n/a
Height	
Maximum	3 stories; 60 feet
Maximum w/bonus	n/a
Floor Area Ratio (FAR)	
Maximum	1
Maximum w/bonus	n/a
Building and Parking Setbacks (ft.)	
Primary Frontage* Property Line	10 ft.
Side Street Property Line	10 ft.
Interior Property Line	0 ft
Alley Property Line	8 ft.; setback area limited to parking only
Between Buildings	20 ft.
Frontage Types (See CZC Section 11.23.080)	
Gallery	Prohibited
Shopfront	Allowable
Forecourt	Allowable
Terrace/Stoop	Allowable
Porch	Prohibited
Front Yard	Prohibited

* Per CZC Section 11.60 (Definitions), "Primary frontage" means the side of the lot directly adjacent to the street frontage considered the front of the lot by the city parcel map. The director shall determine the front lot for corner lots or lots having frontage on two or more streets.

The Corridor 3 (CDR3) zone is intended to provide for employment generating industrial, research and development, and flex office uses that are visually attractive and have minimal impact on adjacent residential neighborhoods. This Zone is an appropriate location for live-work units to support the employment uses in the Zone and offer alternative housing types within the city and solutions for people whose lifestyles would benefit by merging home/office or home/studio. The UPRR right-of-way runs through the center of the CDR3 Zone, which is located between Center Street and Industrial Avenue. Single-family residential homes flank this zone and consideration is given to protecting these homes from any adverse impacts of the railroad and the uses within the CDR3 Zone. This Zone is consistent with the "Light Industrial / Flex" place type in the General Plan.

- a) **Physical Character.** The physical environment should be characterized by simple geometric buildings that house the allowed uses.
- b) **Building Form.** Buildings should be set back from the street with landscaping in the front setbacks. Buildings may be up to 3 stories tall. Upper stories should be oriented away from the residential neighborhoods. *Table 4-6* identifies applicable requirements for density, building height, FAR, and setbacks.
- c) **Building Frontage and Active Use Requirements.** *Table 4-6* identifies building frontage types that are encouraged within the CDR3 Zone. Additionally, the following requirements apply:
 - Publicly accessible uses should be located towards the front of the property to allow for easy access.
 - Live-work spaces, if provided, should be located towards the front of the property to allow for easy access and screening from the UPRR right-of-way. Additional standards are provided in Section 11.40.090 of the CZC.
- d) **Open Space Requirements.** All new development in the HMU2 Zone is required to provide open space as specified in Section 11.23.050 of the CZC.



New buildings in the CDR3 Zone should be attractive well-articulated and designed to minimize any scale impacts on the surrounding neighborhoods.

- e) **Streetscape/Public Realm.** The street environment should be attractive, with street trees that help in screening the buildings from the adjacent residential uses.
- f) **Parking.** Parking should be provided on-site. On-street parking should be limited. Chapter 5 (Mobility and Parking) provides parking ratios and requirements for parking.
- g) **Design Standards and Guidelines.** The following sections in the CZC provide design requirements and standards that are applicable to all development in the CDR3 Zone:
 - Section 11.23.040: Achieving Pedestrian/Human-Scaled Development
 - Section 11.23.060: General Building Design Guidelines
 - Section 11.23.080: Guidelines for Building Frontage Types

Additional design standards and guidelines are provided in Section 4.9 of this chapter.

4.5 Light Manufacturing (M2) Zone

A. Purpose

In the Specific Plan area, the parcels within the Light Manufacturing (M2) Zone are located just south of Imperial Highway and are a part of the larger Imperial Industrial District, as designated in the General Plan, which extends to the Los Angeles River to the west and Rio Hondo to the north. The M2 Zone is intended to provide for a range of job-producing industrial, commercial, and light manufacturing activities, while serving as a transitional zone between the most intensive industrial uses to the north of Imperial Highway and residential uses to the south. The intent of the Light Manufacturing (M2) Zone is to implement, and it is consistent with, the Manufacturing/Distribution Place type in the General Plan.

B. Land Use Regulations

The land use regulations for the Light Manufacturing (M2) Zone contained in Chapter 11.21 (Land Use Types) of the CZC apply to all development in the M2 Zone in the Hollydale Village Specific Plan area with the following additions and exceptions:

1. Office/Research and Development (R&D) Uses. The following uses shall be conditionally permitted in the M2 Zone within the Specific Plan area:

a) Medical Services, Medical/Dental/Holistic

2. Vehicle Sales/Repair Uses. The following uses shall be permitted in the M2 Zone within the Specific Plan area:

- a) Vehicle Services, Limited Repair
- b) Vehicle Parts Store

The following uses shall be conditionally permitted in the M2 Zone within the Specific Plan area:

- c) Vehicle Fueling Station, pursuant to Chapter 11.45 (Vehicle Fueling Stations) of the CZC
- d) Vehicle Sales, New
- e) Parking, Fleets

3. Limitations on Use. The following uses are prohibited in the M2 Zone within the Specific Plan area:

- a) Organic Fertilizer Manufacturer
- b) Outdoor Vending, Kiosks/Carts

C. Development and Design Standards

The development provisions for the M2 Zone contained in Chapter 11.24 (Commercial Industrial Zones) of the CZC apply to all development in the M2 Zone in the Hollydale Village Specific Plan area. The general property standards contained in Chapter 11.30 (General Property Standards) of the CZC also apply.

Additional design standards and guidelines for industrial uses are provided in Section 4.9 of this chapter.



Existing industrial uses in the M2 Zone include a variety of plastic and metal related businesses.



New industrial buildings in the M2 Zone should have defined massing, windows that face the street, and landscaping to soften the buildings appearance.

4.6 Neighborhood Medium (NM) Zone

A. Purpose

The intent of the Residential Neighborhood Medium (NM) Zone is to provide for a range of attached and detached multifamily developments, such as walkups, rowhouses and townhomes, in close proximity to the planned Gardendale Eco-Rapid transit station and along primary transportation corridors such as Garfield Avenue. This zone provides for moderate- to high-density multi-family dwelling configurations up to 20 du/ac. The NM Zone is intended to implement, and it is consistent with, the Neighborhood Medium Place Type of the General Plan.

B. Land Use Regulations

The land use regulations for the Neighborhood Medium (NM) Zone contained in Chapter 11.21 (Land Use Types) of the CZC apply to all development in the NM Zone in the Hollydale Village Specific Plan area with the following exceptions:

1. **Limitation on Use.** The following uses are prohibited within the NM Zone in the Specific Plan area:
 - a) Open Field Growing
 - b) Stables, Equestrian, Commercial/Private

C. Development and Design Standards

The development provisions for the Residential Neighborhood Medium (NM) Zone contained in Chapter 11.25 (Residential Neighborhood Zones) of the CZC apply to all development in the NM Zone in the Hollydale Village Specific Plan area. The general property standards contained in Chapter 11.30 (General Property Standards) and the requirements of Chapter 11.23 (Development and Design Standards and Guidelines) of the CZC apply.

Additional design standards and guidelines for multi-family residential uses are provided in Section 4.9 of this chapter.



Residential development within the NM Zone can be in a variety of configurations. Well-designed attached residential development may range from walkups to attached row houses to stacked flats.

4.7 Neighborhood Low (NL) Zone

A. Purpose

The intent of the Residential Neighborhood Low (NL) Zone is to provide for single-family detached and attached residential homes in a setting that preserves the existing character and nature of the Hollydale residential neighborhoods. This zone provides for low density single family dwellings up to a maximum of 5 dwelling units/acre (du/ac). The NL Zone is intended to implement, and it is consistent with, the Neighborhood Low Place Type designation of the General Plan.

B. Land Use Regulations

The land use regulations for the Neighborhood Low (NL) Zone contained in Chapter 11.21 (Land Use Types) of the CZC apply to all development in the NL Zone in the Hollydale Village Specific Plan area with the following exceptions:

1. **Limitation on Use.** The following uses are prohibited within the NL Zone in the Specific Plan area:
 - a) Open Field Growing
 - b) Small Lot Development

C. Development and Design Standards

The development provisions for the Residential Neighborhood Low (NL) Zone contained in Chapter 11.25 (Residential Neighborhood Zones) of the CZC apply to all development in the NL Zone in the Hollydale Village Specific Plan area. The general property standards contained in Chapter 11.30 (General Property Standards) of the CZC also apply.

Additional design standards and guidelines for single-family residential uses are provided in Section 4.9 of this chapter.



Existing residential homes in the NL Zone are generally single story. Second story volumes should be placed to the rear of the site to minimize the impact on the street as shown in the two photos in the top row.

4.8 Open Space (OS) Zone

A. Purpose

The intent of the Open Space (OS) Zone is to provide for public and private parks, community recreation facilities, and open space resources throughout the city. The OS Zone captures Hollydale Community Park, the only existing park within the Specific Plan boundaries; it is intended to implement, and is consistent with the Park/Plaza/Open Space Place Type designation of the General Plan.

B. Land Use Regulations

The land use regulations for the Open Space (OS) Zone contained in Chapter 11.21 (Land Use Types) of the CZC apply to all development in the OS Zone in the Hollydale Village Specific Plan area.

C. Development and Design Standards

The development provisions for the Open Space (OS) Zone contained in Chapter 11.25 (Residential Neighborhood Zones) of the CZC apply to all development in the OS Zone in the Hollydale Village Specific Plan area. The general property standards contained in Chapter 11.30 (General Property Standards) of the CZC also apply.

4.9 Additional Design Standards and Guidelines

Chapter 11.23 of the CZC contains design standards and guidelines for mixed use development in the City of South Gate. These standards and guidelines address important design considerations for achieving pedestrian and human-scaled development, and reinforcing a sense of place and vibrancy throughout the city's mixed use areas. The standards and guidelines in Chapter 11.23 focus on site planning and development, as well as the overall character and quality of buildings, retail and pedestrian-oriented development, and the design of building frontages.

This section supplements the standards and guidelines in Chapter 11.23 for commercial and mixed uses with additional standards and guidelines for architectural and façade design within the Specific Plan area. This section also contains design standards and guidelines for stand-alone multi-family residential projects, single family structures and industrial buildings.

A. Commercial and Mixed Uses

This section provides standards and guidelines for designing high-quality commercial and mixed-use developments in the Urban Mixed Use Zones, as well as exterior alterations and additions to existing mixed-use developments. New buildings or building additions and renovations should not only harmonize with the prevailing characteristics of the surrounding area, but should be designed in response to individual site conditions, and to enhance the overall image of the area by virtue of the quality of design and construction.

- 1. Building Siting and Orientation.** Buildings shall be located and designed to facilitate pedestrian activity by being oriented to the street and sidewalks. Buildings shall create street walls that define the public realm of the street; however, a portion of the building elevation may be set back to allow for outdoor use, such as outdoor patio dining, public art, entry forecourts, or other amenities appropriate to an urban development, provided the street continuity is not unduly interrupted along the majority of the block, as permitted in Section 4.4.C of this chapter.

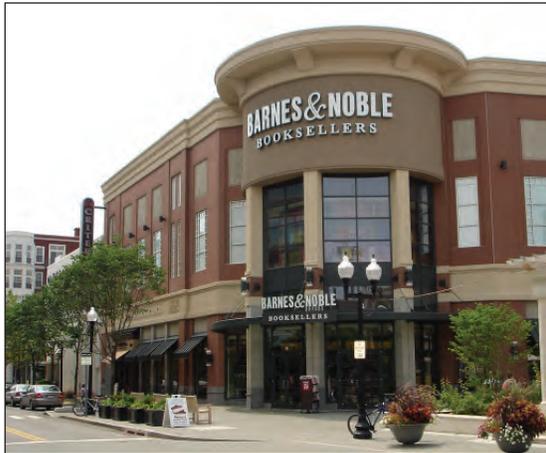


Building facades at the sidewalk edge and human-scaled retail frontages activate the street and create a comfortable and welcoming pedestrian environment.

- 2. Building Modulation and Articulation.** Building design shall be used to emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Building form and articulation shall be used to emphasize public entrances and de-emphasize service areas; and to define and shelter (i.e. give a sense of invitation and enclosure) pedestrian walks and

exterior gathering spaces. Ways to articulate buildings include giving individual identity to each vertical module by using the following design elements:

- Vary building heights within a project;
- Provide a deep notch between the modules;
- Vary architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type);
- Provide porches and balconies; and
- Vary color or materials of each individual module within a harmonious palette of colors and materials.



Varied building forms, volumetric and planar changes, and variations in roof forms and height, contribute to a well-articulated building massing.

Buildings with angled corners, plazas, or other architectural feature are encouraged at corner locations to help anchor the intersection. Building corners may be emphasized by use of elements such as towers, domes or entries. Vertical architectural elements such as towers should be used as focal points.

- 3. Building Façade Elements.** The elements of a building should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area. Buildings should contain the traditional three parts of a building: a base, midsection, and a top. On single-story buildings, the different parts may be expressed through detailing at



Buildings with angled corners, plazas, towers or other architectural features are encouraged at corner locations to help anchor the intersection.

the building base or eave or cornice line. On taller structures, different treatment of the first, middle, and top stories should be used to define the three parts.

The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g. tile or masonry treatments), darker colored materials, mullion, panels, reveals and/or enriched landscaping. Tops take advantage of the visual prominence of a building's silhouette. Techniques for clearly expressing



Buildings should have a clear base, middle and top. Colors, material changes and architectural details can all contribute to articulating these elements on a facade.

a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g. tile, masonry or fluted concrete), and/or differently colored materials. Colored “stripes” are not acceptable as the only treatment.

- a) **Retail storefronts** should have large display windows and clearly demarcated store entrances to create a strong and direct relationship with the street, provide visual interest and encourage pedestrian activity. Street-facing facades of all buildings shall incorporate windows and openings providing light to adjacent spaces and rooms, and to create visual interest and provide “eyes on the street.” Recessed main building or shop entrances consistent with traditional “main street” design should be provided.
- b) **Windows and openings** shall provide clear and transparent view into the ground floor retail uses or shall display merchandise to reinforce a pedestrian scale. Excessive displays or signs on the windows shall be avoided to allow visibility into the interior of the stores from the street. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along street level retail façades.
- c) **Signage** is the primary way retail uses market their businesses. Besides the primary façade signs, other types of signs typically found on a commercial corridor include signage on windows, awnings, and walls. Projecting blade signage (store signage that is pedestrian-scaled and installed perpendicular to the face of the building so that it is oriented towards pedestrians walking along the sidewalk) is encouraged. All regulations contained in the Sign Code established by the City of South Gate shall apply to all signs in the Specific Plan area. Awning and canopy signs may be permitted only as an integral part of an awning or canopy to which they are attached or applied. Signs on awnings are only permitted on the awning



Large display shop windows allow visibility into businesses and animate the street by maximizing street-level window exposure. In addition, attractive building signage contributes to a successful retail area.

flap (valance). The letter height shall not exceed 8 inches. The lettering shall be located in the middle 70 percent of the valance area.

- d) **Awnings or canopies** over public walkways for storefronts and businesses are encouraged. The size, scale and color of the awnings should be designed to be compatible with the rest of the building; awnings should not be the predominant element of the façade, but should accent the top edge of ground floor windows and door frames. Awnings should not cover the storefront piers or pilasters and should be divided into sections to reflect the major vertical divisions of the façade.

4. Architectural Style. The architectural style and use of materials should be consistent throughout the entire mixed-use development. Differences in use of architectural details may occur where the intent is to differentiate between the residential and commercial scale and character of the structure(s). Each project should possess an identifiable architectural theme and be of high-quality design and materials. High-quality, innovative and imaginative architecture is encouraged. For remodels or additions, the theme should be true to the original intent and style of the building.

5. Materials, Finishes and Color. High-quality materials and finishes appropriate to the architectural style, scale, character and design theme of the building should be used. Materials, finishes and colors should unify a structure's appearance and be selected to work harmoniously with each other. Exterior design and building materials should reflect permanence and quality. Graffiti-resistant materials and paints are strongly encouraged.

Buildings should be treated as a whole and finished appropriately on all sides to appear integral to the building and avoid appearing "tacked on". Backs of buildings shall use similar materials; however, less expensive and utilitarian substituted materials are acceptable, provided they are compatible with the overall design. Material changes shall not occur at corners. The same material shall continue around corners for a minimum distance of four feet. If feasible, the same material should continue to the next change in the wall plane. (See Figure 4-4)

The number of materials and colors used on the exterior of a building should be limited so that there is visual simplicity and harmony; unusual patterns and color schemes and non-harmonious and out-of-character colors shall be avoided. These colors should be used as

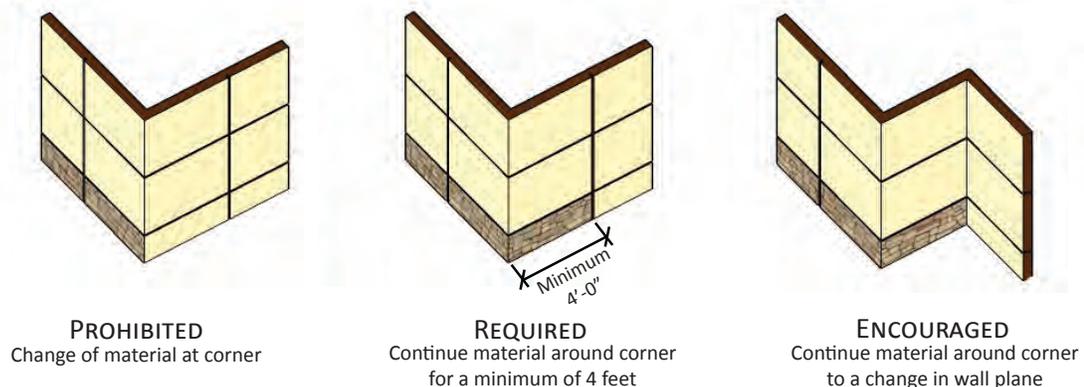


Figure 4-4: Treatments for Material Changes at Corners

follows: a) base colors shall be used on the majority of the building surface and should be the lightest; b) secondary colors shall be used to accentuate façade elements or upper floors; and c) accent colors shall be used sparingly to highlight moldings, trims and/or signage. Up to two additional colors may be used on the base to distinguish between upper and lower floors or as an additional secondary color.

- 6. Infill and Building Additions.** Additions and renovation should be compatible with the existing building in scale, materials, and design. Where new buildings or additions are built immediately next to existing buildings, the design of the new construction should acknowledge the existing buildings using architectural elements such as matching cornice lines, continuation of a colonnade, use of similar materials, and similar building proportions. Architectural details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.
- 7. Vertical Mixed Use Buildings.** Vertical mixed-use buildings shall be designed with retail storefronts on the ground floor and residential or office uses above. Separate site access, parking facilities, and building entrances shall be provided for residential and commercial uses. Main entries to ground-floor retail uses shall be clearly demarcated, visible and accessible from the street and/or pedestrian walkways, and be clearly distinguishable in form and location from residential/office entrances. Secondary entries may be from parking areas.



Entrances should be clearly demarcated. Entrances may be emphasized with building elements, material and color variations and signage.

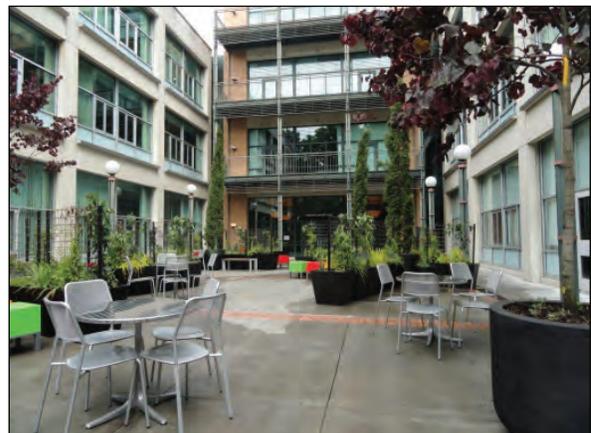
- 8. Privacy for Residential Units.** Buildings shall be oriented to promote privacy to the greatest extent possible. Windows of non-residential buildings in a mixed-use development should be oriented to avoid a direct line of site into adjacent residential buildings or property. In mixed-use developments, residential windows should face away from loading areas and docks. To the extent residential windows face the windows of an adjacent unit; the windows should be offset to maximize privacy. Windows, balconies or similar openings should be oriented so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.

Where a mixed-use project abuts a residentially zoned property, a minimum of three feet of the required setbacks adjacent to the residential use shall be devoted entirely to trees and shrubs at least six feet in height (exclusive of any planter area curb).

- 9. Plazas and Courtyards.** New privately-owned open spaces and plazas in new retail, residential, commercial and mixed use settings will increase pedestrian activity and improve destination appeal. Open spaces may consist of plazas, courtyards, green spaces, as well as pathways that run through developments. Small gathering spaces and places should be created within new developments to complement the existing open space in Hollydale Village and to provide informal and small scale open space opportunities, including outdoor dining.

Where possible, direct access to public plazas and courtyards shall be provided from the street; secondary access may be provided from retail shops, restaurants, offices and/or other uses within the development. Safety shall be an important consideration in the design of outdoor spaces; designs should promote visibility from the street and provide architecturally compatible lighting to enhance nighttime security. Plazas, courtyards and walkways should be designed to collect stormwater, where feasible.

Landscaping, seating, and other outdoor furniture should be provided in setback areas, paseos, plazas, and courtyards. The site furnishings should be compatible in style with the buildings and selected to bring comfort, scale and design expression to the streetscape. These must also be highly durable and easy to maintain. Planters and pots should be used to complement the project architecture and other site amenities; avoiding obstructions to pedestrian traffic flow with planters and pots. All elements of the furniture palette should be uniform.



Plazas and courtyards provide desirable outdoor space for visitors and residents alike.

B. Multi-Family Residential Uses

The following design standards and guidelines apply to all stand-alone multi-family uses within the Specific Plan area:

- 1. Scale and Mass.** Multi-family residential projects should avoid massive apartment-like structures. Multi-family units in large projects should be clustered, or broken up into groups of structures. Windows should be provided facing the street for all units adjacent to the street to break up massing and to contribute to “eyes on the street” which helps neighborhood security.
- 2. Building Orientation and Entrances.** Multi-family developments should have a strong street presence with public entrances oriented towards the street. The majority of unit entrances must be accessed from the street or from the main open space. Where there is a common building entrance for all units, it should be accessed from the street or main open space. In addition, multi-family developments should have transitional spaces in the form of stoops, overhangs and porches between public areas and entrances to the units.
- 3. Building Articulation and Detailing.** Multi-family building design should avoid large monotonous facades, long straight line building fronts, plain box shapes, and barren exterior treatment. All building elevations visible from a public right-of-way should be articulated and incorporate the chosen design theme in a consistent manner.

Multi-family building facades should be designed so as to give individual identity to each vertical module of residential units, using techniques such as providing a deep notch between the modules; varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type); providing porches and balconies; varying color or materials of each individual module within a harmonious palette of colors and materials, etc.



Articulate buildings with architectural detailing, staggered building planes, material and color changes, and varied roof lines.

- 4. Privacy for Residences.** Multi-family buildings should be oriented to promote privacy to the greatest extent possible. Windows, balconies or similar openings above the first story should be oriented so as not to have a direct line-of-sight into adjacent units within the development. Multi-family units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units. Landscaping should be used to aid in privacy screening in ground floor units.

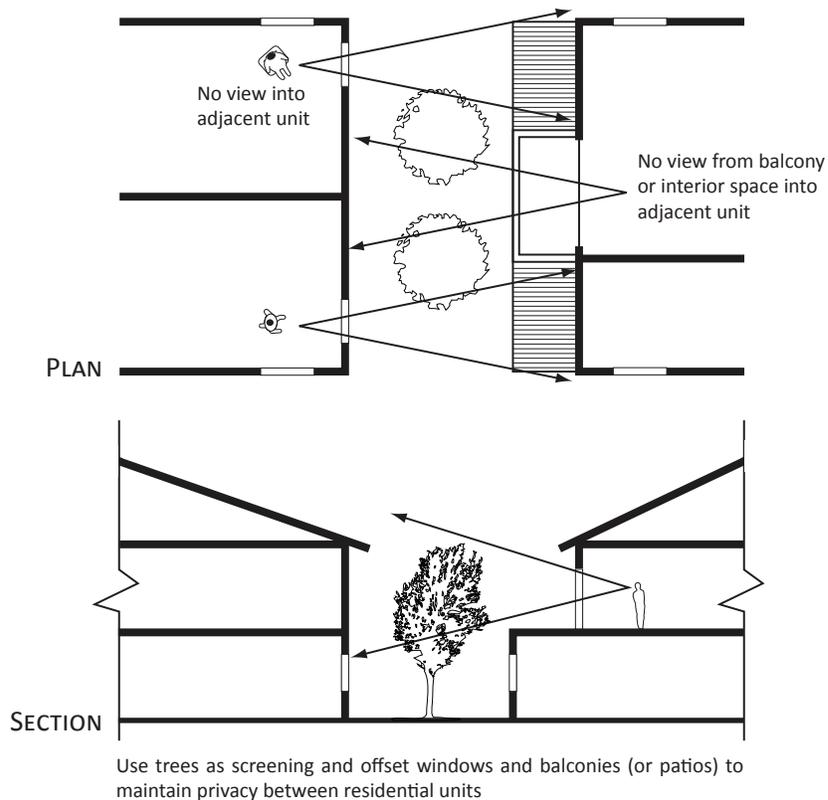


Figure 4-5: Privacy for Residential Units

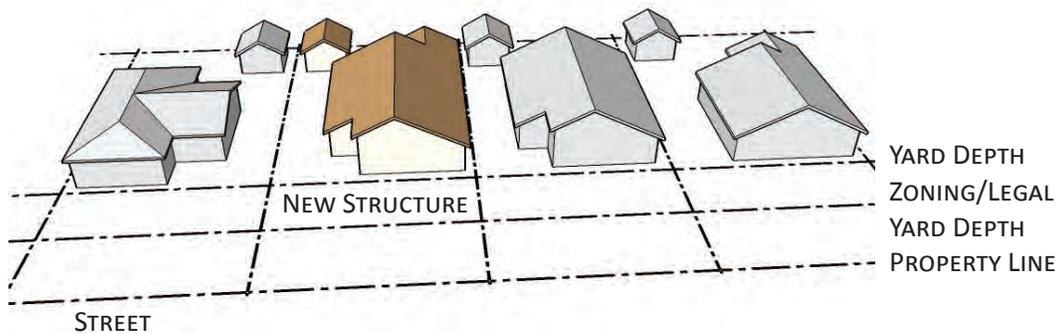
5. **Exterior Lighting.** Every multi-family project should have adequate lighting to provide for security and visibility, particularly along walkways and driveways, entrances to parking areas, and open space areas. All exterior light fixtures should be decorative and compatible with the building's architecture. Site lighting shall not impact surrounding or neighboring properties. The type and location of site and building lighting shall preclude direct glare onto adjoining property, streets, or skyward. All lighting fixtures must be shielded to confine light spread on-site.
6. **Materials and Finishes.** High-quality materials and finishes appropriate to the architectural style, scale, character and design theme of the building should be used. Materials, colors and finishes should unify a structure's appearance and selected to work harmoniously with each other. Exterior design and building materials should reflect permanence and quality. Graffiti-resistant materials and paints are strongly encouraged.
7. **Open Space.** Common and private open space areas should be designed and oriented to take advantage of available sunlight and shelter from the noise and traffic of adjacent streets. Common open space areas should be secured, conveniently located to the majority of the residential units, and visible from the residential units to ensure safe use.

Private usable open space shall be contiguous to the residential unit it serves and screened from public view for privacy. Patios that front a public street shall be substantially screened. Balconies that front a public street shall have a solid balcony rail for privacy.

C. Single-Family Residential Uses

The following design standards and guidelines apply to all single-family uses within the Specific Plan area:

- 1. Yard Areas.** While meeting the minimum front and side yard depths established in Chapter 11.25 of the CZC, a new dwelling's front and side yard depths should approximate that of adjacent residences. The front and side yard pattern on the block shall be identified and respected to help unify the neighborhood.



New structure respects the yard depths established along a street

Figure 4-6: Yard Depths

- 2. Scale and Mass.** The scale and mass of a new dwelling should be similar to that of neighboring houses and not overwhelm them with disproportionate size or a design that is out of character.
- 3. Height and Rooflines.** Height and rooflines should be consistent with the style of architecture of the house, and complement qualities of neighboring residential structures such as type, slope, size, material and color.
- 4. Additions, Accessory Buildings and Second Units.** Additions, accessory structures and second units should maintain the look and appearance of the existing primary structure so that they do not appear as an addition or new building. They should respect the architectural style, scale, rhythm, and building elements of the existing primary structure. An addition should complement and balance the overall form, mass, and composition of the existing primary structure on the property. An addition shall maintain the same floor-to-floor height of the original structure.

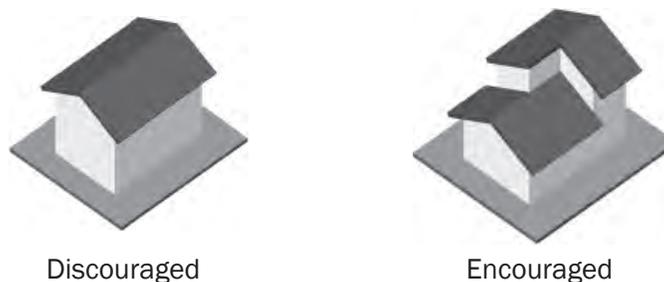


Figure 4-7: Massing

5. **Orientation.** Dwellings shall orient themselves to the street with a clearly identifiable front door and windows that face the street. Front windows and the front door contribute to “eyes on the street” which helps neighborhood security.

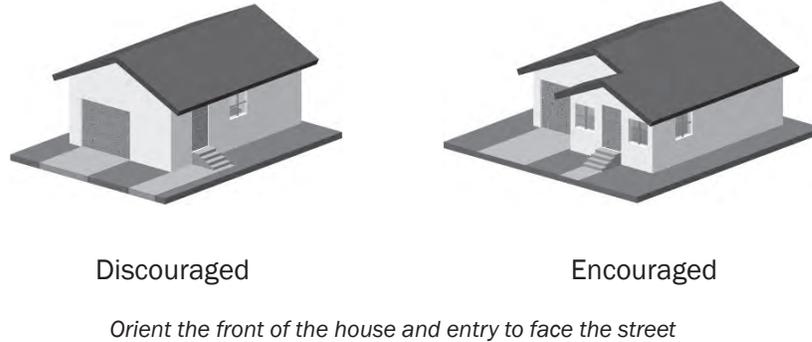


Figure 4-8: Orientation

6. **Privacy for Residences.** New houses and/or accessory buildings should minimize their visual impact on adjacent properties. New windows and second floor balconies should be placed where they promote maximum privacy between properties. Windows should be offset or staggered from neighboring windows to maintain privacy between houses. Avoid locating balconies so that they look directly overlook a neighboring patio or yard.
7. **Exterior Lighting.** Exterior lighting includes all lighting fixtures on front facades, security lighting, and landscape lighting. Adequate exterior lighting shall be provided on the front of the house to ensure neighborhood safety and security. All exterior lighting shall be decorative. Recessed porches shall be lit. Exterior lighting shall be positioned so that no direct light extends into neighboring properties or public rights-of-way.
8. **Utilities and Mechanical Equipment.** All mechanical equipment shall be screened from view. Utility meters, transformers, backflow devices and equipment shall be placed in locations that are not exposed to view from the street. Roof-mounted equipment shall be avoided. All antennas and mechanical equipment shall be placed in building attics or interiors. Satellite dishes shall be located away from street view.

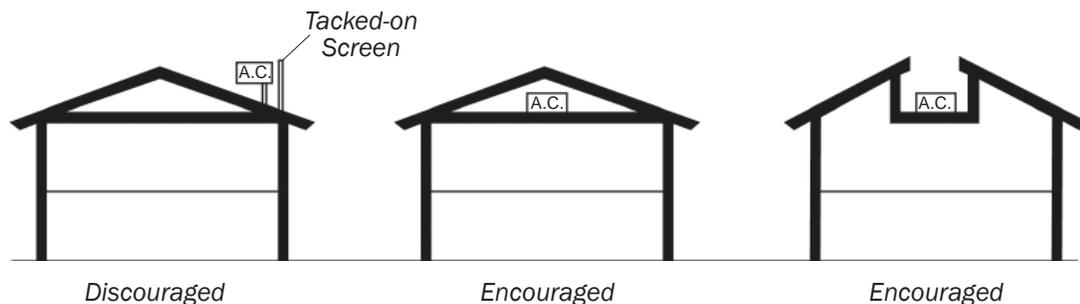


Figure 4-9: Screening of Mechanical Equipment

D. Industrial Uses

The following design standards and guidelines apply to all industrial uses in the Specific Plan area:

- 1. Site Layout.** Industrial buildings should have a positive street presence and contribute to an attractive street scene by orienting buildings toward the primary street frontage. Public entrances and administrative/office areas should front the street. Primary entries should be clearly distinguished from secondary and service entries. Projects should attempt to place entries and the most active areas near the street to avoid long, “unguarded” walkways.

Buildings shall be sited so as to screen loading and storage areas from public view. Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as increased setbacks, screening, and landscaping shall be provided to mitigate any negative effects of industrial operations.

- 2. Massing, Form and Scale.** Buildings within a project should be related in terms of bulk and mass, but not be identical. Repetitive building units that produce monotonous elevations should be avoided by varying building forms, placement, color, materials, and landscaping. In addition, the scale and mass of a new development should be consistent with neighboring developments and not overwhelm them with disproportionate size or incompatible design. Special care should be taken to achieve compatibility next to small-scale buildings; techniques should include building articulation and limiting size.

- 3. Building Articulation and Detailing.** Building design should employ clean, simple geometric forms and coordinated massing to produce an overall sense of unity, scale and interest. Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes and barren exterior treatments. All building elevations visible from a public way or parking area shall be well-articulated and incorporate the chosen design theme in a consistent manner. Building articulation can be accomplished with the use of the following features:

- Building separations
- Building volume changes
- Variations in plane and height
- Variable roof forms and height
- Recesses or recessed openings
- Placement of windows and entries
- Significant color and material changes
- Variable transparency
- Creation of shadow textures through inclusion of elements such as arcades, balconies, trellises, overhangs, porches and architectural projections

- 4. Building Orientation and Entrances.** Building entries should read as such, and be integrated with the overall building form. Doors should be designed at human scale. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. should define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying, building entries.

- 5. Color, Materials and Finishes.** Colors and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design. Materials provide texture and



Use building articulation, change of wall planes, door and window treatments, and other appropriate architectural detailing to create an interesting and individual design and diminish the mass of large industrial structures.

color and should influence the choice of other colors on the façade. Exterior materials for industrial developments should be of high quality and low maintenance. Recommended materials include masonry, concrete, sandblasted concrete, textured block, brick, granite, marble, glass, painted metal elements and similar materials. Materials and detailing should have a substantial and long-lasting appearance. Graffiti-resistant materials are encouraged.

Roofing materials should be durable. Where visible from the street, acceptable roofing materials include metal standing seam and concrete tile. Corrugated metal (standing rib metal roofs are permitted), highly reflective surfaces, and illuminated roofing are prohibited.

- 6. Loading and Outdoor Storage Areas.** Loading and outdoor storage areas shall be designed to prevent interference with vehicular circulation and parking, and to provide an unobstructed area for trucks to maneuver when accessing loading spaces. Loading and outdoor storage areas shall be substantially screened from the street and residentially zoned properties. Screening techniques include a combination of building features, decorative walls, and landscaping. Loading and outdoor storage areas shall be located to minimize impacts on adjacent residences.
- 7. Utility and Mechanical Equipment.** All utility and mechanical equipment shall be screened from public view. This includes all ground, wall, and roof mounted equipment. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.” Typical ground-mounted equipment shall be adequately screened with decorative walls and/or landscaping.

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5.1 Introduction

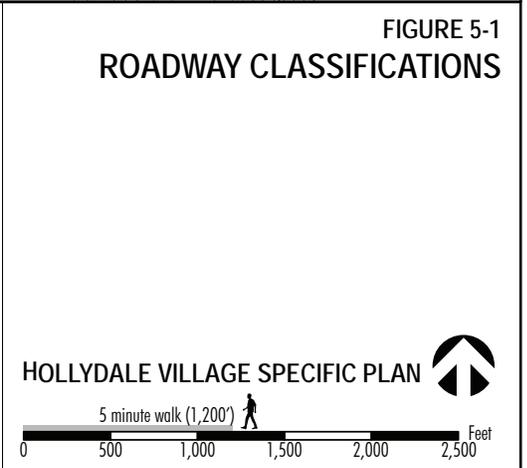
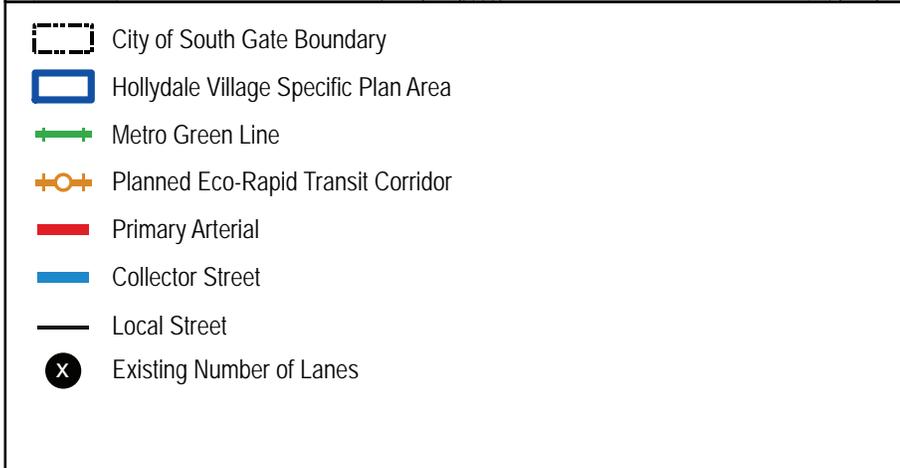
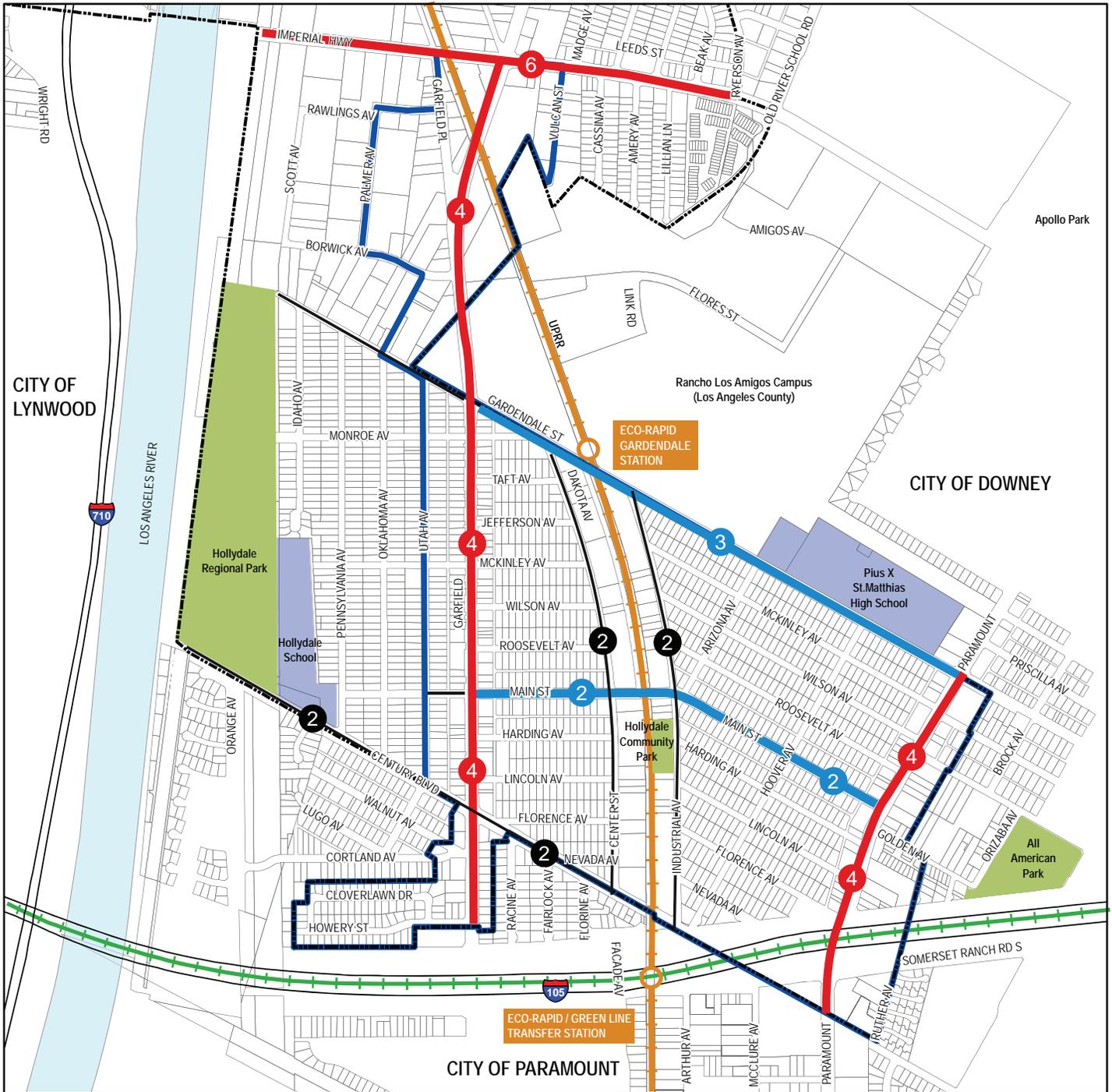
This chapter describes the Mobility Plan for the Hollydale Village Specific Plan, which includes recommendations for the roadway network as well as for improving pedestrian, bicycle and transit circulation. Recommendations for parking are also included.

Key goals of the Specific Plan are to facilitate and encourage walking and bicycling in Hollydale, connections to the regional open space bicycle network, and to foster an improved walking and safe environment along Garfield Avenue.

5.2 Background

Hollydale Village, located in the southeast portion of the City of South Gate, is served by two major north-south roadways – Garfield Avenue and Paramount Boulevard, and the key east-west streets of Gardendale Street, Imperial Highway and Century Boulevard. A Union Pacific railroad right-of-way runs north-south through the center of the Specific Plan area. Hollydale is primarily a residential area, with commercial uses along Garfield Avenue, Imperial Highway and Paramount Boulevard, and industrial uses along the railroad corridor and Garfield Avenue north of Gardendale. Both Garfield Avenue and Paramount Boulevard provide access to the I-105 Freeway immediately south of the Specific Plan area.

Daily traffic volumes on Garfield Avenue are about 21,600 vehicles close to Imperial Highway. Daily traffic volumes on Paramount Boulevard are about 29,600 vehicles. Daily traffic volumes on Gardendale Street are about 9,800 vehicles. Daily traffic volumes on Main Street are about 4,150 vehicles. Daily traffic volumes on Imperial Highway are about 36,000 vehicles.



5.3 Mobility Goals

The mobility goals of the Hollydale Specific Plan are as follows:

- **Maintain the Existing Roadway System** – The existing roadway system provides adequate capacity for circulation within the Specific Plan area and should be maintained without significant change.
- **Improve Bicycle Facilities** – Bicycle facilities should be improved throughout the Specific Plan area to facilitate and encourage bicycle use.
- **Improve Pedestrian Facilities** – Pedestrian facilities should be improved along major streets to facilitate walking as a safe and convenient alternative to the car.
- **Improve Transit Access** – Existing transit service should be maintained. The Specific Plan supports the ongoing planning for the Eco-Rapid rail transit line planned for the railroad corridor (West Santa Ana Branch).

5.4 Roadway System

City streets provide the backbone of the circulation system for all transportation modes in the Hollydale Area. The Specific Plan area includes portions of Garfield Avenue, Paramount Boulevard, Imperial Highway, Gardendale Street, Main Street and Century Boulevard.

The roadway system serving the Specific Plan area is shown in Figure 5-1. The key streets serving the Specific Plan are described below.

Garfield Avenue

Garfield Avenue is classified as a Primary Arterial and truck route in the City's General Plan. It is a four-lane street and on-street parking is permitted on both sides of the street. North of Gardendale Street there is a center turn lane and parking is not permitted. Between Gardendale Street and Main Street there is no central turn lane, but left turn lanes are provided at key intersections, and on-street parking allowed. South of Roosevelt Avenue, there is a landscaped median with left turn lanes and parking is allowed.

Paramount Boulevard

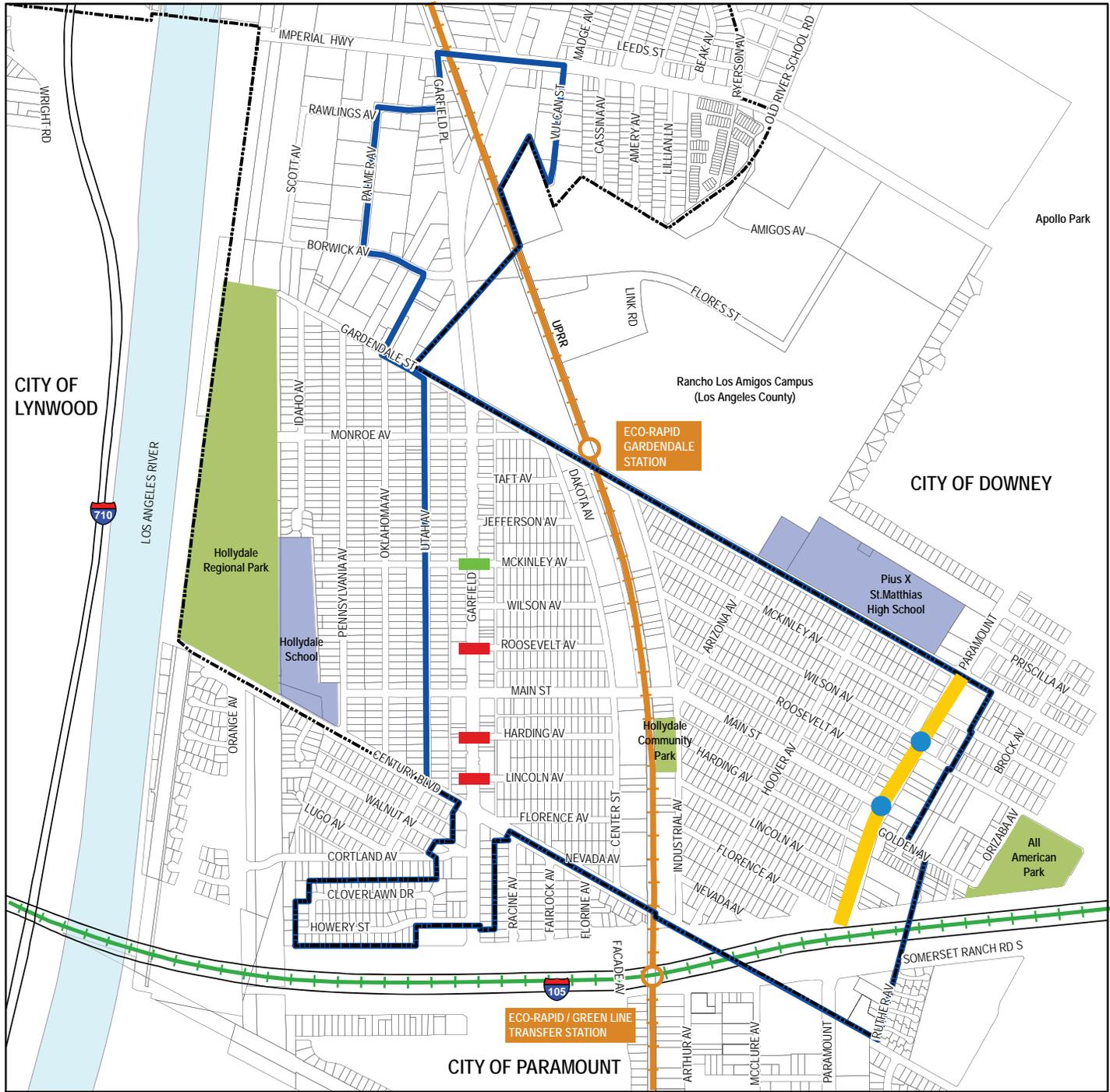
Paramount Boulevard is classified as a Primary Arterial and truck route. It is a four lane street with a central turn lane and on-street parking is generally permitted on both sides of the street.

Imperial Highway

Imperial Highway is classified as a Primary Arterial. It is a six lane street with central turn lane, and on-street parking is not permitted on either side of the street. A median is currently planned for Imperial Highway within the Specific Plan area.

Gardendale Street

Gardendale Street is classified as a Collector Street. It is a two lane street with central turn lane and bicycle lanes in each direction. Intersections are largely stop-controlled. On-street parking is permitted on both sides of the street.



- City of South Gate Boundary
- Hollydale Village Specific Plan Area
- Metro Green Line
- Planned Eco-Rapid Transit Corridor
- Install High Visibility Crosswalks
- Add Pedestrian Crosswalk Signal
- Enhance Visibility of Uncontrolled Crosswalk
- Add Central Landscaped Median

FIGURE 5-2
PEDESTRIAN IMPROVEMENTS

HOLLYDALE VILLAGE SPECIFIC PLAN

5 minute walk (1,200')

0 500 1,000 1,500 2,000 2,500 Feet

Main Street

Main Street is classified as a Collector Street. It is a two-lane street. There are no left turn lanes provided. On-street parking is permitted on both sides of the street.

Century Boulevard

Century Boulevard is classified as a Local Street. West of Garfield Avenue, it is a two-lane street with left turn lanes only provided at Garfield, with on-street parking permitted on both sides of the street. East of Garfield Avenue, the street is also two lanes with parking permitted, but the street is wider with a wide central median (not raised or landscaped) and left turns at intersections.

5.5 Pedestrian Circulation

Most of the streets in Hollydale have sidewalks. Sidewalks on Garfield Avenue are generally between 10 feet and 13 feet wide. Garfield Avenue generally has crosswalks only at signalized intersections, so there are long stretches between signals without crosswalks. The exception is between Main Street and Century Boulevard where there are two unsignalized crosswalks. The stretch of Garfield Avenue between Roosevelt Avenue and Century Boulevard has a central raised landscaped median and sidewalk bulb-outs at intersections.

On Paramount Boulevard, crosswalks are generally provided only at signalized intersections, so again there are long stretches without pedestrian crossing facilities, except for one unsignalized crosswalk at Wilson Avenue. Other key streets in the Specific Plan area generally have sidewalks that are at least 10 feet wide. Main Street has 15 foot sidewalks of which 10 feet are dedicated to a parkway.

The Mobility Plan will improve and enhance pedestrian circulation on the two commercial streets in Hollydale. Planned improvements are shown in Figure 5-2. Future improvements are subject to study and evaluation by the City to determine feasibility of installation and to determine actual designs.

Garfield Avenue

- Upgrade the three existing uncontrolled mid-block crosswalks to high visibility crosswalks.
- Add pedestrian countdown at all signalized crosswalks.
- Add new pedestrian crosswalk signal at McKinley Avenue.



Zebra crossings or high-contrast patterns make the crosswalk more visible, improving pedestrian safety.

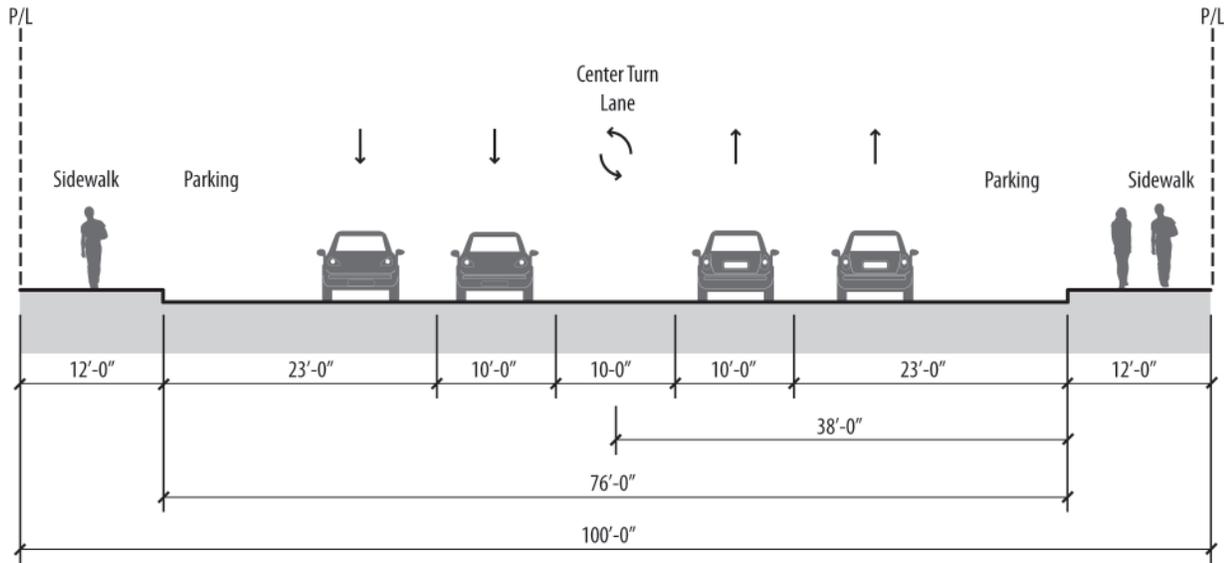


A pedestrian activated crosswalk signal at McKinley Avenue on Garfield Avenue is recommended.

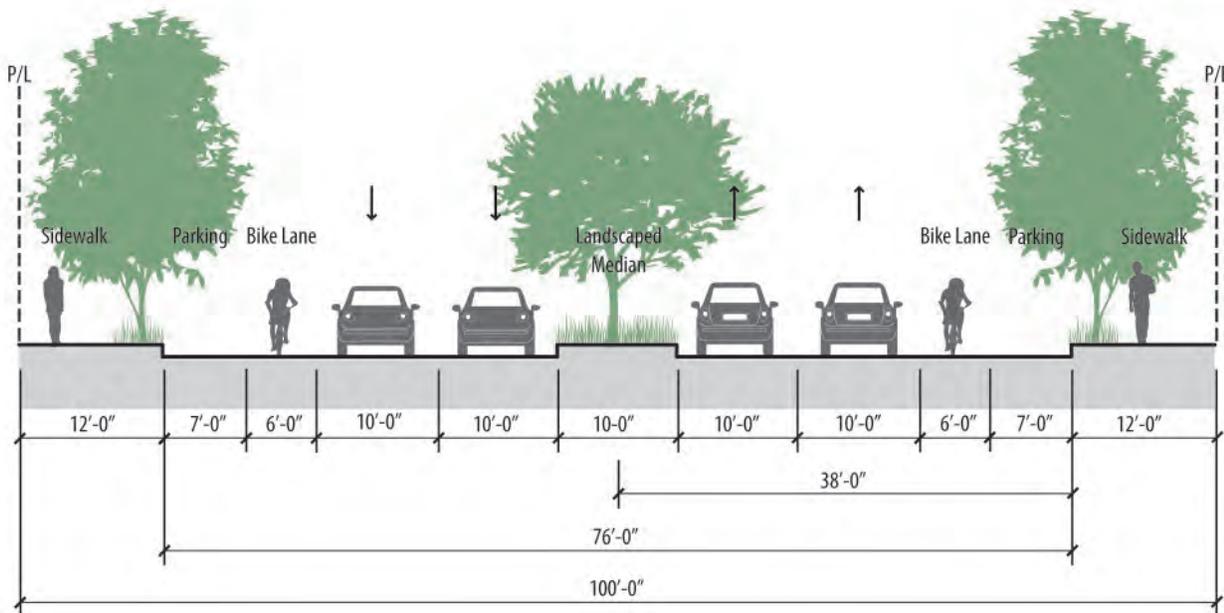
Paramount Boulevard

- Upgrade the existing crosswalks to high visibility crosswalks.
- Add pedestrian countdown at all signalized crosswalks.
- Add a central landscaped median.

Changes to Paramount Boulevard are shown in Figure 5-3.



Paramount Boulevard - Existing Cross Section



Paramount Boulevard - Future Cross Section

Figure 5-3: Paramount Boulevard

5.6 Bicycle Circulation

There is only one existing bicycle lane or bicycle path in the Specific Plan area area – a bicycle lane in each direction on Gardendale Street between Garfield Avenue and the eastern City limit. The closest facility is the Class I bicycle path along the Los Angeles River.

The City’s Bicycle Plan defines the following types of bicycle facilities:

Bike Paths:	A fully separated right-of-way for two-way bicyclist travel, typically planned along waterways, rail rights-of-way, or utility corridors.
Cycle Tracks:	A physically separated right-of-way for bicycle travel located within a roadway.
Bike Lanes:	A striped lane for one-way bicycle travel on a street or highway.
Bike Boulevards:	A signed route that functions as a through street for bicyclists, but not for cars. Diverters, mini-circles, roundabouts, and other intersection treatments permit through movement for bicycles while either discouraging or prohibiting it for cars.
Bike Routes with Sharrows:	A preferred travel route for bicyclists, on which a separate lane is either not preferable or not desirable.

The Specific Plan implements a bicycle network in the area that is based on the City’s Bicycle Plan, with some modifications. The Specific Plan bicycle network is shown in Figure 5-4. The Plan provides an enhanced, connected, and integrated bicycle network serving Hollydale and connecting neighborhoods and commercial areas as well as connecting to and to Hollydale Park, and the bicycle networks outside the Specific Plan area. This network, along with the provision of additional bicycle parking spaces, will significantly enhance bicycle access within Hollydale and encourage greater use of bicycle as a mode of transportation.

It should be noted that while the Specific Plan identifies Bike Lane facilities where feasible, on-street parking is also an important asset to the function and economic well-being of commercial areas. So where there is insufficient roadway width to stripe bicycle lanes and to retain on-street parking, a connected network is achieved through the designation of Bike Routes with Sharrows.

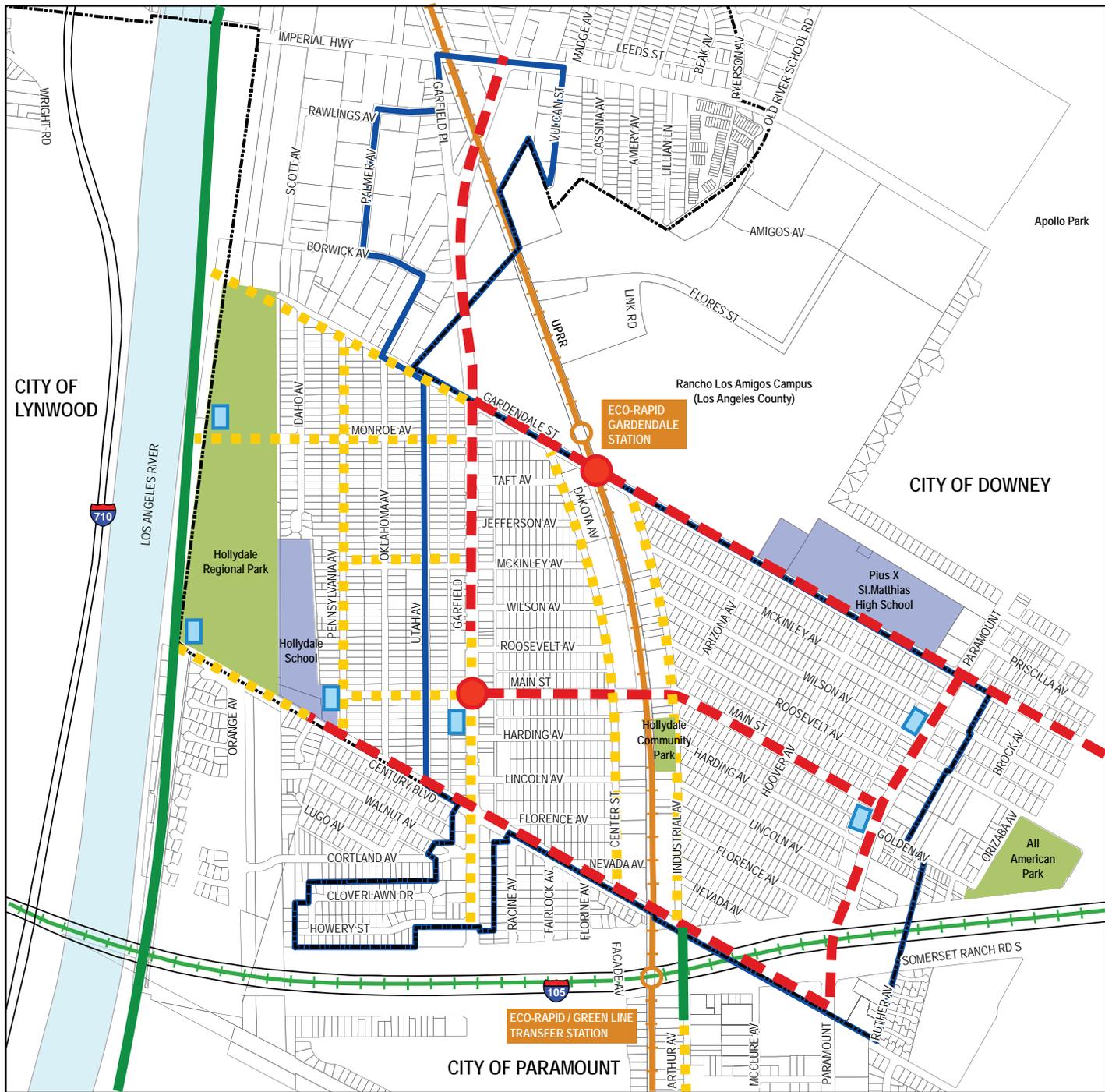
Elements of the Bicycle Network include:

Bike Lanes

Consistent with the City’s Bicycle Plan, bike lanes are planned on Garfield Avenue (north of Roosevelt Avenue), Paramount Boulevard, Main Street, and Century Boulevard.

Bike Routes/Sharrows

Also consistent with the City’s Bicycle Plan, Bike Routes/Sharrows are planned on Garfield Avenue south of Roosevelt Avenue, Pennsylvania Avenue, Gardendale Street west of Garfield Avenue, and Main Street west of Garfield Avenue. Bike Routes/Sharrows are also planned on Center Street and Industrial Avenue between Gardendale Street and Century Boulevard



- City of South Gate Boundary
- Hollydale Village Specific Plan Area
- Metro Green Line
- Planned Eco-Rapid Transit Corridor
- Bike Path
- Bike Lane
- Bike Route / Sharrows
- Bicycle Parking
- Bicycle Hub

FIGURE 5-4
BICYCLE NETWORK

HOLLYDALE VILLAGE SPECIFIC PLAN

5 minute walk (1,200')

0 500 1,000 1,500 2,000 2,500 Feet

to provide enhanced and more visible connections to the two Eco-Rapid Transit Stations from the adjacent residential neighborhoods.

Bicycle Parking

Additional bike parking facilities will be provided at numerous locations in Hollydale to provide safe opportunities for cyclists to park and leave their bikes while they walk along key streets, which will further encourage and facilitate the use of bicycles. Bicycle spaces will be provided in readily accessible locations that are highly visible in order to ensure personal safety and protect against theft. General planned locations are shown in Figure 5-4 near major activity centers and commercial hubs, and Hollydale Park, but are not limited to these locations, and in fact bicycle parking is encouraged at any feasible location. Section 5-8 provides standards for off-street bicycle parking in private development.

A bicycle hub will be provided near the intersection of Garfield Avenue and Main Street. This hub could be located in the city-owned parking lot on Utah Street and Main Street. Another hub should be located at the Gardendale Eco-Rapid Station. These will provide for bicycle connections to transit, will include bike racks and bike lockers, and will also serve as strategic bike parking for the commercial node and station at those locations.

5.7 Transit

The Specific Plan area is served by a total of five transit routes, of which four are Metro local bus routes and one is a GATE route (Get Around Town Express - the local South Gate service). There is one Metro route on Garfield Avenue, one Metro route on Paramount Boulevard, and two Metro routes on Imperial Highway. The GATE route operates along parts of Imperial Avenue, Garfield Avenue, Main Street, Industrial Avenue, and Century Boulevard. Besides serving the Hollydale area, the Eastside Route also serves the azalea Regional Shopping Center, South Gate Park, and the El Paseo Shopping Center.

The Mobility Plan supports continued service by Metro and the GATE Eastside Route in the Specific Plan area. The City should work with Metro to improve amenities at bus stops including shelters, seating and lighting.

Eco - Rapid Transit

The Mobility Plan also supports the Eco-Rapid rail transit line being planned to connect Burbank Airport and downtown Los Angeles with Artesia and that follows the railroad right-of-way through the Specific Plan area. It is included in the Adopted 2009 Los Angeles County Metropolitan Transportation Commission (LACMTA) Long Range Transportation Plan and has a funding allocation in Los Angeles County Measure R. The Eco-Rapid rail line will enhance transit accessibility for the community and provide access to the regional rail transit system for residents and workers in the Hollydale area, many of whom will be able to walk or bike to the two rail stations. The Specific Plan supports two station locations:

At Gardendale Street

This station would serve local Hollydale residents, as well as the central commercial area of Hollydale on Garfield Avenue between Main Street and Century Boulevard. It will also serve

any future development on the adjacent County parcel to the north of the station site in the City of Downey.

At the I-105 Freeway

This station is being planned in conjunction with Metro, as a transfer station with the Metro Green Line in the I-105 Freeway. It will provide an important connection between passengers travelling east-west on the Green Line and transferring to the Eco-Rapid line to reach communities to the north and downtown Los Angeles.

As planning proceeds for the two station locations, emphasis should be placed on enhancing linkages to the stations, including identifying principal access routes for pedestrians and bicyclists; enhancing the convenience of walking and biking; and installing elements such as pedestrian crosswalks and signals and wayfinding signs. Depending on the final location of the Gardendale station, a new traffic signal with crosswalks should be considered on Gardendale Street at Dakota and/or Industrial Avenue adjacent to the station to facilitate pedestrian access.

Station Parking

The Mobility Plan provides direction that parking for both stations should be located close to the stations – and minimize potential impacts to nearby residential neighborhoods. The planning and design of the Gardendale Station, should provide sufficient parking in locations that prevent traffic and parking impacts to the neighborhoods to the southwest of the station. Similarly, the planning and design of the I-105 Station, should locate sufficient parking close to the station with access plans and controls to minimize potential impacts to the neighborhoods to both the east of the west of the station (including consideration of neighborhood permit parking programs to prevent transit users from parking in the neighborhoods).

5.8 Parking

The overall strategy for parking in the Hollydale Specific Plan is to provide sufficient parking to ensure the economic viability and success of the commercial uses, as well as for residential uses.

There is only one public parking lot in the Hollydale area, located on Main Street west of Garfield Avenue (with approximately 28 spaces). Otherwise all parking is in private off-street lots or on-street. Off-street parking along Garfield Avenue is generally located either adjacent to or behind the commercial uses. Off-street parking along Paramount Boulevard tends to be either adjacent to or in front of the commercial uses. All parking is free. There are currently no perceived parking problems in the Hollydale area.

The Specific Plan allows for the provision of new additional parking supply when warranted and where suitable sites are available, and increases the allowed flexibility of providing such parking. The Specific Plan:

- Allows shared parking.
- Allows parking requirements to be met within 650 ft. of the use.

Parking Requirements

Unless specifically identified in this chapter of the Hollydale Village Specific Plan, the provisions in Chapter 11.33 (Parking Standards) of the City's Comprehensive Zoning Code (CZC) shall apply.

Hollydale Mixed Use Zones

The Hollydale Village Specific Plan identifies three mixed use zones – the Hollydale Mixed Use 1 (HMU1), Hollydale Mixed Use 2 (HMU2), and Hollydale Mixed Use 3 (HMU3) zones, located along parts of Garfield Avenue and Paramount Boulevard. Section 11.33.080 of the CZC allows for reduced parking standards in urban mixed use zones, where commercial uses are located close together and people can visit by walking more than one destination from one parking location, rather than being stand alone uses. The parking requirements in these zones shall be as specified in the CZC Section 11.33.080 – Urban Mixed Use Zones, unless otherwise specified.

In order to facilitate the provision of parking supply, the parking requirements may be met within 650 feet of the specified land use.

Other Areas

Outside of the Hollydale Mixed Use Zones, the general parking requirement provisions of CZC Chapter 11.33 shall apply.

Trip Reduction Measures and Shared Parking

The Trip Reduction and Shared Parking Measures of the CZC Section 11.33.110 shall apply to the Specific Plan area. Per Section 11.33.110 of the CZC “. . . all development is encouraged to implement measures to reduce individual vehicle trips. The approaches presented can be used to reduce required parking, consolidate parking provisions, and reduce vehicle trips in the City by supporting alternative modes of transportation.”

Also per Section 11.33.110 of the CZC “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.”

Bicycle Parking

Bicycle parking requirements shall be as specified in Chapter 11.33.080 of the CZC.

Future Parking Supply

Through the above provisions, the Specific Plan allows for new additional parking supply when warranted and where suitable sites are available, and increases the allowed flexibility in providing such parking.

As specified in CZC Section 11.33.120, 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.

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Open Space and Streetscape Improvements

6.1 Introduction

The purpose of this chapter is to describe recommended open space and streetscape improvements that serve to fulfill the Specific Plan goal of improving the quality of life for residents with improvements to the public realm. Some of these recommendations are conceptual and the City will need to further assess and supplement these recommendations, as noted, on a case-by-case basis.

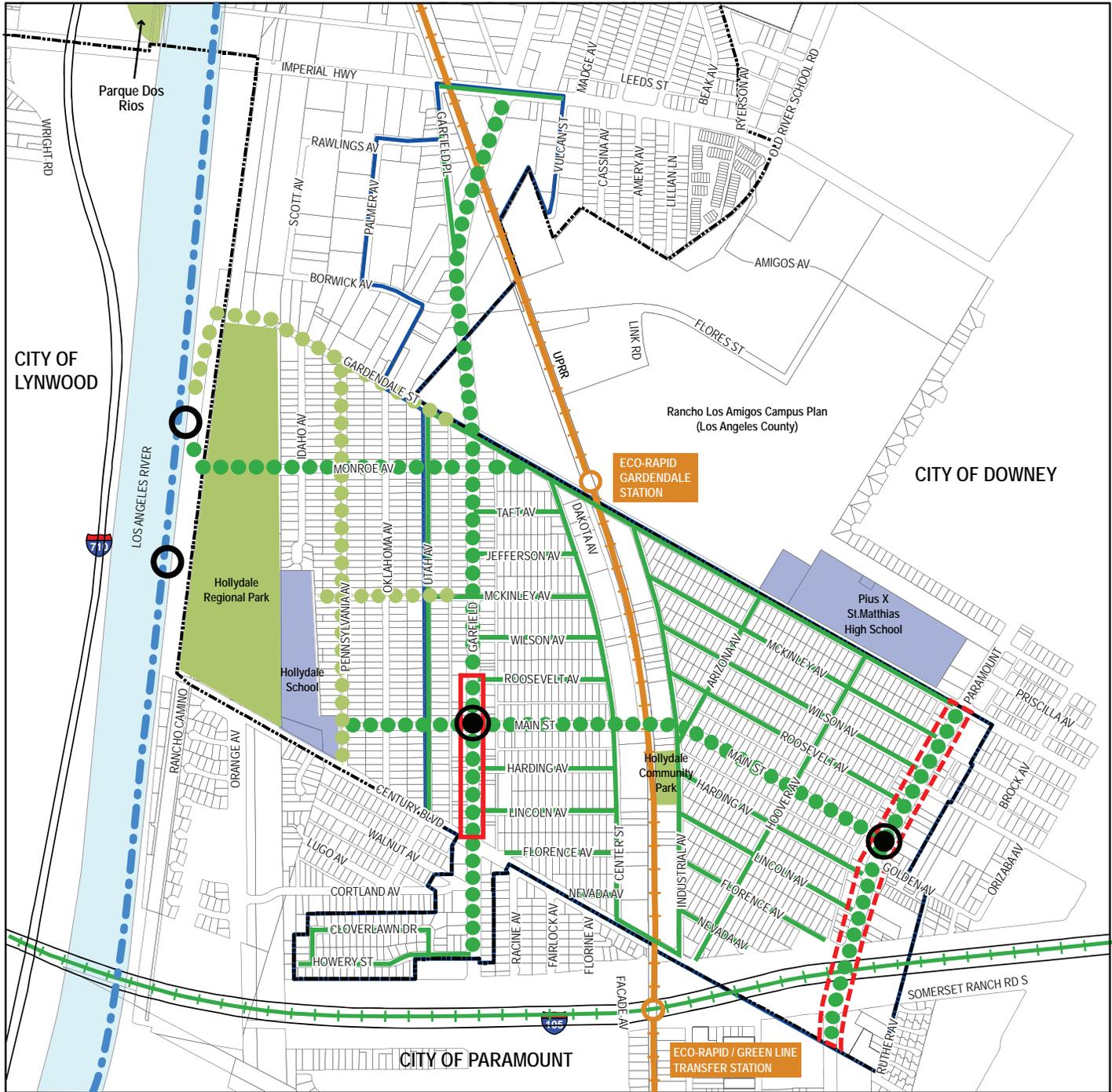
Streetscape improvements are intended to enhance and unify the visual and spatial experience of the driver, pedestrian, and the bicyclist, and help provide key linkages between major activity centers, regional open space resources, and neighborhoods in and adjacent to the Specific Plan area. The streetscape gives the user a sense of direction and place within Hollydale. These enhancements also enhance connectivity and the ease of movement for pedestrians and bicyclists, supporting healthy transportation options and are tied to improving pedestrian safety and connectivity in the area.

6.2 Streetscape Improvements

Recommended streetscape improvements consist of an interrelated palette of street trees, median improvements, street furniture, street lighting, signage and landscaping that help create a cohesive streetscape environment, which in turn is attractive to visitors and residents alike. Public art can also have a role in the streetscape palette. These elements are illustrated in Figure 6-1 and described in more detail in the following sections.

A. Street Trees

The Specific Plan area currently has an inconsistent palette and pattern of street trees. Some streets have no street trees at all. In addition, except for a few street segments with a consistent stand of trees, a mix of street tree species can be found. This lack of uniformity contributes to the inconsistent and fragmented character of the Specific Plan area.



-  City of South Gate Boundary
-  Hollydale Village Specific Plan Area
-  Metro Green Line
-  Planned Eco-Rapid Transit Corridor
-  Major Corridors
-  Secondary Corridors
-  Neighborhood Streets
-  Major Pedestrian Hub
-  Existing Los Angeles River Bicycle Path Entrance
-  Rio Hondo / Los Angeles River Bicycle Path
-  Existing Median
-  Proposed Median

FIGURE 6-1
STREETSCAPE IMPROVEMENTS

HOLLYDALE VILLAGE SPECIFIC PLAN 

5 minute walk (1,200') 

0 500 1,000 1,500 2,000 2,500 Feet

A palette of carefully selected street trees will unify the variety of existing and future land uses in the Specific Plan area. In addition, street trees will provide shade, add seasonal color, define the street edge, and add to the urban forest. Canopy trees can also lower overall temperatures on sidewalks and roadways by shading. In addition, large tree canopies can capture and treat storm water before it drains into the local watershed. A uniform pattern of street trees will also increase connectivity and sense of cohesion on a pedestrian and auto-oriented scale, as well as offer a pleasant sidewalk experience.

Table 6-1 lists and Figure 6-2 illustrates the street tree designations and street tree spacing for the streets within the Specific Plan area. Table 6-1 also lists the existing street tree type found on each street. Figure 6-3 illustrates the Street Tree Palette. The designated street trees for the Specific Plan area are as specified in the City's Street Tree Master Plan (STMP) with the following exceptions:

- **Paramount Boulevard** – There are no street trees along Paramount Boulevard within the Specific Plan area. The STMP lists Mindanao Gum, Magnolia Majestic Beauty and Lavender Trumpet Tree in order of preference. There is no listing for a median tree. Chinese Elm (*Ulmus parvifolia*) is the median tree north and south of the Specific Plan area in the cities of Downey and Paramount respectively; therefore, Chinese Elm is designated as the median tree on Paramount Boulevard. For the sidewalks, London Plane (*Platanus acerfolia*) is designated as the sidewalk tree to provide a uniform appearance.
- **Nevada Avenue** - The existing trees are Arizona Ash (*Fraxinus velutina*). The STMP designates Arizona Ash for Nevada Avenue. However, a few new trees - Bottle Tree (*Brachychiton populneus*) - have been planted in recent years. Therefore, the Bottle Tree is designated as the street tree for Nevada Avenue.

New plantings will infill the existing tree plantings as necessary to create a uniform spacing. The final spacing will be determined by City of South Gate Department of Public Works and will need to consider field conditions including driveway aprons, street lights, and utilities on a block-by-block basis. Replacements per the City's Street Tree Master Plan will be planted as non-conforming trees become old or diseased.

All trees shall be planted in accordance with established City planting standards. The following street tree and planting guidelines shall be adhered to for new street trees in addition to the standards established by City's Street Tree Master Plan:

- All plant material shall meet the minimum standard of the American Nursery and Landscape Association and California State Department of Agriculture Regulations, and be local container or field grown material.
- Median and parkway trees shall be trimmed to retain a trunk space clear of branches of at least 6 feet from grade at maturity.
- All street trees that are not placed in parkways shall be placed in a tree well per City specifications. Table 6-1 lists the minimum tree well dimensions.

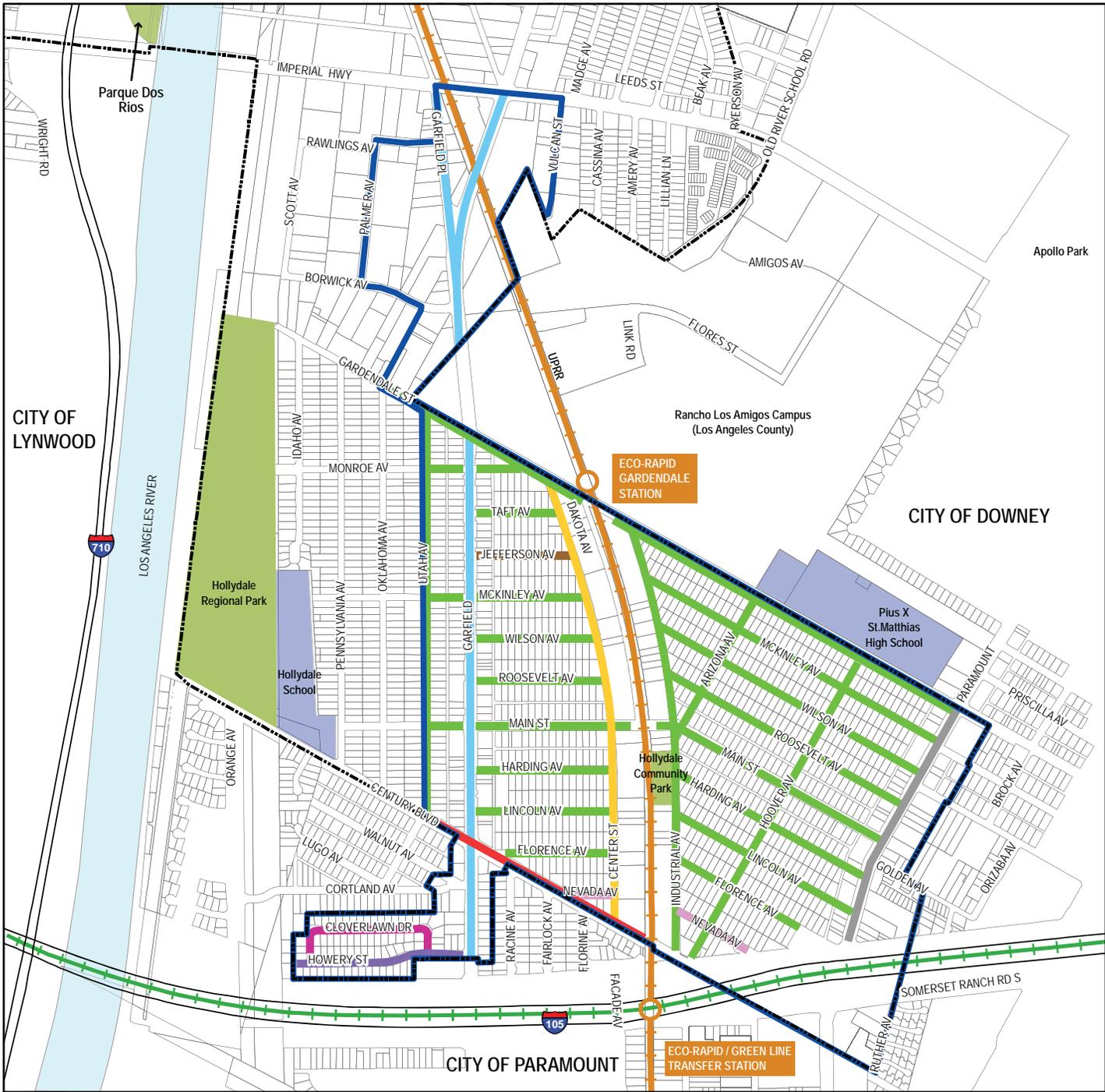


FIGURE 6-2
STREET TREE PLAN

- City of South Gate Boundary
- Hollydale Village Specific Plan Area
- Metro Green Line
- Planned Eco-Rapid Transit Corridor
- Crape Myrtle
- Lemon Bottlebrush / Afghan Pine
- Magnolia 'Samuel Sommer'
- Brisbane Box
- Afghan Pine
- Bottle Tree
- Chinese Pistache
- Holly Oak
- London Plane Tree
Chinese Elm (median)

HOLLYDALE VILLAGE SPECIFIC PLAN

5 minute walk (1,200')

0 500 1,000 1,500 2,000 2,500 Feet

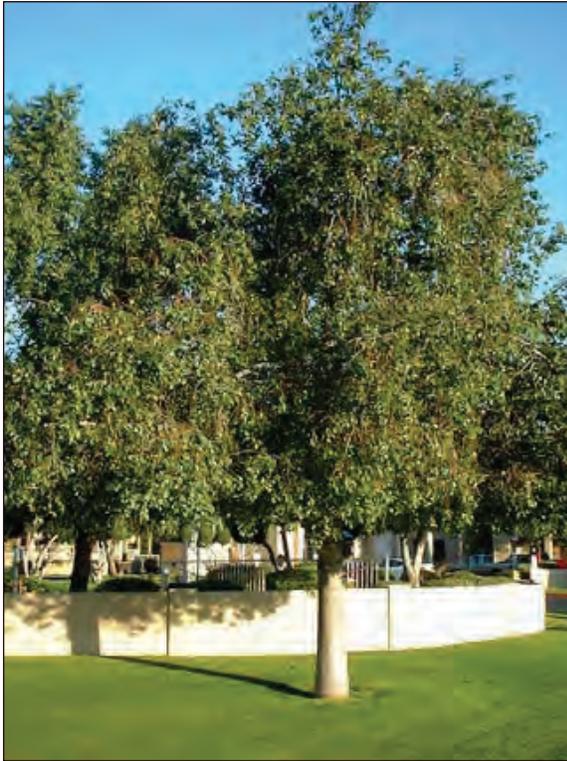
Table 6-1: Street Tree Designations

Street Names	Existing	Specific Plan	Recommended Spacing * (in feet)	Minimum Tree Well Dimensions** (in feet)
North-South				
Arizona Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Center Street	Lemon Bottlebrush <i>Callistemon citrinus</i>	Lemon Bottlebrush <i>Callistemon citrinus</i>	30'-40'	5 feet square Parkway (5'+)
	Afghan Pine <i>Pinus eldarica</i>	Afghan Pine <i>Pinus eldarica</i>	45'-55'	5 feet square Parkway (5'+)
Garfield Avenue	Brisbane Box <i>Lophostemon confertus</i>	Brisbane Box <i>Lophostemon confertus</i>	45'-55'	5 feet square Parkway (5'+)
Hoover Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Industrial Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Paramount Boulevard	None	London Plane <i>Platanus acerifolia</i>	30'-40'	4 feet square Parkway (5'+)
Paramount Boulevard - median	None	Chinese Elm <i>Ulmus parvifolia</i>	40'-50'	Median landscaping
Utah Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
East-West				
Century Blvd	Carob <i>Ceratonia siliqua</i>	Afghan Pine <i>Pinus eldarica</i>	45'-55'	5 feet square Parkway (5'+)
Cloverlawn Drive	Southern Live Oak <i>Quercus virginiana</i>	Holly Oak <i>Quercus ilex</i>	45'-55'	8 feet square Parkway (8'+)
Florence Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Gardendale Street (south side only)	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	40'-50'	4 feet square Parkway (2'+)
Harding Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Howery Street	Chinese Pistache <i>Pistacia chinensis</i>	Chinese Pistache <i>Pistacia chinensis</i>	45'-55'	5 feet square Parkway (5'+)
Imperial Highway	None	None	n/a	n/a
Jefferson Avenue	Southern Magnolia <i>Magnolia grandiflora</i>	Magnolia 'Samuel Sommer' <i>Magnolia grandiflora</i>	45'-55'	5 feet square Parkway (5'+)
Lincoln Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Main Street	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Mckinley Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Monroe Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Nevada Avenue	Arizona Ash <i>Fraxinus velutina</i>	Bottle Tree <i>Brachychiton populneus</i>	30'-40'	4 feet square Parkway (2'+)
Roosevelt Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Taft Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)
Wilson Avenue	Crape Myrtle <i>Lagerstroemia indica</i>	Crape Myrtle <i>Lagerstroemia indica</i>	30'-40'	4 feet square Parkway (2'+)

* Recommended spacing is based on canopy size of mature trees, available planting areas along sidewalks/parkways and adjacent land uses.

** Minimum Tree Well Dimension: Optimal sizes provided. Actual size and planting shall be dependent on sidewalk width, adjacent land uses and tree type.

Figure 6-3: Street Tree Palette



Bottle Tree

Brachychiton populneus

Type: Semi-deciduous

Height: 30-35 feet

Canopy: 30 feet

Bloom: Early Summer, white flower

Water Usage: low

Soil Type: any

Growth Rate: moderate

Parkway: 5'+



Lemon Bottlebrush

Callistemon citrinus

Type: Evergreen

Height: 20-25 feet

Canopy: 15 feet

Bloom: winter, bright red flower clusters

Water Usage: low

Soil Type: any

Growth Rate: moderate

Parkway: 2'+

Figure 6-3: Street Tree Palette (continued)



Crape Myrtle
Lagerstroemia indica

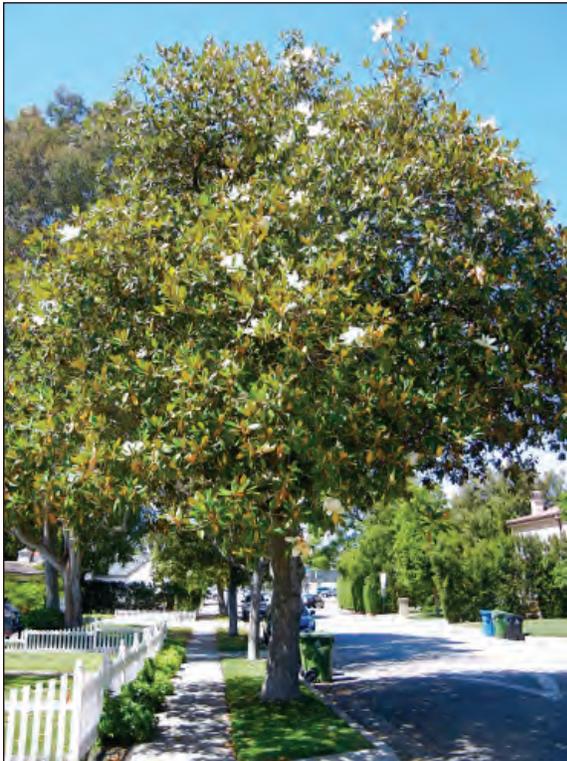
Type: Deciduous
Height: 20-25 feet
Canopy: 20 feet
Bloom: summer, showy, crinkled flowers in red, pink, white, or purple
Water Usage: low-moderate
Soil Type: any
Growth Rate: slow-moderate
Parkway: 2'+



Brisbane Box
Lophostemon confertus

Type: Evergreen
Height: 30-45 feet
Canopy: 25 feet
Bloom: summer, small white flower
Water Usage: low-moderate
Soil Type: any
Growth Rate: moderate-fast
Parkway: 5'+

Figure 6-3: Street Tree Palette (continued)



Magnolia 'Samuel Sommer'
Magnolia grandiflora 'Samuel Sommer'

Type: Evergreen
Height: 35-40 feet
Canopy: 20-30 feet
Bloom: summer, large white flower
Water Usage: low
Soil Type: any
Growth Rate: fast
Parkway: 4'+



Afghan Pine
Pinus eldarica

Type: Evergreen
Height: 30-60 feet
Canopy: 25-40 feet
Bloom: spring, indistinguishable blooms
Water Usage: low
Soil Type: any
Growth Rate: moderate
Parkway: 5'+

Figure 6-3: Street Tree Palette (continued)



Chinese Pistache
Pistancia chinensis

Type: Deciduous
Height: 25-35 feet
Canopy: 25-35 feet
Bloom: April-May, greenish flower
Water Usage: low
Soil Type: any
Growth Rate: moderate
Parkway: 5'+



London Plane Tree
Platanus x acerifolia

Type: Deciduous
Height: 30-40 feet
Canopy: 30-40 feet
Bloom: April, yellow and red
Water Usage: moderate-high
Soil Type: clay soil
Growth Rate: moderate-fast
Parkway: 6'+

Figure 6-3: Street Tree Palette (continued)



Holly Oak

Quercus ilex

Type: Evergreen

Height: 60-70 feet

Canopy: 50-60 feet

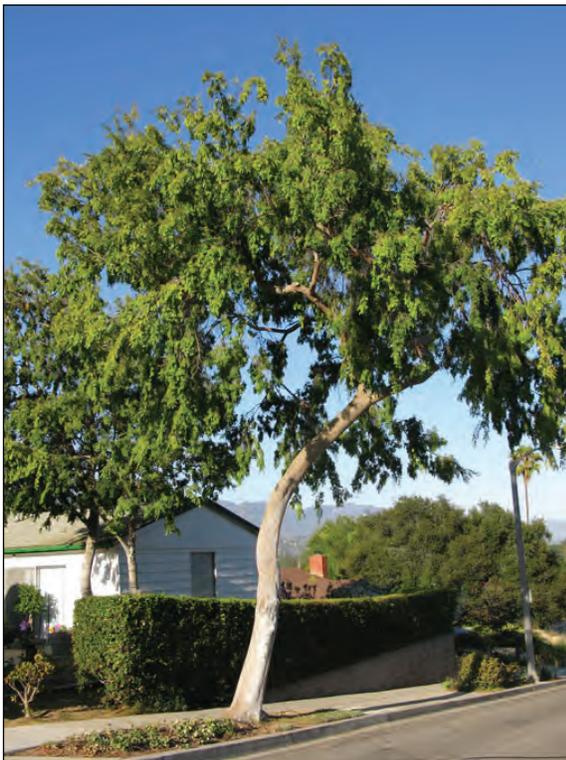
Bloom: spring, greenish-yellow not showy

Water Usage: moderate

Soil Type: any

Growth Rate: low

Parkway: 8'+



Chinese Elm

Ulmus Parvifolia

Type: Evergreen

Height: 40-50 feet

Canopy: 25-40 feet

Bloom: August to September, reddish-green

Water Usage: moderate

Soil Type: any

Growth Rate: moderate

Parkway: 6'+

B. Garfield Avenue Median Improvements

Garfield Avenue currently has a raised and landscaped median between Roosevelt Avenue and Century Boulevard. The plantings are in poor condition and are in need of an upgrade. The Specific Plan recommends replacing the current landscaping with a palette of drought-tolerant and low maintenance plants. See Table 6-2 and Figure 6-4 for a list of permitted plants. The median landscaping shall be maintained at a height of four feet or less to allow for motorists to have clear lines of vision across the median. The City is preparing design plans for the upgrade and installation is expected in 2017.



The current median is in need of upgrades.

Table 6-2: Recommended Plant Palette for Medians

Common Name	Scientific Name	California Native	Maintenance
Tiny Tangerine Bulbine	<i>Bulbine frutescens</i> 'Tiny Tangerine'	no	low
Small Jerusalem Sage	<i>Phlomis lanata</i>	no	low
New Zealand Flax	<i>Phormium</i> 'Jack Spratt'	no	low
Dwarf Mat Rush	<i>Lomada</i> 'Breeze'	no	low
Dwarf Mock Orange	<i>Pittosporum</i> 'Crème de Mint'	no	low
Foxtail Agave	<i>Agave attenuata</i>	no	low
Gold Lantana	<i>Lanatana</i> x 'New Gold'	no	low
Blue Chalk Sticks	<i>Senecio mandraliscae</i>	no	low

Figure 6-4: Plant Palette for Medians



Tiny Tangerine Bulbine *Bulbine frutescens*



Small Jerusalem Sage *Phlomis lanata*



New Zealand Flax *Phormium 'Jack Spratt'*



Dwarf Mat Rush *Lomandra 'Breeze'*



Dwarf Mock Orange *Pittosporum 'Creme de Mint'*



Foxtail Agave *Agave attenuata*



Gold Lantana *Lantana x 'New Gold'*



Blue Chalk Sticks *Senecio mandraliscae*

C. Landscaped Median on Paramount Boulevard

Paramount Boulevard today is bereft of street trees or landscaping. Paramount Boulevard is 76 feet curb-to-curb with 12-foot wide sidewalks on both sides. The proposed transformation of the Boulevard includes the installation of a 10-foot wide landscaped median, street trees, Class II bicycle lanes, reduced traffic lanes, while still maintaining on-street parking. Figures 6-5 and 6-6 illustrate the recommended improvements. The Specific Plan recommends trees as well as a palette of drought-tolerant and low maintenance plants in the new median. See Table 6-1 for recommended tree type and spacing; and Table 6-2 and Figure 6-4 for a list of permitted plants.



Existing



Future

Figure 6-5: Paramount Boulevard - Before and After Views

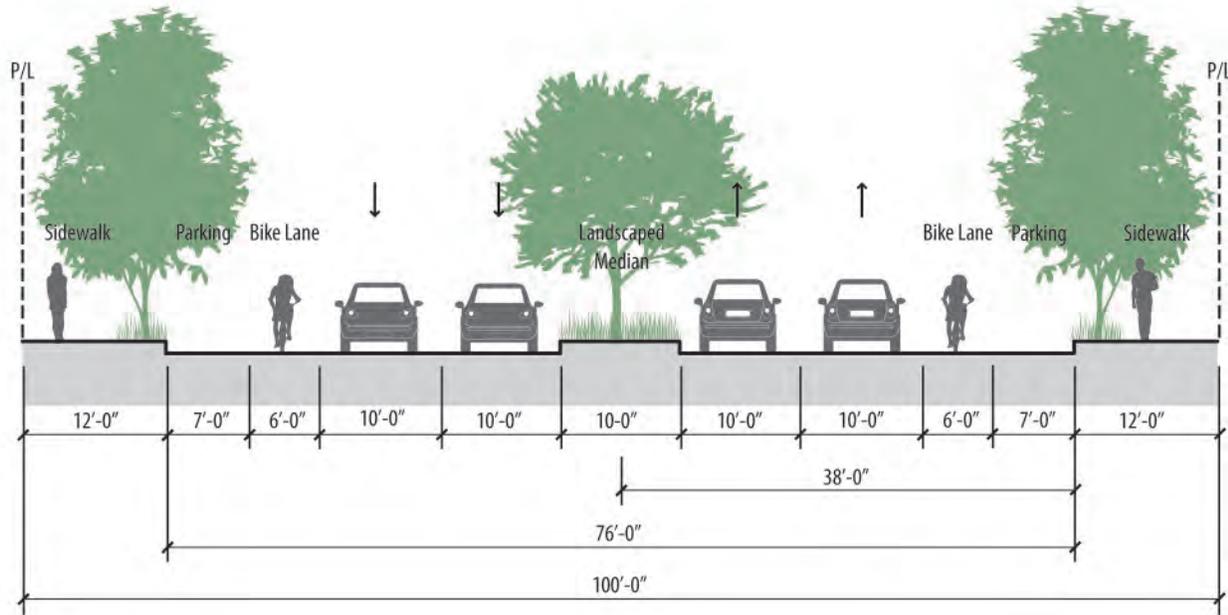


Figure 6-6: Paramount Boulevard Street Section

D. “Green Street” Improvements on Main Street

Main Street is a major street that runs in an east-west direction through the Specific Plan area connecting Hollydale Elementary School and Hollydale Regional Park on the west with Paramount Boulevard on the east. It is also one of the only streets that has physical access across the Union Pacific Rail Road (UPRR) tracks that bisect the Specific Plan area.

In addition to the mobility improvements described in Chapter 5, the Specific Plan implements “green street” concepts along this primarily residential street. The recommendations include creating bioswales/flow-through planters on both sides of the street. Flow-through planters and bioswales provide a method to clean storm water runoff and prevent pollutants from washing into nearby Los Angeles River and the ocean. In addition, such elements help reduce stormwater runoff from the streets during storm events.

See Table 6-3 and Figure 6-7 for a list of permitted plants and Figure 6-8 for a before-and-after illustration.

Table 6-3: Plant Palette for Bioswale

Common Name	Scientific Name	California Native	Maintenance
Common Yarrow	<i>Achillea 'Moonshine'</i>	yes	low
Dwarf Coyote Bush	<i>Baccharis pilularis 'Pigeon Point'</i>	yes	low
Berkeley Sedge	<i>Carex divulsa</i>	yes	low
Small Cape Rush	<i>Chondropetalum tectorum</i>	no	low
Douglas Iris	<i>Iris douglasiana</i>	yes	low
Common Rush	<i>Juncus patens</i>	yes	low
Deer Grass	<i>Muhlenbergia rigens</i>	yes	low/moderate
Hummingbird Sage	<i>Salvia spathacea 'Powerline Pink'</i>	yes	low

Figure 6-7: Plant Palette for Bioswale Along Main Street



Common Yarrow *Achillea 'Moonshine'*



Dwarf Coyote Bush *Baccharis pilularis*



Berkeley Sedge *Carex divulsa*



Small Cape Rush *Chondropetalum tectorum*



Douglas Iris *Iris douglasiana*



Common Rush *Juncus patens*



Deer Grass *Muhlenbergia rigens*



Hummingbird Sage *Salvia spathacea*

Figure 6-8: Main Street Bioswale - Before and After Views



Existing



Future

E. Residential Parkway

Landscape irrigation accounts for a large percentage of water use in Los Angeles County. Drought tolerant plants because of their lower water needs can significantly reduce water consumption compared to turf or typical landscape plants. As such, the Specific Plan encourages property owners to remove turf and add drought tolerant landscaping in the residential parkways fronting their homes. While replacing turf with planting is encouraged, alternative replacement materials may include permeable pavers and decomposed granite. See Table 6-4 and Figure 6-9 for a list of permitted plants.

Table 6-4: Plant Palette for Residential Parkway

Common Name	Scientific Name	California Native	Maintenance
Common Yarrow	<i>Achillea 'Moonshine'</i>	yes	low
Small Jerusalem Sage	<i>Phlomis lanata</i>	no	low
New Zealand Flax	<i>Phormium 'Jack Spratt'</i>	no	low
Dwarf Mat Rush	<i>Lomada 'Breeze'</i>	no	low
Dwarf Mock Orange	<i>Pittosporum 'Crème de Mint'</i>	no	low
Foxtail Agave	<i>Agave attenuata</i>	no	low
Spreading Sunshine Lantana	<i>Lanтана camara 'spreading sunshine'</i>	no	low
Small Cape Rush	<i>Chondropetalum tectorum</i>	no	low



Most residential streets have turf parkways today.



Examples of parkways with drought tolerant landscaping.



Figure 6-9: Plant Palette for Residential Parkways



Common Yarrow *Achillea 'Moonshine'*



Small Jerusalem Sage *Phlomis lanata*



New Zealand Flax *Phormium 'Jack Spratt'*



Dwarf Mat Rush *Lomandra 'Breeze'*



Dwarf Mock Orange *Pittosporum 'Creme de Mint'*



Foxtail Agave *Agave attenuata*



Spreading Sunshine Lantana *Lantana camara*



Small Cape Rush *Chondropetalum tectorum*

F. Pedestrian Amenities

Elements of an engaging, pedestrian-oriented streetscape include street trees and landscaping (described in previous sections), street lights, street furniture, and wayfinding signage. In some instances, public art may also be appropriate where it serves to interpret and draw attention to the history or culture of the area. In general, pedestrian amenities will be focused along the major streets and locations that have the highest amount of pedestrian activity.

- 1. Street Furniture.** A limited number of concrete benches and trash receptacles can be found on Garfield Avenue. A few trash receptacles are located on Paramount Boulevard. A consistent palette of street furniture will help unify the Specific Plan area, as well as provide essential seating, trash receptacles and bicycle racks to draw people to the area, engage them to stay awhile, and invite them to take care of their community.



Inconsistent street furniture can be found along Paramount Boulevard and Garfield Avenue. Replacing and supplementing the street furniture with a uniform street palette will provide a more inviting and unified street environment.

Site furnishings (benches, trash receptacles and bicycle racks, etc.) are also encouraged in setback areas, paseos, plazas, and courtyards. Site furnishings should be compatible in style with the buildings and selected to bring comfort, scale and design expression to the streetscape. These must also be highly durable and easy to maintain. All elements of the furniture palette should be uniform.

Benches

Placement Criteria:

Benches should be located according to the following guidelines:

- Benches along Garfield Avenue and Paramount Boulevard should be placed near high activity areas and at transit stops. The feasibility of installation will depend on the site conditions at each location. ADA accessibility requirements must be followed to ensure that a clear path of travel is not impeded.

Design Criteria:

- Bench construction should use durable, high quality materials, such as galvanized or stainless steel.
- Materials should be painted to reflect colors similar to nearby elements or the District color. Material and paint selection should be graffiti resistant.

Trash Receptacles

Placement Criteria:

Trash receptacles should be located according to the following guidelines:

- Trash receptacles along Garfield Avenue, Paramount Boulevard, Gardendale Street and Main Street should be placed near intersections (clear from the corner) and at transit stops. A maximum of four trash receptacles should be provided at an intersection (one per corner).
- The feasibility of installation will depend on the site conditions at each intersection. ADA accessibility requirements must be followed to ensure that a clear path of travel is not impeded. Additional trash receptacles may be installed as pedestrian activity levels increases.

Design Criteria:

- Trash receptacle construction should use durable, high quality materials, such as galvanized or stainless steel.
- Materials should be painted to reflect colors similar to nearby elements or the District color. Material and paint selection should be graffiti resistant.
- Trash receptacles should be side-opening to allow easy access for removal of garbage bags.

Bicycle Racks

Placement Criteria:

Bicycle racks should be located according to the following guidelines:

- There must be at least a six-foot clear walkway, to comply with the Americans with Disabilities Act. This does not include frontage occupied by street furniture.
- Bike racks along Garfield Avenue and Paramount Boulevard should be placed parallel to the curb.
- A rack should be at least 2 feet from the curb, with 3 feet preferred.
- Bicycle racks should not be located directly in front of a store/building entrance or exit or in a driveway.
- There should be at least 3 feet of clearance between bicycles parked at racks and any other street furniture, with the exception of other bike racks, which should be placed a minimum of every 3 feet on center, if the bikes are to be parked parallel to each other.
- Bicycles parked at a rack should have a minimum 1 foot clearance from utility vaults.
- On-street bike parking: Where sufficient demand exists or where sidewalk space is constrained, replacing an on-street vehicle parking space with bicycle parking should be considered.

Design Criteria:

- A bike rack should be sturdily attached to the ground to prevent theft.
- All elements of a bike rack should have a minimum 2 inch diameter (or 2 inch square tube).
- Racks should offer a minimum of 2 points of support for bikes unless the rack can support a bike in two places, such as a post and ring configuration.
- New development should be encouraged to install on-street bike racks as part of development approvals where appropriate.

Based on the above criteria, the Specific Plan recommends a street furniture palette as illustrated in Figure 6-10. The selected palette brings comfort, human scale and design expression to the streetscape, while also complementing the surrounding architecture. The palette is also durable and easy to maintain. The selected color for the street furniture is silver.



Landscape Forms
Plainwell Litter
Receptacle



Creative Pipe Inc
Horse Shoe Rack



Landscape Forms
Plainwell Bench



Philips Lumec
Contemporary Lantern Series

Figure 6-10: Furniture Palette

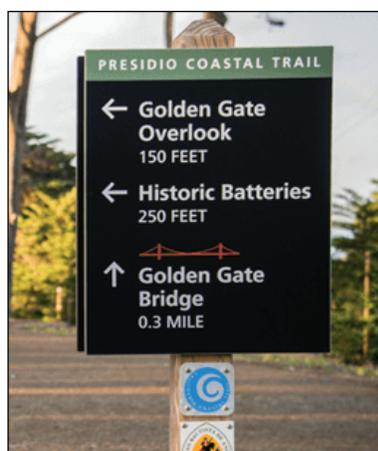
Figure 6-11: Street Light Fixture

- 2. Street Lighting.** Lighting promotes safety and helps to create an appealing walkable environment. Lighting provides spatial definition to the sidewalk, adds ambiance to neighborhood settings, and affords a sense of security to users. In addition to maintaining the existing vehicular-scaled lights, the Specific Plan recommends adding pedestrian-scaled lighting to all streets, commercial and residential, in the Specific Plan area.

All light fixtures in the public right-of-way shall be LED. The selected light fixture (see Figure 6-11) adheres to guidelines set forth by the Dark Sky Association to protect the area’s view of stars. Light fixtures in the public right-of-way shall also follow the Southern California Edison (SCE) standards for maintenance.

3. Signage and Wayfinding. Wayfinding helps people orient themselves in physical space and navigate from place to place through effective signage, markers, and/or monuments. It is how people choose a path within the built environment. The Specific Plan recommends the design and installation of a signage and wayfinding system in the Specific Plan area.

The wayfinding system should direct motorists and pedestrians to the important destinations in and around the Specific Plan area such as Garfield Avenue retail, Hollydale Community Park, Hollydale Regional Park, Los Angeles River, Los Angeles River Bicycle Path, Parque Dos Rios as well as other public facilities and public parking. The signage program will also aid in attracting Los Angeles River bicyclists and other park users to Garfield Avenue and the retail and restaurant uses along the street. The signage and wayfinding system could also incorporate educational opportunities that include informational signs highlighting sustainable practices and connect the neighborhood to the larger regional ecosystem and community.



Examples of directional and wayfinding signage.

The wayfinding signage system should be both functional and decorative, and should consider consolidated designs to avoid sign clutter, as illustrated in the examples below. The wayfinding system can also provide unifying identity to the Specific Plan area.

4. **Public Art.** Public art can complement and enhance the Specific Plan area, and make positive contributions to the public’s experience and understanding of life in the area. Arts and culture help to enrich everyday life, stimulate the local economy, enhance the environment, celebrate the nature, engage citizens, and foster neighborhood pride. Art brings the community together, creating situations not merely for enjoyment and beauty, but also for dialogue, thought, and growth. Public art or interactive design can also help reveal sustainable practices and the presence of green initiatives. Examples of appropriate public art include murals, sculptures placed in medians, plazas or parks, and artist-designed temporary and permanent light installations.



PWS Laundry, a business on the corner of Main Street and Garfield Avenue, has installed a mural on its south facing wall by Don Lamkin, a local area artist. (above left). Examples of public art and other murals in the city of South Gate are shown here.

G. Connections to Regional Open Space Resources

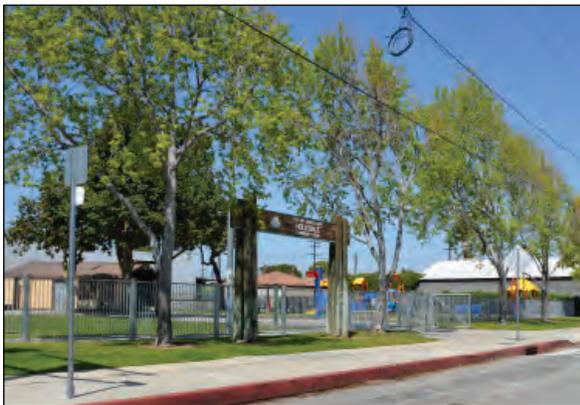
Several regional open space resources are located in the vicinity of the Specific Plan area. These include the Hollydale Regional Park, Los Angeles River and the Los Angeles River Bicycle Path, and Parque Dos Rios, a planned park at the confluence of the Rio Hondo and Los Angeles River. These spaces are currently very disconnected from the Hollydale area, especially the retail on Garfield Avenue.

An important goal of the Specific Plan is to capitalize on the close proximity of these important regional resources and the corresponding large number of visitors and users by attracting them to the retail and commercial uses in the Hollydale area. A signage and wayfinding program that informs users about these resources and Hollydale Village will benefit both residents' and visitors' access to these places. Improved landscape linkages can also help in making the paths of travel more attractive and user-friendly. Signage and wayfinding signs should be oriented to both pedestrians and bicycles. Chapter 5 describes the expanded bicycle network in and around the Specific Plan area.

6.3 Open Space

A. Existing Park Space

Hollydale Community Park is the only park located within the Specific Plan boundaries. This park is a neighborhood park and functions as a community resources center for residents in Hollydale. The park contains tot lots with play equipment, a community center that offers pre-school and head start programs, a basketball court, and a ball field used for practice. The community outreach conducted during the preparation of the City's Parks and Recreation Master Plan (2008), indicates that its current development serves the area for its intended purpose, i.e.: as a neighborhood park. The Master Plan mentions that the only short-term need for this park is increased park maintenance. In the future, the City may consider redesigning this neighborhood park to expand the community center to offer more services and recreation programs and update the basketball court and fields.



Hollydale Community Park is located in the heart of the Specific Plan area.

B. Regional Open Space Resources

Three regional open space resources are located in the vicinity of Hollydale as follows:

1. Hollydale Regional Park

Hollydale Regional Park is located east of the 710 Freeway and serves as a regional park facility for residents in Hollydale. This park has been developed on a linear utility easement. The park is divided into two sections by Monroe Street. The section north of Monroe Street primarily serves passive uses, while the park area south of Monroe Street contains active uses including basketball courts, tennis courts, soccer fields, handball courts, and softball fields. The area also contains equestrian facilities that are used by a regional audience in a non-supervised manner. There is also a staging area and access to an equestrian trail and bike path along the Los Angeles River. All of the amenities at this location show signs of heavy use and deferred maintenance. Graffiti and vandalism is a major concern.

During the public outreach for the City's Parks and Recreation Plan, there was support for increasing the types of uses for the park to include a dog park, group picnic shelters, an amphitheater, a skate park, and lighted ball fields. A dog park has since been built. However, there were also comments that the existing facilities should be improved and maintained before new amenities are added. The City Department of Parks and Recreation is currently undertaking a visioning process for the design and use of this park.



Hollydale Regional Park has the potential of being a stronger local and regional draw.

2. Los Angeles River and Los Angeles River Bikeway

The paved Los Angeles River Trail—also known as the Los Angeles River Bike Path, Los Angeles River Bikeway, Los Angeles River Greenway Trail and Lario Trail—is open in two disconnected segments along its namesake waterway in Los Angeles County. Channelized for nearly the entirety of its run through the highly urbanized area, the adjacent river is the subject of significant plans to restore the original habitat and open it to recreational use.

The longer southern trail segment begins in almost exclusively industrial Vernon, to the north of the City of South Gate. The trail continues south along the western side of the channelized river, but it soon crosses to the eastern side via the Imperial Highway's bridge. Here, it also merges with the Rio Hondo River Trail, which heads northeast along its namesake tributary to the Whittier Narrows Recreation Area and beyond. On its southward journey, the bikeway connects to the Hollydale Regional Park in the City of South Gate, providing bicycle access to

the many parks and waterfront trails in the South Bay. Mileage markers are painted on the pavement and signs are posted at regular intervals detailing upcoming city streets.

Improved access to the Los Angeles River Bikeway provides an exciting opportunity for attracting the bicycle riding populace the retail and restaurant uses along Garfield Avenue. Improvements should include well-designed and distinctive entrances, amenities, clear directional signage, and interpretive graphics that indicate the historical significance of the Los Angeles River at Hollydale Park. Improving connections to the Los Angeles River Bikeway also improves access to this important regional open space resource for Hollydale residents.



Bicycle path and equestrian trail along the Los Angeles River. Improved signage and better maintenance is strongly encouraged at the entrance to the bike path just north of Monroe Street.



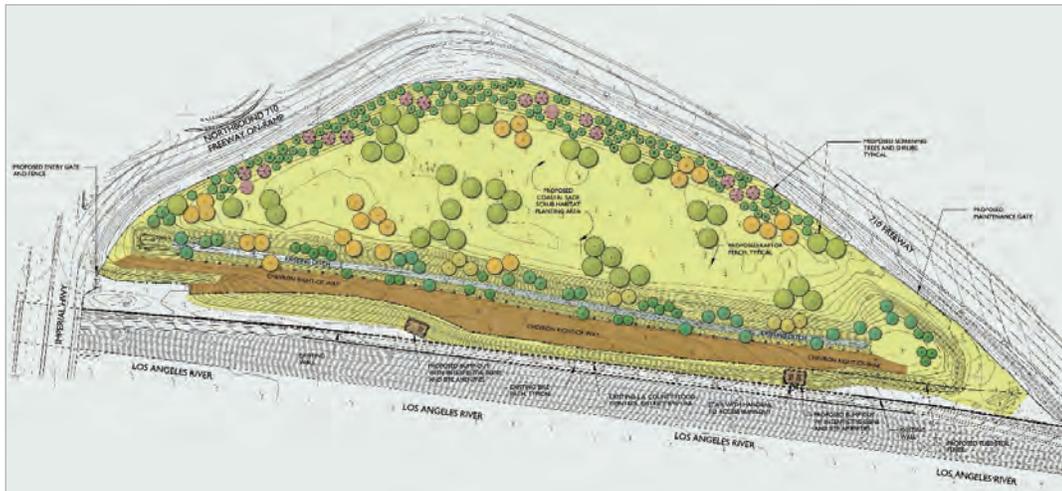
Examples of attractive, visible and well-maintained entrance areas can be found along other segments of the Los Angeles River Bikeway.

3. Parque dos Rios¹

Parque dos Rios is a 7.6 acre property located next to the Los Angeles River just south of the confluence of the Rio Hondo and the Los Angeles River (at the intersection of Imperial Highway and the northbound 710 freeway). This project is a collaboration between the Watershed Conservation Authority (WCA), the City of South Gate, the Los Angeles County Regional Park and Open Space District, Los Angeles County Flood Control District, the Rivers and Mountains Conservancy and Northeast Trees, which all share the goals to provide a place for the community to have access to open space and also improve the quality of the watershed.

The plan for the site is to create a natural area for wildlife, with a habitat viewing deck adjacent to the bike path that will overlook the natural area and the San Gabriel Mountains as well as be a place for rest, reflection and relaxation along the bike path. When the habitat and overlook project is fully developed, it will feature bike amenities, seating area, and interpretive signage. The site will be planted with native vegetation that will provide bird and small animal habitat. It will be built with sustainability in mind, using a low-volume irrigation system for water conservation, and products that are made from recycled materials.

The Specific Plan recommends a signage and wayfinding program that highlights access to and from these regional resources. See Section 6.2.F.3 in this chapter.



Proposed site plan for Parque Dos Rios.

¹ Watershed Conservation Authority website; http://www.wca.ca.gov/parque_dos_rios



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7.1 Introduction

The purpose of this chapter is to provide an overview of existing and planned infrastructure facilities, and to outline recommended infrastructure upgrades for the Hollydale Village Specific Plan area. 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 Specific Plan.

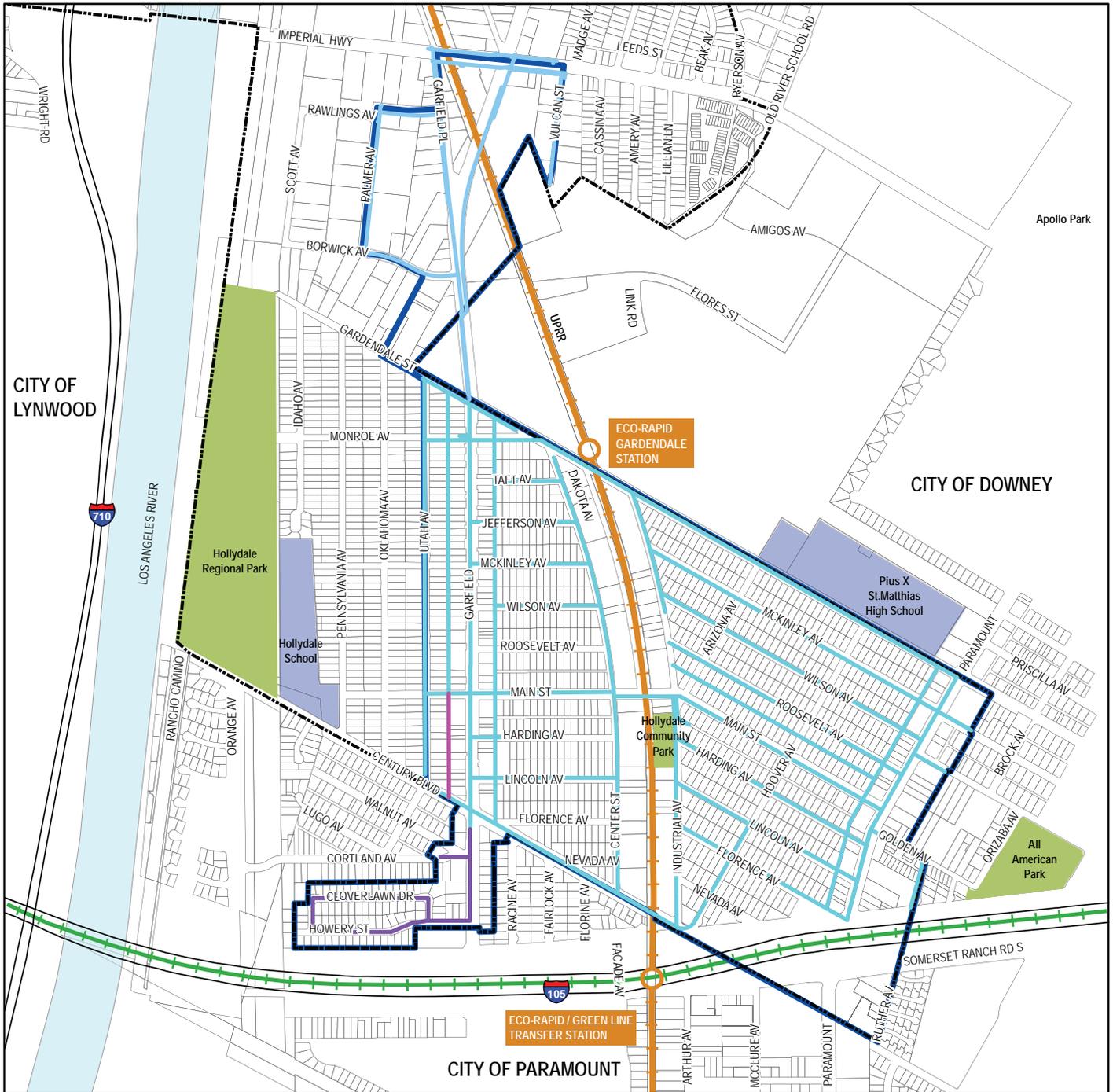
7.2 Water System

Golden State Water Company is the primary potable water service provider of the Hollydale Village Specific Plan area, except for the area north of Gardendale Street which is serviced by the City of South Gate, and the area south of Century Boulevard which is serviced by the City of Paramount. The City purchases recycled water from the Central Basin Municipal Water District (CBMWD). Recycled water is obtained from the San Jose Creek Water Reclamation Plant in Whittier and the Los Coyotes Water Reclamation Plant in Cerritos¹. Currently, there is very little utilization but developers are strongly encouraged to coordinate with the City in order to utilize recycled water at their properties.

Potable water lines are under almost all streets within the Specific Plan area, including alleys, with a few exceptions where the water line might be abandoned. Most existing water lines found in this subarea are PVC pipe, Cast Iron Pipe (CIP), a few ductile iron pipes (DIP), and transite pipe (TRN) where pipe diameters range from 4" to 12".

Most of the existing water lines in the Specific Plan area generally have the capacity to handle the increase in water demand/load under total build-out of the Specific Plan area. However, in order to meet the demand of water consumption – including water services for fire prevention purposes, such as demand of new fire hydrants and fire sprinkler systems in new developments – the existing 6" CIP on the alley west of Garfield Avenue from Main Street to Century Blvd. should be upgraded to 8" CIP. Figure 7-1 illustrates the existing and planned water system.

¹ City of South Gate, "2015 Urban Water Management Plan", GEI Consultants, Inc., p. 21



**FIGURE 7-1
EXISTING AND PLANNED
WATER SYSTEM**

- City of South Gate Boundary
- Hollydale Village Specific Plan Area
- Metro Green Line
- Planned Eco-Rapid Transit Corridor
- Existing Water Lines (Golden State Water Company)
- Existing Water Lines (City of Paramount Water Department)
- Existing Water Lines (City of South Gate Water Department)
- Recommended Improvements (Upgrade 6" CIP to 8" CIP)

HOLLYDALE VILLAGE SPECIFIC PLAN

5 minute walk (1,200')

0 500 1,000 1,500 2,000 2,500 Feet

In addition, developers/owners of future commercial/mixed-use building developments that stretch across several lots and draw from one, main meter location will need to provide an analysis to confirm that the existing water infrastructure can meet the water demand generated by that project. Upgrades may be required based on the results of that analysis.

It should be noted that the City has an Urban Water Management Plan (UWMP) which is revised periodically. It 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 Specific Plan should be considered at the time of the next UWMP update.

7.3 Sewer System

The existing sewer system in Hollydale is owned and maintained by the City of South Gate, with the exception of a few larger trunk lines crossing the area that are owned and maintained by the Los Angeles County Sanitation District. There is a comprehensive network of sewer lines. The existing sewer mains are mostly 8" vitrified clay pipe (VCP) with smaller lateral lines connecting directly to residential building or businesses. Figure 7-2 illustrates the existing sewer system.

Using the available information, a preliminary analysis has shown that the existing sewer mains have the sufficient capacity to meet the demand of the future, full build-out condition. Therefore, the Specific Plan does not recommend any size upgrades for the existing sewer mains. Please note that the City has a Sewer Master Plan which is updated periodically. The Sewer Master Plan needs to be consulted for all sewer system upgrade considerations.

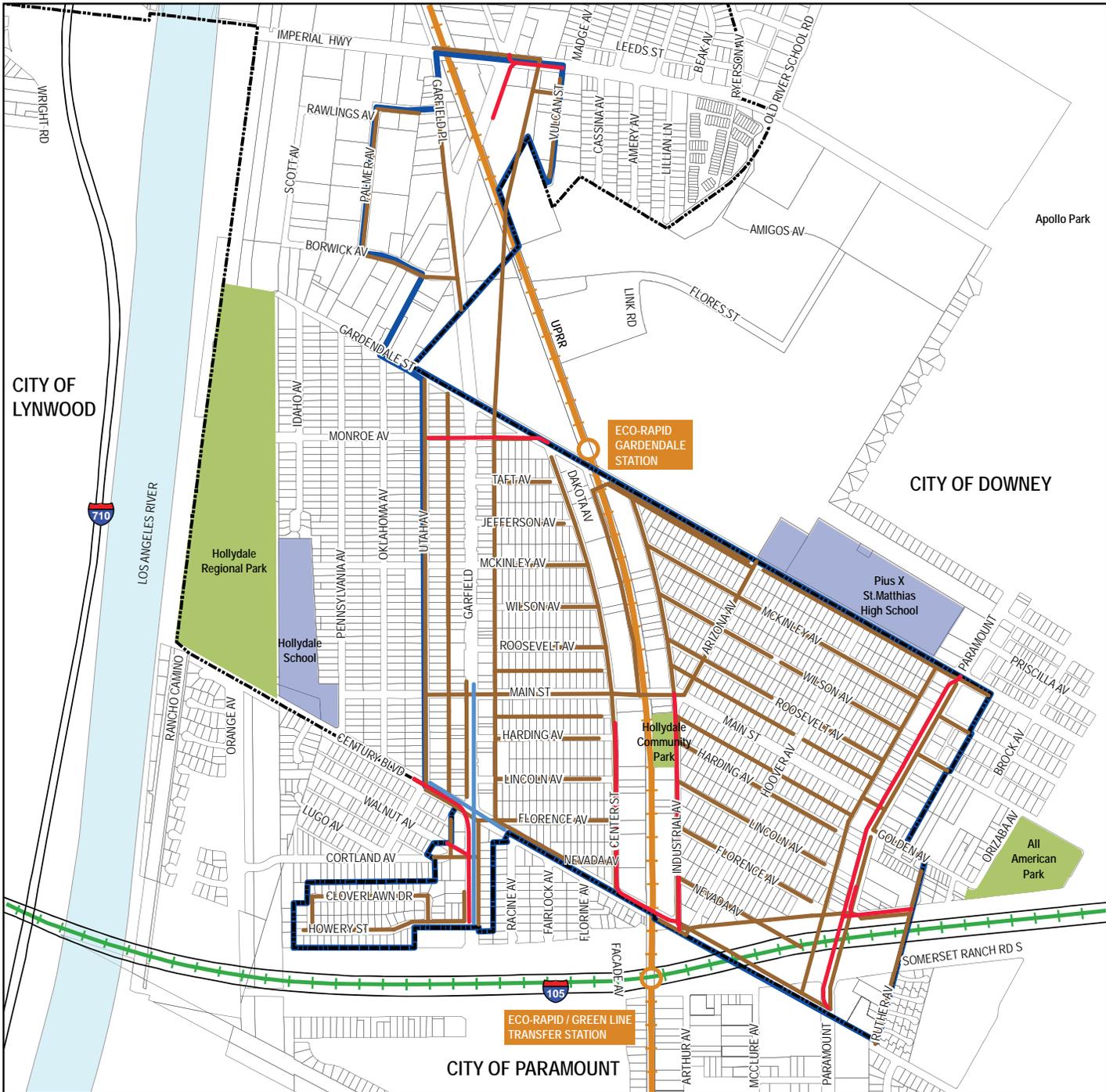
In general, new or upgraded sewer laterals are required for new buildings, with the cost of the installation borne by the developers. Sewer laterals are sewer pipes that connect with buildings with sewer mains that run in the street.

7.4 Storm Drain System

The storm drain system serving the Specific Plan area is maintained by the Los Angeles County Flood Control District (LACFCD). Due to the fact that the Specific Plan area is adjacent to and drains to the Los Angeles River (on the west), the storm drain main pipe lines, mainly Reinforced Concrete Pipe (RCP) or Reinforced Concrete Box culvert (RCB), are of relatively large size. The eastern portion of the Specific Plan area drains to the south. Figure 7-2 shows the existing storm drain system.

Build-out of the Specific Plan area will generate little or no increase in runoff to the existing drainage system, since the area is completely developed. Approximately 80-90% of the existing Specific Plan area is impervious. Additionally, new development will not directly trigger any need for upgrades to the existing storm drain major backbone facilities, mainly due to the Low Impact Development (LID) Ordinance requirements for percolation and on-site detention for new development, which will stabilize and/or even reduce runoff in the area.

The City follows their current Storm Water Management Plan (SWMP) for water run-off management within the public right-of-way. The Storm Water System Analysis (Chapter 8) by Brown and Caldwell



- City of South Gate Boundary
- Hollydale Village Specific Plan Area
- Metro Green Line
- Planned Eco-Rapid Transit Corridor
- Existing Sewer
- Existing Storm Drain
- Planned Storm Drain Improvements

FIGURE 7-2
EXISTING AND PLANNED SEWER
AND STORM DRAIN SYSTEM

HOLLYDALE VILLAGE SPECIFIC PLAN

5 minute walk (1,200')

0 500 1,000 1,500 2,000 2,500 Feet

dated 1996 recommends extending the storm drainage to both the north and east of Century Boulevard and Garfield Avenue systems. There are no additional recommendations to upgrade the existing storm drain system within the Specific Plan area.

Low Impact Development (LID) Practices and Project Requirements

In December 2012, the Regional Water 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 (9) different Project Categories including:

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 stormwater 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.

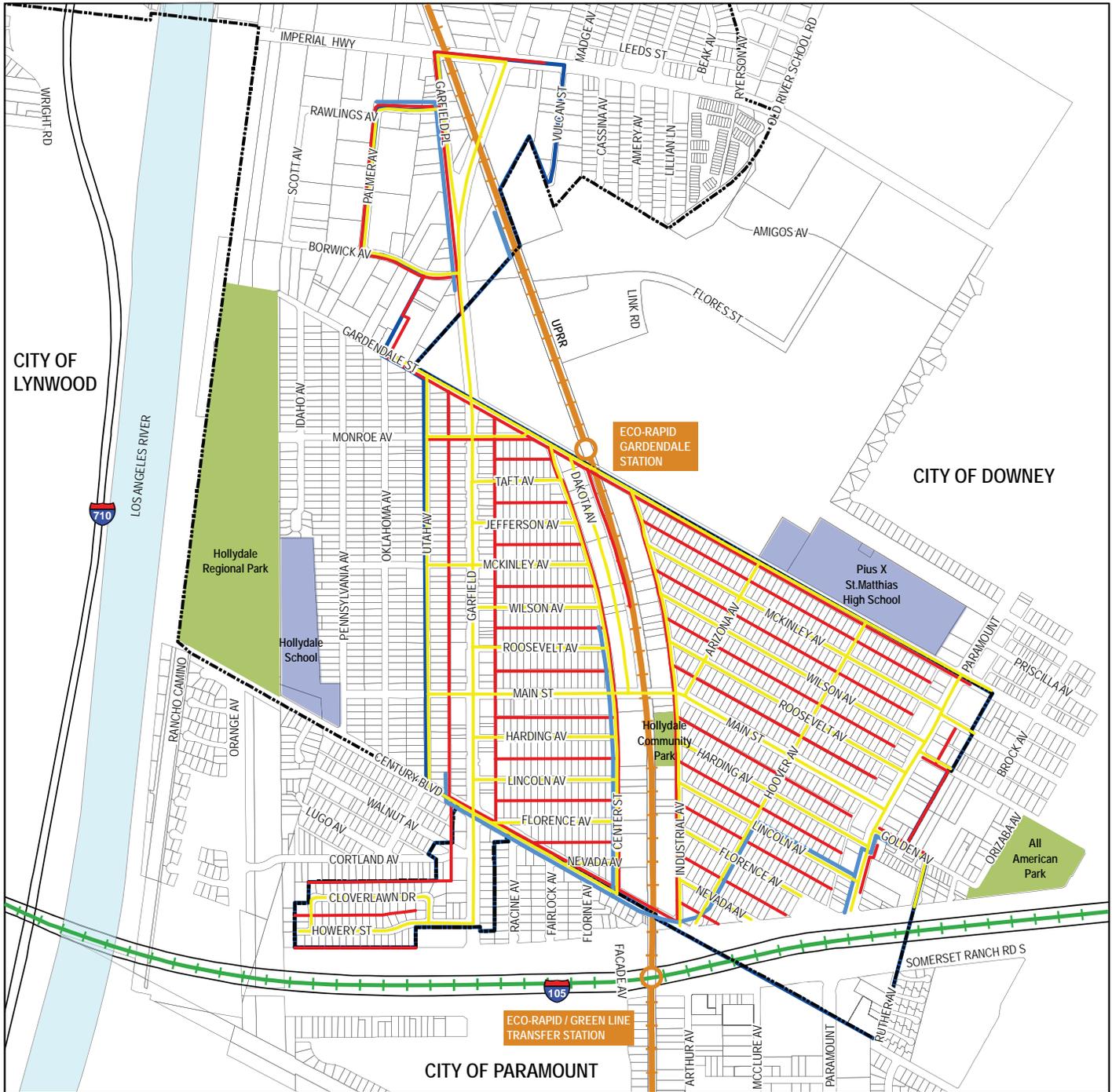
The City of South Gate has developed and made available several documents on the City's website to help developers understand and follow their LID requirements, including:

- Low Impact Development (LID) Plan Guidance, revised 8/4/15
- LID Plan Determination and Plan Process Flowcharts, revised 8/3/15
- LID Manual, revised 8/28/13

Unlike traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID uses site design and stormwater 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 rainfall.

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

- *Retention-based stormwater quality control measures*
Examples: bio-retention, infiltration basin, dry well, permeable pavement, etc.
- *Bio-filtration*
Example: bio-filtration area



- City of South Gate Boundary
- Hollydale Village Specific Plan Area
- Metro Green Line
- Planned Eco-Rapid Transit Corridor
- Electrical, Telecommunications, Cable TV Aerial Facilities
- Gas Distribution Lines
- Underground Telecommunications Lines

FIGURE 7-3
EXISTING DRY UTILITIES

HOLLYDALE VILLAGE SPECIFIC PLAN

5 minute walk (1,200')

0 500 1,000 1,500 2,000 2,500 Feet

- *Vegetation-based stormwater quality control measures*
Example: stormwater planter (or planter box), vegetated swale, green roof, etc.

All new development that requires new grading in the Specific Plan area 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.

7.5 Electrical System

Southern California Edison (SCE), which is a private utility company, provides electrical power service to the Specific Plan area. SCE sets its own service standards, with oversight from the California Public Utilities Commission (CPUC), and facility improvement strategies. Currently, there is a network of aerial electrical facilities creating a power grid that supplies sufficient electrical service to the Specific Plan area. There is no major deficiency or functional problem in the power supply facilities within the Specific Plan area. The specific locations of the existing underground and overhead electrical lines are illustrated in Figure 7-3.

The decision to upgrade the power supply facilities and the number of upgrades to meet the demand of future development 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.

Most of the electrical distribution facilities in the Specific Plan area are aerial facilities. Underground electricity provides higher reliability, is safer in general and is also less unsightly. However, many of the overhead wires in the residential neighborhoods run along the rear property lines or in the alleyways – areas where placing underground facilities may not be practical. If undergrounding is a consideration and funding is available, then relocating electrical service lines to the streets abutting the frontage of these properties is recommended.

One of the potential funding mechanisms is CPUC Rule 20. CPUC Rule 20 is a set of policies and procedures established by the CPUC to regulate the conversion of overhead electric equipment to underground facilities, a process often referred to “undergrounding”. Rule 20 determines the level of ratepayer funding for different undergrounding arrangements. (See box on the following page)

If undergrounding is undertaken, a joint trench with gas lines, cable TV, and telephone cables should also be considered. It is also worth noting that, prior to any undergrounding process, SCE will take the lead in contacting the other low voltage utilities that might be sharing the power poles with SCE aerial facilities, such as the telecommunication providers (AT&T) and cable TV provider (Time Warner Cable) to coordinate and execute a joint trench. During this process, SCE will also

reach out to the City of South Gate Public Works Department for their assistance in contacting and coordinating with the aforementioned utility providers.

It is recommended that prior to approving new development, the City should contact SCE regional manager in the South Los Angeles region and set up an inspection in the Specific Plan area to determine whether the existing aerial SCE facilities in the area qualifies for Rule 20A funding.

CPUC Rule 20

Under Rule 20, undergrounding projects are financed by utility rate money, combined rate funds and local tax proceeds, or private funds, depending on whether Rule 20A, Rule 20B or Rule 20C provisions apply.

Rule 20A: *Rule 20A projects are paid for by all SCE customers and ratepayers, not just those who live in locations where facilities will be undergrounded. To qualify for full funding through utility rate proceeds, projects must produce a benefit to the general public, not just customers in the affected area, by satisfying one or more of these criteria:*

- *The location has an unusually heavy concentration of overhead facilities.*
- *The location is heavily traveled.*
- *The location qualifies as an arterial or major collector road in a local government’s general plan.*
- *The overhead equipment must be located within or pass through a civic, recreational or scenic area.*

Using CPUC formulas, SCE allocates rate funds to communities for undergrounding based on previous allocations, the ratio of customers served by overhead facilities to all the customers in the community, and the fraction that customers in the community represent of all SCE customers. Local governments use these formulas to project allocations, which allow them to prioritize projects and develop project schedules. Because funds are limited, local governments sometimes must wait and accumulate their allocations before starting an undergrounding project.

Rule 20B: *If an area is not eligible for Rule 20A or if local government cannot or chooses not to rely on the Rule 20A allocation process, Rule 20B allows rate funds to subsidize an undergrounding project. The subsidy includes an amount equal to about 5-20% of the total cost. The remaining cost is funded by local governments or through neighborhood special assessment districts.*

Rule 20C: *Rule 20C enables property owners to pay for undergrounding electric lines and equipment if neither Rule 20A nor 20B applies.*

7.6 Natural Gas System

The Southern California Gas Company/Sempra Utilities (The Gas Company), which is a private utility company, is the gas service provider for the Specific Plan area. Currently, gas pipelines are in all major streets in the area, specific locations of gas pipelines are illustrated in Figure 7-3.

The analysis on the capacity and capability to meet future demand will be conducted by The Gas Company in coordination with the City upon submittal of building plans by developers.

7.7 Telecommunications System

The telecommunications system within Hollydale is divided in two parts in terms of service purveyors, the area north of Gardendale Street is serviced by Verizon Communications and the area south of Gardendale Street is served by AT&T, as illustrated in Figure 7-3.

The telecommunication service purveyors (AT&T and Verizon Communications) will assess the demand for services and the ability to serve new developments on a case-by-case basis. The capacity and capability analysis for meeting future demands within the Specific Plan area will be conducted by the telecommunication service purveyors after building plans are submitted by developers.

If there is “undergrounding” of existing aerial telecommunication facilities, SCE will reach out to the telecommunication service purveyors and coordinate a joint trench. To save on costs, the telecommunication service purveyors are likely to participate in the joint trench operation. SCE will dictate the layout of the trench, and the telecommunication lines would follow. In most cases, if there is an upgrade of facilities required, the telecommunication service purveyors will be responsible for the construction cost up front, and recoup the cost later on with the additional revenue from added customers.

7.8 Cable Television System

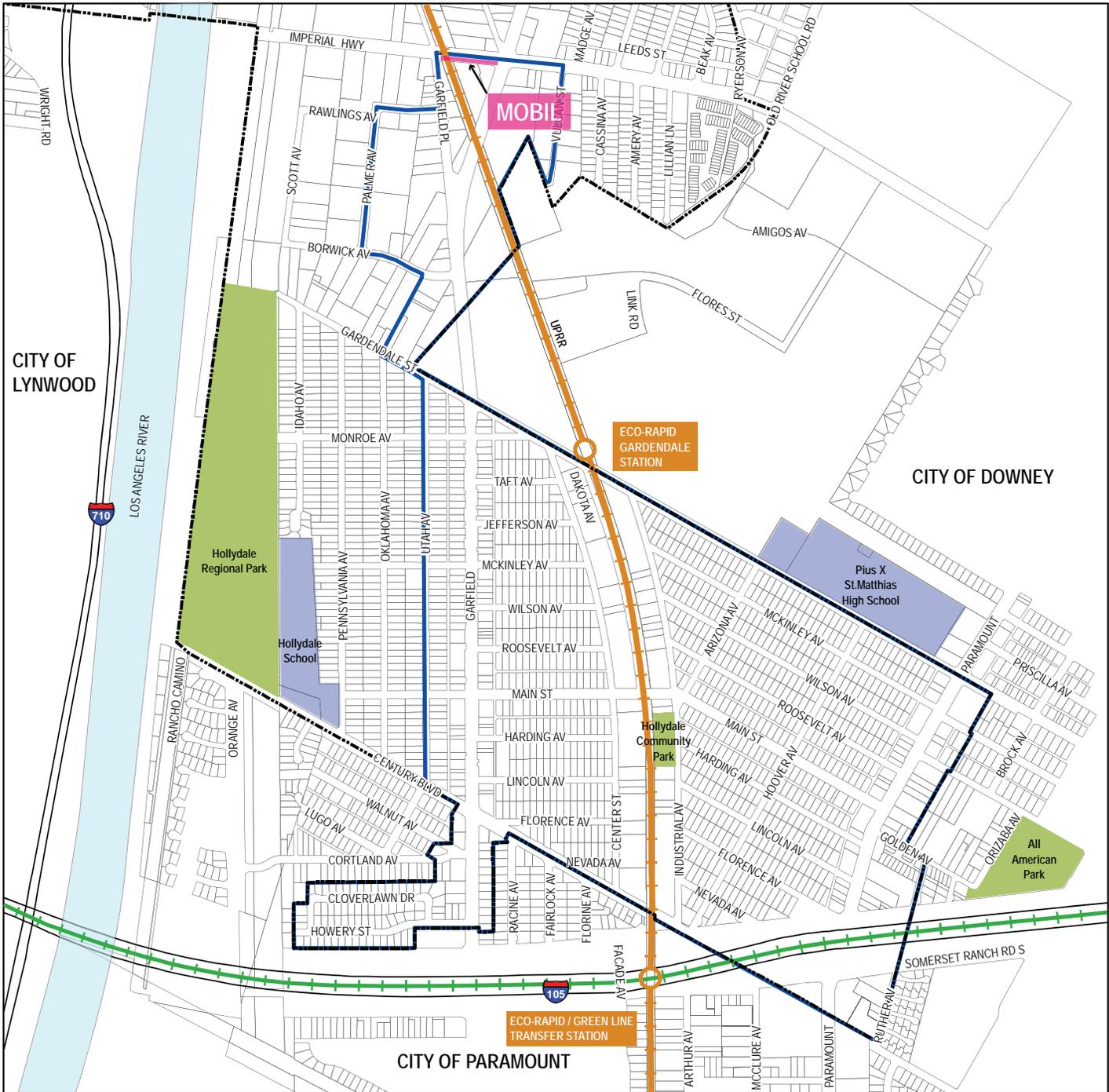
The cable service provider for this area is Time Warner Cable (TWC), which is a private utility company. Most of the existing cable TV systems within the Specific Plan area are aerial facilities that share power poles with the electrical system, with a few existing underground conduits, as illustrated in Figure 7-3.

New land uses resulting from the Specific Plan will consist of both commercial and residential development; therefore, high speed internet and cable television services will be in demand. Similar to a 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 systems to meet the demand of the future developments.

If there is undergrounding of existing aerial telecommunication facilities, SCE will reach out to TWC and coordinate a joint trench. Similar to a telecommunications provider, TWC is likely to participate in the joint trench operation to save on construction costs. In most cases, if there is an upgrade of facilities required, TWC will be responsible for the construction costs up front, and recoup the cost later on with the additional revenue from the added customers.

7.9 Existing Oil Transmission Line

There is only one underground oil transmission line within the Hollydale Specific Plan area, and it belongs to the Mobil Oil Company. This Mobil oil transmission line runs east to west along Imperial Highway, along the Specific Plan area boundary, as illustrated in Figure 7-4.



-  City of South Gate Boundary
-  Hollydale Village Specific Plan Area
-  Metro Green Line
-  Planned Eco-Rapid Transit Corridor
-  Oil Transmission Lines (Along Imperial Highway)

FIGURE 7-4
EXISTING OIL TRANSMISSION LINE

HOLLYDALE VILLAGE SPECIFIC PLAN 

5 minute walk (1,200') 

0 500 1,000 1,500 2,000 2,500 Feet

8.1 Introduction

One of the most important elements of the Hollydale Village Specific Plan is identifying the implementation measures that will result in the desired changes articulated in the Specific Plan. The Implementation Strategy will guide City staff, property owners, developers and decision-makers in realizing the infrastructure, amenity and economic development components of the Specific Plan. Key features of the strategy include:

- Formulating a capital improvement plan (CIP) that identifies and prioritizes the range of infrastructure and amenity improvements benefiting the community;
- Presenting possible value capture public financing and economic incentive methods, such as development impact fees, lighting and landscape districts, special assessments, special taxes, user fees and charges, and the recently adopted enhanced infrastructure financing district (EIFD) legislation;
- Qualitative discussion of a business based (BBID) or property-based business improvement district (PBID) for increased marketing, implementation of selected enhanced amenities and minor capital improvements;
- Public-Private Partnerships, including providing matching capital improvement funds, continued coordination with the business improvement district and other local stakeholders, and developing joint grant and loan funding opportunities through a formal stakeholders' management task force that meets on a regular basis to provide advice and assistance to the public, staff and decision-makers in setting the priorities and actions that will implement the Specific Plan.
- Land use incentive strategies, including those available to South Gate and other cities, such as graduated density zoning that provide incentives for smaller parcel owners to voluntarily work together to assemble land into larger, more efficient sizes;

- Presenting the economic development benefits, such as jobs and housing creation, increased public revenues, including property tax increment and increased sales tax, and the overall revitalization and beautification of the Specific Plan area; and
- Monitoring ongoing economic development performance and new Federal and State legislative financing programs that could benefit South Gate.

The implementation strategy is based upon detailed fiscal, economic and financial analyses that are presented in separately submitted technical appendices (*Economic, Financial and Fiscal Technical Appendices, prepared by Stanley R. Hoffman Associates*) and referred to in this chapter.

8.2 Opportunities for Economic Development

The Hollydale Village Specific Plan encompasses three commercial business locations in South Gate: 1) the area centered around the intersection of Garfield Avenue and Main Street; 2) the Paramount Boulevard corridor between Gardendale Street and the City boundary; and 3) the commercial node at the intersection of Imperial Highway and Garfield Avenue. There is also an industrial corridor that runs through the middle of the Specific Plan area on either side an existing rail line in a north-south direction. The older commercial areas have experienced declines in their competitive advantage over the years as newer commercial developments have occurred both in other areas of South Gate and in the neighboring communities within the greater market area. In order to provide for the expansion of employment and housing development opportunities, the Specific Plan is designed to enhance Hollydale's sense of place with improved infrastructure and amenities that create a sustainable, pedestrian friendly environment and to provide public-private partnerships, financing programs and incentives that will spur private sector commercial and housing development. This is designed to result in economic benefits both for the local businesses and residents and for the economic and fiscal health of South Gate.

8.3 Summary of the Capital Improvement Program

The components of the Capital Improvement Program (CIP) are summarized in Table 8-1 which outlines the general categories of improvements and estimated costs. The estimated cost totals about \$26.9 million. About two-thirds of these costs are for the Street Lighting improvements (67.2%) followed by Landscaping (15.5%). Other significant improvements include Civil Improvements (8.9%) for the Paramount Boulevard median and Main Street bioswales and sidewalk, curb and gutter improvements, and Transportation improvements (5.0%) for a combination of new signals or improvements to existing signals, cross walks and related safety improvements, and Class II and III bicycle routes and lane striping. The phasing for this work is identified as High (1- 5 years), Medium (5-10 years) and Low (10+ years) depending upon when the funding resources become available and priorities given based on the City's ongoing CIP.

In *Chapter 9: Capital Improvement Program*, the phasing priority for this work is identified as High (1- 5 years), Medium (5-10 years) and Low (10+ years) depending upon when the funding resources become available and priorities given based on the City's ongoing CIP. A detailed listing of potential transportation and related improvements along with their priority level and estimated costs are

presented in this chapter. In summary, as shown, the total capital costs of about 26.8 million are phased about 6.9 percent in the High priority range, about 15 percent in the Medium priority range and the remaining 78.2 percent in the Low priority range. All of the capital improvements will require the use of either existing City funding resources or new resources, except for any water system improvements. Although no water system costs are currently identified, the water system is operated as an enterprise fund of the City which means that user fees and rates are used to cover any ongoing operations and maintenance and related capital improvement costs.

Table 8-1
Summary of Capital Improvement Plan Priorities

Improvement	Estimated Cost	Percentage Distribution
Street Lighting	\$ 18,075,000	67.2%
Landscape	\$ 4,171,350	15.5%
Civil Improvements	\$ 2,401,080	8.9%
Street Furniture	\$ 303,150	1.1%
Traffic Improvements	\$ 1,333,275	5.0%
Signage & Wayfinding Program (allowance)	\$ 600,000	2.2%
Total Cost	\$ 26,883,855	100.0%

Source: The Arroyo Group Team

8.4 Implementation Strategy

The proposed Implementation Strategy is presented in Table 8-2 and includes Key Actions, Responsible Parties and Phasing Priority. As mentioned in the previous section, the Phasing Priorities are identified as High, Medium or Low priority, as well as actions that are Ongoing. These strategies serve to facilitate the desired community vision and bring multiple community benefits through goals articulated in the Specific Plan. Key components of the implementation strategy are public financing and economic incentive methods for implementing the CIP in the Specific Plan area. This Implementation Strategy presents a range of public and private financing techniques and related programs, including land use incentive strategies, financing program initiatives and innovative public-private partnerships that build upon the substantial public and private investment already within the Hollydale Village Specific Plan area. These strategies and key actions are summarized below:

Update the City’s Capital Improvement Program (CIP). The CIP compiles the required public infrastructure and related costs developed by the team’s design and engineering professionals to implement the Specific Plan. The CIP also identifies which projects are essential to attract private investment within the Specific Plan area, and presents High, Medium and Low phasing priorities over the anticipated build out of the Specific Plan area. The key action would be for the City staff, in consultation with the community and business stakeholders, to reflect these proposed improvements in the City’s annually updated CIP. Priority: HIGH

Foster Public Private Partnerships. Public-private partnerships provide effective means in the current constrained economy to leverage limited resources and achieve mutually desired goals. While City staff and local stakeholders have been actively engaged in seeing that the Specific Plan area is revitalized, now with an expanded set of improvements and amenities, increased coordination of funding programs, incentivizing economic development and joint participation in obtaining increased grant and loan opportunities will be needed. It is recommended that the City set up a formal stakeholders' management task force that meets on a regular basis to provide advice and assistance to the public staff and decisionmakers in setting priorities and actions that will implement the Specific Plan. Priority: HIGH

Additionally, the City staff can provide assistance to businesses in navigating the City's permitting process and in developing best business practices through free ongoing training and outreach programs that are provided by the Small Business Development Center in South Gate. The City of South Gate has a partnership with the Long Beach City College Small Business Development Center to help South Gate business owners increase their sales, obtain loans, streamline operations, utilize new technologies, expand into new markets, and position themselves for long-term growth. Priority: HIGH

Establish an Enhanced Infrastructure Financing District. 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 establishing an "Enhanced Infrastructure Financing District" (EIFD) for infrastructure bond financing under legislation that was adopted by the State Legislature in September, 2014. Given Hollydale's relatively low share (6.32%) of the 1% basic property tax levy, a range of bond financing of \$0.8 million to \$3.9 million is projected as presented in the technical appendices. It may be that an EIFD 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. Understandably, this provides only a small share of the estimated \$26.7 million of capital costs and will have to be supplemented with other financing mechanisms. While the use of other taxing entities property tax share is voluntary under an EIFD, one key action will be to coordinate with both 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. Priority: HIGH

Update the City's Development Impact Fee (DIF) Schedule. The key action would be to update the City's development impact fee schedule within the Specific Plan area to reflect 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. Priority: HIGH

Explore Interest in Establishing a Business Improvement District. A key action would be to explore the idea of establishing either a business-based business improvement district (BBID) or a property-based business improvement district (PBID). 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. In California, there are two different types of BIDs, one created through assessments on businesses within the district, and the second created through assessments of property owners alone. Establishing a BID is voluntary and subject to a majority vote of the property owners. Since there are three commercial nodes in the Hollydale Village Specific Plan area, it might be possible that one or more of these areas would be interested in a business improvement district, either separately or in combination with the other commercial areas. Priority: MEDIUM

Update the City's Lighting and Landscaping District Fees. 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. Priority: HIGH

Pursue Regional, State and Federal Infrastructure Funding Sources. 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, and the State's Strategic Growth Council and the State's Cap and Trade program's to also provide funding for more walkable and bikeable development that reduces vehicle miles travelled and improves jobs-housing balance. Priority: ONGOING

Provide Financing Incentives to Property Owners for Ongoing Façade Improvements. 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. The grant funds will be used to assist business owners in improving the façade of their businesses in the Hollydale Village Specific Plan area. Priority: MEDIUM

Pursue HUD's Section 108 Economic Development Loan Project. 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. Priority: MEDIUM

Incentivize Private Sector Land Assembly. Land assembly incentives become important, particularly in a post-redevelopment environment, where encouraging the consolidation of smaller parcels into a larger developable area results in more efficient development. One such technique is Graduated Density Zoning (GDZ), where development potential incentives are increased as parcel size increases. Priority: MEDIUM

Monitor Fiscal Performance of Increase in Specific Plan Public Revenues. Public sector revenues will increase as a result of economic development within the Specific Plan. The key action is to monitor fiscal performance in the prime commercial locations to include sales tax as well as business license taxes, property taxes in-lieu of motor vehicle license fees and other relevant public funds. Priority: ONGOING

**Table 8-2
Summary of Implementation Strategy**

Implementation Step	Key Action	Responsible Parties
Update the City's Capital Improvement Program	<ul style="list-style-type: none"> Update the City's Capital Improvement Program that includes a long-term financing strategy comprised of a variety of local and outside funding mechanisms for the proposed improvements and enhanced amenities 	City of South Gate Community Based Stakeholders
Foster Public-Private Partnerships	<ul style="list-style-type: none"> Coordination and funding strategies between the City of South Gate's Community Development & Public Works Departments to implement the proposed improvements and enhanced amenities; set up a formal stakeholders' management task force to provide advice and assistance to the public, staff and decision-makers in setting priorities and actions for Specific Plan Implementation 	City of South Gate Business Improvement District (BID)
Establish an Enhanced Infrastructure Financing District (EIFD)	<ul style="list-style-type: none"> Building upon the preliminary EIFD analysis, establish the financing district over the Specific Plan area to start capturing property tax increment as a long-term and ongoing funding source for public improvements and enhanced amenities in the District May not be enough projected property tax increment for capital improvements, but could provide needed cash flow 	City of South Gate Enhanced Infrastructure Financing Authority
Update the Development Impact Fee (DIF) Schedule for the Specific Plan area	<ul style="list-style-type: none"> Review the existing development impact fees for the Specific Plan area to reflect new development's equitable share of the proposed public improvements and enhanced amenities 	City of South Gate Depts. of Community Development (CDD) & Public Works (DPW)
Explore Interest in Establishing a Business Improvement District	<ul style="list-style-type: none"> Prepare a feasibility study to gauge the property owners' interest in establishing either a business-based business improvement district (BBID) or a property-based business improvement district (PBID), and identify the programs and funding objectives of the proposed district as well as an equitable formula to allocate future assessments 	Property Owners/Business Owners in coordination with City of South Gate
Pursue Regional, State and Federal Infrastructure Funding Sources	<ul style="list-style-type: none"> Identify, monitor and apply for other government funding sources, for infrastructure and transportation improvements 	City of South Gate Regional, State and Federal entities

**Table 8-2
Summary of Implementation Strategy (continued)**

Implementation Step	Key Action	Responsible Parties
Update the Lighting and Landscaping District fees for Maintenance of Enhanced Public Improvements and Amenities (LLD)	<ul style="list-style-type: none"> Update the current fees for the existing citywide Lighting and Landscaping District; this district has not had a fee adjustment for a number of years and currently runs a deficit that is made up by General Fund revenue contributions 	City of South Gate CDD & DPW
Provide Financing Incentives to Property Owners for Ongoing Façade Improvements	<ul style="list-style-type: none"> Continue to incentivize property owners to upgrade their buildings through the use of Community Development Block Grants (CDBG); CDBG grants are intended to revitalize disadvantaged areas, expand affordable housing and create economic opportunities 	City of South Gate CDD & Federal Department of Housing & Urban Development (HUD)
Pursue HUD's Section 108 Economic Development Loan Program	<ul style="list-style-type: none"> Section 108 offers state and local governments the ability to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects 	City of South Gate CDD & Federal HUD
Incentivize Private Sector Land Assembly	<ul style="list-style-type: none"> Consolidating smaller parcels into more efficient sizes can facilitate desired economic development that might otherwise not be feasible; explore zoning and land use incentives, such as graduated density zoning, to encourage private sector action 	City of South Gate Private Property Owners
Monitor Fiscal Performance of Increase in Specific Plan Public Revenues	<ul style="list-style-type: none"> Building upon the City's existing sales tax data that can be provided for the Hollydale Village Specific Plan area, expand that to include business license taxes, property tax in-lieu of motor vehicle license fees and other relevant public revenues 	City of South Gate Administrative Services Department

1. These phasing priority periods are identified, including; High (1-5 years), Medium (5-10 years), and Low (10+ Years); ongoing means occurring throughout the phasing period.

Source: Stanley R. Hoffman Associates, Inc.

8.5 Community Benefits

Growth accruing to the Hollydale Village Specific Plan area from the realization of the implementation strategy can provide significant community benefits. Public and private investments within the Specific Plan area are expected to catalyze future growth in residential and non-residential uses over time. However, capturing and actually realizing these projected benefits depends upon programs in place, including those outlined above, such as a public-private partnerships, the establishment of an EIFD for capital improvements for community recapture of fiscal benefits from increased property valuation, and appropriate land use zoning, such as mixed use, that could further help harness the economic development potential.

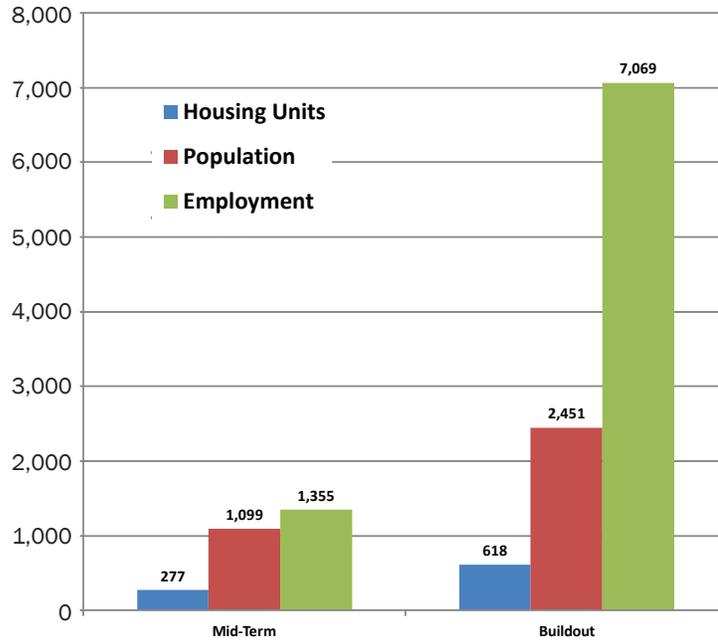
Improved Jobs-Housing Balance. Expanded housing and job opportunities over time could have the stabilizing benefit of improving the match of jobs and housing within South Gate. This will allow opportunities for the labor force that lives in the city to work in the city, thus reducing overall vehicle travelled. Additionally, capital improvements connecting and improving local community access to future rail transportation infrastructure is an important community regional benefit.

Affordable Housing. While the loss of redevelopment agency affordable housing funds has been substantial, 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 will facilitate a mix of renter and ownership housing. Also, new legislation should be monitored that may result in additional affordable housing programs.

Projected Job Growth. Projected job growth in the Specific Plan area is presented for the Mid-term and Build-out scenarios in Figure 8-1, and described in more detail in the technical appendices. The Build-out Scenario represents the full redevelopment potential, while the Mid-Term Scenario is based on a less intensive estimate of development where the assumption is that market forces would not result in full redevelopment, but would focus on underdeveloped and older properties that are more likely to recycle to more productive uses. As shown in Figure 8-1, job growth is projected to range from 1,355 to 7,069; population growth is projected to range from 1,099 to 2,451; and commensurate housing unit growth ranges from 277 to 618. The average jobs-housing ratio is projected to increase from an estimated 1.04 in year 2015 to 1.78 for the Mid-term Scenario and much higher at 4.65 for the Build-out Scenario.

Projected Recurring General Fund Revenues. Projected recurring General Fund revenues in the Specific Plan area is presented for the Mid-term and Build-out scenarios in Figure 8-2, and described in more detail in the technical appendices. As shown in Figure 8-2, the General Fund revenues are projected to increase about \$781.8 thousand under the Mid-term Scenario and about \$4.2 million under the Build-out Scenario. The State sales tax is projected at \$159.0 thousand, or about 20 percent of the total Mid-term revenues, and \$1.0 million, or about 25 percent of the Build-out revenues. The locally approved sales tax significantly increases the total sales tax to the City's General Fund, representing about 40 percent of the projected increased revenues for the Mid-term Scenario and about 50 percent for the Build-out Scenario.

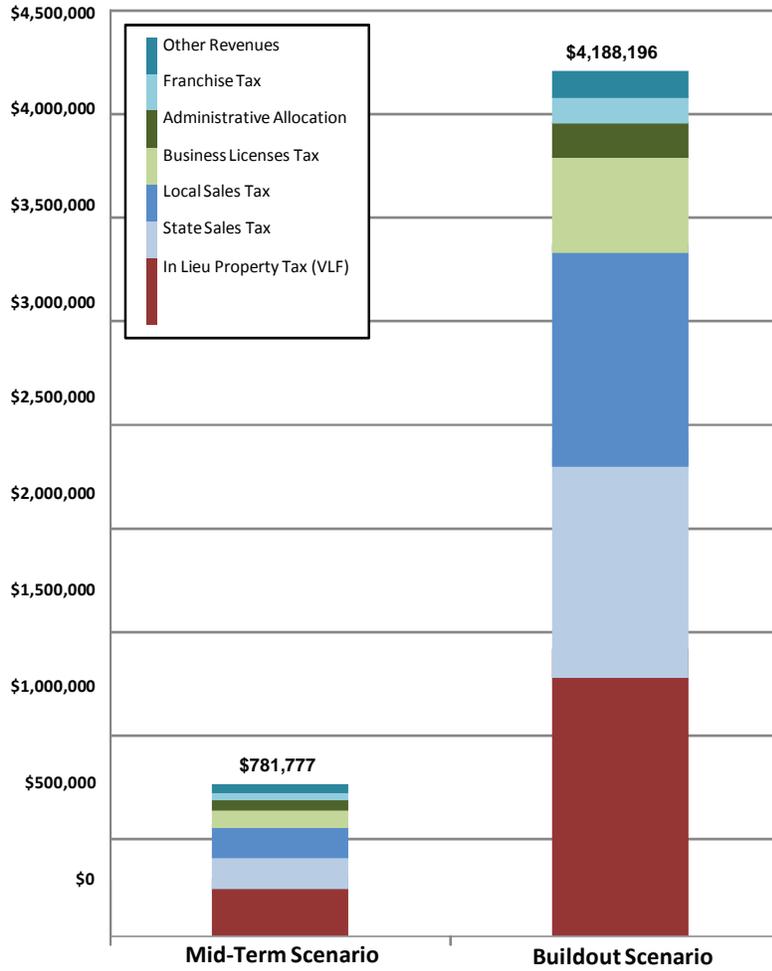
Figure 8-1
Projected Increase in Population, Housing Units and Employment
Mid-term and Build-out Scenarios



1. The Build-out Scenario represents the full redevelopment potential, while the Mid-term Scenario is based on a less intensive estimate of development where the assumption is that market forces would not result in full redevelopment, but would focus on underdeveloped and older properties that are more likely to recycle to more productive uses.

Source: Stanley R. Hoffman Associates, Inc.

Figure 8-2
Projected General Fund Recurring Revenues
Mid-term and Build-out Scenarios



1. The Build-out Scenario represents the full redevelopment potential, while the Mid-Term Scenario is based on a less intensive estimate of development where the assumption is that market forces would not result in full redevelopment, but would focus on underdeveloped and older properties that are more likely to recycle to more productive uses.

Source: Stanley R. Hoffman Associates, Inc.

8.6 Description of Selected Financing Methods

A variety of financing methods are available to the Hollydale Village Specific Plan area for implementing capital and amenity improvements. These methods include Development Impact Fees (DIFs), Special Benefit Assessments, Landscape Maintenance Districts (LMDs), Mello-Roos Special Taxes, and Business Improvement Districts (BIDs). Other sources of revenues would also include gas tax revenues and countywide sales tax measures for transportation or Metro grants. In addition, grant funds may be available through the federal Community Development Block Grant (CDBG) Program to provide for neighborhood services and revitalization. Also, public-private partnerships are effective ways in the current constrained economy to leverage limited resources and achieve mutually desired goals. Although not an exhaustive list, a summary of selected methods is presented and summarized in Table 8-3. The methods identified have been recommended by the consultant team and are intended for consideration by the City decision makers.

Development Impact Fees (DIFs). Development impact fees are monetary payments levied on a private developer to fund the public facilities and services 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 and established a uniform process for formulating, adopting, collecting, accounting for, and protesting certain 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. In other words, impact fees must be levied in an amount that is proportionate to the cost of public facilities generated by the new development and cannot be used to fund pre-existing deficiencies. Local governments have the authority to impose impact fees by vote of the City Council or the Board of Supervisors. These fees are typically subject to thorough notice and hearing requirements and must meet statewide standards and procedures designed to limit local abuse of discretion.

Enhanced Infrastructure Financing District (EIFD). 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. Notably, SB 628 only requires a 55 percent popular voter approval, whereas previous legislation required a 2/3 popular vote. Other jurisdictions, agencies or special districts – except school districts – can voluntarily contribute some or all of their share of the 1% basic property tax levy, as well. SB 628 authorizes a city or county to create an enhanced infrastructure financing district (EIFD), adopt an infrastructure financing plan, and issue bonds, upon receiving a 55 percent popular voter approval from the potential district. The district must establish a public financing authority, comprised of members of the legislative body of the participating entities and of the public, prior to the adoption of a resolution of intention. Additionally, a city or county that created an RDA must satisfy specified conditions related to its dissolution, prior to creating an EIFD. A created EIFD can exist up to 45 years from the date on which the issuance of the bonds is approved.

**Table 8-3
Summary of Potential Financing Techniques**

Financing Methods	Primary Uses	Responsible Parties	Phasing Priority
Development Impact Fee (DIF)	<ul style="list-style-type: none"> Capital improvements necessitated by new development; AB 1600 requires that a reasonable relationship or “nexus” must exist between the impact fee amount and the project on which it is imposed 	City of South Gate Departments of Community Development (CDD) & Public Works (DPW)	High
Enhanced Infrastructure Financing District (EIFD)	<ul style="list-style-type: none"> Use of City’s basic 1% property tax increment for financing public improvements and amenities; may not be enough projected property tax increment for capital improvements, but could provide needed cash flow Requires only City Council approval to set up, but does require a 55% popular vote to incur bonded indebtedness; no increase in local property taxes 	City of South Gate CDD & DPW	High
Special Benefit Assessment	<ul style="list-style-type: none"> Capital improvements necessitated by new development; assessments must be benefit based and subject to majority vote of property owners 	City of South Gate & Property Owners	Medium
Lighting and Landscape Maintenance District (LLD)	<ul style="list-style-type: none"> Landscaping improvements Landscaping operations and maintenance LLD assessments must be benefit based and subject to a majority vote of property owners 	City of South Gate & Property Owners	High
Mello-Roos Special Tax	<ul style="list-style-type: none"> Capital improvements Operations and maintenance Requires a 2/3 vote of registered voters when 12 or more persons reside in the district 	City of South Gate & Registered Voters	Medium
Property-Based Business Improvement District (PBID)	<ul style="list-style-type: none"> Provides marketing/promotional events, security and maintenance of enhanced public facilities and services Small scale capital improvements possible; special taxes do not have to be strictly benefit based 	Property Owners/Business Owners in coordination with City of South Gate	High
Community Development Block Grant (CDBG)	<ul style="list-style-type: none"> Federal program that provides direct annual grants to cities, counties, and states across the country Grants are intended to revitalize disadvantaged areas, expand affordable housing and create economic opportunities 	City of South Gate CDD & Federal Department of Housing & Urban Development (HUD)	High

Table 8-3 (continued)
Summary of Potential Financing Techniques

Financing Methods	Primary Uses	Responsible Parties	Phasing Priority
Section 108 Loan Program (HUD)	<ul style="list-style-type: none"> The HUD Section 108 Loan Guarantee Program (Section 108) provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and other physical development projects 	City of South Gate CDD & Federal HUD	Medium
Special Revenue Funds (City of South Gate)	<ul style="list-style-type: none"> The City has special revenue funds 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 	City of South Gate	High
California Infrastructure and Economic Development Bank	<ul style="list-style-type: none"> Infrastructure State Revolving Fund (ISRF) Program provides economic development financing to agencies and non-profit corporations. Bank has broad authority to issue tax-exempt and taxable revenue bonds. 	Governor's Office of Business and Economic Development	Medium
Cap-and-Trade (Pursuant to AB 32)	<ul style="list-style-type: none"> AB 32 authorizes the use of market mechanisms through an annual auction of surplus emissions reduction credits to generate funds, a portion of which can be targeted for sustainable community plans The Low Carbon Transit Operations Program provides funding assistance for transit agencies to reduce GHG gas emissions and serve disadvantaged communities 	City of South Gate & Caltrans in coordination with the California Air Resources Board (CARB)	Medium
Metro and Transportation Development Act Funds (TDA)	<ul style="list-style-type: none"> Two percent of total TDA funds are allocated for bicycle and pedestrian projects; bi-annual Metro "Call for Projects" due in even numbered years for funding opportunities in odd numbered years 	Metro	Medium
Other Outside Grants and Loans	<ul style="list-style-type: none"> Potential transit oriented grants from State's Strategic Growth Council SCAG Sustainable Communities Planning grants Business facade improvement program grants & Affordable housing grants 	City of South Gate	High

1. These phasing priority periods are identified, including: High (1-5 years), Medium (5-10 years), and Low (10+ Years); ongoing means occurring throughout the phasing period.

Source: Stanley R. Hoffman Associates, Inc.

An EIFD can also use a portion of or all of its increase in property tax in-lieu of motor vehicle license fees from an increase in gross assessed value. However, for this analysis, it is assumed that this revenue source would remain in the City's General Fund and continue to be used for ongoing operations and maintenance.

Special Benefit Assessment. 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.

Lighting and Landscape Maintenance Districts (LLDs). A Lighting and Landscape Maintenance District (LLD) 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. Like other special benefit assessment districts, LLDs must provide special services solely for the benefit of the parcels located within each district, and each affected parcel must pay its proportionate share. Formation of an LLD is governed by the Landscape and Lighting Act of 1972 (codified as Street and Highways Code Section 22500 et seq.). Consistent with Proposition 218, which governs the formation of a special benefit assessment district (see Section 2.2, above), the authorization of an LLD, 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). LLDs can be used to provide a variety of ongoing improvements and services associated with the lighting and landscaping within the district.

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. However, Mello-Roos special taxes can only be imposed for specific purposes and cannot be levied to raise revenue for general governmental purposes. In today's real estate market, careful attention should be given to the level of assessments and special taxes in relationship to property value. Proposition 13 (approved in 1978) requires an affirmative vote of two-thirds of those voting in order to pass a special tax, including Mello-Roos special taxes. Mello-Roos special taxes can be used to finance capital projects and local public infrastructure for new developments, or to fund operations and maintenance for ongoing public services.

Business Improvement Districts (BIDs). A Business Improvement District (BID) is a public/private partnership created to perform a variety of services to revitalize and improve commercial neighborhoods. In California, there are two different types of BIDs, one created through assessments on businesses within the district, and the second created through assessments of property owners alone. BIDs allow business or property owners to collectively pay for enhanced services to supplement those provided by the municipality. Assessments must be approved by a majority of business or property owners prior to the formation of the BID and must be directly proportional to the estimated benefit received by each business or property. BIDs are popular because business and property owners are often more willing to assess themselves if the result directly benefits their business or increases the value of their business or property. BIDs can be created to perform a variety of services and improvements in commercial districts. Services that can be financed include the promotion of tourism or sponsorship of public events as well as ongoing operations and maintenance programs such as street cleaning or tree trimming. Improvements that can be financed include minor parking facilities, street lighting, fountains, parks, benches, and trash receptacles. However, it is difficult to use BIDs to finance large-scale capital projects as they are not allowed to issue bonds.

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. In South Gate, the CDBG program is available throughout the entire Hollydale Specific Plan area. The City is currently administering a commercial façade program during the 2016-17 program year.

Section 108 Loan Program (HUD). Section 108 of the Housing and Community Development Act of 1974 provides for a loan guarantee component of the Community Development Block Grant (CDBG) Program. The Section 108 Loan Guarantee Program (Section 108) provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and other physical development projects, including improvements to increase their resilience against natural disasters. The funds can be used by a designated public entity to undertake eligible projects, or, alternatively, 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.

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.

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 Infrastructure and Economic Development Bank Act contained in the California 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.

Cap-and-Trade Funds. AB 32 authorizes the use of market mechanisms through an annual auction of surplus emissions reduction credits to generate funds, a portion of which can be targeted for sustainable community plans. The Low Carbon Transit Operations Program provides funding assistance for transit agencies to reduce GHG gas emissions and serve disadvantaged communities.

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 2016 for funding opportunities in 2017.

Outside Grants and Loans. Other available grants and loans will be sought usually requiring a competitive application process. Examples include sustainable community and transit oriented development grants from the State's Strategic Growth Council, SCAG and Metro. There is usually an annual competitive application process that needs to be identified and pursued.

Other Selected Public Fund Revenues:

New Market Tax Credits. The Community Development Financial Institution (CDFI) Fund was established in 1994 as part of the United States Treasury to promote economic revitalization in low-income communities. A CDC that is certified as a Community Development Financial Institution is eligible to receive awards for either financial or technical assistance. Since its creation, the CDFI Fund has awarded over \$2 billion to various types of CDCs, and has also awarded about \$40 billion allocations of New Markets Tax Credits. The New Markets Tax Credit Program (NMTC Program) was established to spur new or increased investments into operating businesses and real estate projects located in low-income communities. The NMTC Program attracts investment capital to low-income communities by permitting individual and corporate investors to receive a tax credit against their Federal income tax return in exchange for making equity investments in specialized financial institutions called Community Development Entities (CDEs). The credit totals 39 percent

of the original investment amount and is claimed over a period of seven years. A local example of certified CDFIs includes the Los Angeles Development Fund, which has received \$125 million from the CDFI Fund's New Market Tax Credit since 2008.

The eligibility criteria are Census tract based and must meet the Census tract requirements for Severe Distress (median family income at or below 60% of AMI; poverty rate at or above 30%; unemployment at least 1.5 times the national rate) or qualify based on non-metropolitan county status, as of 2012. Some areas may not meet the census tract requirements for Severe Distress; but these tracts may qualify based on secondary criteria. In an urbanized area, such as South Gate, a statistical analysis of all the census tracts would have to be made to determine which qualify for the New Market Tax Credit program.

Traffic Congestion (1B) Bond. Proposition 1B authorizes approximately \$2 billion in funds towards the Local Street and Roads, Congestion Relief, and Traffic Safety Account of 2006. These funds "shall be used for improvements to transportation facilities that will assist in reducing local traffic congestion and preventing further road deterioration. The State Legislation allocates the funds by formula as specified in Proposition 1B, with 50 percent to counties and 50 percent to cities.

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.



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Capital Improvement Program

9.1 Introduction and Summary

The components of the capital improvement program (CIP) are summarized in Table 9-1 which outlines the general categories of improvements and estimated costs. The estimated cost totals about \$26.9 million. About two-thirds of these costs are for the Street Lighting improvements (67.2%) followed by Landscaping (15.5%). Other significant improvements include Infrastructure (8.9%) for the Paramount Boulevard median and Main Street bioswales and sidewalk, curb and gutter improvements, and Transportation improvements (5.0%) for a combination of new signals or improvements to existing signals, cross walks and related safety improvements, and Class II and II bicycle routes and lane striping. The phasing for this work is identified as High (1-5 years), Medium (5-10 years) and Low (10+ years) depending upon when the funding resources become available and priorities given based on the City's ongoing CIP.

9.2 Potential Capital Improvements

A detailed listing of potential transportation and related improvements along with their priority level and estimated costs are presented in Table 9-2. As shown, the total capital costs of about \$26.9 million are phased about 7 percent in the High priority range, about 15 percent in the Medium priority range and the remaining 78 percent in the Low priority range.

Street Lighting. Street lighting is identified as the largest cost at an estimate of about \$18.1 million, or about 67 percent of the total costs; however, it is entirely phased into the Low priority range of 10 years or longer. These costs are identified as providing pedestrian scaled lighting on all streets.

Landscaping. The next largest cost is landscaping estimated at about \$4.2 million and covers improvements to median landscaping upgrades on Garfield Avenue and infill and new trees on all streets. The costs for upgrading the landscaping in the Garfield Avenue median are almost 3 percent and in the High priority range. A portion of this cost for upgrading the landscaping on Garfield Avenue is fully funded through a City CIP project. The costs for new street trees are 69 percent phased in the Low priority range. The remaining 28 percent of the costs for Paramount Boulevard median landscaping and Main Street bioswale landscaping are phased in the Medium priority range.

Main Street Bioswales. The Main Street bioswales are estimated at about \$1.6 million, and include bioswales on both sides of the street with sidewalk, curb and gutter improvements. These costs are also 100 percent phased in the Medium priority range.

Median on Paramount Boulevard. A new 10-foot wide median is planned along Paramount Boulevard with curb and gutter improvements. The cost for these improvements is identified at an estimate of about \$792,200 and is entirely phased in the Medium priority range.

Street Furniture. Street furniture is estimated to cost \$303,150, and includes benches, trash receptacles and bicycle racks on Garfield Avenue and Paramount Boulevard. These costs are also all phased in the High priority period.

Traffic Improvements. The traffic improvements at a cost estimate of about \$1.3 million are phased with about 62 percent in the High priority range, 33 percent in the Medium priority range, and the remaining 5 percent in the Low priority range. These improvements include new signalization and improvements to existing signals, improvements to key crosswalks, and various types of on-street and off-street bicycle lane and hub improvements.

Signage and Wayfinding Program. An allowance of \$600,000 is made for a wayfinding signage program that provides directional signage to and from the various destinations in and around the Hollydale area including for Hollydale Regional Park, entrances to the Los Angeles River Bicycle path, Parque dos Rios and the future transit station north of Gardendale within the City of Downey. These costs are all phased in the High priority period.

9.3 Projected Operations and Maintenance Costs

Annual operations and maintenance (O&M) costs are expected to increase over time as capital improvements are made to the Hollydale Village Specific Plan area, including improvements such as street crossings, furniture and lighting, landscaping, bike paths and other pedestrian and safety improvements. Since the capital improvements are prepared at the conceptual level, an order-of-

**Table 9-1
Summary of Capital Improvement Plan Elements**

Improvement	Estimated Cost	Percentage Distribution
Street Lighting	\$ 18,075,000	67.2%
Landscape	\$ 4,171,350	15.5%
Civil Improvements	\$ 2,401,080	8.9%
Street Furniture	\$ 303,150	1.1%
Traffic Improvements	\$ 1,333,275	5.0%
Signage & Wayfinding Program (allowance)	\$ 600,000	2.2%
Total Cost	\$ 26,883,855	100.0%

Source: The Arroyo Group Team

CHAPTER 9 CAPITAL IMPROVEMENT PROGRAM

**Table 9-2
CIP Elements: Improvements, Priority, and Costs**

Improvement	Priority	Total Cost	High	Medium	Low
			(1 - 5 Years)	(5 - 10 Years)	(10+ Years)
STREET LIGHTING					
Pedestrian scaled lighting on all streets		<u>\$18,075,000</u>			
Phase 1 - Garfield Ave., Paramount Blvd., Main St.	Low	\$5,115,000	\$0	\$0	\$5,115,000
Phase 2 - Gardendale St., Imperial Blvd., McKinley Ave., Century Blvd.	Low	\$2,940,000	\$0	\$0	\$2,940,000
Phase 3 - Utah Ave., Arizona Ave., Hoover Ave., Harding Ave., Industrial Ave.	Low	\$4,305,000	\$0	\$0	\$4,305,000
Phase 4 - Rest of the Streets	Low	<u>\$5,715,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,715,000</u>
Subtotal		\$18,075,000	\$0	\$0	\$18,075,000
Percent		100.0%	0.0%	0.0%	100.0%
LANDSCAPE					
Median landscaping on Garfield Avenue (upgrade)	High	\$117,000	\$117,000	\$0	\$0
Median landscaping on Paramount Blvd. (new)	Medium	\$432,000	\$0	\$432,000	\$0
Street trees on all streets (infill and new)	Low	\$2,870,400	\$0	\$0	\$2,870,400
Bioswale landscaping on both sides of Main Street	Medium	<u>\$751,950</u>	<u>\$0</u>	<u>\$751,950</u>	<u>\$0</u>
Subtotal		\$4,171,350	\$117,000	\$1,183,950	\$2,870,400
Percent		100.0%	2.8%	28.4%	68.8%
CIVIL IMPROVEMENTS					
Paramount Boulevard - New 10 foot wide median with curb and gutter improvements	Medium	\$792,200	\$0	\$792,200	\$0
Main Street - Bioswales on both sides with sidewalk, curb and gutter improvements	Medium	<u>\$1,608,880</u>	<u>\$0</u>	<u>\$1,608,880</u>	<u>\$0</u>
Subtotal		\$2,401,080	\$0	\$2,401,080	\$0
Percent		100.0%	0.0%	100.0%	0.0%
STREET FURNITURE					
Benches on Garfield Avenue and Paramount Blvd.	High	\$37,500	\$37,500	\$0	\$0
Trash receptacles on Garfield Avenue and Paramount Blvd.; major intersections	High	\$240,000	\$240,000	\$0	\$0
Bicycle racks on Garfield Avenue and Paramount Blvd.	High	<u>\$25,650</u>	<u>\$25,650</u>	<u>\$0</u>	<u>\$0</u>
Subtotal	High	\$303,150	\$303,150	\$0	\$0
Percent		100.0%	100.0%	0.0%	0.0%
TRAFFIC IMPROVEMENTS					
New signal at Garfield Avenue At McKinley Avenue	High	\$300,000	\$300,000	\$0	\$0
Signal improvements (countdowns/audibles/) on Garfield Avenue (Main Street, Century Blvd., Gardendale Street)	High	\$54,000	\$54,000	\$0	\$0
Signal improvements (countdowns/audibles) on Paramount Blvd. (Main Street and Gardendale)	High	\$36,000	\$36,000	\$0	\$0
High visibility crosswalks at Garfield Avenue (Main Street, Century Blvd., Gardendale St.) and Paramount Boulevard (Wilson Avenue and Main Street)	High	\$300,000	\$300,000	\$0	\$0
Enhance Visibility of Uncontrolled Crosswalks on Garfield Avenue (Lincoln, Harding and Roosevelt Avenues)	High	\$135,000	\$135,000	\$0	\$0
Bicycle Hub on Garfield and Main	Low	\$67,500	\$0	\$0	\$67,500
Class II Bike Lane Striping	Medium	\$362,475	\$0	\$362,475	\$0
Class III Bike Route/Sharrows marking	Medium	<u>\$78,300</u>	<u>\$0</u>	<u>\$78,300</u>	<u>\$0</u>
Subtotal		\$1,333,275	\$825,000	\$440,775	\$67,500
Percent		100.0%	61.9%	33.1%	5.1%
SIGNAGE AND WAYFINDING PROGRAM					
Signage program for Los Angeles River Bicycle Path, Hollydale Regional Park, Parque dos Rios, future transit stations	High	\$600,000	\$600,000	\$0	\$0
Percent		100.0%	100.0%	0.0%	0.0%
TOTAL		\$26,883,855	\$1,845,150	\$4,025,805	\$21,012,900
Percent		100.0%	6.9%	15.0%	78.2%

Source: Stanley R. Hoffman Associates, Inc.
The Arroyo Group Team



magnitude estimate for annual O&M costs are estimated at 2.5 percent of the estimated capital costs of the improvements. Given that the capital improvements costs are estimated at about \$26.9 million, this provides an annual O&M estimate of about \$672,100. It should be noted that these capital facilities will not be built all at once, so the costs will be phased in over time.