

A photograph of a traditional Japanese garden. In the foreground, a large, weathered stone lion's head (shishi) is visible on the right. A wide set of stone steps leads up from a dark, wet pool of water. Several people are walking on the steps; one person in a dark kimono is in the foreground, and others are further up. The background features traditional Japanese buildings with tiled roofs and lush green trees. The overall scene is serene and historical.

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Community Design Element

INTRODUCTION

This chapter of the General Plan provides goals, objectives, policies and implementation actions on community design, which includes land use, urban design, and the characteristics that give South Gate its unique image and identity. The Community Design chapter is one of the central components of the General Plan because it provide policy guidance on the characteristics of the built environment – the location and design of our homes, stores, parks, offices and other spaces – and the way that we move between these various places to fulfill our daily needs to work, shop and play.

The chapter includes a brief overview of the existing conditions in South Gate as of 2007 and a summation of the existing issues that this General Plan was developed to cover. Looking to the future, the chapter includes a summary of how these existing challenges might be addressed, and proceeds to outline the big picture planning concepts that influence the community design of the City. This is followed by regulations for future land uses in the City.

Unlike other general plans, which provide an allowable future land use for each parcel, the South Gate General Plan uses “Place Types” – designations that move beyond land use to also include form and character requirements. The Place Types are then applied to unique regulatory geographies of the City – Neighborhoods, Districts, and Corridors. Following Place Types, is a section on citywide policy, providing guidance for a number of topics including regional coordination, the preservation of the identity of the community, the preservation of existing neighborhood character, and community participation and involvement in the planning process. At the end of the chapter are vision statements and policies for each District and Corridor in the City. The final section of the chapter contains the implementation actions for the Community Design Element.

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STATUTORY REQUIREMENTS

State of California law (Government Code Section 65302(a)) requires that a City's General Plan include:

**The land use element has the
broadest scope of the General
Plan elements required by law.**

. . . a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry and open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, public buildings and grounds, solid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The land use element has the broadest scope of the General Plan elements required by law. Since it regulates how land is to be used, many of the issues and policies contained in all other General Plan elements are impacted by and/or impact this chapter.

EXISTING LAND USE CONDITIONS

The City of South Gate is an entirely urbanized city that has a diverse mix of land uses. The current uses reflect two of the City's key historical development trends – the City as a residential community and the City as an industrial center. As a result, the broad pattern of land uses in the City can be described as follows:

- A downtown “main street” on Tweedy Boulevard (known as the “Tweedy Mile”).
- Retail and service commercial uses along the major arterial roadways in the City – Firestone Boulevard, Atlantic Avenue and Long Beach Boulevard.
- Neighborhood-serving retail (such as convenience stores) at intersections of secondary roadways throughout the City.
- Industrial development on the eastern side of the City, which is served by a railroad spur connecting to the main line. There is also industrial development in the northwest corner of the City (near the site of the former Firestone tire factory) and in the southwest corner of the City.
- Single family residential neighborhoods with relatively small homes on small parcels.
- Mixed-density residential neighborhoods where single family homes have been replaced with duplexes, triplexes, fourplexes and multi-unit buildings.
- Major infrastructure running in a north-south direction that borders and dissects the City. These include the Alameda Railroad Corridor, I-710, the Los Angeles River and the Rio Hondo Channel.

The current uses reflect two of the City's key historical development trends – the City as a residential community and the City as an industrial center.

Table CD-1 presents the existing land uses in the City, divided into numerous broad categories. These land uses are reflected in the map in Figure CD-1.

Table CD-1: Existing Land Use

Use	Acres	Percent of Total
Residential	1966	41.0%
Commercial	308	6.4%
Industrial	762	15.9%
Parks	166	3.4%
Schools	109	2.3%
Civic/Institutional	99	2.1%
Vacant	80	1.7%
Public Works, Water Bodies, Easements	342	7.1%
Transportation	968	20.2%
Total	4800	

Source: Los Angeles County Assessor, 2006; Raimi + Associates, 2006.

Residential

Residential comprises the single largest land use category in South Gate with 1,956 acres and 40.8 percent of the total land in the City. Using Los Angeles County Assessor data from July of 2006, the residential land can be divided into numerous sub-categories depending on the number of units on each parcel. This information is presented in Table CD-2.

Single family parcels cover the largest total area of land, followed by duplexes and then parcels with five-plus units. This information also shows that 70.9 per-

cent of the total residential land is single family while 29.1 percent of the land contains multi-family uses.

In addition to the acres of land, another way of looking at residential land use is by number and type of housing units. According to the City and the 2000 US Census, there are 24,277 housing units in South Gate. Of these, there are 15,606 single-family units (64.3 percent) and 8,672 multi-family units (35.7 percent). A detailed breakdown is presented in Table CD-3.



Residential neighborhoods comprise the majority of land in South Gate and the majority of residences are single family homes.

Table CD-2: Residential Land Use

Residential Use	Acres	Pct of Total Residential Land
Single Family	1396	71.0%
Double, Duplex or Two Units	224	11.4%
Three Units or Triplex	109	5.5%
Four Units	76	3.9%
Five to Ten Units	119	6.1%
11 to 20 Units	11	0.6%
21 to 40 Units	3.6	0.2%
Greater than 40 Units	4.6	.02%
Manufactured Home Park	20	1.0%
Total	1963	

Source: Los Angeles County Assessor, July 2006; Raimi + Associates, 2006.

Table CD-3: Residential Housing Units

Residential Use	Units	Percent of Total Units
Single Family - Detached	12,343	50.8%
Single Family - Attached	3,262	13.4%
Double, Duplex or Two Units	1004	4.1%
Three Units or Four Units	2,692	11.1%
Five to Nine Units	2,375	9.8%
10 to 19 Units	1,116	4.6%
20 to 49 units	818	3.7%
More than 50 Units	389	1.6%
Manufactured Home Park	278	1.1%
Total	24,277	

Source: Community Development Department, City of South Gate, September 6, 2006.

Commercial

Commercial development covers a broad spectrum of uses including retail, office, and service commercial. Table CD-4 shows a breakdown of the commercial uses by type. Overall, only 6.1 percent of the total land has a commercial use. This is a relatively small number for a city the size of South Gate.

The commercial uses are generally located along major corridors and in concentrated retail nodes. The primary retail areas in the City are along Tweedy Boulevard, Firestone Boulevard, Long Beach Boulevard and in the El Paseo/South Gate Towne Center shopping area. Other commercial districts are located along State Street, California Avenue, Atlantic Avenue, Garfield (between Lincoln and Century), Paramount and around the intersection of Garfield and Imperial. The distribution of commercial land throughout the City is a strength because it means a large number of residents are located within walking distance of uses such as food stores. In addition, there are small neighborhood grocery stores and other service uses located throughout the City within or on the edges of residential neighborhoods, which provides nearby shopping for many residents.



El Paseo is a major destination for residents of the greater South Gate area.

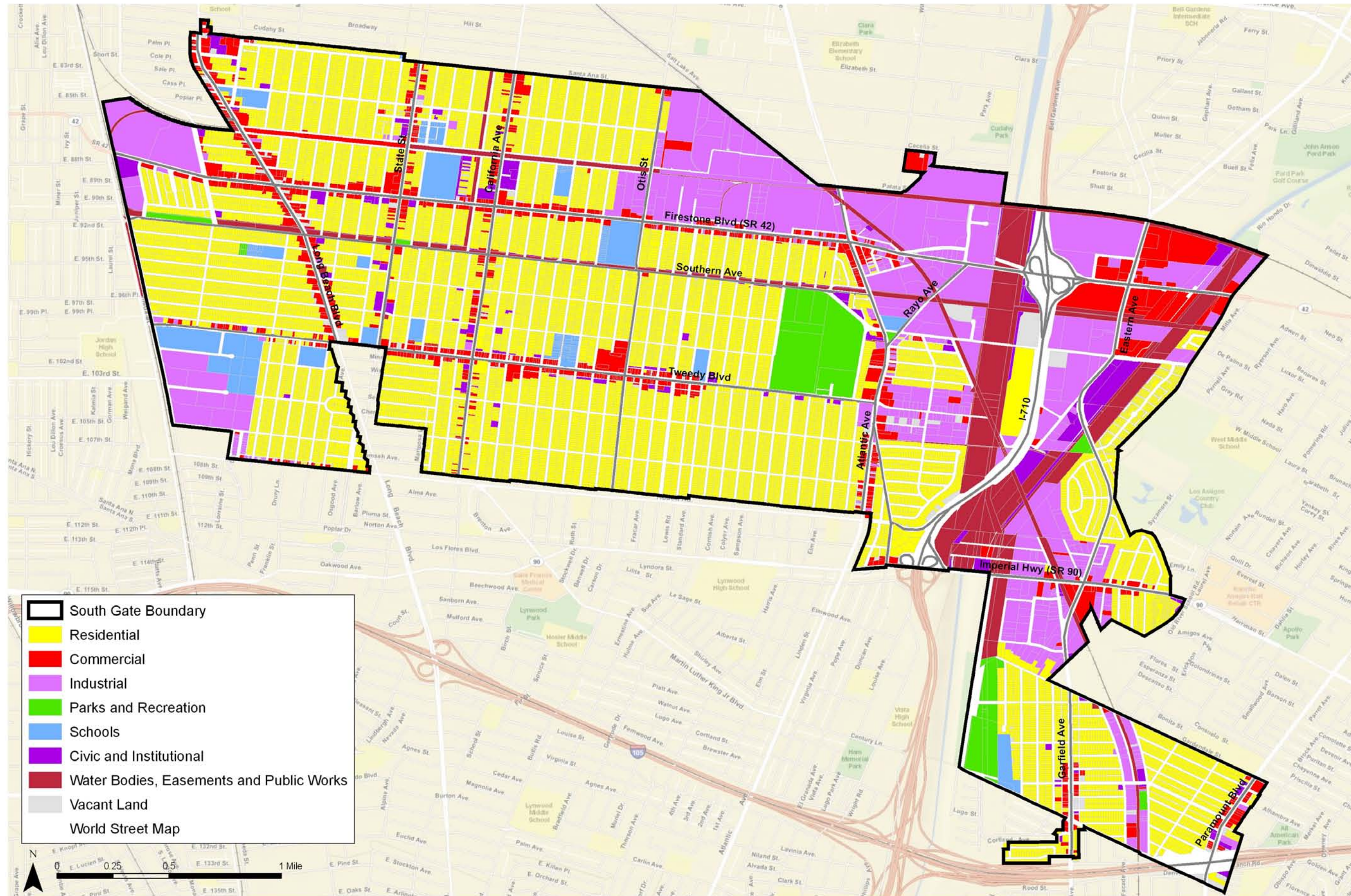


Figure CD 1 Existing Land Uses

Table CD-4: Commercial Land Use

Commercial Use	Acres	Percent of Total Commercial Acres
Restaurant	20	6.6%
Shopping and Department Store	49	15.8%
Office	25	8.4%
Hotel/Motel	13	4.2%
Mixed Use	25	8.2%
Auto Related	64	25.9%
Recreational (Private)	8	2.5%
Other/Not Specified	88	28.5%
Total	292	

Source: Los Angeles County Assessors Office, July 2006; Raimi + Associates 2006.

Industrial

Industrial development comprises approximately 15.5 percent of the land in the City of South Gate and is the third-largest land use after residential and transportation. The large amount of industrial uses presents a strength that can be built upon in the updated General Plan.

As is shown in Figure CD-1, the industrial uses are concentrated in several specific locations within the City. The major concentration is north and east of the Firestone/Atlantic Intersection. Another large concentration is east of I-710 and the Los Angeles River. There are smaller concentrations of industrial uses in the northwest and southwest corners of the City. Additionally, there are several smaller industrial parcels located throughout the City.

Table CD-5 shows a breakdown of the sub-categories of industrial land. Overall, there is a relatively even distribution of the three sub-types of industrial land – heavy manufacturing, light industrial and warehouse/distribution.



Heavy industrial uses are still thriving in South Gate.



Over the past several decades, smaller manufacturing and fabrication businesses have located in the City.

Table CD-5: Industrial Land Use

Industrial Use	Acres	Percent of Total Commercial Acres
Heavy Manufacturing	286	37.5%
Light Industrial	209	27.4%
Warehouse/Distribution	250	32.8%
Other/Not Specified	18	2.3%
Total	763	

Source: Los Angeles County Assessors Office, July 2006; Raimi + Associates, 2006.

Parks

The City of South Gate Parks and Recreation Department is responsible for the development and maintenance of the City's park facilities. According to the department, there are 9 parks in the City that total 165.85 acres. As is seen in Table CD-6, the majority of the acres are located in 2 parks – South Gate Park and Hollydale Regional Park. These facilities contain a wide range of passive and active recreational facilities and, due to their size, are considered regional facilities and used by residents in surrounding areas. South Gate's parks provide a range of facilities including athletic fields, play equipment, picnic areas, a swimming pool, grassy open spaces, and activity buildings.

In addition to these park facilities, there are Class I multi-use trails that run along the Los Angeles River and Rio Hondo Channel. (Class I facilities are physically separated from roadways and dedicated to cycling and other recreational activities.) These facilities do not appear to be heavily used but they do provide an additional recreational amenity as well as a non-motorized transportation connection to many other cities in the Los Angeles Region.



The City is home to a diversity of parks, including 96-acre South Gate Park.

Table CD-6: Parks

Park Name	Acres	Facilities
South Gate Park	96.8	Auditorium, Sports Center with gym and pool, athletic fields, playgrounds, tennis courts, golf course, junior hockey rink, senior recreation center
Hollydale Regional Park	56.0	Playground, tennis courts, ball fields, equestrian arena
Cesar Chavez Park	5.0	Soccer fields, pergola
Circle Park	4.0	Playground, ball field
Hollydale Community Park	2.2	Community center, playground and ball field
State Street Park	0.8	Grass field
Gardendale Tot Lot	0.45	Playground
Triangle Park	0.3	Pergola, seating
Stanford Avenue Park	0.19	Playground
Total	165.74	

Source: City of South Gate, 2006.

Schools

As of 2008, there are 14 public schools in South Gate occupying a total of 107 acres. Of the 14 schools, two are high schools, two are middle schools and ten are elementary schools. The primary school district serving the City is the Los Angeles Unified School District (LAUSD). With the exception of a combined elementary and middle school in Hollydale that is in the Paramount Unified School District, schools located

within South Gate are run by the LAUSD. Many residents on the east side of town attend schools outside South Gate City limits in three other school districts: Downey Unified School District, Paramount Unified School District and Lynwood Unified School District. There are three adult school campuses, including one run by the LAUSD at the South Gate High School campus, and the Odyssey Continuation School on Dearborn Avenue. In addition, several new public schools in the planning stages. The Los Angeles



South Gate has 14 public schools, including the relatively new Southeast High School on Tweedy Boulevard.

County Department of Education has purchased a site on Gardendale and Paramount Boulevard to build a school for special-needs children and pregnant teens, and the LAUSD has two elementary schools (ES #4 and ES #9) and a high school (HS #9) planned within South Gate. These schools are not reflected in the existing conditions map (Figure CD 1.)

There are also several private schools in the City including the Redeemer Lutheran School and Saint Helen's Catholic School, the Teen Challenge Ministries ministerial school on State Street and a private continuation school on San Antonio Avenue, just north of Tweedy Boulevard. There are also several private trade schools scattered throughout the City, particularly on the east side of town. The private schools total just over 2 acres. Private schools are recorded on the existing conditions map (Figure CD 1) as civic and institutional uses.

Additionally, the East Los Angeles College has a facility in South Gate on Firestone Boulevard and Alameda Street. The 50,000 square foot facility contains 24 classrooms, a bookstore, a library and student support services. The College is considering a largely expanded campus complex that would include adaptive reuse of the former Firestone plant facilities north of Firestone Boulevard and replacement of the existing facility south of Firestone Boulevard with new buildings and multi-level parking structure that extend to Southern Avenue.

Civic and Institutional

There are 99 acres of Civic and Institutional uses, comprising just over three percent of the total land area in the City. These uses include City Hall, city yard, two libraries (one on Tweedy Boulevard and another on Garfield Avenue), approximately 30 churches, several private schools, and other civic and institutional uses.



The majority of the City's administrative functions are in City Hall, which is located on California Avenue.

Water Bodies, Easements and Public Works

There are 342 acres of water bodies, easements and public works lands in the City of South Gate. These include the Los Angeles River, the Rio Hondo Channel, railroad lines, the high-tension power line along Southern Avenue and other utility easements in the City.



The Los Angeles River passes through South Gate and creates a physical barrier between east and west.

Vacant Lands

Since the City is essentially completely developed, there is very little land that is classified as vacant. According to the Los Angeles County Assessor only 80 acres comprising 1.7 percent of the total land is categorized as vacant. This small amount of vacant land means that future development will require the redevelopment of existing sites that contain buildings.

KEY ISSUES AND CHALLENGES

As a starting point for the General Plan Update process, the City and consultant team worked with the community to understand the City's most important strengths as well as its physical, social and community challenges and opportunities for change. This information is necessary because the purpose of the General Plan is both to preserve and build on the unique and important characteristics of a community and to mitigate the negative features that exist. In this way, the General Plan can move the City towards being a better place to live and work in the future.

According to residents, South Gate is already a great place to live and work. There are strong neighborhoods, a unique town character and a dedicated and active citizenry. These qualities should be preserved and enhanced through the General Plan. At the same time, residents and business owners feel that improvements need to be made to South Gate, including improving the visual quality of the City, addressing residential overcrowding and providing expanded economic development opportunities. The following is a discussion of these and other key challenges facing the City.

Overcrowded Residential Areas

Citizens noted that many of the residential areas are overcrowded. The overcrowding is a result of a number of factors, including the addition of multi-family housing in traditionally single family residential areas, construction of illegal living space such as the conversion of garages to living quarters and social issues such as more than one household and numerous generations living in single units. Overcrowding impacts the community because public facilities and services, such as parks, utilities, schools and youth programs, are over-used and there is a lack of parking on many residential streets.

According to residents, South

**Gate is already a great place to
live and work.**

Residential Neighborhoods Need Upgrades

While there are strong residential neighborhoods in the City, many with a unique character, many have issues that need to be addressed in the General Plan. The identified issues include:

- The construction of large homes on small lots, which are out of character with existing homes.
- Numerous code violations, especially illegal residential units and living spaces.
- Streets and sidewalks that are in need of repair due to a lack of maintenance and upkeep over the years.
- An abundance of trash and graffiti that detracts from the visual character of the neighborhood.

Physical and Economic Blight in Some Areas of the City

There are conditions of blight throughout the City, including both physical and economic blight. Many of these areas are along the major corridors – Firestone, Atlantic, Long Beach, Tweedy and Garfield.

Physical Barriers that Divide the City

There are numerous human-made barriers in the City that separate the Hollydale area, the “triangle” area and the older part of South Gate from each other. These barriers include I-710, the Los Angeles River and the Rio Hondo Channel, Power Transmission rights-of-way (owned by Los Angeles Department of Water and Power, Southern California Edison or the Metropolitan Water District of Southern California) and railroad rights-of-way. Some barriers are also a source of blight or air pollution, which needs to be addressed.

Traffic Congestion and Insufficient Public Transit Services

Major streets in the City are heavily congested and traffic and parking demands are spilling over into neighborhoods. Public transit is available throughout the City, but many transit routes do not reach residents’ desired destinations.

Unknown Historic and Cultural Resources

A comprehensive survey of cultural and historic resources has never been conducted. A survey should be conducted so that resources can be protected.

Major Corridors that Detract from Community Character and Design

The major corridors in the City – including Long Beach, Firestone Boulevard, California, Imperial and Atlantic – are visually unattractive and do not contribute to the overall appearance and identity of the City. Specific issues include the following:

- There are a large number of used car dealers and automobile-related uses such as auto repair shops.
- The pedestrian environment is unsafe and unattractive. Sidewalks are relatively narrow, wide roadways make pedestrian crossings difficult, there is a lack of a consistent street cover, sidewalks in some areas are in disrepair and there is an abundance of trash and graffiti.
- The parcels are relatively small and shallow and there are irregular parcel sizes. This makes large-scale redevelopment difficult.
- There is an abundance of underutilized lots and buildings that could be redeveloped to contribute to the character of the community
- Some of the buildings suffer from a lack of upkeep or are in disrepair.
- There is a lack of uniform or consistent urban character with buildings that have different setbacks, heights and design styles.

Tweedy Mile Needs Improvement

While Tweedy Mile provides great “bones” for a downtown Main Street, there are numerous issues that need to be addressed. These include the following:

- The street and sidewalks are dirty and in disrepair.
- There is a lack of a uniform urban character. Many of the parcels have a main street character with storefronts adjacent to the sidewalk. However, there are numerous places where the character is disrupted by uses with large parking lots and buildings set back from the street.
- The buildings need a “face lift” to make them more attractive. Measures suggested during the planning process include new paint and awnings and consistent signage.
- There is a lack of a diversity of retail and a relatively high percentage of ground floor medical facilities and office uses, which diminishes the pedestrian environment.
- The pedestrian environment is unattractive. Street furniture is old and in disrepair, crosswalks need better markings and traffic speeds make mid-block crossings unsafe.

Neighborhood Retail Areas Need Improvement

There are numerous small grocery stores and other service-oriented uses located around the City, primarily at the intersection of arterial and collector streets. Though some of these smaller retail centers offer goods and services to surrounding neighborhoods, two of the primary smaller retail centers – State Street and Hollydale – are not fulfilling their potential for being small main street districts.

Lack of Diversity of Employment Uses

While the City has a large number of industrial uses, there is a lack of a diversity of other job-producing uses, namely office and research and development uses. These uses could help to diversify the economy and advance the economic position of city residents.

Lack of Restaurants and Retail

There is a lack of variety of restaurants and retail stores, especially higher end stores, sit-down restaurants and main stream stores. There are opportunities to increase the number, location and variety of retail stores and establishments throughout the City, especially along Tweedy Mile.

Negative Impacts from Industrial Uses

Numerous issues with the type and location of industrial uses were identified. These issues include: close proximity of industrial uses to some residential areas, locations where industrial uses are located on parcels designated for residential and commercial uses, industrial buildings that are in disrepair and a high level of truck traffic on City streets.

Lack of Parks Space in the City

The community identified a lack of park space and an uneven distribution of parks in the City as a major land use concern.

COMMUNITY DESIGN STRATEGIES

For South Gate, which is a completely urbanized area, growth and change must be delicately balanced with preserving the existing character of the community.

The General Plan is designed to provide a forward-looking vision for the future of South Gate through the year 2030 and beyond. It should provide guidance not just for day-to-day planning decisions but for how these individual decisions should move the City toward a new future. It is important to keep this bigger picture in mind: the goal of the community design concepts and land use designations presented here is to achieve an “on the ground” vision.

For South Gate, which is a completely urbanized area, growth and change must be delicately balanced with preserving the existing character of the community. The City, through the General Plan, should preserve and build on the unique aspects of the community while selectively making changes that will improve the quality of life for existing and future residents. In other words, the change that does occur must be designed to make the City a better place to live, play, work and do business, while avoiding negative impacts to the community.

During the General Plan update process, South Gate citizens and the City Council provided their vision of what the City should look like in the future. They identified the unique aspects of the City, as well as where change should occur and what that change should look like. They also identified key community design concepts, described below, which are



A key strategy in the plan is to preserve and enhance South Gate's neighborhoods.

the foundation for both the City's future land use vision and for the specific goals, objectives, policies and actions that will guide the day-to-day decisions of the City Council and staff. A graphical representation of the key community design strategies are presented in Figure CD 2.

Preserve Character of Existing Distinct and Well-Designed Neighborhoods

The greatest strength of the community is its diverse, stable and well-designed residential areas, most of which were built before 1960. The character and quality of these residential areas should be preserved and enhanced in the future. Actions should be taken to improve on these residential areas' strengths, which include: narrow streets, good street trees, uniform building types/styles and sidewalks with wide planting strips. Infill development should only be allowed that is consistent with the existing character, and neighborhoods must be buffered from future development in districts and corridors on their edges.

Focus New Development on Transit Corridors

The major transit corridors in the City – Long Beach, Firestone, Garfield, Atlantic, Imperial and Paramount – are currently underutilized community assets that are visually and economically blighted. These corridors should be redeveloped with a mix of uses that provide additional opportunities for shopping, working and living. As the corridors are redeveloped, special attention must be paid to buffering the new uses from the existing residential areas that are typically located just beyond the edge of the corridor. Adding development near existing and expanded future transit service will help to reduce the overall number of driving trips as public transit becomes a more viable transportation option.

Revitalize Tweedy Mile

Tweedy Mile provides the bones for a great downtown, differentiates South Gate from nearby communities, and could be developed as a citywide or regional destination. Unfortunately, Tweedy Mile is not living up to its potential as a strong community asset. During the life of the General Plan, this untapped asset should be revitalized to become the heart of the City. The area should be beautified, new uses such as ground-floor retail should be added, and housing should be built at its edges to add vitality and life to the area.

Create the Firestone Retail and Entertainment Corridor

Firestone Boulevard between the east side of San Miguel Avenue and the Rio Hondo Channel should be transformed into a destination entertainment and retail area that attracts visitors from throughout the region. This area will include a major destination retail center at the intersection of Firestone and Long Beach Boulevards – the El Portal retail center – which was entitled in 2008. The Corridor should also be coordinated with expansions to the El Paseo/South Gate Towne Center District and streetscape improvements, gateway treatments and other beautification activities.



Tweedy Mile should be revitalized as citywide or regional destination with a diversity of retail stores, restaurants, and new housing.



New development will be focused along the City's major transportation thoroughfares, such as Firestone Boulevard.

Capitalize on the Los Angeles River and Rio Hondo Channel

While presently a visual scar and a physical barrier in the City, these two waterways could be revitalized to be a community asset. Recreated river corridors could beautify and revitalize South Gate and turn the areas into regional assets instead of underused physical barriers. Actions that could be taken include beautifying the multi-use trails that currently exist with landscaping and pedestrian/bicycle facilities, improving access from the community, using public art, cultural and historical landmarks to beautify and drawing attention to the river, and creating development projects that create an urban waterfront.

Create Neighborhood Nodes Throughout the City

Neighborhood nodes are local community meeting and gathering places that contain a mix of uses that serve the daily needs of residents. A small number of existing neighborhood-serving retail establishments – such as those on State Street, on Garfield in Hollywood, and in other smaller centers throughout the City – provide needed services for local residents. These neighborhood nodes are located on the periphery of existing neighborhoods on secondary roadways such as State Street and California Avenue. The plan envisions supporting these neighborhood nodes and developing a series of them throughout the City.

Create a Transit Village

A new transit village should be created near the Firestone and Atlantic intersection. New transit uses should be explored for the area and a mixed use district with high density housing, retail, and office use should be created. There is also the distinct possibility of a second transit village on Garfield Avenue north or south of Hollywood. The facility could be developed to complement the redevelopment of a mixed use private/public government center on Imperial Highway in the City of Downey.

Create a College District

The East Los Angeles Community College is considering a largely expanded campus complex that would include adaptive reuse of the former Firestone plant facilities north of Firestone Boulevard and replacement of the existing facility south of Firestone Boulevard with new buildings and multi-level parking structure that extend to Southern Avenue. This expansion creates an opportunity for lifelong learning in the community, and for drawing such auxiliary college uses as bookstores, cafés and restaurants. Adaptive reuse of the former Firestone plant facilities will allow the creation of a public/private research and development hub specializing in emerging green technology that supports the college's "green workforce" training programs.

Create a Civic Center District

The City should expand its current City Hall site to create a state/county/city civic complex that includes offices and courthouses. This will expand the job base in the City. Mixed use opportunities, including retail and residential, should also be explored.

Create a Mixed Use Educational Center

The Los Angeles Unified School District is planning an educational center along Tweedy Boulevard east of Atlantic Avenue. This district can beautify an underutilized part of the City, improve access to the waterfront and enhance lifelong learning in the City. Mixed use amenities should also be explored as part of this plan.

Expand the El Paseo/South Gate Towne Center Area

This area should be expanded and upgraded to a regional retail and entertainment destination. Large parcels should be redeveloped with new uses, the streetscape should be beautified and made more walkable, and multi-family residential uses should be added to create a more vibrant district.

Support and Expand Parks and City Green Spaces

South Gate is already home to one of the largest and most used parks in the region – South Gate Park. This park is a regional destination and a local destination for residents to socialize and exercise. “The Park” was identified by South Gate residents during the General Plan public outreach process as South Gate’s most important community asset. Improvements to other green spaces – including Hollydale Park, the Los Angeles River multi-use trail, the Rio Hondo multi-use trail, and linear parks along the Independence/Ardmore railroad right-of-way and the Southern Avenue utility corridor – will provide additional community amenities, as well as additional opportunities for physical exercise throughout the community. A priority will be redeveloping the railroad right-of-way along Ardmore/Independence as a green belt, parking strip and bike path, with opportunities for future expansion. This should be supported by a streetscape beautification process that adds greenery to all areas of the City.

Transform Industrial Uses into Higher Intensity Employment Centers

The City contains a wide variety of industrial, warehouse and distribution areas. This General Plan seeks to transform some of these areas to allow for higher intensity, job producing uses. Desired new uses include an expansion of the light industrial/flex condominium-style development that builds on and supports the boutique fabrication industry currently present in the City, office uses and research and development uses.



The amount of park space in the City should be expanded and existing parks should be maintained.

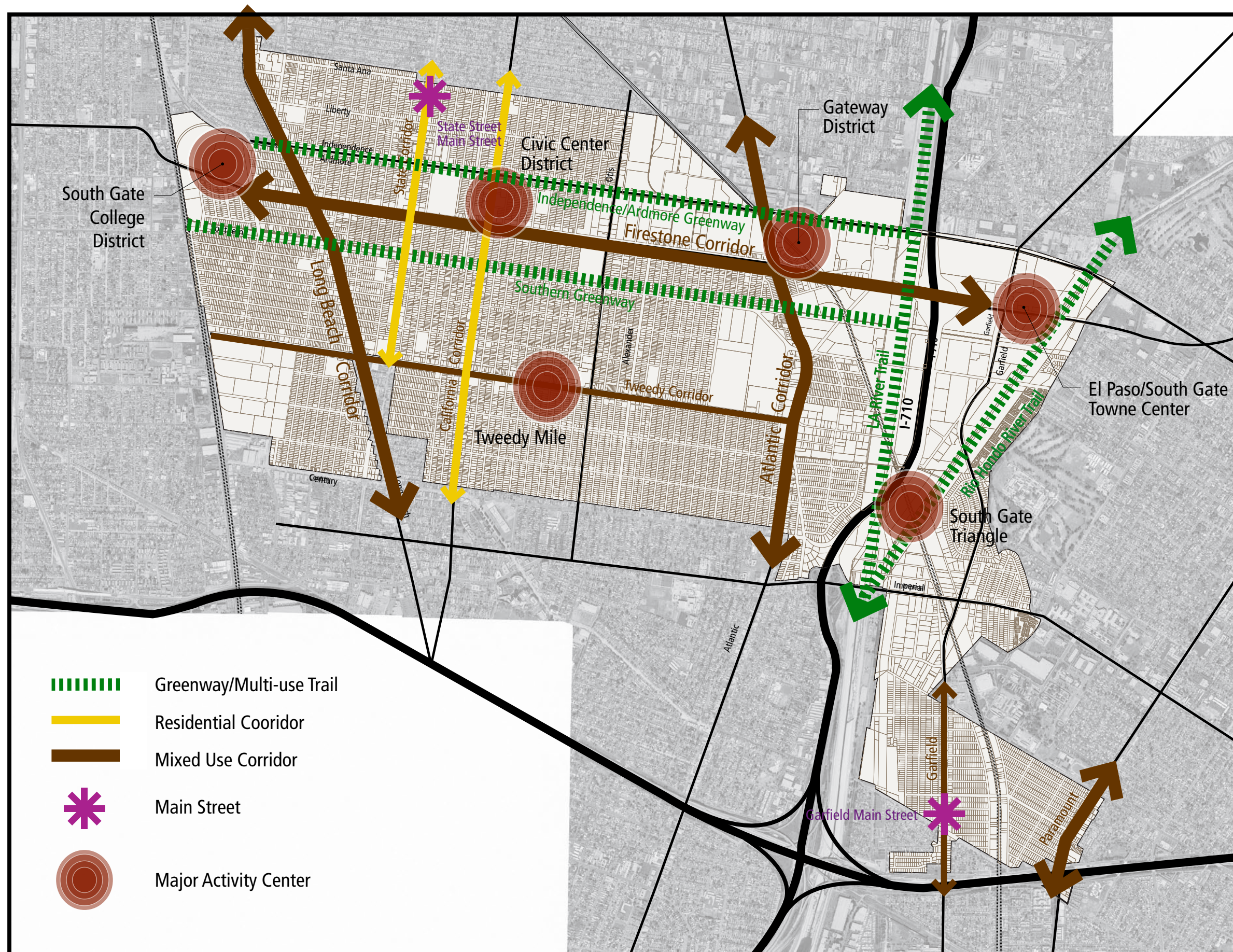


Figure CD 2 Key Community Design Concepts

PLACE TYPES: LAND USE DESIGNATIONS IN SOUTH GATE

Overview of the Approach

This section describes the intended future land uses and character for the City of South Gate.

...this approach goes beyond simple allowable land uses and identifies the character and form of a community.

This General Plan takes a different approach to land use in three significant ways. First, it divides the City of South Gate into unique and identifiable “Neighborhoods,” “Districts,” and “Corridors.” Every parcel in the City is located in one of many neighborhoods, districts and corridors. As is discussed below, this approach goes beyond simple allowable land uses and identifies the character and form of a community. Neighborhoods, Districts and Corridors define the geography of the community and provide the City with a sense of identity and uniqueness. Further, the Districts and Corridors serve as the regulatory geography of the General Plan instead of parcels, as is typical in most general plans. Thus, the future potential land uses and densities are not applied to individual parcels in this General Plan. Instead, they are applied to the entire District or Corridor (or identified sub-area within the individual District or Corridor). In addition, each District and Corridor includes policy guidance that includes a statement of existing conditions, a vision statement, allowable Place Types and specific policies that will help achieve the vision of the area.

A second difference between this General Plan and the previous General Plan for South Gate is that conventional land use designations (which identify only use and density/intensity) are replaced with the “Place Type” designations described above. Similar to land use designations, Place Type Designations identify the allowable land use and the density or intensity of use. However, Place Type designations also include policy guidance that addresses the form and character of future development. Thus, each Place Type designation also includes design guidance: building location and frontage, pedestrian access and design, public transportation access and design, and private vehicle access, parking and services. In this way, Place Types add a third dimension to the traditionally two-dimensional land use plan.

Third, more than one Place Type may be applied to each District and Corridor (or sub-part thereof). This is designed to allow for a greater mixing of uses and for flexibility in meeting future economic and environmental conditions or changes in the community's vision for the area. Additionally, in order to better express the desired vision for each District or Corridor, a hierarchy of permitted Place Types was identified, ranging from "highly desired" to "discouraged." The table of allowable Place Types for each District and Corridor is presented in Tables CD 7 and CD 8. The hierarchy contains a three-tiered order of preference that is described below:

- **Highly Desired** – This is the preferred Place Type for a District or Corridor and should be implemented unless there is a strong overriding reason not to implement it. This is the Place Type that best meets the vision for each District or Corridor. For districts and corridors, these are represented with a green dot in the Place Type tables.
- **Desired** – Place Types with this designation are allowed in the area but are not as highly desired. Certain restrictions may be placed on future projects that would like to build with this Place Type. This is represented with an orange dot in the Place Type tables.
- **Discouraged** – These Place Types are allowed in the District or Corridor but in very limited amounts. This is represented with a red dot in the Place Type tables.

Place Types that do not fall under one of these three categories are not allowed in the District or Corridor.

Neighborhoods are treated somewhat differently from Districts and Corridors in the General Plan. Due to the fact that most residents of existing residential areas desire to preserve the character and stability of their neighborhood, only one Place Type is applied to each area. The majority of the City is designated with the Neighborhood Low designation and a small percentage of areas are designated as Neighborhood Medium.

Neighborhoods, Districts and Corridors – The Building Blocks of Community

The Neighborhoods, Districts and Corridors concept sub-divides the City into unique and distinct sub-parts because strategies for change, growth and prosperity will be a result of area-specific planning efforts. Each and every parcel in the City is located in one of the identified Neighborhoods, Districts and Corridors, and the policies for growth and change are organized around this planning concept, supplemented by additional goals, objectives and policies that apply to the entire City.

Neighborhoods

Like any great city, South Gate has developed around the basic unit of the neighborhood. A true neighborhood is not a subdivision but rather a unique and identifiable area containing a neighborhood center with a pedestrian-friendly mix of uses and a range of housing types for people in all stages of life. Neighborhoods are often defined as the area within a quarter mile walking distance from the center to the edge, within which most residents can walk to meet their daily needs. Neighborhoods are also often bounded by physical characteristics, such as major roadways or railroads. However, it is also common for neighborhoods to have overlapping boundaries, especially as these boundaries are perceived by residents. Thus, specific boundaries for individual neighborhoods are not identified in this General Plan.

Unlike Districts and Corridors, which allow more than one Place Type, primarily residential areas of the City are designated with either the Neighborhood Low or Neighborhood Medium designation. As is discussed below, the Neighborhood Low designation allows single family homes and the Neighborhood Medium designation allows for a range of housing types including single family, duplex, triplex, and small apart-

ments. This was done to ensure stability of these areas for current residents and to support one of the primary guiding principles of the General Plan – the preservation of existing neighborhoods. Figure CD 3 identifies the Neighborhood Low and Neighborhood Medium areas of the City. Neighborhood Medium High and Neighborhood High areas are incorporated into the Districts and Corridors areas shown below.

Districts

Districts are areas of higher intensity development located throughout the City. They often consist of streets or areas emphasizing specific types of activities or characteristics. Districts are important activity centers that include residents, but also serve to draw employees, shoppers and visitors to the City. The design and desired land use mix of Districts varies from area to area. Some, such as the new transit-oriented village near the intersection of Firestone and Atlantic Avenues, will create a pedestrian- and transit-oriented environment. They will incorporate some mixed use residential development at a higher density than the surrounding areas. The Districts will serve as a focal point for new housing to meet anticipated growth in population. Other Districts are designed to be primarily job centers. They will naturally have more of a focus on commerce, and may be less conducive to a pedestrian environment. At the same time, a certain number of mixed uses would be allowed in such Districts and a pedestrian- and transit-friendly environment would be encouraged wherever feasible.

In the General Plan, some Districts are targeted for significant change and evolution over the time horizon of the plan. Other Districts are expected to generally remain as they are today, with minor changes to improve and enhance the areas. The Districts in the City are shown in Figure CD 4.

How to Identify Place Types for Individual Parcels

In order to figure out what is allowed on each parcel of land in the City, follow the steps outlined below:

Identify the parcel of land in question on the maps shown in Figures CD 3, CD 4 or CD 5.

If the parcel is in an area in Figure CD 3, then it is either designated as Neighborhood Low or Neighborhood Medium. To understand the allowable densities and uses, see the section below titled “Place Type Designations.”

If the parcel is in a District or Corridor, find the name of the District or Corridor and go to the section in the General Plan below titled “Districts” or “Corridors.” These sections will contain information on each individual District or Corridor, including a description of the existing conditions in the area, a vision statement, the allowable Place Types and specific policies for the area.

To determine what is allowed within each Place Type, go to the description of “Place Type Designations” presented below. Place Types identified with a green dot are highly desired. Place Types identified with a yellow dot are “desired.” Place types with a red dot are “discouraged.” Place Types without any dot are not allowed in the area.

Check to see whether the parcel is in the area identified as the “Corridor Transition Overlay.” If it is in this area, then refer to the description of the Corridor Transition Overlay in the “Place Type Designation” section.

Corridors

Corridors are the major transportation thoroughfares and access routes in the City. Corridors also include the parcels fronting the roadway and may be several parcels deep to allow for significant redevelopment opportunities. They serve both as boundaries between Neighborhoods and Districts and as places that knit the community together by creating destinations for residents as well as visitors from across the region.

Figure CD 5 shows the identified Corridors in the City. Corridors in South Gate are, by and large, an underutilized resource. They contain a variety of strip and stand-alone commercial buildings. Most have buildings set back from the street with little relationship to one another. Some stretches of these important thoroughfares have parcels that are vacant or contain buildings that are underutilized or in a state of disrepair.

This General Plan seeks to transform Corridors from features that divide the community into areas that bring people together. Corridors should be attractive, contain a diverse mix of uses – including residential uses at higher densities than currently exist – provide safe travel for pedestrians, bicycles, transit vehicles and automobiles, and enable people and goods to circulate with relative ease.



Figure CD 3 Neighborhoods

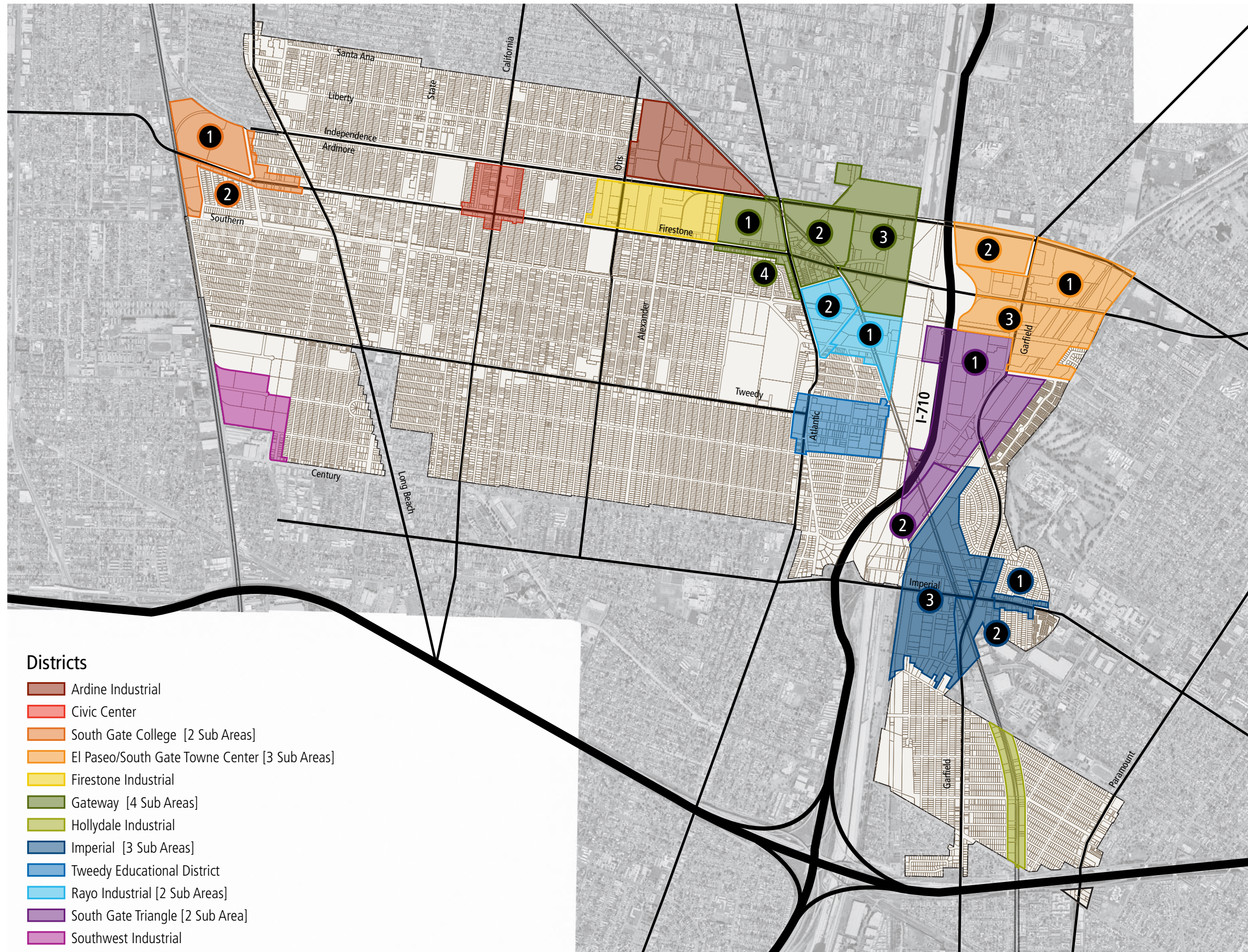


Figure CD 4 Districts

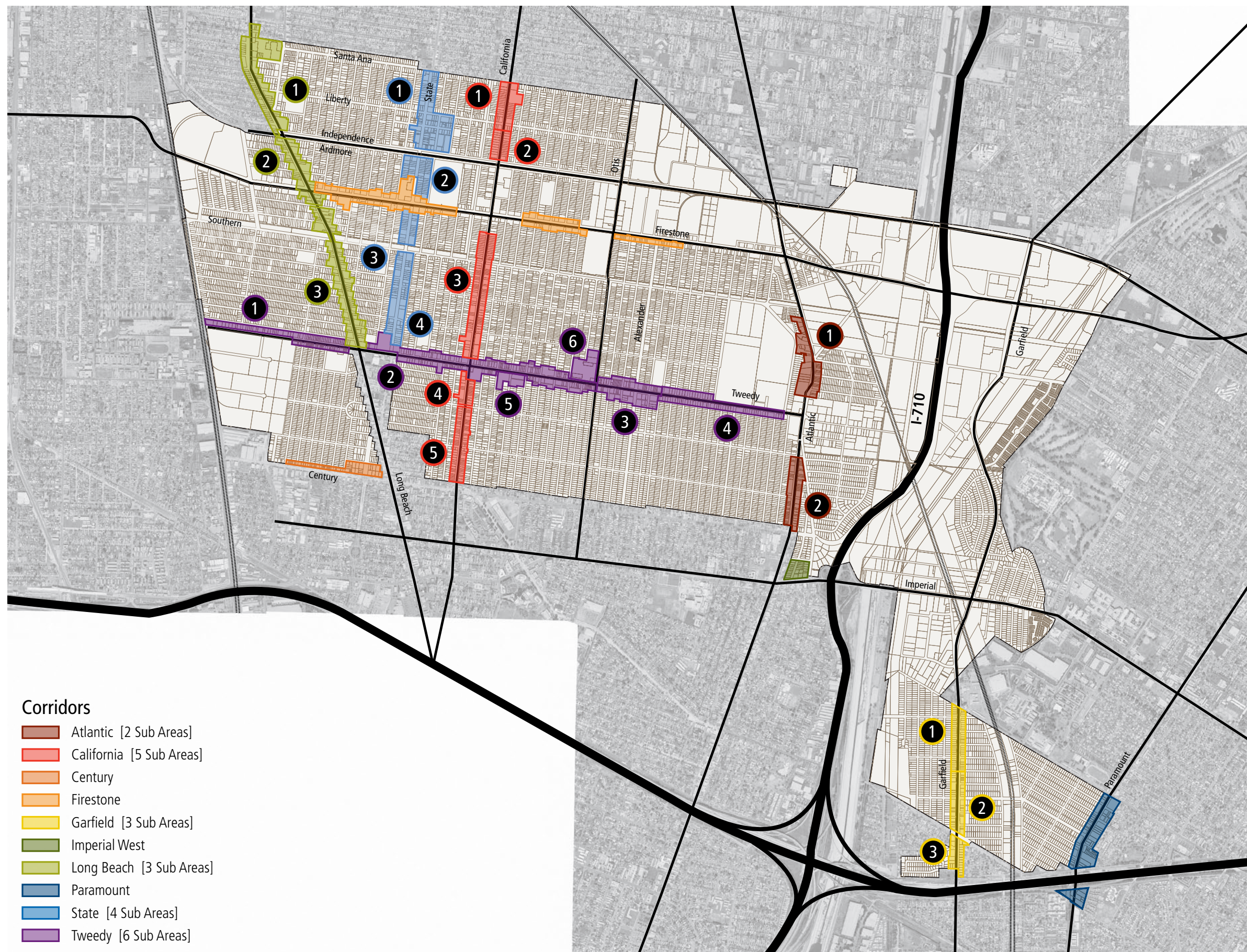


Figure CD 5 Corridors

Table CD 7: Allowable Place Types by District












































































































































District Name	Place Types												
	Neighborhood Low	Neighborhood Medium	Neighborhood Medium-High	Neighborhood High	Neighborhood Center	Boulevard Medium-High	Boulevard High	Urban Village	Single-Use Retail	Main Street	Office/R&D	Light Industrial/Flex	Manufacturing/Distribution
Legend:  Highly Desired  Desired  Discouraged x Not Allowed													
El Paseo/South Gate Towne Center - Sub-area 1	x	x	x	x	x	x	x			x		x	x
El Paseo/South Gate Towne Center - Sub-area 2	x	x	x	x	x	x	x	x	x	x	x		x
El Paseo/South Gate Towne Center - Sub-area 3	x	x	x	x	x	x	x	x		x			
South Gate Triangle - Sub-area 1	x	x	x	x	x	x	x	x		x			
South Gate Triangle - Sub-area 2	x	x	x	x	x	x	x	x		x			
Imperial - Sub-area 1	x	x		x	x		x	x		x	x	x	x
Imperial - Sub-area 2	x	x		x	x		x	x		x	x		x
Imperial - Sub-area 3	x	x	x	x	x	x	x	x		x			x
Hollydale Industrial	x	x	x	x	x	x	x	x	x	x	x		x
Tweedy Educational District	x	x		x	x		x	x	x	x	x	x	
Rayo Industrial - Sub-area 1	x	x	x	x	x	x	x	x	x	x			
Rayo Industrial - Sub-area 2	x	x	x	x	x		x	x		x		x	
Gateway - Sub-area 1	x	x	x	x	x	x	x			x	x	x	x
Gateway - Sub-area 2	x	x	x		x	x	x			x			x
Gateway - Sub-area 3	x	x	x	x	x	x	x	x		x			x
Gateway - Sub-area 4	x	x	x	x	x		x	x		x	x	x	x
Ardine Industrial	x	x	x	x	x	x	x	x	x	x	x		
Firestone Industrial	x	x	x	x	x	x		x		x			
Southwest Industrial	x	x	x	x	x	x	x	x	x	x	x		
South Gate College - Sub-area 1	x	x	x	x	x	x	x	x	x	x			x
South Gate College - Sub-area 2	x	x		x	x		x	x		x		x	
Civic Center	x	x	x	x	x		x		x	x	x	x	

Table CD 8: Allowable Place Types by Corridor

Corridors	Place Types														
	Neighborhood Low	Neighborhood Medium	Neighborhood Medium-High	Neighborhood High	Neighborhood Center	Boulevard Medium-High	Boulevard High	Urban Village	Single-Use Retail	Main Street	Office/R&D	Light Industrial/Flex	Manufacturing/Distribution	Civic/Institutional	Open Space
Legend:  Highly Desired  Desired  Discouraged  Not Allowed															
Garfield - Sub-area 1	x		x	x	x	x	x	x	x	x	x	x	x	x	
Garfield - Sub-area 2	x	x	x	x	x	x	x	x			x	x	x	x	
Garfield - Sub area 3	x		x	x	x	x	x	x			x	x	x	x	
Paramount	x	x	x	x	x		x	x			x	x	x		
Atlantic - Sub-area 1	x	x	x		x	x		x		x	x	x	x		
Atlantic - Sub-area 2	x	x		x	x		x	x		x	x	x	x		
California - Sub-area 1	x		x	x		x	x	x		x	x	x	x	x	
California - Sub-area 2	x		x	x		x	x	x		x	x	x	x	x	
California - Sub-area 3	x		x	x		x	x	x	x	x	x	x	x	x	
California - Sub-area 4	x		x	x		x	x	x	x	x	x	x	x		
California - Sub-area 5	x		x	x		x	x	x	x	x	x	x	x		
Firestone	x	x	x		x	x		x		x	x	x	x		
Century Boulevard	x	x		x		x	x	x		x	x	x	x	x	
Imperial West	x		x	x	x	x	x	x		x	x	x	x	x	
Tweedy - Sub-area 1	x		x	x		x	x	x		x	x	x	x		
Tweedy - Sub-area 2	x	x	x	x	x	x	x	x			x	x	x	x	
Tweedy - Sub-area 3	x	x		x	x		x	x			x	x	x	x	
Tweedy - Sub-area 4	x		x	x	x	x	x	x	x	x	x	x	x		
Tweedy - Sub-area 5	x	x	x	x	x		x	x			x	x	x	x	
Tweedy - Sub-area 6	x	x	x	x	x		x	x			x	x	x	x	
Long Beach - Sub-area 1	x	x		x	x		x	x		x	x	x	x		
Long Beach - Sub-area 2	x	x		x	x		x	x		x	x	x	x		
Long Beach - Sub-area 3	x	x		x	x		x	x		x	x	x	x		
State - Sub-area 1	x	x		x	x	x	x	x	x		x	x	x		
State - Sub-area 2	x		x	x	x	x	x	x		x	x	x	x		
State - Sub-area 3	x		x	x	x	x	x	x		x	x	x	x		
State - Sub-area 4	x		x	x		x	x	x		x	x	x	x		

Place Type Designations

State Law requires that the General Plan identify the future intended land use in the City and the allowable density or intensity of development. As is stated above, this General Plan does not include the typical land use designations. Rather, this General Plan contains "Place Type" designations. Place Type designations differ from traditional land use designations in that they move beyond just the use and intensity of development and address its desired form and character, which adds a third dimension to the built environment. This switch was made for a variety of reasons including a desire to provide more specific guidance on the intended future character of the City.

The following is a description of each Place Type Designation that is allowed in the City of South Gate. Each Place Type contains the following information:

- Statement describing the Place Type.
- Allowable land uses.
- The density or intensity of development. Residential development is measured in net dwelling units per acre and non-residential intensity is measured in floor-area ratio, which is the ratio of the building square footage (excluding structured parking) to the land area of the parcel.
- Pedestrian and public transit access to the building.
- Frontage and building placement, including the relationship between the parcel and the street.
- Parking, vehicle access and services, including the location of parking, how vehicles access the site and the general location of services such as truck loading facilities or garbage collection.

Please see Figure CD 8 (at end of section) for photos of Place Types.

Neighborhood Low

Description: This designation covers the majority of residential areas of the City and the majority of existing residential units, and is intended to preserve the existing character and nature of these neighborhoods. This designation provides for low to moderate intensity single family residential uses with some parcels allowing second units on the parcel. Access to Neighborhood Low residential property is primarily by private vehicle or bicycle network, with secondary access by public transit and sidewalks.

Land Use: Single family residential, parks/plazas/open space, education, public

Density/Intensity: 0 - 12 units/acre, maximum of 2 stories

Pedestrian Access: Primary pedestrian access from the main street with secondary access from alleys, where present.

Frontage and Building Placement: Buildings will be set back from the street and sidewalk to a depth that is consistent with those in the existing neighborhood. Where two story residential buildings are constructed, the City desires that the second story be set back from the street in order to reduce the massing of the building on the street and maintain the low-density character of the area. Landscaped front yards should separate buildings from the sidewalk and paving of front yards is prohibited. Open front porches that create private outdoor gathering spaces are encouraged; porches enclosed with glass or screens are allowed but discouraged.

Parking, Vehicle Access and Services: Resident automotive vehicles should be parked off-street in a garage, car port or uncovered parking spaces. Garages may be attached to, or detached from, the dwelling. Parking must be in spaces set back from the primary structure and located to the side or behind the structure. The parking structure may be either attached to or detached from the primary residential structure. Access to the parking will be from alleys (where available) or the primary street frontage. For houses located on corner lots, parking access may be provided from either street frontage, but not both.

Neighborhood Medium

Description: The purpose of this designation is to provide areas for a mix of single family and lower density multi-family residential housing. These areas are located along collector streets with a relatively low traffic volume, such as State Street and California Avenue, as a transition between higher intensity uses and lower intensity single family areas, as well as in neighborhoods that already exhibit a high degree of diversity in the type and density of residential housing. Despite the range of housing types allowed, these areas will be designed to contain a consistent character so that no building seems out of place with the others on the block. Access to Neighborhood Medium residential property is by private vehicle, public transit, bicycle network or sidewalk.

Land Use: Single family residential, duplex/triplex/fourplex, townhouses/rowhouses, parks/plazas/open space, education, public

Density/Intensity: 9 - 20 units/acre, maximum of 3 stories

Pedestrian and Public Transit Access: Primary pedestrian access from the primary street sidewalk frontage with secondary access from alleys where present. Pedestrian access to duplexes/triplexes/fourplexes may be from private driveways, sidewalks and walkways.

Frontage and Building Placement: The set-back of buildings should depend on the building type and overall character of the block. The setbacks will be generally consistent on a block-by-block basis so long as the buildings create an attractive pedestrian and street environment. Setbacks that vary by parcel are discouraged.

Parking, Vehicle Access and Services: Parking will be in a garage, car port or uncovered parking spaces. Garages may be attached to or detached from the dwelling. Parking must be set back from the primary structure and located to the side or behind the primary structure. In townhouses/rowhouses, parking garages may not front the public street, but must be on the side or behind the building. Access to parking may be from the primary street or, where available, will be from the alley. For houses located on corner lots, parking access may be provided from either street frontage, but not both.

Neighborhood Medium-High

Description: This designation provides for attached single family and multi-family housing. The designation is generally located along relatively high frequency roadways such as parts of Tweedy, Century, Long Beach and Atlantic. Development in this designation will add a mix of housing types in the City and serve as a transition between the corridor and the adjacent single family areas. New development should be designed to create an attractive street front where residents can meet and interact. Access to Neighborhood Medium-High residential property is by private vehicle, public transit, sidewalks, or bicycle network.

Land Use: Duplexes/triplexes/fourplexes, townhouses/rowhouses, multi-family, parks/plazas/open space, education, cultural, public assembly, civic/institutional

Density/Intensity: 21-40 units/acre, maximum of 4 stories (with bonus of up to 45 units per acre and 5 stories)

Pedestrian and Public Transit Access: The primary pedestrian entrance to each ground floor dwelling will be accessed directly from and will face the street sidewalk, a courtyard, or lobby (for multi-family uses). Access to upper floor units (in multi-family land use types) will be by elevator or stair, which may be open or enclosed. Secondary access to the building may be from a structured parking facility or surface parking lot. Neighborhood Medium-High should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Frontage and Building Placement: Buildings should have minimal setbacks from the street with frontages that support the creation of attractive and public spaces along streets and sidewalks. Front yard, stoop and forecourt frontages are recommended.

Parking, Vehicle Access and Services: Parking will be in an underground garage, tuck-under, car port or uncovered parking spaces located behind or within the building. Parking garages may not front the primary public street; parking may front alleys or side streets, if the parcel has two or more street frontages. Vehicular access to the parking lot should be from the primary street through shared driveways or alleys, where available. Vehicle access may also be from side streets if the parcel has frontage on more than one street.

Neighborhood High

Description: The purpose of this designation is to provide for condominiums and apartment developments where high-frequency public transit is readily available or desired in the future and where there is a diverse mix of uses within walking distance of the homes. This designation is typically found along major transportation corridors or as a part of districts that are expected to be redeveloped over the life of the General Plan. This designation will be applied to larger parcel sizes and the City expects that parcel assembly may be necessary to build to the maximum density. Access to Neighborhood High residential property is primarily by public transit and sidewalks as well as by auto or bicycle network.

Land Use: Multi-family, parks/plazas/open space, education, cultural, public assembly, public uses

Density/Intensity: 41-75 units/acre, between 3 and 6 stories (with bonus of up to 85 units per acre and up to 8 stories, as described in Objective CD 2.7)

Pedestrian and Public Transit Access: The primary pedestrian entrance to each ground floor dwelling will be accessed directly from the street sidewalk and pedestrian walkways, a courtyard, or lobby. Access to upper floor units will be by elevator or stair, which may be open or enclosed. Secondary access to the building may be from a structured parking facility or surface parking lot. Neighborhood High areas should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Frontage and Building Placement: Buildings will be located directly at the property line or pushed back from the property line and landscaped. Buildings should contribute to an attractive streetwall that is inviting and comfortable for pedestrians. Fences should not be used to separate the building or landscaped setback from the public street. Recommended frontage types include stoop and forecourt. Soundwalls or high fences separating the buildings from primary street frontages are prohibited.

Parking, Vehicle Access and Services: Parking will be in an underground garage, surface parking, tuck-under parking, above ground garage or any combination of these. Surface parking will be set back from the street and located toward the back of the lot. Parking garages should be designed so that they do not face the primary public streets; parking may front alleys or side streets if the parcel has two or more street frontages. Vehicular access to the parking lot should be from the primary street through shared driveways or alleys, where available. Vehicle access may also be from side streets if the parcel has frontage on more than one street.

Neighborhood Center

Description: This designation is intended to establish a neighborhood focus that is distinguished by civic buildings, small-scale commercial and mixed use buildings and multi-family housing. The designation allows for a diverse mix of uses at points where numerous neighborhoods meet in order to create nodes or focal points for neighborhoods and provide for a variety of activities and services within walking distance from homes. Uses will be designed to support daily convenience shopping and personal service needs of nearby residents.

Land Use: Retail/service, restaurant, office, multi-family, parks/plazas/open space, education, cultural, public assembly, public uses

Density/Intensity: 12-40 units/acre, 0.3 to 1.5 FAR; up to 3 stories

Pedestrian and Public Transit Access: Primary pedestrian access to ground floor uses will be directly from the main street. Entrances to residential portions of the project or upper-floor non-residential uses will be through a lobby accessed from the main street or parking facility. Neighborhood Centers should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Frontage and Building Placement: Buildings will be placed at the back of the sidewalk or pushed back from the sidewalk with public uses, such as plazas or outdoor seating that separate the buildings from the sidewalk. The preferred frontage type is shopfront, and ground-floor retail is desired in all buildings.

Parking, Vehicle Access and Services: Parking will be in an underground garage, surface parking, tuck-under parking, above ground garage or any combination of these. Surface parking will be set back from the street and toward the back of the lot. Parking garages may not front the public street. Vehicular access to parking lots will be from the primary street through shared driveways or alleys where available. Services and deliveries should be located at the rear of buildings and accessed via a service driveway or alley.

Boulevard Medium-High

Description: This designation provides for vertical and horizontal mixed use developments along corridors throughout the City, such as Paramount, Atlantic and Tweedy. The designation is intended to allow for relatively high intensity uses that increase the amount and diversity of housing units in South Gate and also, in some instances, allow for the addition of office uses. Mixed use projects along the corridors must be developed in a manner that protects and preserves the adjacent low density residential neighborhoods by stepping down in density and/or by providing appropriate buffer areas between the building and the neighborhood. The mixed use buildings will front the primary roadway and be designed to create an attractive pedestrian environment. Retail uses or other uses that attract pedestrian activity are desired on the ground floor.

Land Use: Multi-family, small-floorplate office, retail/service, restaurant, entertainment, lodging, parks/plazas/open space, education, cultural, public assembly, public uses

Density/Intensity: 21-40 units/acre; 0.5 to 1.5 FAR; maximum of 4 stories (with a bonus of up to 5 stories and up to 1.75 FAR, as described in Objective CD 2.7)

Pedestrian and Public Transit Access: Primary pedestrian access to ground floor retail uses will be directly from the main street. Entrances to residential portions of the project or upper-floor non-residential uses will be through a lobby accessed from the main street or parking facility. Secondary access to the building may be from a parking facility. Mixed use corridors will be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be located at ½-mile spacing, attractively designed to provide shelter and seating and protection from street traffic. Sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Frontage and Building Placement: Buildings will be placed at the back of the sidewalk or pushed back from the sidewalk on the primary frontage to provide space for gathering places, such as plazas or outdoor seating. The preferred frontage type on primary streets is shopfront and ground-floor retail is desired, but not required, in all buildings. Shopfront frontages are not required on building frontages that are facing side streets. Buildings will be designed to step down to the adjacent residential areas so as not to impact the character of the neighborhoods.

Parking, Vehicle Access and Services: Parking will be in an underground garage, tuck-under parking, above ground garage or any combination of these. Surface parking is strongly discouraged but, if used, will be set back from the street and toward the back of the lot. At-grade structured parking garages should not front the primary street frontage. Vehicular access to parking lots will be from a primary street, a side street or alleys, where available.

Boulevard High

Description: This designation provides for vertical and horizontal mixed use developments along major corridors throughout the City, such as Firestone and Long Beach. The designation is intended to allow for higher intensity uses that increase the amount and diversity of housing units in South Gate and allow for the addition of office uses to the City's land use mix. Mixed use projects along the corridors must be developed in a manner that protects and preserves the adjacent low density residential neighborhoods by stepping down in density and/or by providing appropriate buffer areas between the building and the neighborhood. The mixed use buildings will front the primary roadway and be designed to create an attractive pedestrian environment. Retail uses or other uses that activate the street are desired on the ground floor. This designation will be applied to larger parcel sizes and the City expects that parcel assembly may be necessary to build to the maximum density.

Land Use: Multi-family, office, R&D, retail/service, restaurant, entertainment, lodging, parks/plazas/open space, education, cultural, public assembly, public uses

Density/Intensity: 41-75 units/acre; 0.5 to 2.0 FAR; between 3 and 5 stories (with bonus of up to 85 units per acre; up to 2.5 FAR and up to 8 stories, as described in Objective CD 2.7)

Pedestrian and Public Transit Access: Primary pedestrian access to ground floor retail uses will be directly from the primary street. Entrances to residential portions of buildings or upper-floor non-residential uses will be through a lobby accessed from the main street or parking facility. Secondary access to buildings may be from parking facilities. Mixed use corridors will be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be located at ½-mile spacing, attractively designed to provide shelter and seating and protection from street traffic. Sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Frontage and Building Placement: Buildings will be placed at the back of the sidewalk or pushed back from the sidewalk on the primary frontage to provide space for gathering places, such as plazas or outdoor seating. The preferred frontage type on primary streets is shopfront and ground-floor retail is desired, but not required, in all buildings. Shopfront frontages are not required on building frontages that are facing side streets. Buildings will be designed to step down to the adjacent residential areas so as not to impact the character of surrounding neighborhoods.

Parking, Vehicle Access and Services: Parking will be in an underground garage, tuck-under parking, above ground garage or any combination of these. Surface parking is strongly discouraged but, if used, will be set back from the street and toward the back of the lot. At-grade structured parking garages should not front the primary street frontage. Vehicular access to parking lots will be from the primary street, a side street or alleys where available.

Urban Village

Description: This designation is intended to create mixed use districts in key locations of the City, such as the Gateway Transit Village area. The designation provides for vertical and horizontal mixed use developments that increase residential and employment opportunities in the City. Since this designation is applied to areas of the City with existing large parcels, the density is higher than is allowed in the Boulevard High designation. Mixed use buildings will be designed to create attractive and vibrant districts with building designs that support activity along streets and pedestrian pathways.

Land Use: Multi-family, office, R&D, retail/service, restaurant, entertainment, lodging, parks/plazas/open space, education, cultural, public assembly, public uses

Density/Intensity: 41-100 units/acre; 0.5 to 2.5 FAR; up to 8 stories (with bonus of up to 120 units per acre, up to 3.0 FAR and up to 10 stories, as described in Objective CD 2.7)

Pedestrian and Public Transit Access: Circulation within Urban Villages will emphasize pedestrian pathways and separation of pedestrian and auto traffic as much as possible. Primary pedestrian access to ground floor retail uses will be directly from the pedestrian circulation system along the main street. Entrances to residential portions of the project or upper-floor non-residential uses will be through a lobby accessed from the pedestrian pathways, main street sidewalks or parking facilities. Secondary access to the building may be from a structured parking facility or surface parking lot. The Urban Village Place Type should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Frontage and Building Placement: Buildings will be placed at the back of the sidewalk or pushed back from the sidewalk to provide space for gathering places, such as plazas or outdoor seating. The preferred frontage type is shopfront and ground-floor retail is desired, but not required, in all buildings.

Parking, Vehicle Access and Services: Parking will be in an underground garage, tuck-under parking, above ground garage or any combination of these. Surface parking is strongly discouraged but, if used, will be set back from the street and toward the back of the lot. Parking garages may not front the primary street. Vehicular access to parking lots will be from the primary street, a side street or alleys where available.

Single-Use Retail

Description: This designation provides for a wide range of retail and similar service-oriented uses including large-format supermarkets, big box centers, regional destination shopping areas, strip commercial development and highway commercial uses, such as gas stations. The uses in this designation are typical of a suburban, auto-oriented design with a relatively low FAR and parcels dominated by surface parking lots. The application of Single-Use Retail throughout South Gate will be limited to areas located along the City's major transportation corridors.

Land Use: Retail/service, office, restaurant, gas station, auto sales/repair, lodging, entertainment, public assembly, parks/plazas/open space, cultural, public uses

Density/Intensity: 0.3 to 1.5 FAR, up to 3 stories

Pedestrian and Public Transit Access: Primary pedestrian access will be from parking lots or public street sidewalks. Attention should be given to providing safe and attractive pedestrian facilities and to allowing pedestrians to walk safely from bus stops or, if arriving by automobile, to park once and walk between the different uses in the project. Single Use retail should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Building Placement and Frontage: Buildings may be set back significantly from the street and separated from the street by parking lots. Landscaping and other pedestrian-oriented elements will be used to buffer the parking lots from the public street and sidewalk. Pad buildings may be placed along the street to assist with the transition between the primary retail buildings and the public realm. Drive-thru buildings are allowed in this Place Type designation.

Parking, Vehicle Access and Services: Parking should be located in surface parking lots or structures that are part of or adjacent to the primary retail buildings. Parking areas are encouraged to be provided to the rear or side of buildings and include trees that reach mature heights of at least 20 feet, whenever feasible. Services such as loading docks should be out of view from the primary public street and located away from adjacent residential areas so as not to cause adverse impacts. Service and storage areas will be screened by fencing and appropriate landscaping. Vehicular access may be allowed from secondary streets, as necessary.

Main Street

Description: This designation is for areas that exhibit a small-scale, main street character and that contain mixed use buildings (with retail on the ground floor and office, medical uses, services or residential on the upper floors) or a mix of uses on separate parcels. The designation is characterized by ground floor retail, buildings built to the edge of the sidewalk, little to no separation between buildings, and parking located behind buildings accessed from an alley or in shared parking facilities. Office and residential uses may be located on upper floors in mixed use buildings. Existing areas that exhibit this character are Tweedy Mile, the State Street retail area and Garfield in Hollydale. A new Main Street area is allowed to be constructed along Paramount Boulevard and on Santa Fe Avenue in the South Gate College District.

Land Use: Multi-family, retail/service, office, restaurant, parks/plazas/open space, education, public uses

Density/Intensity: 12-40 units/acre; 0.3 to 1.5 FAR; up to 3 stories

Pedestrian and Public Transit Access: Primary pedestrian to ground floor uses will be directly from the main street sidewalk. Entrances to residential portions of the project or upper-floor non-residential uses will be through a lobby accessed from the main street sidewalk or parking facility. Main Street areas should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Pedestrian pathways and street sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Building Placement and Frontage: Buildings will be placed at the back of the sidewalk or pushed back minimally from the sidewalk with public uses, such as plazas or outdoor seating, separating the building from the sidewalk. The preferred frontage type is shopfront and ground-floor retail is desired in all buildings except education and Civic/Institutional uses.

Parking, Vehicle Access and Services: Parking will be in an underground garage, surface parking, tuck-under parking, above ground garage or any combination of these. Surface parking will be located behind the buildings. In limited circumstances, parking lots may be located on the side of buildings so long as the majority of street frontage of the parcel contains storefront retail. Parking garages may not front the primary public street. Services and deliveries should be located at the rear of buildings and accessed via a service driveway or alley. Vehicular access may be allowed from secondary streets, as necessary.

Office/R&D

Description: The purpose of this designation is to diversify the job and economic base of the City of South Gate and to provide the opportunity for more residents to live and work in the City. Specific uses allowed in this designation include medium- and large-scale uses such as office, high-tech, and research and development uses. This designation is applied to numerous districts around the City such as the South Gate Triangle District, Rayo Industrial District and the South Gate College District – areas where the City desires to transition into a higher-intensity use over time. Other allowable uses include emerging green technology such as those proposed for the East Los Angeles Community College adaptive reuse of the former Firestone plant facilities in the South Gate College District.

Land Use: Office, retail/service, restaurant, R&D, parks/plazas/open space, public assembly, education

Density/Intensity: 0.3 to 2.0 FAR; up to 5 stories (with bonus of up to 3.0 FAR and up to 8 stories, as described in Objective CD 2.7)

Pedestrian and Public Transit Access: Primary pedestrian access will be directly from the main street with secondary access from parking facilities.

Building Placement and Frontage: Buildings will be placed at the back of the sidewalk or pushed back minimally from the sidewalk with landscaping or public uses separating the building from the sidewalks. The frontage of buildings should be ground floor retail space or office space with a high degree of transparency; excessive amounts of blank walls are not allowed. Office/R&D should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Pedestrian pathways and street sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Parking, Vehicle Access and Services: Parking will be in an underground garage, surface parking, tuck-under parking, above ground garage or any combination of these. Surface parking will be located behind buildings. In limited circumstances, parking lots may be located on the side of buildings. Parking garages should not front the public street. Services and deliveries should be located on the rear or side of buildings and accessed via a service driveway or alley. Vehicular access may be allowed from secondary streets, as necessary.

Light Industrial/Flex

Description: This designation allows for a wide variety of industrial, office and retail uses in a single building or group of buildings. The designation is characterized by small to medium footprint buildings that are often subdivided into small rental spaces or condominiums, each with a separate use. The designation is intended to allow for the expansion of the existing “boutique” industrial development that currently ex-

ists in the City. The designation is allowed in many of the existing industrial areas of the City and is envisioned to serve as a transition between heavy industrial uses and other uses such as retail or Office/R&D.

Land Use: Retail/service, office, R&D, light industrial, restaurant, manufacturing, logistics/warehouse, education, public assembly, parks/plazas/open space

Density/Intensity: 0.25 to 1.0 FAR, up to 3 stories

Pedestrian and Public Transit Access: Primary pedestrian access will be from parking lots or public streets, depending on the design of the buildings. Regardless of building placement and frontage, the site will be designed to provide clear, direct and safe pedestrian access from the public street to all building entrances. Light Industrial/Flex areas should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Pedestrian pathways and street sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Building Placement and Frontage: Buildings should be placed directly at the property line or set back from the street with a landscaped buffer. The majority of the street's frontage should be developed with buildings and/or landscaping.

Parking, Vehicle Access and Services: Parking will be in surface parking, tuck-under parking, an above ground garage or any combination of these. Parking lots may be located on the side of buildings so long as the parking does not cover more than half of the street frontage. Vehicle access will be directly from the main street, from a secondary street or from adjoining parcels. Services will be located on the side or back of buildings and will be buffered from adjacent residential uses.

Manufacturing/Distribution

Description: This designation provides for industrial or manufacturing activities that may occur inside or outside of an enclosed building. Large-scale warehouse, distribution or logistics facilities are also allowed in this designation. The designation is characterized by a low employment density and a high volume of truck traffic. Due to the heavy truck traffic and other issues (such as noise and air pollution) that occur as a result of these uses, the City desires to limit new Manufacturing/Distribution uses to a few areas of the City including the South Gate Triangle, Gateway and Southwest Industrial districts.

Land Use: Manufacturing, logistics/warehouse, light industrial

Density/Intensity: 0.25 to 2.0 FAR, up to 4 stories (with exceptions for special structures such as towers, storage tanks, and similar structures.)

Pedestrian and Public Transit Access: Pedestrian access to the site will be from a public street sidewalk. Manufacturing/Distribution should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Pedestrian pathways and street sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Building Placement and Frontage: Buildings and exterior manufacturing facilities may be set back from public streets and separated by landscaping. Fences and/or walls may be used to provide security and protection. Where used, landscaping should be located between the sidewalk and the fence or wall. Buildings and activities should be placed on the site to minimize the impact on adjacent residential uses, where they exist.

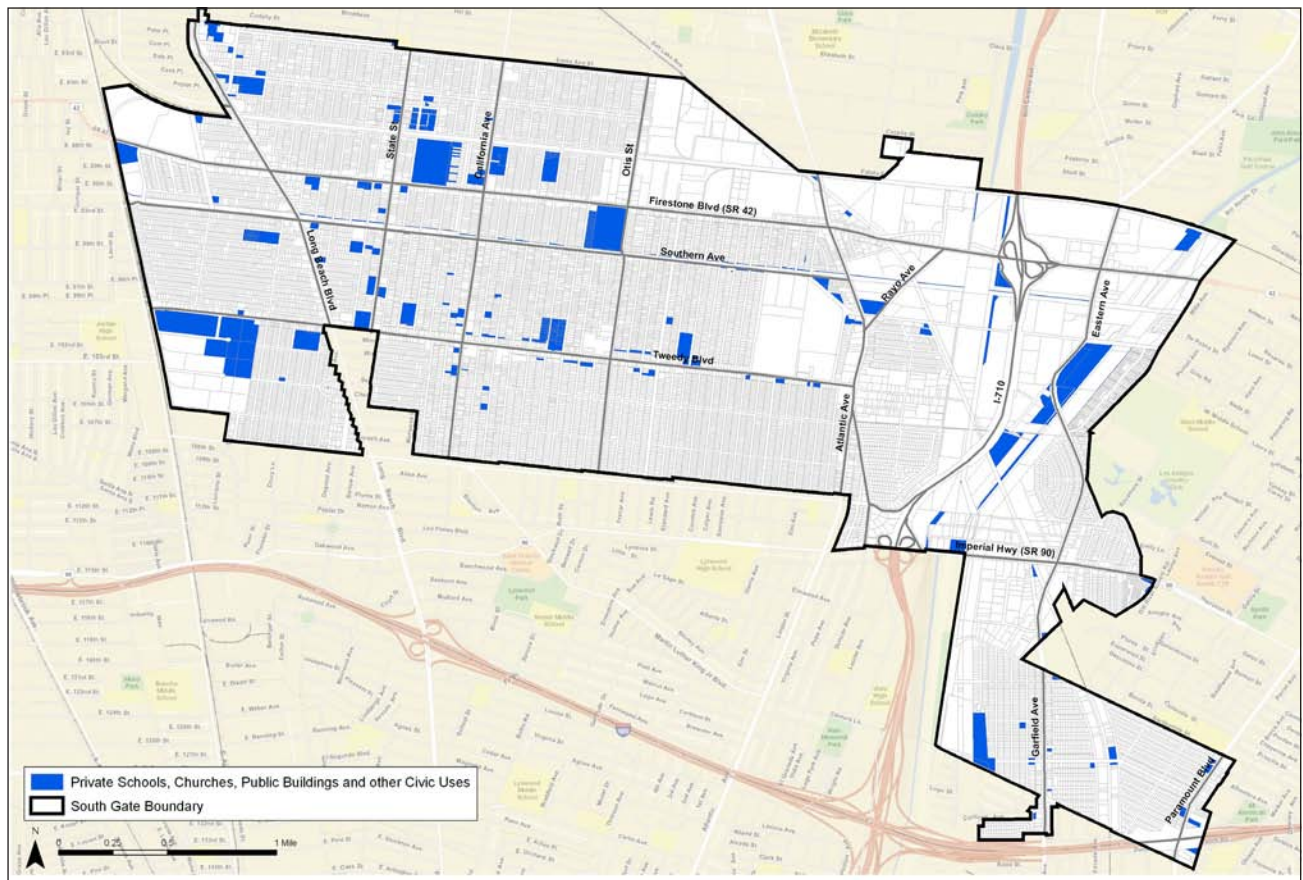


Figure CD 6 Parcels designated for Civic/Institutional Uses

Parking, Vehicle Access and Services: Parking should be in surface parking lots with vehicular access from a primary street. Parking areas are encouraged to be provided to the rear or side of buildings and to include trees that reach mature heights of at least 20 feet, whenever feasible. Outdoor storage areas, including storage of trucks and equipment, will be screened from view from adjacent streets and parcels by appropriate fencing and/or landscaping.

Civic/Institutional

Description: This designation provides for public and quasi-public uses such as government buildings, public and private schools, colleges, community centers, religious centers, parking structures, and utility stations. The Place Type also allows for a variety of support uses such as restaurants, housing and retail/service. The

designation is applied to numerous areas of the City including the South Gate College District and the Civic Center District. Figure CD-6 identifies the existing parcels that are designated as Civic/Institutional. These parcels may not be developed with any other uses without an amendment to the General Plan. In the future, other parcels may be designated as Civic/Institutional.

Land Use: Education, public assembly, parks/plazas/ open space, cultural, public uses, office, retail/service, restaurant, and housing

Density/Intensity: 0 to 3.0 FAR; up to 8 stories (with a bonus of up to 4.0 FAR and 10 stories, as described in Objective CD 2.7.)

Pedestrian and Public Transit Access: Primary building entrances will be from the street or streets with secondary access from parking facilities. Civic/Institutional should be

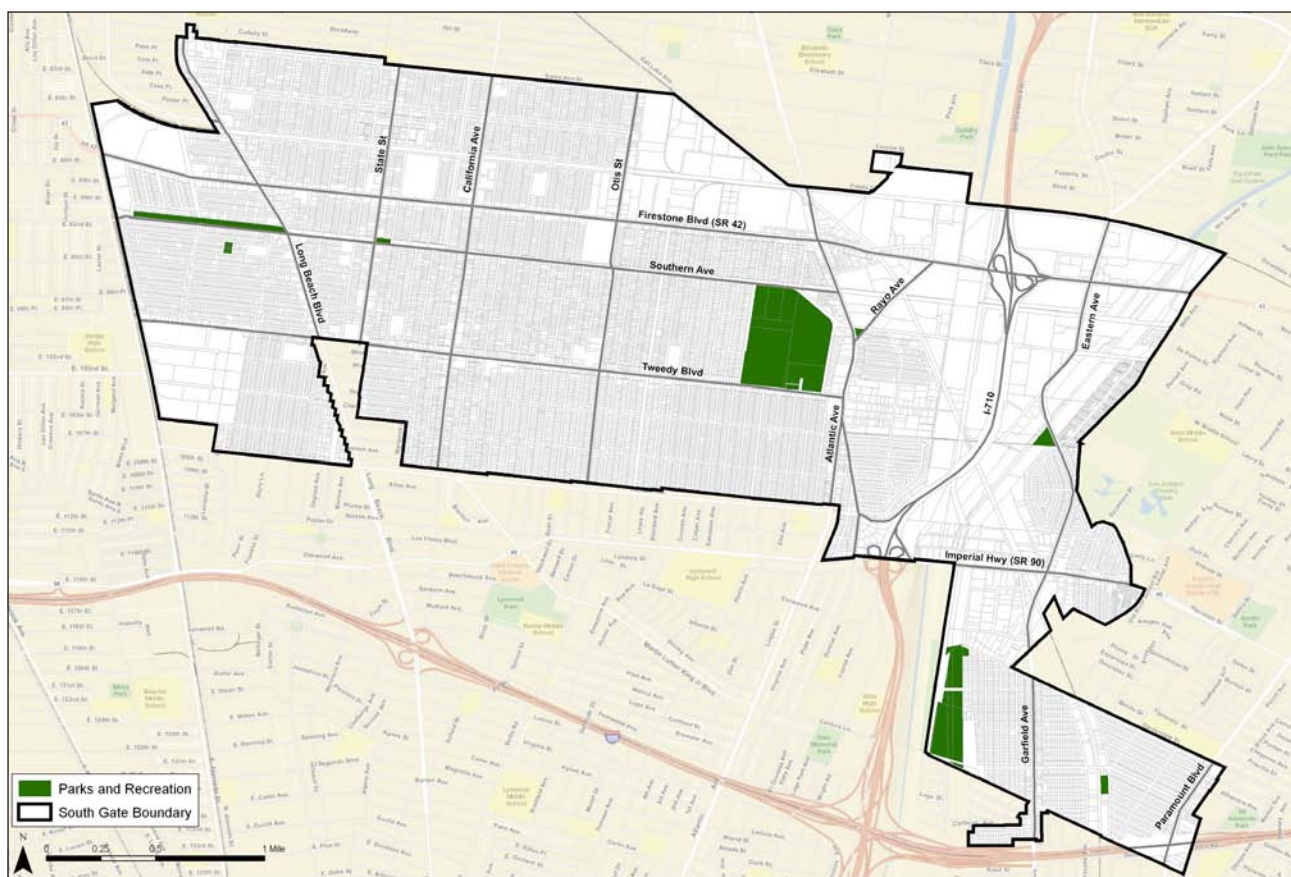


Figure CD 7 Parcels designated as Park/Plaza/Open Space.

served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Pedestrian pathways and street sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Building Placement and Frontage: Buildings will be placed on the lot with either a minimal building setbacks or set back from the sidewalk to create a grand stair and/or plaza. The use of walls and fences is discouraged in order to create an attractive pedestrian environment. Long, uninterrupted expanses of wall or roof planes should be avoided and architectural features which add interest and variation should be incorporated. Where necessary, appropriate buffers and screening (such as increased setbacks, fencing and landscaping) should be provided

between civic/institutional uses and adjacent residential areas. The massing of buildings and the visual organization of facades, including the proportion of window and door openings to total wall surface, exterior materials and colors, and architectural detailing and ornamentation should be designed to harmonize with adjacent uses.

Parking, Vehicle Access and Services: On-site parking will be in an underground garage, surface or structured parking, or any combination of the above. On-site covered or uncovered parking should be set back from the front property line. Parking and services will be accessed from an alley or service driveway.

Park/Plaza/Open Space

Description: This designation provides for public and private parks such as local, community and regional parks; trails; golf courses; community gardens; and

other similar uses that provide open space resources to surrounding neighborhoods, communities and the region. Commercial recreation facilities with an emphasis on outdoor use are also allowed. This designation is allowed and encouraged in all neighborhoods, districts and corridors in the City. Figure CD 7 identifies the existing parcels that are designated as Parks/Plazas/Open Space. These parcels may not be developed with any other uses without an amendment to the General Plan. In the future, other parcels may be designated as Parks/Plazas/Open Space.

Land Use: Parks/plazas/open space, cultural, public assembly

Density/Intensity: N/A

Pedestrian and Public Transit Access: Parks, plazas and open spaces will be open to the public from all public streets. Park/Plaza/Open Space should be served by frequent public transit, including local bus and bus rapid transit services. Bus stops should be strategically located to provide convenient access to the land uses and attractively designed to provide shelter, seating and protection from street traffic. Pedestrian pathways and street sidewalks will be designed to comfortably handle the anticipated pedestrian volumes with information signage and guide posts to identify popular destinations.

Building Placement and Frontage: Parks and open spaces should provide a natural or landscaped frontage on all streets. Plazas may be hardscape and serve as an extension of the public sidewalk. The use of permeable surfaces for hardscape is strongly encouraged.

Parking, Vehicle Access and Services: Parking will be in surface lots or structured parking set back from the primary roadways and buffered by landscaping to reduce the negative visual impact of parking facilities.

Corridor Transition Overlay

Description: The Corridor Transition Overlay presents additional requirements to parcels adjacent to the primary transportation corridors in South Gate (such as Long Beach and Firestone Boulevards). The overlay

is designed to allow for the easier consolidation of parcels to spur redevelopment along the corridors while also providing a transition between the higher density and mix of uses along the corridor and adjacent lower density residential areas. Parcels in the Corridor Transition Overlay have a base Place Type designation (such as Neighborhood Low or Neighborhood Medium). If the Corridor Transition Overlay parcels are developed in conjunction with the parcels along the Corridor then the designation for these parcels is increased to the designation of the Corridor. If development along the Corridor occurs without involving the Corridor Transition Overlay parcels, then the parcels may be “upzoned” to the next higher neighborhood density Place Type on their own. On the other hand, if no development occurs along the adjacent corridor then development in the Corridor Transition Overlay may only occur at the existing “base” designation applied to the parcel. Three examples of different situations are as follows.

- Example 1. An owner of a parcel along a major corridor wants to build a mixed use project. To do so, the owner purchases four parcels behind the parcel fronting the corridor. These four parcels would be upzoned to mixed use and the remaining Corridor Transition Overlay parcels on the blocks where the development occurs would be able to be upzoned to the next higher designation.
- Example 2. An owner of a parcel along a major corridor wants to redevelop his parcel but does not need the extra land area in the overlay zone. Once the development is complete, the parcels in the Corridor Transition Overlay may be upzoned to the next higher land use designation (for example, from Neighborhood Low to Neighborhood Medium).
- Example 3. Parcels in the Corridor Transition Overlay are designated as Neighborhood Low. An owner wants to increase the density on the parcel to Neighborhood Medium to build a fourplex apartment building. However, no new development has occurred on the parcels fronting the corridor. This “upzoning” would not be allowed since the construction of the fourplex would diminish the chances that a higher intensity development could be built along the corridor.

Figure CD 3 identifies the parcels that are subject to the Corridor Transition Overlay.

Figure CD 8 Place Types



Desired Character of Neighborhood Low Areas



Desired Character of Neighborhood Medium Areas

Figure CD 8 Place Types



Desired Character of Neighborhood Medium-High Areas



Desired Character of Neighborhood High Areas



Desired Character of Neighborhood Center Areas



Desired Character of Boulevard Medium-High Areas

Figure CD 8 Place Types



Desired Character of Urban Village Areas

Figure CD 8 Place Types



Desired Character of Office/R&D Areas

Figure CD 8 Place Types



Desired Character of Main Street Areas

Figure CD 8 Place Types



Desired Character of Single-Use Retail Areas



Desired Character of Light Industrial/Flex Areas

Figure CD 8 Place Types



Desired Character of Park/Plaza/OpenSpace Areas



Desired Character of Civic/Institutional



Goals, Objectives and Policies

The goals, objectives and policies in the General Plan provide citywide policy guidance on topics such as regional coordination, the preservation of the identity of the community, and the preservation of existing neighborhood character. These goals, objectives and policies were developed through an extensive public participation and involvement process. They are designed to support the key community design concepts outlined above and to both preserve the unique aspects of the City and address the physical issues identified during the update process.

Goal CD 1: An enhanced image and identity within the region

Objective CD 1.1: Enhance South Gate's role, participation and leadership in the region.

Policies

- P.1 The City should accommodate its share of regional housing needs to help house the next generation of California residents. [Note: additional policies about housing mix may be found in the Housing Element.]
- P.2 The City should support the growth of the regional economy by making land use decisions that help keep the Los Angeles region competitive in the worldwide marketplace.
- P.3 The City should develop strong relationships with its immediate neighbors and work together on projects of mutual interest and concern.
- P.4 City sponsored or approved projects (including plans, public works projects and private development projects) should be reviewed for their environmental, public health, social and fiscal impact on the City.
- P.5 The City should actively support regional transportation decisions that benefit the City and the region.
- P.6 The City will play an active role in the Gateway Cities Association of Governments.

Objective CD 1.2:

Pursue new uses and projects that make South Gate a great place to live, work, socialize and do business.

Policies

- P.1 The City will continue to actively pursue projects and activities that promote the image and identity of South Gate. These projects include, but are not limited to:
 - The revitalization of Tweedy Mile to be a regional and local destination for shopping, dining and cultural activities [Note: See Goal CD 5 and the "Tweedy Mile" Corridor section for more policies about Tweedy Mile].
 - The proposal for the municipal courthouse complex around the current site.
 - A high speed, grade separated, environmentally friendly transit system along the Union Pacific Railroad right-of-way and the "South Gate Station" multi-modal transportation center.
 - The expanded availability and use of public transportation and bicycle infrastructure to provide mobility within the City and access to neighboring cities and the region.
 - The expansion of the East Los Angeles Community College in the former Firestone Tire factory and the creation of a vibrant college district on Firestone Boulevard west of Long Beach Boulevard.
 - The creation of a public/private partnership with East Los Angeles Community College that will attract emerging green technology firms to locate in the College's proposed adaptive reuse of the former Firestone plant facilities.
 - The revitalization of the Los Angeles River and Rio Hondo Channel.
 - The creation of a major retail and entertainment corridor along Firestone Boulevard between San Miguel and the Rio Hondo Channel. This corridor will include the El Portal regional retail and entertainment project on Firestone Boulevard, just west of Atlantic Avenue. The corridor will also include other major retail and entertainment improvements and significant streetscape beautification activities.

Goal CD 2: A complete, integrated and balanced mix of residential and non-residential uses that meets the needs of existing and future residents

Objective CD 2.1: Establish a clearly defined urban form and structure to the City consisting of “Neighborhoods,” “Districts,” and “Corridors” in order to enhance the area’s identity and livability.

Policies

- P.1 New development will be organized around a series of Neighborhoods, Districts and Corridors.
- Neighborhoods are residential areas with a common character or identity, such as a common history, similar design style or common meeting place like a park, school or retail center.
 - Districts are areas of higher intensity land use, including non-residential and mixed use development.
 - Corridors are linear areas located along major roadways that contain a mix of retail, office and residential uses.
- P.1 New development and redevelopment will be encouraged to advance a unified and coherent pattern of development, maximize the use of land and fill gaps in the urban environment.
- P.2 The City will pursue a boundary adjustment to include the VFW Hall and the park located at the northwest corner of Gardendale and Garfield Avenues. The park is currently on county land.

Objective CD 2.2: Maintain a jobs-housing balance in the City.

Policies

- P.1 The City will attempt to maintain a job to housing ratio of 1.5 jobs for every housing unit.
- P.2 The City will strive for a match between the type of jobs in the City and the occupations of residents.
- P.3 The conversion of non-residential land to residential uses, or mixed use development that includes residential, will be balanced with the need for current and potential future job and retail growth.

Objective CD 2.3: Provide a diversity of retail and entertainment opportunities in the City that support the needs of local residents and create regional retail and entertainment destinations.

Policies

- P.1 New large-scale retail and entertainment development will only be located in areas with easy regional public transportation, boulevard or freeway access. Specific areas targeted for such uses are: the Gateway District, the El Paseo/South Gate Towne Center District, the Imperial District, the South Gate Triangle District, the Firestone Industrial District, and the Rayo Industrial District.
- P.2 The City will pursue a diversity of higher-end retail uses throughout the City.
- P.3 Neighborhood serving retail uses should be located within a ¼ mile walking distance of most homes in the City. Such uses include restaurants, food stores, dry cleaners, and cafés.
- P.4 The City should encourage and promote retail and service-oriented uses that provide opportunities to bring community members together. Such uses include cafés, restaurants, farmers markets, and theaters.
- P.5 The City should create a “Firestone Retail and Entertainment Corridor” along Firestone Boulevard from the east side of San Miguel Avenue to the Rio Hondo Channel.

Objective CD 2.4: Provide land for a diversity of job-producing uses throughout the City.

Policies

- P.1 The City will seek to expand the number and diversity of jobs in the City.
- P.2 The City will pursue the creation of a significant Office/R&D development in the City. Specific locations that should be targeted for such uses include: Civic Center District, South Gate College District, Gateway District, Imperial District, Rayo Industrial District and the Firestone Industrial District.
- P.3 The City should not greatly expand the amount of land for Manufacturing/Distribution uses. Existing manufacturing and distribution uses may remain in their current locations and configurations and may expand their current operations.
- P.4 The City will pursue an expansion of the Light Industrial/Flex spaces throughout the City, especially building types that facilitate the expansion of “boutique” manufacturing.

[Note: Additional policies on economic development may be found in the Economic Element.]

Objective CD 2.5:

Ensure that public and institutional uses, such as government and administrative offices, recreation facilities, senior and youth centers and educational uses adequately support existing and future populations.

Policies

- P.1 The continuation of existing public recreational, cultural, educational, institutional, and health-related uses in their current locations will be allowed.
- P.2 New public uses will be allowed and encouraged in identified Neighborhood, Districts and Corridors. (See Tables CD 7 and CD 8.)
- P.3 The City should allow for the development of private recreation, cultural, educational, institutional and health care uses along Corridors and in Districts, where they are compatible with existing uses.
- P.4 Public buildings and sites will be designed to be compatible in scale, mass, and character with the vision for the specific Neighborhood, District, or Corridor.
- P.5 The City will pursue the expansion of the existing City Hall site and complex into a large municipal complex that provides space for County and State government activities.

Objective CD 2.6:

Ensure that existing and future development is adequately serviced by infrastructure and public services.

Policies

- P.1 The approval of new development projects will be expedited for projects that best meet General Plan goals and design guidelines, and that provide supporting infrastructure and public services that contribute to an overall improvement to the quality of life in the City.
- P.2 New development should pay its fair share of required improvements to public facilities and services.
- P.3 Infrastructure should be in place or planned prior to approval of new development projects that requires such infrastructure.

Objective CD 2.7:

Allow increased densities for projects that provide public amenities and improvements beyond those required by code.

Policies

- P.1 The City will provide a density bonus for residential and non-residential projects where public improvements are made in excess of those required by code. The density bonuses will be as follows:
 - Neighborhood Medium-High: A density bonus of up to 5 additional dwelling units per acre.
 - Neighborhood High: A density bonus of up to 10 additional dwelling units per acre.
 - Boulevard Medium-High: A density bonus of up to 5 additional dwelling units per acre and 0.25 FAR for non-residential uses.
 - Boulevard High: A density bonus of up to 10 additional dwelling units per acre and 0.5 FAR for non-residential uses.
 - Urban Village: A density bonus of up to 20 additional dwelling units per acre and 0.5 FAR.
 - Office/R&D: A density bonus of up to 1.0 FAR.
 - Civic/Institutional: A density bonus of up to 1.0 FAR.
- P.2 Public improvements that qualify for the density bonus will include, but not be limited to, the following:
 - Significant transportation demand management programs, including public transit use incentives
 - Public parks and open spaces
 - Public meeting spaces
 - Off-site street landscaping
 - Public art or cultural arts programs
 - Preservation of historic resources, either on site or elsewhere in the City.
 - Public facilities such as libraries
 - "Green" buildings certified by the US Green Building Council or another independent and nationally recognized organization.
- P.3 The density bonus for amenities will be in addition to the density bonus for affordable housing.

Goal CD 3: Integrated land use and transportation development that encourages walking, biking and the use of public transportation

Objective CD 3.1: Support transit-oriented development (TOD) in the City

Policies

- P.1 The City will encourage the use of transportation modes including walking, bus and rail transit, bicycle and shared-ride vehicles that reduce reliance on private vehicles and reduce overall VMT in the City.
- P.2 The City will pursue the creation of a transit village at the intersection of Firestone Boulevard and Atlantic Avenue. This transit village should be designed to take maximum advantage of the proposed "South Gate Station" multi-modal facility to be served by the planned high speed, grade separated, environmentally friendly transit on the Union Pacific Railroad right-of-way and increased local and regional public bus services. Areas within the future transit village and extending ½ mile walk distance from South Gate Station will be developed with uses and at densities that support a very high level of transit service.
- P.3 The City should consider a bus terminal near the intersection of Atlantic Avenue and Firestone Boulevard.
- P.4 The City should consider the creation of a transit village in Hollydale between the Imperial Highway and I-105. Areas within ½ mile walk distance of this future transit station will be developed with uses and at densities that support a very high level of transit service.
- P.5 Higher intensity residential and commercial development will be encouraged within ¼ mile of existing and potential future high frequency bus transit corridors, especially in areas where two or more high frequency transit lines cross. These areas include the following intersections: Firestone Boulevard and Atlantic Avenue; Firestone Boulevard and California Street; Firestone Boulevard and Long Beach Boulevard; Long Beach Boulevard and Tweedy Boulevard; Tweedy Boulevard and Atlantic Avenue; Firestone Boulevard and Garfield Avenue; and Garfield Avenue and Imperial Boulevard.
- P.6 New buildings on high-frequency transit lines should be designed to orient toward the transit facility and/or the public street. This includes providing safe and direct pedestrian access between the building and the transit stop.

Objective CD 3.2: Minimize the impact of parking on the pedestrian environment and residential neighborhoods.

Policies

- P.1 Parking lots for new buildings should be located behind or on the side of buildings to reduce their visual impact.
- P.2 Large parking lots should be sited to avoid potential impacts to adjacent residential areas or buffered from the residential uses.
- P.3 Parking lots for new buildings that front a sidewalk should include landscaping between the parking lot and the sidewalk.
- P.4 Where parking lots front the street, The City will work with existing property owners to add landscaping between the parking lot and the street.
- P.5 Parking lots should be landscaped to create an attractive pedestrian environment and reduce the impact of heat islands.
- P.6 The number of curb cuts and other intrusions of vehicles across sidewalks should be minimized.
- P.7 Connections between parking lots on adjacent sites are encouraged to reduce the number of curb cuts.
- P.8 Shared parking arrangements are encouraged to reduce the total number of parking spaces.
- P.9 Above-ground parking structures should be designed according to the same urban design principles as other buildings.
- P.10 Below-grade parking should be encouraged over at-grade or above-grade parking. Systems to increase parking lots' efficiency, such as mechanical lift systems, should be explored.



The strong single family neighborhoods are the backbone of the City and will be preserved through General Plan policies.

Goal CD 4: Preservation and enhancement of existing neighborhoods' quality and character

Objective CD 4.1: Preserve the character of existing neighborhoods

Policies

- P.1 The ongoing conservation, maintenance and upgrading of existing neighborhoods is encouraged.
- P.2 Existing neighborhoods should be preserved and protected against potential impacts related to development, traffic, noise, air quality and encroachment of incompatible commercial and industrial activities.
- P.3 The preservation or adaptive reuse of historic structures and older buildings should be encouraged and incentivized.
- P.4 New development projects or infrastructure projects should not physically divide established neighborhoods.
- P.5 New development or redevelopment should not result in the displacement of existing homes without providing for adequate replacement housing.
- P.6 Home occupations in neighborhoods should be allowed so long as there is no significant impact on the surrounding residential uses.
- P.7 The City should allow a diverse use of colors on homes. However, the colors must blend in with the surrounding homes and should not be overbearing so as to draw attention to an individual structure.
- P.8 Existing residential densities that are greater than those allowed in this General Plan will be allowed to remain. Improvements will be allowed that enhance the quality and character of the buildings and protect human health and safety. In the case of a man-made or natural disaster, property owners may rebuild their structures with the same number of units.
- P.9 The paving of front yards will not be allowed.
- P.10 The City should support the formation of neighborhood associations and organizations to create specific neighborhood improvement strategies and sponsor neighborhood social and safety events.
- P.11 The City will work collaboratively with neighborhood associations and other community groups to address nuisances, eliminate blight and ensure that community aesthetic stan-

dards are maintained.

- P.12 Existing streetscapes in neighborhoods will be enhanced by improving deficient sidewalks and by adding traditional elements such as pedestrian-oriented lighting and street trees.
- P.13 The City and private developments will plant street trees that create an attractive pedestrian environment. Street trees should be planted at regular intervals, should provide shade and protection for pedestrians and ultimately create tree canopies across roadways in residential areas. [Note: Additional policy guidance can be found in the Street Tree Master Plan.]

Objective CD 4.2: Preserve the single family character of ar- eas with a Neighborhood Low designation.

Policies

- P.1 Neighborhood Low will be the primary Place Type designation for the majority of the City's residential Neighborhoods.
- P.2 Areas with a Place Type designation of Neighborhood Low will contain predominantly single family homes.
- P.3 New infill development will have a complimentary building frontage and character with nearby homes in the neighborhood. The use of complimentary building materials, colors and forms will be used while allowing for flexibility for unique designs.
- P.4 In most Neighborhood Low areas, second story additions to single family homes should be set back from the primary structure and located toward the rear of the lot.
- P.5 Second units on individual parcels will be allowed in accordance with the Zoning Code and state law.

Objective CD 4.3: Create a diversity of housing types in areas with the Neighborhood Medium Place Type Designation.

Policies

- P.1 Neighborhood Medium Place Types will have a diverse mix of housing types including single family, duplex, triplex, fourplex, townhouses/rowhouses and small-scale apartments.
- P.2 Multi-family housing design should be in scale with adjoining and adjacent single family homes through the use of similar setbacks, complimentary building arrangements, and landscaping.
- P.3 Multi-family housing design should generally be oriented toward the street.

Objective CD 4.4: Improve residential parking in neighborhoods.

Policies

- P.1 New construction will provide adequate on-site parking for residents.
- P.2 The City will encourage the use of garages for the storage of vehicles and not for the storage of household items.
- P.3 The conversion of parking garages into habitable space will not be allowed.
- P.4 Commercial and institutional uses (such as schools, churches and public facilities) in or adjacent to residential neighborhoods should be encouraged to make their parking available to the general public with a priority given to residents of the area.

Objective CD 4.5: Locate services and amenities within walking distance of neighborhoods.

Policies

- P.1 The City will encourage the enhancement of neighborhood services to achieve the goal of creating “complete” neighborhoods. Such services include parks, community gardens and attractive neighborhood-oriented retail areas that provide goods and services to support daily life within walking distance of residential neighborhoods.
- P.2 Direct and safe pedestrian connections should be created between residential areas and nearby commercial areas.
- P.3 The creation of Neighborhood Centers will be pursued throughout the City.



Small-scale mixed use centers that contain cafes, restaurants, convenience stores and community services should be located within walking distance of all neighborhoods.

Goal CD 5: Revitalize Tweedy Mile to become the social and cultural heart of South Gate

Objective CD 5.1: Preserve and enhance the existing character of Tweedy Mile.

Policies

- P.1 Existing buildings within sub-area 2 along Tweedy Mile, particularly those with no setback and with a retail storefront on the street, should be preserved, restored, rehabilitated, reused and maintained whenever possible.
- P.2 New buildings that are constructed should reflect and respect the traditional scale of the Corridor. New architectural styles and colors may be introduced so long as the character and scale are consistent with the existing corridor.
- P.3 New and existing buildings should include human-scale details such as windows on the street, awnings and architectural features that create a visually interesting pedestrian environment.
- P.4 Signs should be architecturally compatible with the style, composition, materials, colors and details of the building and with other signs on nearby buildings, while providing for adequate identification of businesses.
- P.5 Utility areas and mechanical equipment should be designed so that they do not detract from the aesthetic appeal of the district.
- P.6 Rehabilitation or redevelopment projects should be constructed to be long lasting and use materials and detailing that maintains the distinct character and harmony of the downtown.
- P.7 The City will allow a diverse use of colors. However the colors must blend in with the surrounding buildings and will not be overbearing so as to draw attention to an individual structure.
- P.8 Franchise architecture (that is, building design that is trademarked or identified with a particular chain or corporation and is generic in nature) should be discouraged.
- P.9 The City will work with the Tweedy Mile Association to pursue the creation of a business assessment district to assist with repairs, renovation and parking for the Corridor.

Objective CD 5.2:

Target new uses that reinforce Tweedy Mile's role as the heart of the City.

Policies

- P.1 Redevelopment efforts should focus on sub-area 2 (the core of the Tweedy Mile Corridor) and predominantly on the area between Otis and California streets.
- P.2 Tweedy Mile should provide a distinctive shopping experience with smaller stores, restaurants, entertainment uses, art and cultural facilities, and public plazas and gathering spaces.
- P.3 The development and retention of small businesses and locally-owned stores and shops that are consistent with the character will be a priority of the City.
- P.4 Retail and service uses, such as cafes, restaurant, stores, hair salons and similar uses will be encouraged in ground floor spaces fronting Tweedy Boulevard.
- P.5 Office uses in ground-floor retail spaces should be discouraged along the entire corridor and prohibited on key retail blocks where the highest level of pedestrian activity is desired. Office and medical-related uses are strongly encouraged for the upper floors of the buildings along Tweedy Boulevard.
- P.6 The development of mixed use project with ground-floor retail and residential on the upper floors will be encouraged along the corridor.
- P.7 New residential development will be encouraged along Tweedy Boulevard to increase the vitality and activity in the area.
- P.8 The City should expand and maintain the existing presence of civic uses, especially the library, along the Tweedy Mile Corridor.

Objective CD 5.3:

Make parking for visitors easy and convenient.

Policies

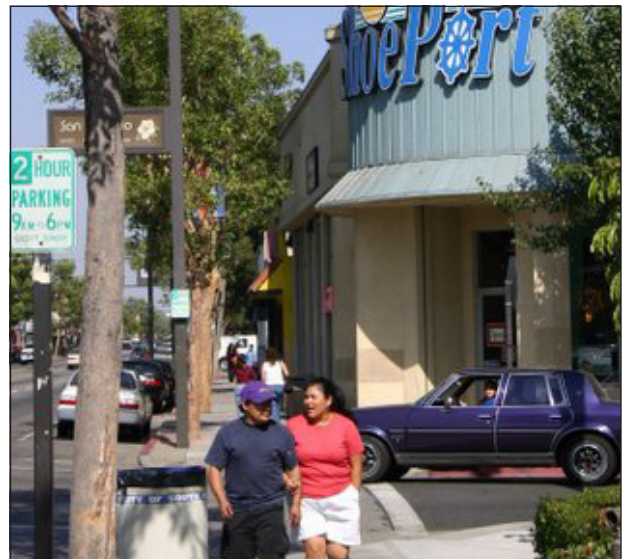
- P.1 Parking in the downtown should adequately serve users without detracting from the compact design that makes Tweedy Mile a unique destination.
- P.2 Shared parking arrangements are allowed and encouraged in order to reduce the total number of parking spaces.
- P.3 The City will maintain on-street parking along Tweedy Mile during all hours of the day.
- P.4 Direct and safe pedestrian connections between public and private parking lots and sidewalks should be provided.
- P.5 The City should review funding options and existing parking districts, identify sources of recurring revenues, and explore development of an area-wide parking program for the Tweedy Mile Corridor.

Objective CD 5.4:

Maintain and enhance the pedestrian-oriented character of the area.

Policies

- P.1 Require new development and encourage the remodeling of existing buildings to provide the maximum window exposure and minimize "blank wall" exposure on the sidewalk.
- P.2 Outdoor dining and similar uses should be allowed so long as they do not significantly impede pedestrian circulation and flow.
- P.3 All new buildings should be built to the edge of the sidewalk, except where setbacks are desired for public spaces or quasi-public spaces such as plazas and outdoor dining areas.
- P.4 Primary building entrances will be located directly on the sidewalk. Side or rear entrances are permitted so long as they are secondary to the entrance from the sidewalk.
- P.5 Parking lots should be located behind or on the side of buildings to reduce their visual impact.
- P.6 Where existing parking fronts a sidewalk, landscaping that screens parking from the street is encouraged and will be required if the property is renovated or redeveloped.
- P.7 New benches, bollards, street lights and signage that reflect the desired unique character of the corridor should be installed.
- P.8 Signage for community promotion, for instance Adopt-A-Block or Adopt-A-Street programs, should be encouraged.



Tweedy Mile should remain a walkable, pedestrian-oriented retail and shopping area that serves the needs of the City's residents.

Goal CD 6: Revitalization, redevelopment and intensification of the City's Districts

Objective CD 6.1:
Create a series of distinct Districts throughout the City, each with its own character, identity and mix of uses.

Policies

- P.1 The City will pursue the redevelopment and enhancement of the identified Districts in the City in order to enhance economic diversity, expand the tax base, provide a diversity of job opportunities for City residents, contribute to housing diversity and provide residents with essential goods and services. (Note: specific visions and policies for each District are provided in the "Districts" section of the Community Design Element.)
- P.2 The following Districts will focus on job-producing uses:
- South Gate College
 - Southwest Industrial
 - Gateway (sub-areas 3 and 4)
 - Civic Center
 - Rayo Industrial
 - Firestone Industrial
 - Ardine Industrial
 - South Gate Triangle
 - Imperial District (sub-area 3)
 - Hollydale Industrial
- P.3 The following Districts will contain a mix of uses with a significant amount of new multi-family residential development:
- South Gate College
 - Gateway (sub-area 2)
 - Imperial District (sub-areas 1 and 2)
 - Firestone Industrial
- P.4 The following Districts will focus on expanding regional retail and entertainment opportunities in the City:
- Gateway (sub-area 1)
 - El Paseo/South Gate Towne Center
 - Firestone Industrial
 - South Gate Triangle
 - Rayo Industrial
- P.5 The City shall pursue a variety of housing choices in Districts including both rental and ownership housing.
- P.6 A variety of housing types is encouraged, including live-work units, courtyard housing, and mixed use buildings with residential above ground floor retail.

- P.7 Iconic, high quality urban design and architecture should be pursued with new projects in all the Districts in order to improve the aesthetics of the City.

Objective CD 6.2:
Design landscaping, buildings, and sites to enhance the pedestrian environment and enhance the urban character of the City's Districts.

Policies

- P.1 New development in Districts will be designed and developed to achieve a high level of quality and distinctive character and architecture.
- P.2 Publicly-accessible parks and open space will be required in new projects of 5 acres or more in any District.
- P.3 With the possible exception of some manufacturing and distribution uses, new buildings and substantial remodels in Districts will be sited and designed to enhance pedestrian activity along sidewalks, including but not limited to:
- Providing maximum window exposure and minimizing "blank wall" exposure to the sidewalk and street.
 - Integrating sidewalks, plazas and other amenities that contribute to pedestrian-oriented activities.
 - Incorporating uses in the first floor along the street frontage that stimulate pedestrian activity.
 - Siting the linear frontage of the building along or near the front property line and near the sidewalk to maintain a no-setback or minimal-setback building that runs along the sidewalk or property line in a "building wall" design, which is more pleasant and accessible for pedestrians.
 - Incorporating landscaping that visually distinguishes the site or structure.
 - Incorporating building articulation of the façade and the use of multiple building volumes and planes.
 - Using rooflines and height variations to break up the massing and provide visual interest.
 - Providing distinct treatment of building entrances.
 - Limiting the street wall height to no more than 50 feet. Floors above 50 feet should be set back from the street wall to preserve light and air.
- P.4 Buildings adjacent to lower scale residential development should step down toward the residential uses or provide other buffering techniques.
- P.5 The City and private developments in Districts will plant street trees that create an attractive pedestrian environment. Street trees should be planted at regular intervals and should provide shade and protection for pedestrians. [Note: Additional policy guidance can be found in the Street Tree Master Plan.]

Goal CD 7: Revitalization of the City's Corridors into beautiful and welcoming spaces.

Objective CD 7.1: Create attractive Corridors with a mix of uses throughout the City of South Gate.

Policies

- P.1 The City will convert major thoroughfares from single-use commercial corridors into mixed use boulevards with retail, office and residential uses. [Note: Specific visions and policies for each Corridor are provided in the "Corridors" section of this Community Design Element.]
- P.2 New high-density residential development that includes a variety of housing types and affordability levels will be encouraged along the majority of the City's Corridors.
- P.3 Redeveloping the Corridors will be a priority for the City.
- P.4 Corridors should be developed with a variety of architectural styles, building forms and building heights.
- P.5 The assembly of parcels and projects involving multiple parcels should be pursued to create larger and more easily developable areas.
- P.6 Development projects may apply the Place Type identified for the Corridor to the parcels in the Corridor Transition Overlay zone, immediately behind the parcels fronting the Corridor.
- P.7 Single-use Retail Place Types are discouraged except near freeway entrances and exits, near the intersections of boulevards with other major roads, and on large parcels on the north side of Firestone Boulevard between San Miguel and the Rio Hondo Channel and on the south side of Firestone between Atlantic Avenue and the Rio Hondo Channel.
- P.8 The City will pursue a variety of housing choices in Corridors including both rental and ownership housing.

Objective CD 7.2: Design landscaping, buildings, and sites to enhance the pedestrian environment.

Policies

- P.1 Signage will be designed to consider the scale and materials of adjacent buildings, the desired character of each Corridor and pedestrian orientation.
- P.2 New buildings or substantial remodels along Corridors will be sited and designed to enhance pedestrian activity along sidewalks, including but not limited to:
 - Orienting buildings to the pedestrian environment.
 - Providing human-scale details such as windows on the street, awnings, and architectural features that create a visually interesting pedestrian environment
 - Incorporating uses in the first floor along the street frontage that stimulate pedestrian activity.
 - Providing maximum window exposure and minimizing "blank wall" exposure to the sidewalk and street.
 - Siting the linear frontage of the building along the front property line to maintain a minimal setback and active building façade, except for areas used for outdoor dining or courtyards
 - Incorporating landscaping that visually distinguishes the site or structure.
 - Incorporating building articulation of the façade and the use of multiple building volumes and planes.
 - Using rooflines and height variations to break up the massing and provide visual interest.
 - Providing distinct treatment of building entrances.
 - Ensuring consistent and high quality architecture on all public building faces where buildings front on 2 or more streets.
 - Limiting the street wall height to no more than 50 feet; floors above 50 feet should be set back from the street wall to preserve light and air.
- P.3 Buildings adjacent to lower scale residential development will step down toward the residential uses.
- P.4 The City and private developments along Corridors will plant street trees that create an attractive pedestrian environment. Street trees should be planted at regular intervals and should provide shade and protection for pedestrians. [Note: Additional policy guidance can be found in the Street Tree Master Plan.]

Objective CD 7.3:
Create a retail and entertainment corridor
along Firestone Boulevard.

Policies

- P.1 The City will pursue the creation of a major retail and entertainment corridor along Firestone Boulevard that extends from the east side of San Miguel to the Rio Hondo Channel.
- P.2 The City will pursue major retail and entertainment uses for this area, including theaters, major shopping centers, and other uses that have a regional draw.
- P.3 The City will pursue a series of entryway treatments along Firestone Boulevard to announce the arrival into South Gate and the Firestone Retail and Entertainment Corridor. The gateway treatments should also be visible from the I-710 freeway, where possible.

Goal CD 8:
An improved visual appearance
throughout the City

Objective CD 8.1:
Ensure high quality architecture and urban
design throughout the City.

Policies

- P.1 The City will encourage innovative and quality architecture in the City with all new public and private projects.
- P.2 New buildings will be constructed to create attractive, pedestrian-friendly places.
- P.3 High-quality and long-lasting building materials will be required on all new non-residential and multi-family housing projects.
- P.4 New non-residential and multi-family buildings will be designed with attractive and inviting frontage on all public streets.
- P.5 The visual appearance of the City should be improved through programs and projects such as a “branding” program, citywide directional signage, and uniform streetscape characteristics.



The City's major corridors – Firestone, Atlantic, Long Beach, and others – should be redeveloped with a diverse mix of residential and retail uses.

Objective CD 8.2: Ensure that the City is attractive and free of public nuisances.

Policies

- P.1 All housing and businesses should be adequately maintained and, where required, rehabilitated to protect health and safety and to improve the visual appearance of the City.
- P.2 The City should have sufficient inspection staff to achieve full compliance with City codes.
- P.3 To the extent feasible, the City should continue existing programs that improve the visual appearance and quality of the City – such as paint for businesses to cover graffiti on their buildings – and the City should explore new building refurbishment and repair partnerships, litter control or other beautification programs.
- P.4 The City will work collaboratively with residents, homeowners associations, business associations, and other community groups to abate nuisances, eliminate blight and ensure that community aesthetic standards are maintained.
- P.5 The City will actively encourage neighborhood character and harmony through physical improvements or community programs.
- P.6 As a condition of property transfer, the City will continue to require a building inspection and necessary repairs to meet health and safety standards.
- P.7 The City should maintain graffiti removal and weed abatement programs and respond quickly and effectively to citizen complaints, wherever feasible.
- P.8 The City will maintain and improve public property and buildings to promote and protect public health and to eliminate blight.

Objective CD 8.3: Improve the visual quality of Corridors and Districts.

Policies

- P.1 In concert with redevelopment projects, the City will create entryway treatments for the major access points to the City. An entryway is a physical feature that announces arrival at a distinctive place and can include signage, landscaping, signature buildings, public art and other features. Consider entryway treatments for the following locations:
 - Firestone Boulevard at Atlantic Avenue
 - Firestone Boulevard at Alameda Street
 - Long Beach Boulevard at Tweedy Boulevard
 - Atlantic Avenue at Salt Lake Avenue
 - Garfield Boulevard at I-105
 - Firestone Boulevard at the Rio Hondo River
 - Paramount at I-105
 - Garfield at I-105
 - Imperial at I-105
- P.2 To the extent feasible, utilities should be undergrounded along Corridors and in Districts during highway repair or widening projects, streetscape improvement projects, construction of new development projects or as funds become available.
- P.3 Public art and other design features should be used to enliven the public realm.
- P.4 The City will work with adjoining jurisdictions to improve the visual quality and appearance along the City's edges.
- P.5 Citywide graphics and signage standards for street signs and other uses will be created that help provide a better sense of municipal boundaries.
- P.6 The City will pursue the development of "signature" buildings and monuments that provide visual landmarks and create a distinctive and positive impression of the City.

Objective CD 8.4:

Reduce the impact of Manufacturing/Distribution and Light Industrial/Flex businesses on adjoining land uses.

Policies

- P.1 Neighborhoods should be protected from incompatible non-residential uses and disruptive traffic and other noise generating uses to the greatest extent feasible.
- P.2 The consideration and mitigation of noise, light, vehicular and other impact on residential properties will be considered when Manufacturing/Distribution or Light Industrial/Flex are proposed.
- P.3 Existing, non-conforming industrial uses should be phased out during the course of the General Plan.
- P.4 The City will not permit existing, non-conforming industrial uses to significantly expand their facilities except to rectify building code violations and maintain the appearance of the building.
- P.5 Industrial uses should be regulated to minimize smoke, pollution, glare, excessive noise and other adverse impact on employees and on adjoining uses and areas.
- P.6 Industrial uses should be adequately fenced and landscaped so as to minimize the potential impact on adjoining uses.
- P.7 Truck and employee traffic generated by industrial uses should be restricted to designated truck routes as specified in the Mobility Element of the General Plan.
- P.8 Truck parking on public streets in non-industrial areas will be prohibited.
- P.9 The City will limit the development of industrial and other uses that use, store, produce or transport toxic substances, generate unacceptable levels of noise or air pollution, or produce other pollutants. The City will require adequate mitigation measures, confirmed by environmental review and monitoring, for all such uses that are developed.

Goal CD 9:

Preservation and protection of places, buildings, and objects that embody the City's social, commercial, architectural and agricultural history

Objective CD 9.1:

Identify and preserve cultural and historic resources.

Policies

- P.1 Historic or culturally significant buildings and other resources in South Gate should be preserved and enhanced to contribute to the character of the community.
- P.2 The City will support the creation and expansion of a permanent home for a South Gate history museum in the Seaborg building in the City.
- P.3 Through its direct or indirect actions, the City will cause no substantial adverse change in the significance of a historical or archaeological resource as defined in the California Environmental Quality Act.
- P.4 Unique paleontological resources and sites will not be directly or indirectly destroyed or significantly altered.
- P.5 All new development should not disturb archeological sites.

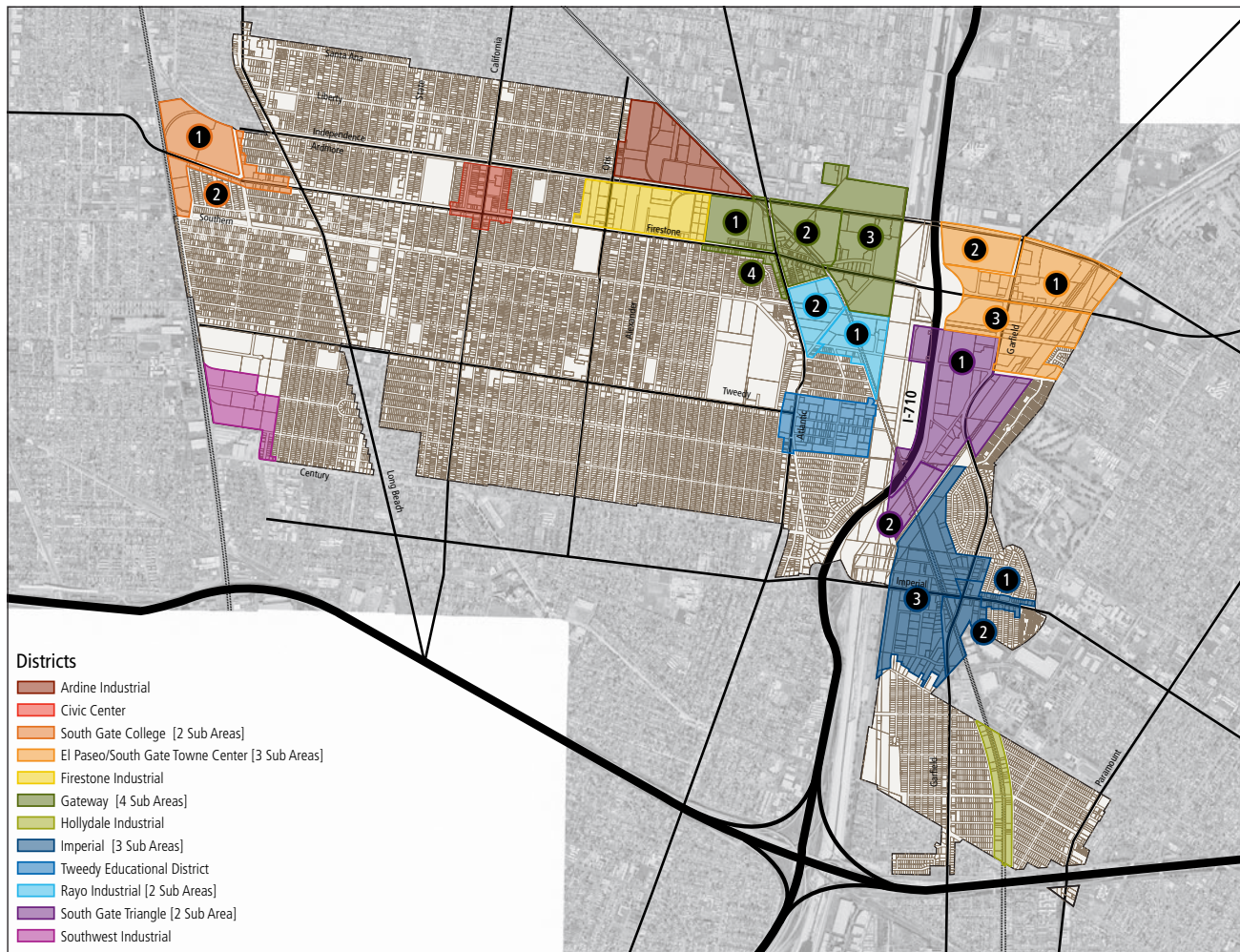


Cultural and historic resources provide a source of identity and a connection to the past for residents. Such resources should be preserved and protected.

DISTRICTS

The flexible structure of this organization of uses within the City is intended to accommodate future changes in economic conditions and community visions.

This section outlines each District within the City of South Gate and provides a description of existing conditions, a vision statement for the area, and specific policy guidance. A map of each District is also included. The allowable Place Types for each District are presented in Table CD-7. The information contained herein will be considered policy statements with the force of regulation. The flexible structure of this organization of uses within the City is intended to accommodate future changes in economic conditions and community visions.



Location of the Districts in South Gate. (Numbers indicate subareas in each District.)

Civic Center District

Existing Conditions

The Civic Center District, located along California Street at the intersection of Firestone Boulevard, currently contains a mix of residential, commercial and public uses. This district currently serves as the primary government center for the City. The South Gate City Hall is located in this area, as are single family residential uses, multi-family residential uses, a church, and strip commercial uses.

City Hall was relocated to its current location on California Avenue between Firestone and Ardmore Boulevards in 1942 and later rebuilt in 1964. The original buildings were part of the Federal Works Project Act. Today, the Civic Center includes the City Hall, Police Department, City Hall Annex and Civic Center Community Building which includes the Museum and Art Association.



Civic Center District Boundaries.

In 2006, the Community Redevelopment Agency staff made recommendations to move the Seaborg Family Home, one of the City's few remaining cultural landmarks, to the Civic Center District. The home was the residence of Nobel-prize winning chemist and nuclear pioneer Glenn Seaborg from 1922 to 1934 and is a typical small, single family residence of the period. In 2000, the City of South Gate designated the home on San Antonio Avenue as a significant cultural landmark and renamed a street in the Civic Center as Dr. Glenn Seaborg Way.



South Gate's current courthouse.

Allowable Place Types

Highly Desired	Desired	Discouraged
Urban Village	Boulevard	n/a
Civic/Institutional	Medium-High	
Open Space		
Other Place Types are not allowed in this area		

Vision

During the time horizon of the General Plan, this area will be transformed into a high-density, pedestrian-scale employment district that has at its center a major State/County courthouse complex (called the Southwest Justice Center) or other municipal facility. Supporting this complex will be a number of public and private office buildings including a new and expanded City Hall facility, retail and restaurants.

The City envisions the Southwest Justice Center as a keystone project that would revitalize the Civic Center District and create a public amenity that could serve as a hub to a much larger community renaissance.

As envisioned, the Southwest Justice Center would be part of the larger Civic Center District, which could also feature an urban, mixed use village. In addition to the new justice center, the City proposes replacing its existing City Hall, police facility and other related administrative buildings which are undersized, antiquated and require updating. The District may also include the Glenn Seaborg Family Home.

The City's intent is to design a civic center to serve as both a government employment center and as a civic hub for residents' enjoyment. The project's overall design features will be innovative and environmentally friendly but will also reflect the heritage of the City.



The design strategy for the City of South Gate Civic Center District and Southeast Justice Center is to create a relaxed, casual and convenient destination built to high environmental standards.

The proposed Civic Center will be approximately 7 acres. The City envisions that the area will include a State Courthouse and ancillary uses such as a public defender's office, sheriff's space, holding cells, a district attorney's office and restaurants as well as a public plaza, a new City Hall, mixed use buildings, open space and parking.

Policies

1. Buildings with a mix of office, residential and ground-floor retail uses will be located along the frontages of Firestone Boulevard and California Street.
2. The street environment should be safe for pedestrians since a high-level of foot traffic is expected, especially during daytime hours.
3. The City should explore alternative approaches for developing safe pedestrian connections across California Street. This could include a pedestrian bridge connecting civic and office buildings located on both sides of the street.
4. Ground floor retail and restaurant uses should line Firestone Boulevard and parts of California Street to create an active street environment.



These diagrams show proposed site design an layout for the Civic Center District.



The new Civic Center will include a public plaza for civic events and casual gatherings.

5. The architecture of the Civic Center area, particularly of the public buildings, should clearly set them apart as major public facilities in Los Angeles County, and civic buildings should have unique, distinctive architecture.
6. The buildings will adhere to or exceed the green building practices for City buildings outlined in Green City Element.
7. Where possible, the development in the Civic Center District should step down in height and intensity to the residential areas located around the District.
8. While focused primarily on civic and related office uses, the Civic Center District may also contain residential uses, especially on Firestone Boulevard and on the west side of California Avenue.
9. The City will explore incorporating the Seaborg house as part of the redevelopment project or moving it to the Tweedy Atlantic Education Center, the Community College District or Tweedy Boulevard.
10. The Civic Center District will contain usable public spaces such as parks or plazas that serve as an amenity to the residents of South Gate.
11. New construction in the Civic Center District will respect and maintain as many of the major trees as possible.

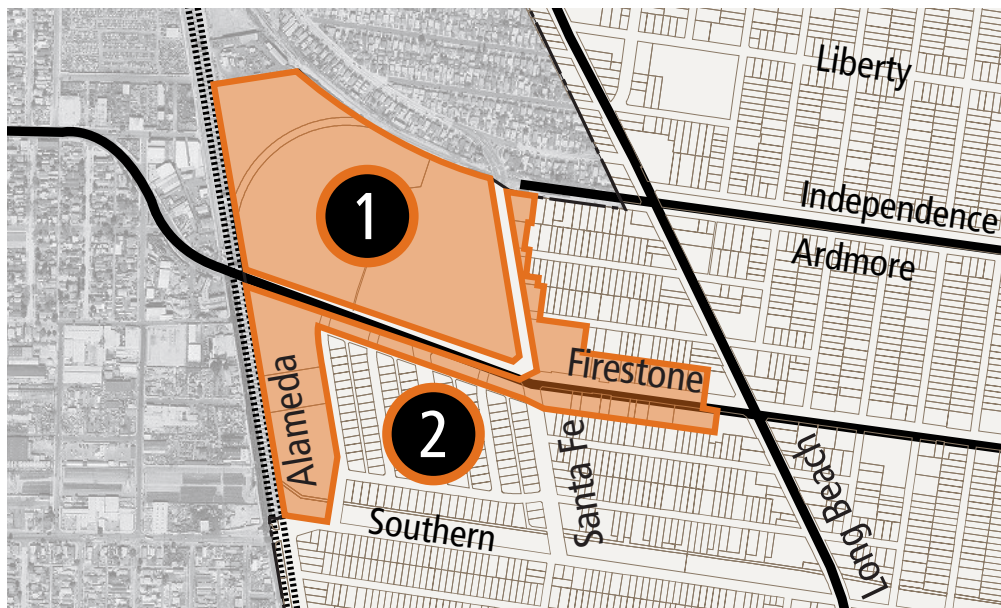
South Gate College District

Existing Conditions

The South Gate College District is divided into two subareas. The existing environment contains a mix of retail and industrial uses located primarily along Firestone Boulevard. The majority of the land area is on two parcels, one of which contains the former Firestone Tire factory, a sprawling 2 to 5 story industrial building complex that covers around 1.5 million square feet. A variety of industrial and warehouse uses are located in these buildings including the Hon furniture company, one of the largest employers in South Gate. Along Firestone Boulevard between Long Beach and Alameda are auto-oriented retail uses including a small strip commercial development, auto repair shops and drive-through restaurants. The area also currently contains a small satellite campus of the East Los Angeles Community College and a self-storage facility, located on the southern side of Firestone Boulevard.

Vision

The South Gate College District is proposed to become a diverse, dense and vibrant area that contains a wide array of facilities such as classrooms, a library, public meeting spaces, parks and plazas, cultural facilities and a hub for emerging green technology firms. The City envisions that educational, cultural and recreational facilities will be open to and shared with the residents of South Gate. At buildout, the District could accommodate up to 30,000 full and part time students. The primary college educational campus is proposed to be developed south of Firestone Boulevard bounded by Calden Avenue, Southern Avenue, and Alameda Street in sub-area 2. The green technology center is proposed to be located in sub-area 1 in the former Firestone Tire factory, north of Firestone Boulevard. The north and south college components are envisioned to be connected by a sky



South Gate College District Boundaries.

bridge spanning Firestone Boulevard. Supporting retail and services, including restaurants, are proposed along the Firestone Boulevard and Santa Fe frontages. The City encourages development that allies with the East Los Angeles Community College’s aim of building a green and environmentally sustainable campus, including adaptive reuse of existing buildings and integration of new architecture with old.

Policies

- P.1** The former Firestone Tire factory should be rehabilitated and adaptively reused for the creation of a public/private research and development hub specializing in emerging green technology that supports the East Los Angeles Community College’s “green workforce” training programs.
- P.2** The City will work with the East Los Angeles Community College and Los Angeles Community College District to develop a Specific Plan or Precise Plan for the South Gate College District. The plan should identify specific information on the location of uses, the needs of the Community College District and the needs of the City and the community.
- P.3** The City will work with the East Los Angeles Community College, Los Angeles Community College District and others to pursue a public/private partnership for the creation of a green technology center that is associated with East Los Angeles Community College.
- P.4** All of the East Los Angeles Community College facilities are encouraged to be constructed as green buildings.

- P.5** To the extent practicable, the East Los Angeles Community College curriculum and research activities should include a focus on green and sustainable industries in order to prepare local residents for 21st century jobs.
- P.6** Industrial and manufacturing uses should remain in the area but could be phased out as the college district expands.
- P.7** New uses that serve, and are used by, both the community college and the residents of South Gate should be included in the area. This includes a library, community meeting space, theaters, parks and plazas.
- P.8** Retail uses should be located in the ground floor of all buildings along Firestone and Santa Fe; restaurants and cafés with outdoor seating are also encouraged.
- P.9** To the extent feasible, the existing Firestone Tire factory building should be adaptively reused and the building façade preserved.
- P.10** Continuation of the current Single Use Retail uses is discouraged, but still allowed.
- P.11** College support facilities such as student housing, offices, parking garages, bookstores, restaurants will be located primarily along Firestone Boulevard’s southern frontage between Alameda Street and Santa Fe Avenue and along Santa Fe Avenue between Firestone Boulevard and Independence Avenue.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Civic/Institutional Open Space	Office/R&D Light Industrial/Flex	n/a
Sub-area 2	Civic/Institutional Open Space Boulevard Medium-High Neighborhood Medium-High	Office/R&D	Single-Use Retail
<i>Other Place Types are not allowed in this area</i>			

Gateway District

Existing Conditions

The Gateway District contains industrial and commercial parcels around the intersection of Firestone Boulevard and Atlantic Avenue. Due to its location, it serves as the entry-way to the City from I-710 and from Cudahy along Atlantic Boulevard. The District is divided into sub-areas 1, 2, 3 and 4. The current uses along Firestone Boulevard are predominantly commercial with a high percentage of retail uses such as motels, used car dealers, retail stores and fast-food restaurants. The remainder of the District contains warehouse/distribution and manufacturing uses, including Shultz Steel and HUDD Transportation Services, on large parcels. Sub-area 1 is predominantly vacant and a large regional retail development is proposed in the area. A rail line dissects the District; this line is the proposed route of a potential high-speed, grade separated, environmentally friendly transit line on the Union Pacific Railroad right-of-way.



One vision for the multi-modal station

Source: <http://tinyurl.com/cevg7r>

Vision

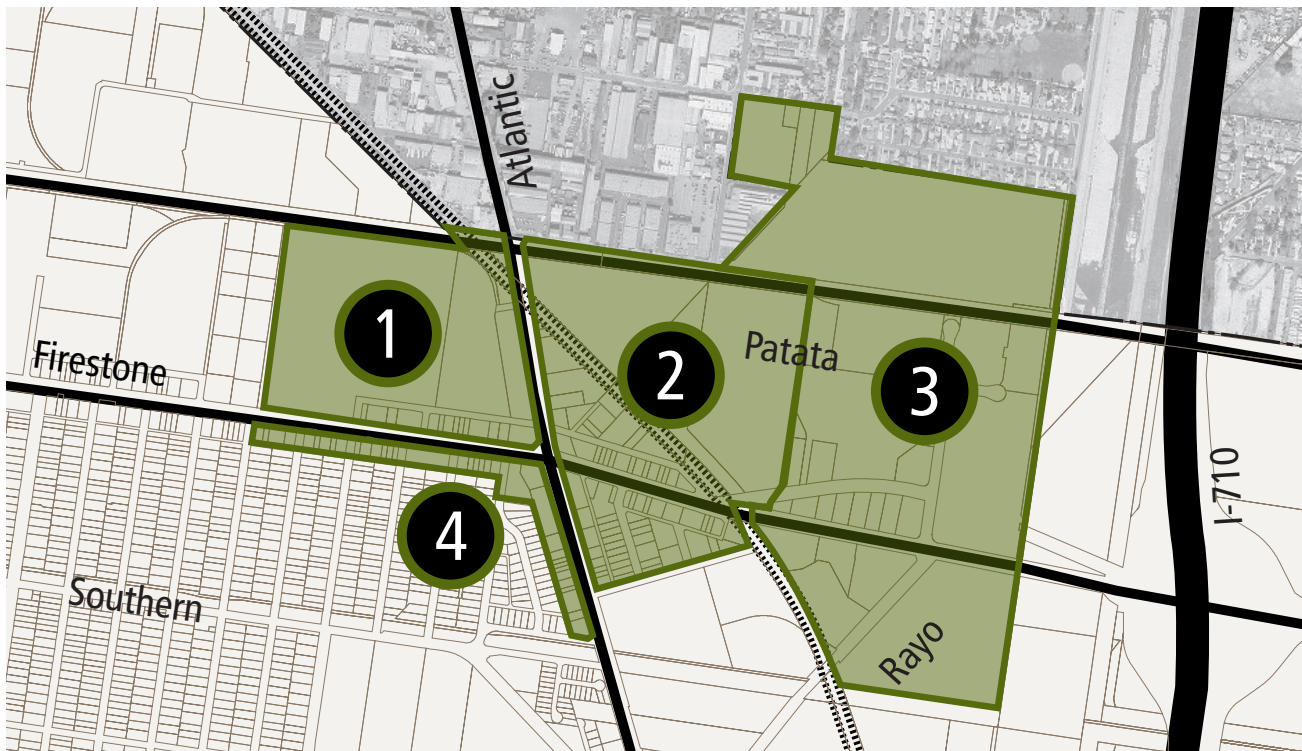
The Gateway District will be transformed from an industrial area into a retail, entertainment and transit-oriented mixed use District that serves as the visual gateway to South Gate. The District will also support the City's vision of creating a destination retail and entertainment corridor on Firestone Boulevard between San Miguel and the Rio Hondo Channel. Sub-area 1 will become a major regional retail destination with a distinct architectural character. Sub-area 2, around the potential multimodal station ("South Gate Station"), should become a dense "transit village" that includes new residential and/or office uses. This area should become a major destination of the City and be designed to support a high-level of pedestrian activity. Light Industrial/Flex uses are envisioned to serve as a transition between the transit village and sub-area 3, which contains Shultz Steel. Sub-area 3 will remain a job-producing area but uses should transition from the current low-intensity employment uses to higher-intensity uses such as Office/R&D and Light Industrial/Flex. The vision for sub-area 4 is to become a mixed use area with ground floor retail uses below office and residential uses. Uses such as gas stations and fast food restaurants are allowed in this area, but not encouraged.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Single-Use Retail Open Space	Urban Village	n/a
Sub-area 2	Neighborhood High Urban Village Office/R&D Civic/Institutional Open Space	Single-Use Retail Light Industrial/Flex	n/a
Sub-area 3	Office/R&D Light Industrial/Flex Open Space	Single-Use Retail Manufacturing/Distribution	n/a
Sub-area 4	Boulevard Medium-High Open Space	n/a	Single-Use Retail
Other Place Types are not allowed in this area			

Policies

- P.1** Prepare a Specific Plan for sub-area 2. The Specific Plan should identify uses, designs and densities that support transit use.
- P.2** The City will work with regional transit agencies, including Metro, to pursue a multi-modal transportation facility in sub-area 2. The multi-modal station should be pursued even if the high-speed, grade separated transit on the Union Pacific Railroad is not constructed.
- P.3** The City should explore new street connections between Firestone Boulevard and Atlantic Avenue.
- P.4** New local streets should be considered for the Gateway District. The City should make a connection between Firestone Boulevard and Patata Street. The design of the streets should reflect the desired character of the area, as stated in the vision and policies. In particular, new streets in sub-area 2 should be focused on pedestrian circulation.
- P.5** The City should explore pedestrian connections between the various sub-areas, especially between sub-areas 1 and 2, across Atlantic Avenue and within sub-area 2 across Firestone Boulevard.
- P.6** The City should explore the creation of a parking district for all or part of the Gateway District. This may occur following the development of a Specific Plan for the area.
- P.7** Light Industrial/Flex uses or parking garages should serve as a buffer between the transit village in sub-area 2 and the heavy industrial uses, such as Shultz Steel in sub-area 3.
- P.8** Existing industrial uses in sub-area 2 may continue in their current locations, but expansions are discouraged.
- P.9** The City should create entryways for the City at the intersection of Firestone Boulevard and Atlantic Avenue and at the intersection of Firestone Boulevard and I-710, especially for visitors to the Gateway shopping center and the future transit center, and for other travelers entering the City from the east along Firestone Boulevard.
- P.10** The City should pursue the development of an iconic building on the southwest corner of Firestone Boulevard and Atlantic Avenue; new Single-Use Retail buildings such as gas stations or drive through restaurants will not be allowed on this visually important parcel.
- P.11** New buildings in sub-area 4 should be of a consistent character and style as other new uses along Firestone Boulevard.



Gateway District Boundaries

El Paseo/South Gate Towne Center District

Existing Conditions

The El Paseo/South Gate Towne Center District encompasses the retail and commercial area east of I-710 and around the intersections of Garfield and Firestone Boulevards. This area also forms the eastern terminus of the Firestone Retail and Entertainment Corridor. The area is divided into three sub-areas. Sub-area 1 contains mostly retail uses in an auto-oriented environment. Predominant uses include the El Paseo Shopping Center and Sam's Club. Sub-area 2 contains the petroleum storage tanks located northwest of the Firestone/Garfield intersection. Sub-area 3 is the area on the south side of Firestone Boulevard and contains the Target store and new automobile dealers. Due to its uses and design, this area contains some of the highest volumes of traffic – particularly commercial truck traffic – in the City and a low-quality pedestrian environment.

Vision

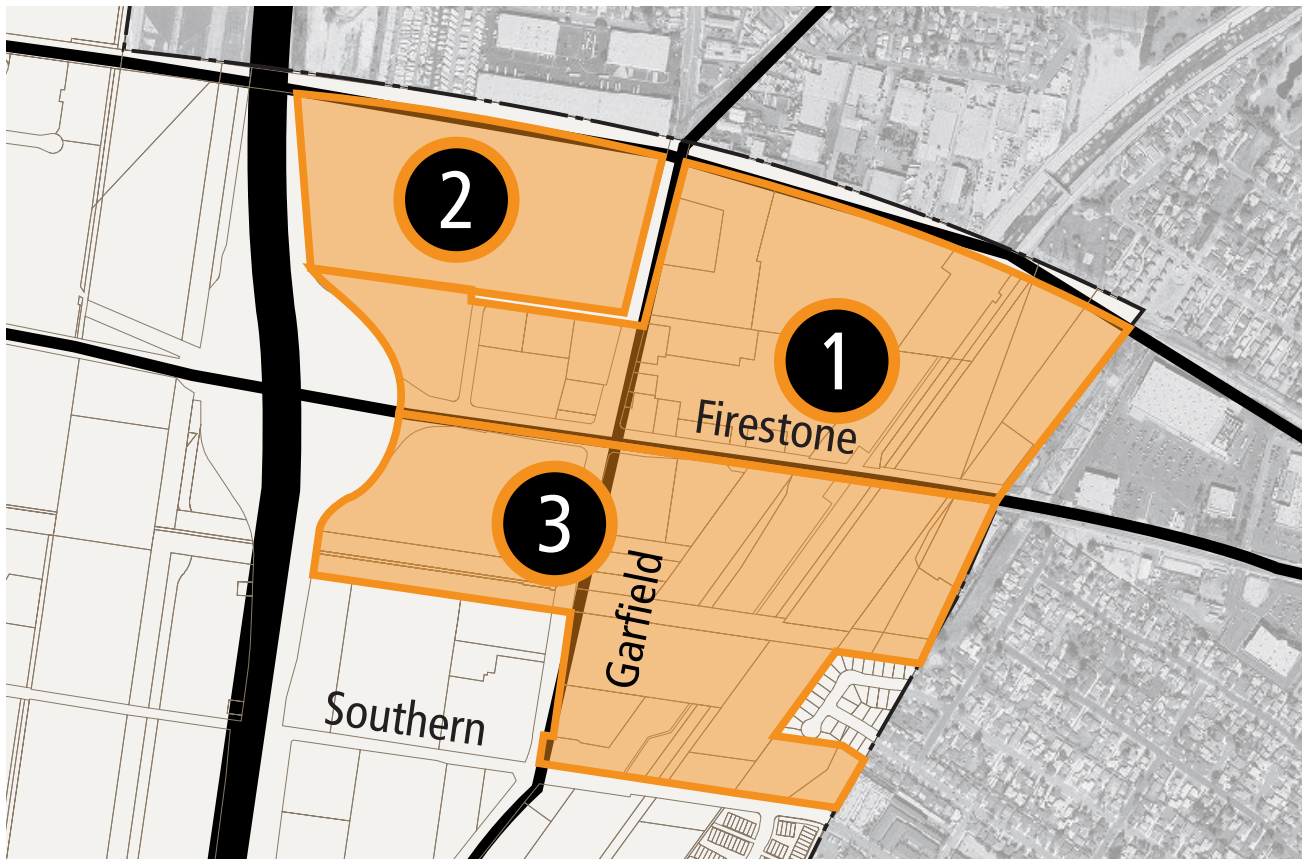
This area should generally maintain the same mix of uses and continue to expand its role as a regional retail destination for the greater South Gate area. Existing structures should be improved over the life of the General Plan and the area should continue to be an exciting shopping and entertainment destination. Further, South Gate Towne Center and El Paseo could add multi-family housing to create a livelier district.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Single-Use Retail Open Space	Urban Village Office/R&D	n/a
Sub-area 2	Manufacturing/Distribution Open Space	n/a	n/a
Sub-area 3	Single-Use Retail	Office/R&D Civic/Institutional Open Space	Light Industrial/Flex
Other Place Types are not allowed in this area			

Policies

- P.1** Housing may be built on the larger parcels in sub-area 1 only.
- P.2** While the area is predominantly auto-oriented, efforts should be made to improve the quality of the pedestrian environment and the visual appearance of the streetscape.
- P.3** The City should explore ways of encouraging new automobile dealerships to locate in this District.
- P.4** The City should explore opportunities for redeveloping the Target shopping center to become more of a regional retail destination.
- P.5** The tanks in sub-area 2 will remain in place. Efforts should be made to improve the visual appearance of the tanks from I-710 and Firestone and Garfield Boulevards.
- P.6** New uses for sub-area 3 should include major retail and entertainment uses that contribute to the Firestone retail and entertainment corridor. New housing will not be allowed in sub-area 3 in order to avoid conflicts with exiting industrial uses.
- P.7** To the extent practicable, new truck traffic should be managed to avoid negative impacts on traffic congestion and the overall retail experience.



El Paseo/South Gate Towne Center District Boundaries

Imperial District

Existing Conditions

The Imperial Industrial District is located east of the Los Angeles River and extends from the Rio Hondo south to Gardendale Street. The area, which contains 3 sub-areas, is bisected by Garfield Avenue and Imperial Boulevard. The majority of the District, especially sub-areas 2 and 3, contain a wide range of industrial uses including heavy manufacturing, light industrial, warehousing and small “boutique” manufacturing/fabrication facilities. In addition, sub-area 3 contains a horse stable and access to equestrian trails that are a regional resource. Sub-area 2, which also contains parcels around the intersection of Garfield Avenue and Imperial Boulevard, has a high percentage of highway commercial uses, such as gas stations and fast food restaurants. Sub-area 1 contains mostly small retail parcels fronting Imperial Boulevard. Overall, the District has a disjointed urban fabric and many of the buildings may need replacement during the time horizon of the General Plan. Although it is outside of City limits, Los Angeles County has plans to develop a mixed use government and private office complex off Imperial Boulevard, just east of the City limit in the City of Downey.

Vision

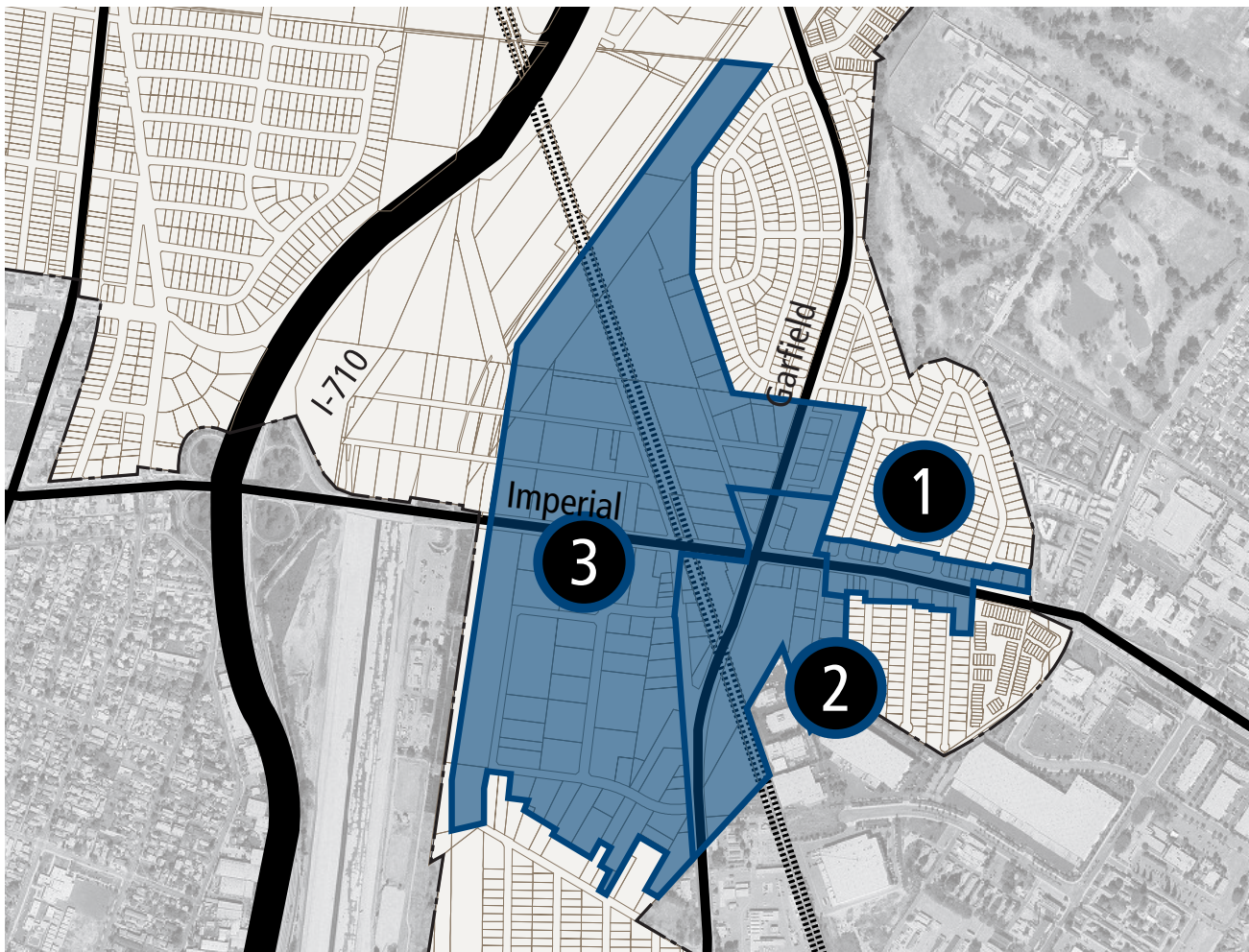
This area should be transformed over the next 20 to 30 years to provide more retail establishments that serve the needs of the community, expanded job opportunities and a diversity of housing types. Sub-area 1 is envisioned to become a mixed use retail/residential area that contains both multi-family residential buildings and buildings with a vertical mix of uses. Ground floor retail uses and other non-residential uses that cater to local residents and employees at the nearby county municipal campus in the City of Downey should be pursued. Sub-area 2 is envisioned to transform from a mix of auto-oriented retail and industrial uses into an attractive mixed use corridor. Other uses that are allowed in this sub-area are new Single-Use Retail and Light Industrial/Flex uses. Retail and mixed use development is envisioned for the major roadways of Garfield Avenue and Imperial Boulevard, while the Light Industrial/Flex uses would be allowed on the parcels off of these roadways. Sub-area 3 should remain a job-producing District, but allowed uses will include Office/R&D to help to diversify the City’s job base. Manufacturing/Distribution uses are explicitly allowed in this sub-area.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Neighborhood Medium-High Boulevard Medium-High Open Space	n/a	Single-Use Retail
Sub-area 2	Boulevard Medium-High Open Space	Neighborhood Medium-High Single-Use Retail	Light Industrial/Flex
Sub-area 3	Single-Use Retail Office/R&D Light Industrial/Flex Manufacturing/Distribution Open Space	n/a	n/a
Other Place Types are not allowed in this area			

Policies

- P1** New uses should capitalize on the District's proximity to the county municipal campus in Downey. Potential uses could include retail, restaurants, cafés and offices. These uses should also serve the needs of the existing residents.
- P2** New residential uses should include multi-family housing to help to diversify the housing types present on the eastern side of the City.
- P3** Buildings facing Imperial Boulevard should be designed to create an attractive pedestrian environment, with buildings set close together, minimal setbacks from the street and retail uses on the ground floor. Given the depth of the parcels, particular attention must be paid to potential impacts on residential areas as properties are redeveloped.
- P4** The consolidation of small parcels for redevelopment is encouraged.
- P5** The City should pursue the development of a supermarket in the Imperial District. Potential locations include the large parcels fronting Imperial Boulevard in sub-area 3 and the flea market site on Garfield Avenue in sub-area 2.
- P6** As redevelopment occurs in sub-area 3, streets and streetscapes should be improved to enhance the visual quality of the area.
- P7** The City should encourage the continued operation and potential expansion of the equestrian facilities in sub-area 3.
- P8** The employment areas in sub-area 3 should be beautified and a variety of new job-producing uses should be encouraged.
- P9** If Los Angeles proceeds with plans to develop a mixed use complex off Imperial Boulevard, the City should pursue a train station near Imperial Boulevard and, if a transit station is located in the vicinity, the City should allow for a high-density transit village within a ½ mile radius of the transit facility.



Imperial Industrial District Boundaries.

South Gate Triangle District

Existing Conditions

This area is bounded by the Los Angeles River, the Rio Hondo Channel, and the El Paseo/South Gate Towne Center District. The District contains numerous large-scale industrial, warehouse and storage uses. The character of the area is heavy industrial with large parcels containing large footprint buildings. Additionally, numerous properties have outdoor storage spaces for trucks, machinery and other equipment. While this area contributes to the job diversity and tax base of South Gate, the parcels are generally under-utilized and some are in need of repair and upkeep. This area will also be negatively impacted by the proposed widening of I-710. Access to this District is from Garfield but a proposed extension of Southern Avenue across I-710 and the Los Angeles River could provide direct access from the west side of the City.

Vision

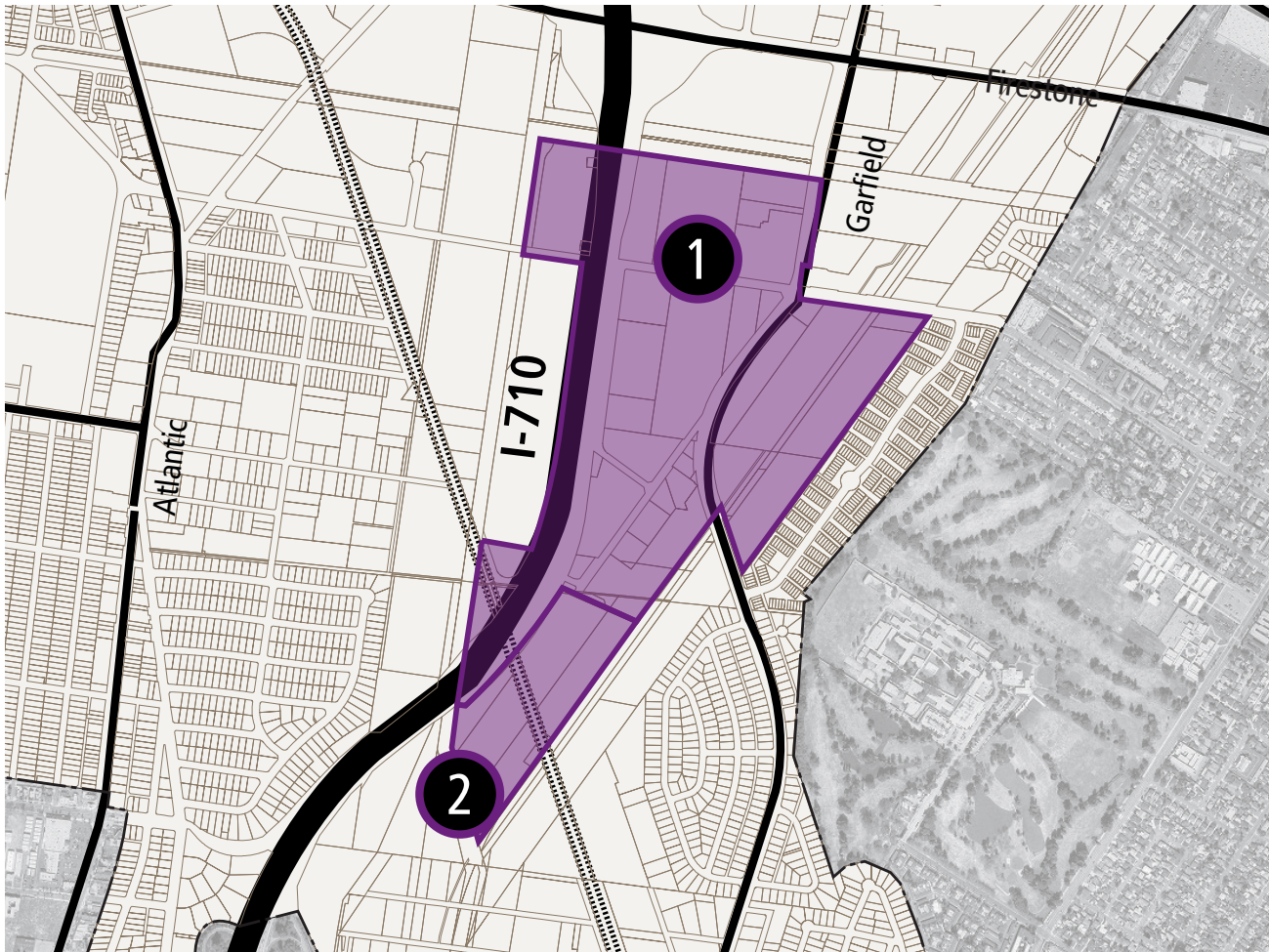
The vision for this District is to remain a job and economic development area for the City while also creating a dramatic entry to the City visible from the I-710 freeway. The District should continue to capitalize on the proximity to, and visibility from, the I-710 freeway and the large parcel sizes. Thus, future uses in this District may include a wide range of non-residential uses, including large-scale Single-Use Retail, Manufacturing/Distribution, Light Industrial/Flex, and Office/R&D uses. In addition, the area at the confluence of the Los Angeles and Rio Hondo Rivers should contain a use or structure that enhances the image of South Gate, including a destination retail or entertainment use. This area should contain a signature use or building with a unique architectural character that draws attention to the City.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Single-Use Retail Office/R&D Light Industrial/Flex Manufacturing/Distribution Open Space	Civic/Institutional	n/a
Sub-area 2	Single-Use Retail Office/R&D Light Industrial/Flex Manufacturing/Distribution Civic/Institutional Open Space	n/a	n/a
Other Place Types are not allowed in this area			

Policies

- P.1** New uses should be allowed that take advantage of the frontage on and visibility from I-710.
- P.2** Single-use Retail is allowed and encouraged in this District, especially when it enhances the visibility and identity of South Gate.
- P.3** The confluence of the Los Angeles River and the Rio Hondo should be developed with an iconic building with dramatic architecture and/or a major destination that includes a highly visible use, such as a park, hotel, or sports/entertainment complex that will increase the visibility of South Gate to travelers on I-710 and will serve as a gateway to the City.
- P.4** As part of improvements to the Los Angeles River and Rio Hondo Channel, the City should improve public access to the riverfront and ensure that new developments contribute to the enhanced riverfront experience.



South Gate Triangle District Boundaries.

Hollydale Industrial District

Existing Conditions

The Hollydale Industrial District is a two-block-wide band of mostly manufacturing and distribution parcels located along Dakota Avenue between Century Boulevard and Gardendale Street. The parcels are bounded by single family homes on the east and west sides. A rail line, which is used by the businesses, runs parallel to Dakota Avenue.

Vision

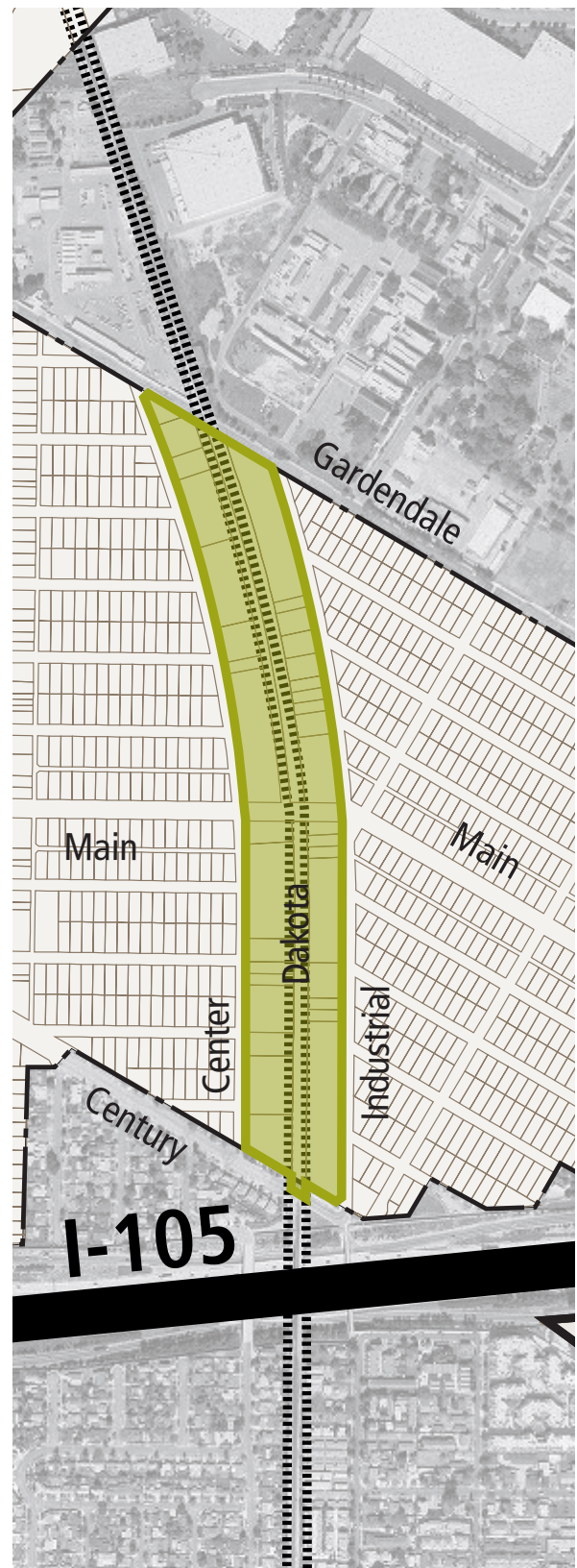
This area should remain an employment center but over time uses should transform from Manufacturing/Distribution uses to Light Industrial/Flex uses that are more visually attractive and will have less of an impact of adjacent neighborhoods.

Policies

- P.1** Small scale "boutique" Light Industrial/Flex uses should be pursued for this District.
- P.2** Existing Manufacturing/Distribution uses will be allowed to remain but expansions or major alternations will not be permitted.
- P.3** Existing property owners will mitigate negative impacts on residential areas from truck traffic and business operations and will improve the visual appearance of their property.
- P.4** Long-term truck parking will not be allowed on Center Street or Industrial Avenue.

Allowable Place Types

Highly Desired	Desired	Discouraged
Light Industrial/ Flex	n/a	Manufacturing/ Distribution
Open Space		
Other Place Types are not allowed in this area		



Hollydale Industrial District Boundaries.

Tweedy Educational District

Existing Conditions

This District is located at the terminus of Tweedy Boulevard east of Atlantic Avenue. The area is a former industrial area that currently has a large amount of vacant land and abandoned buildings. Single family residential areas border this District to the north and south. The Los Angeles River is the eastern boundary of the District. The Los Angeles Unified School District owns the majority of parcels in this area and is currently in the process of developing a school complex that may include a middle school, a high school and other support uses.

Vision

The vision for the Tweedy Educational District is to create a new, 21st century educational complex that is supported by complimentary uses that contribute to the betterment of South Gate. The District should include new public educational facilities and other uses such as parks, cultural facilities, and retail uses. Given its location, the design of the District should interact with the Los Angeles River and facilitate the revitalization of, and increased public access to, the riverfront.

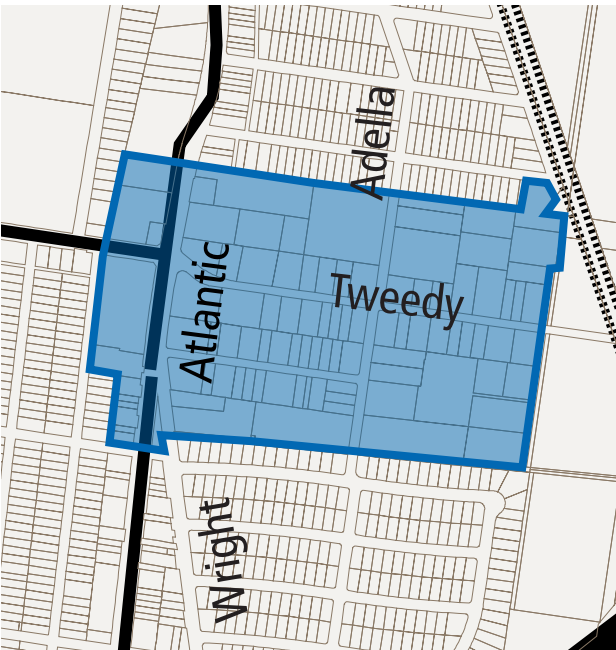
Allowable Place Types

Highly Desired	Desired	Discouraged
Boulevard Medium-High	Neighborhood Medium-High	n/a
Civic/Institutional		
Open Space		

Other Place Types are not allowed in this area

Policies

- P1** The residential neighborhoods to the north and south of the District should be buffered from new non-residential uses in the Tweedy Educational District.
- P2** New residential uses, such as townhomes and small scale apartments, may be located on the north and/or south side of the Tweedy Educational District to serve as a buffer between the educational uses and the residential neighborhoods.
- P3** Retail development or mixed use development with ground floor retail should be located along Atlantic Avenue.
- P4** The redevelopment of the District should provide direct and safe public access to the Los Angeles River through the site.
- P5** The redevelopment of the District should improve the appearance of the public edge of the river and could include landscaping and other beautification activities.
- P6** A new public park, joint use athletic facilities, and open space should be included in the redevelopment of the District. This facility (or facilities) should be open to the public on weekends and during non-school hours.
- P7** The City should work closely with the Los Angeles Unified School District on plans for the property.
- P8** The District should be designed to be highly publicly accessible and not isolated from the community.

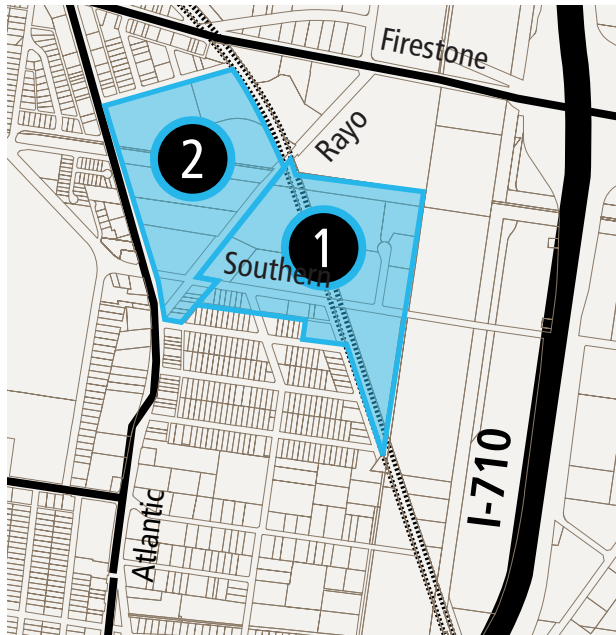


Tweedy Industrial District Boundaries.

Rayo Industrial District

Existing Conditions

The Rayo Industrial District is located south of the Gateway District and between Atlantic Avenue and the Los Angeles River. The area currently contains a variety of industrial, warehouse and distribution uses. The parcels are relatively large and there is frontage on Atlantic Avenue and the Los Angeles River. Access to the Los Angeles River multi-use trail is also through this District. The District is divided into 2 sub-areas. Sub-area 1 is located generally east of Rayo Avenue and west of the Los Angeles River. Sub-area 2 is the area generally between Rayo Avenue and Atlantic Boulevard.



Vision

In the future, the Rayo Industrial District should remain a job-producing area for the City of South Gate. Mixed use residential development will be allowed along Atlantic Avenue. The focus of the employment uses should shift from Manufacturing/Distribution uses to uses with a higher-job density, such as Office/R&D and small-scale fabrication uses. The parcels fronting Atlantic Avenue in sub-area 2 are envisioned to have either a vertical mix of uses with ground floor retail or Single-Use Retail establishments. A revitalized Los Angeles River corridor along the eastern edge of sub-area 1 will contribute to the vibrancy and beauty of the Rayo Industrial District, and buildings constructed on the parcels fronting the Los Angeles River should contribute to the enhancement of both the river and the multi-use regional trail that runs along the river.

Policies

- P1** The existing logistics, warehouse and distribution uses will be allowed to continue in their current operations and make minor property improvements, but major expansion should not be allowed.
- P2** New job-producing uses should help to diversify the City's tax and employment base.
- P3** The Boulevard Medium-High and Single Use Retail Place Types are allowed and encouraged along Atlantic Avenue. These uses are not desired in other areas of the District.
- P4** New uses adjacent to the Los Angeles River should be designed and located to capitalize on the proximity and access to the river.
- P5** New buildings should provide enhanced public connection to the regional trail system along the Los Angeles River.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Office/R&D Light Industrial/Flex Open Space	Civic/Institutional	Manufacturing/Distribution
Sub-area 2	Boulevard Medium-High Civic / Institutional	Single-Use Retail Office/R&D Light Industrial/Flex	n/a
Other Place Types are not allowed in this area			

Southwest Industrial District

Existing Conditions

This small District, which is the location of the former General Motors plant, is located in the southwest corner of the City and contains approximately 1 million square feet of warehouse and logistics uses. The parcel sizes are large, with most over two acres, and the block structure has superblocks with only one cul-de-sac serving the area. The majority of buildings in this area are relatively new and thus not likely to redevelop over the time horizon of the General Plan. However, there are several parcels, including the smaller parcels on Delores Street, that are visually blighted and impact adjoining residential neighborhoods.

Vision

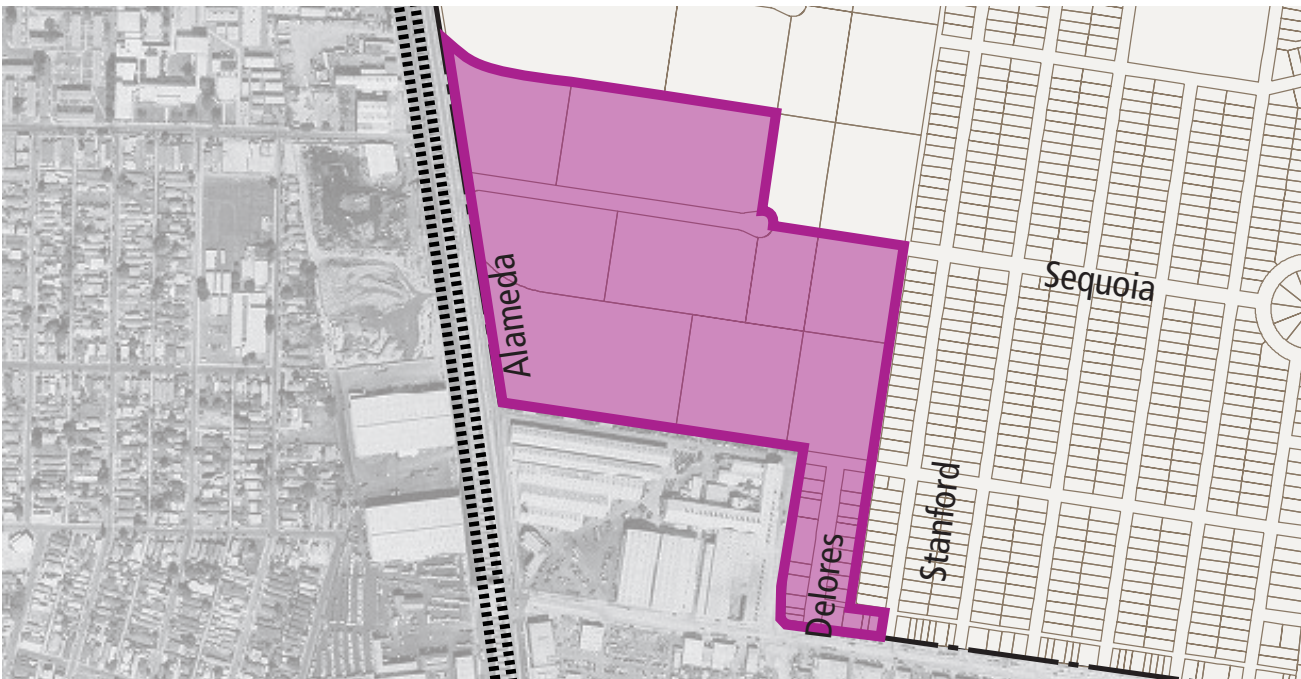
The vision for this District is to maintain existing uses and encourage new Light Industrial/Flex uses when redevelopment occurs. The parcels along Delores Street should be improved with new Light Industrial/Flex uses in the next 20 years.

Policies

- P.1** Light Industrial/Flex uses are strongly desired and Manufacturing/Distribution uses are allowed in this District.
- P.2** The consolidation of small parcels along Delores Street for redevelopment is encouraged.

Allowable Place Types

Highly Desired	Desired	Discouraged
Light Industrial/ Flex	Manufacturing/ Distribution	n/a
Open Space		
Other Place Types are not allowed in this area		



Southwest Industrial District Boundaries.

Firestone Industrial District

Existing Conditions

The Firestone Industrial District contains a mix of manufacturing and light industrial/flex spaces on the north side of Firestone Boulevard. The business uses in the District, including the Sealy Mattress facility, are very established and contribute to the City's employment base. The parcels are relatively large in size and thus make redevelopment more feasible. The buildings are industrial in character and do not contribute to a pedestrian-oriented streetscape along Firestone Boulevard.

Vision

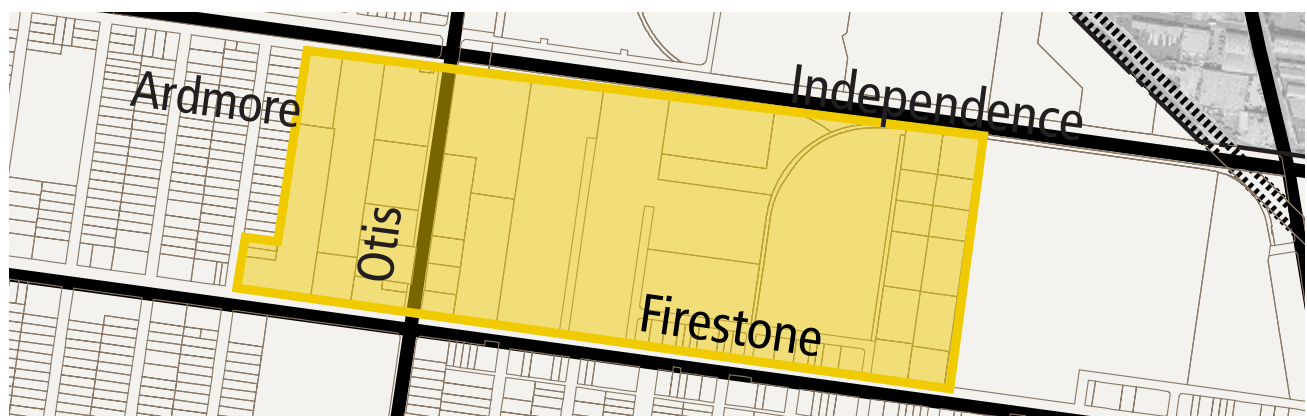
The vision for this District is to maintain and expand the overall job base while also letting the district evolve to contain more Light Industrial/Flex, office, and retail and entertainment uses that support the vision of a major, destination entertainment corridor along Firestone Boulevard. Uses along Firestone Boulevard are envisioned to be mixed use buildings of 3 to 6 stories with ground floor retail and office or residential on the upper floors. This will help to create an attractive streetscape that is consistent with the vision for the entire Firestone corridor.

Policies

- P1** Existing Manufacturing/Distribution uses may continue, but their expansion is discouraged.
- P2** Place Types along Otis and internal to large parcels should be Light Industrial/Flex, Office/R&D or Single-Use Retail.
- P3** New buildings along Otis Street for 200 feet on either side of Firestone Boulevard should be mixed use buildings with retail on the ground floor and residential or office on the upper floors. This will enable the creation of a more consistent street environment along Firestone Boulevard.
- P4** Single-Use Retail uses with a focus on destination retail and entertainment may be considered on the eastern side of the District, in the area adjacent to the El Portal retail center. These uses should contribute to the overall vision of the City for an entertainment and retail district along Firestone Boulevard.
- P5** Office/R&D and Light Industrial/Flex uses should be located in the northern portion of the District.
- P6** Auto-related businesses, such as repair and sales, are discouraged in this District.
- P7** New buildings along Firestone Boulevard should support the pedestrian environment, with buildings having minimal setbacks from the sidewalk and ground floor uses that support pedestrian activity.

Allowable Place Types

Highly Desired	Desired	Discouraged
Boulevard High	Single-Use Retail	Manufacturing/ Distribution
Office/R&D		
Light Industrial/ Flex		
Civic/Institutional		
Open Space		
Other Place Types are not allowed in this area		



Firestone Industrial District Boundaries.

Ardine Industrial District

Existing Conditions

The Ardine Industrial District is located just north of the Gateway and Firestone Industrial Districts and contains a mix of heavy industrial and warehouse uses. The area is served by active rail spurs and borders the industrial land in the Cities of Huntington Park and Cudahy. While the area is actively used, there are issues with truck access and the impact of industry on nearby neighborhoods.

Allowable Place Types

Highly Desired	Desired	Discouraged
Light Industrial/ Flex	Manufacturing/ Distribution	n/a
Open Space		

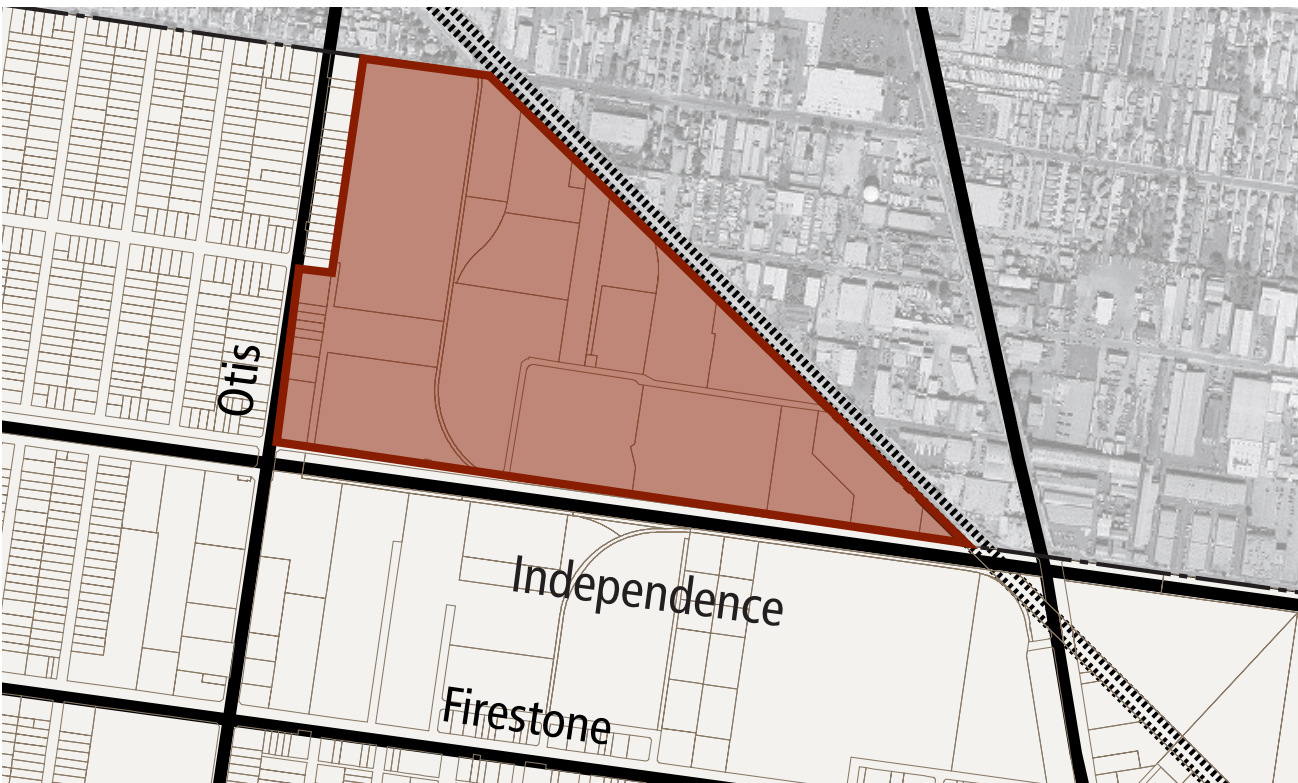
Other Place Types are not allowed in this area

Vision

Transform the Ardine Industrial District over time from manufacturing and distribution uses into a higher-density employment center with an emphasis on flex/light industrial buildings that cater to small manufacturing businesses.

Policies

- P1** While manufacturing and distribution uses are desired, these uses should not expand significantly in their present location.
- P2** New development will create adequate physical buffers next to residential areas in order to mitigate the negative noise, air pollution and other impacts. These buffers may include landscaping, setbacks, and fencing. The buffers will be located on property within the Ardine Industrial District, not on property within surrounding Neighborhoods, Districts or Corridors.
- P3** The use of the rail spur to move goods and products is preferred over trucks in order to reduce the volume of trucks on City streets.

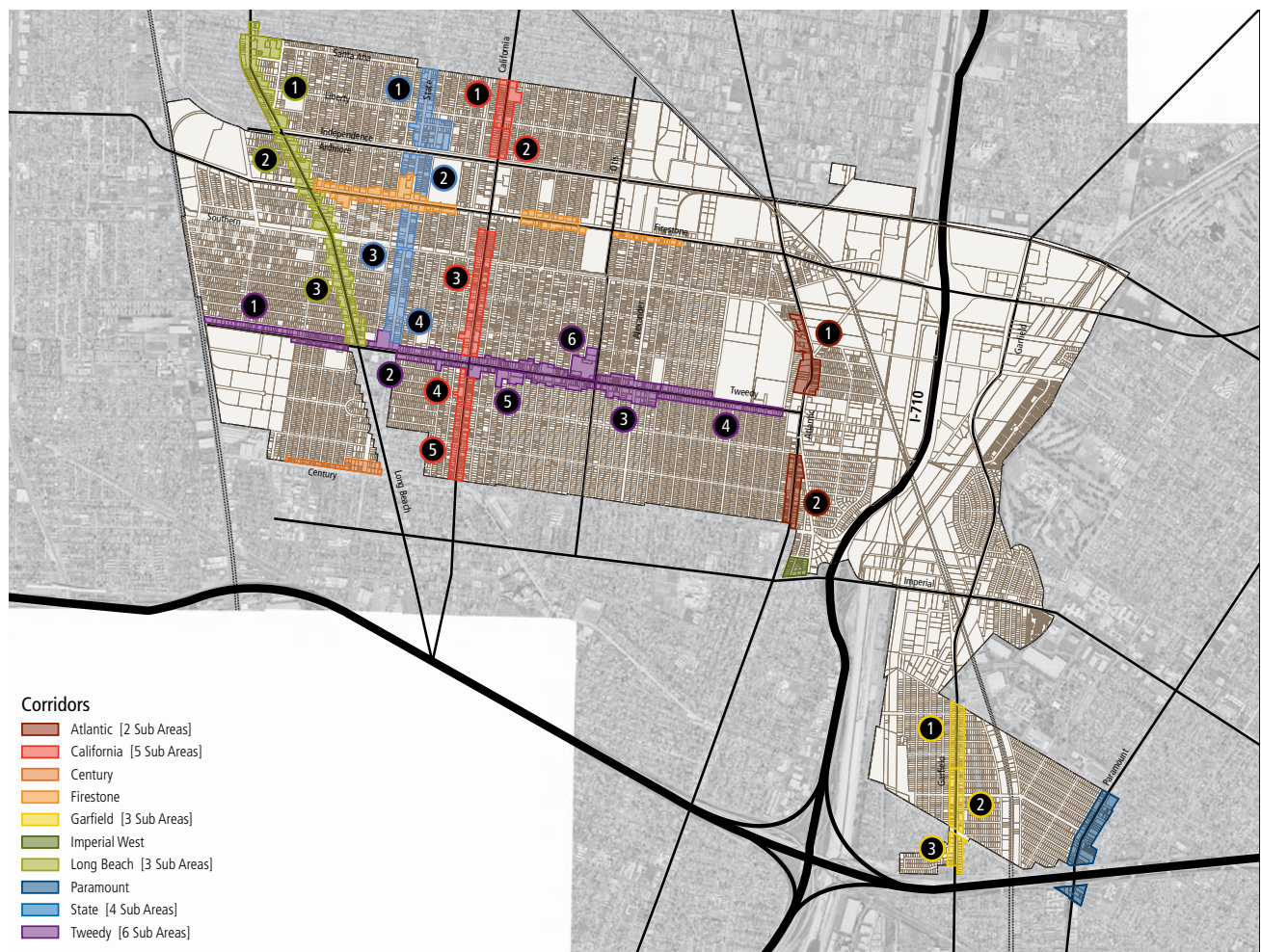


Ardine Industrial District Boundaries.

CORRIDORS

This section provides specific information on each of the Corridors located in the City of South Gate. As with the Districts, the description of each Corridor includes a description of the existing conditions, a vision statement for the area, and specific policy guidance. A map of each Corridor is also included. The allowable Place Types for each Corridor are presented in Table CD 8. The information contained here will be considered policy statements with the force of regulation. They are developed to provide a vision of the organization of uses within the City in the future and a flexible structure to allow for changes in economic conditions and community visions.

This section provides specific information on each of the Corridors located in the City of South Gate.



South Gate's Corridors (Numbers indicate subareas in each Corridor.)

Firestone Corridor

Existing Conditions

Firestone Boulevard is the primary arterial roadway through the City and helps to connect South Gate with the wider region. The Firestone Corridor contains parcels along Firestone Boulevard that are not included in other Districts. The Firestone Corridor contains pre-dominantly auto-oriented retail and commercial uses, including a large number of used car dealers, auto repair shops and automobile parts stores. The urban fabric of the Corridor is inconsistent, with varied setbacks, building heights, lot sizes and lot area coverage. In addition, the Corridor has conditions of economic and physical blight. Many of the buildings are old and in need of significant renovation, there are numerous vacant buildings, the street and sidewalks are in need of repair, and the area is visually unattractive.

Vision

Firestone Corridor should be transformed from a blighted arterial roadway into a beautiful boulevard, with a diverse mix of uses, including retail, office and high-density housing. The number of auto dealers and other related uses should be minimized, and the streetscape should be beautified with trees, pedestrian facilities or medians. The uses along the corridor should capitalize on the high traffic volume and new uses being developed, including the El Portal retail project, the proposed courthouse complex and the expanded community college facility.

Policies

- P1** Neighborhood High and Boulevard High uses are strongly encouraged along the length of the Corridor.
- P2** Single-Use Retail is allowed but should not detract from the overall desired character of the Corridor.
- P3** The assembly of parcels to allow for greater redevelopment opportunities should be encouraged and facilitated by the City, to the greatest extent possible.
- P4** Office/R&D uses as part of mixed use projects should be targeted to the area in close proximity to the Civic Center District.
- P5** New development should step down in height to the existing single family neighborhoods, or employ other techniques to buffer Corridor uses from adjacent residential areas.
- P6** Over time, the Firestone Boulevard right-of-way (including the sidewalks) should be widened to accommodate increased traffic and to improve the pedestrian environment.
- P7** The City should undertake a streetscape improvement program that includes street trees, wider sidewalks, pedestrian facilities such as benches and bollards, and improved crossings.
- P8** Existing civic and public uses, such as the South Gate High School and the post office, should be preserved as significant community assets.
- P9** A new mixed use project or a supermarket should be located on the large retail site at the intersection of Firestone Boulevard with State Street. The new design should bring the building to the street to enhance the Firestone Corridor.

Allowable Place Types

Highly Desired	Desired	Discouraged
Boulevard High	Single-Use Retail	n/a
Neighborhood High	Civic/Institutional	
Open Space		
<i>Other Place Types are not allowed in this area</i>		



Firestone Corridor Boundaries.

Tweedy Mile Corridor

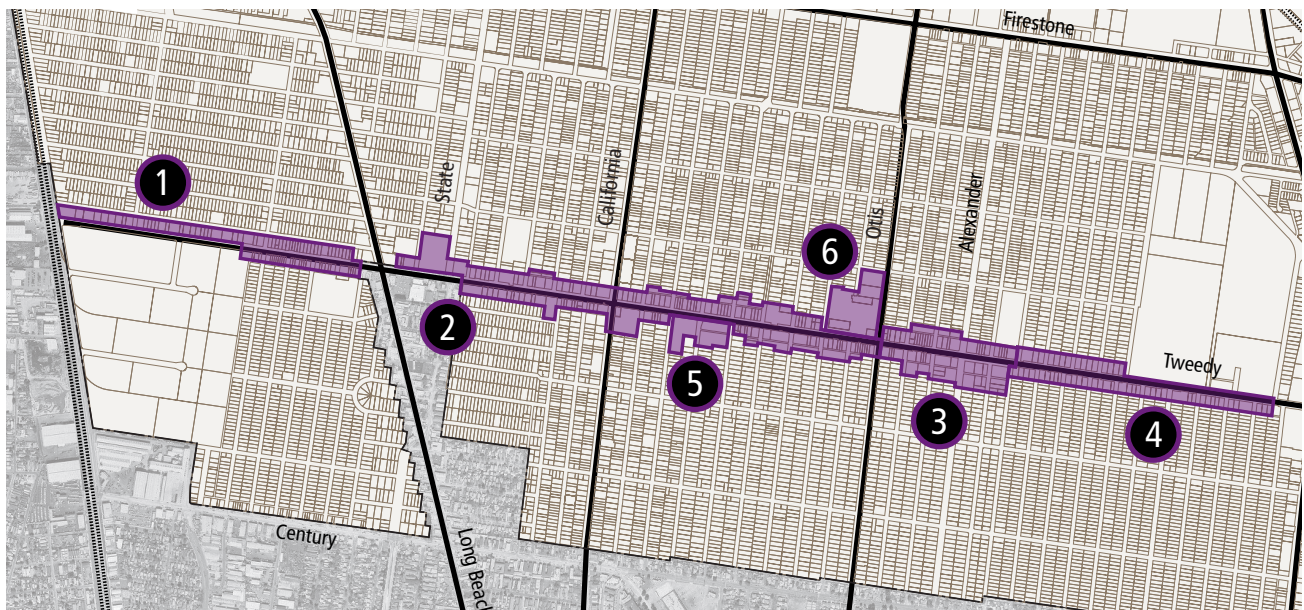
Existing Conditions

The Tweedy Mile Corridor encompasses the retail, service commercial and residential parcels fronting Tweedy Boulevard from Alameda east to South Gate Park. The Corridor contains the area commonly known as Tweedy Mile, which is the historic downtown of South Gate but currently does not serve in this capacity.

The Tweedy Mile Corridor is divided into six sub-areas. Sub-area 1 runs from Alameda to Long Beach Boulevard and includes a mix of retail, residential and public uses, including the Southeast High School and Southeast Middle School. Sub-area 2 extends from Long Beach west to Otis. The environment is very walkable with relatively wide sidewalks and pedestrian facilities such as benches, textured crosswalks and bulbouts. A high percentage of the parcels are built to the edge of the sidewalk and have retail storefront on the street, thus creating a more pedestrian-friendly environment. Two large auto-oriented shopping centers are located along the Corridor; they are sub-area 5, which is the shopping center that contains Miller's Outpost, and sub-area 6, which is the Albertson's

shopping center. Sub-area 3 extends from Otis to just west of Alexander. This area includes many one and two story commercial buildings that contain retail and office uses. Sub-area 4 extends east to Atlantic Avenue and has mostly single family buildings on large lots. Some of these structures are used for offices and other non-residential uses.

Overall, the Tweedy Mile Corridor has a relatively "worn-down" feel. Buildings need repairs and fresh paint and there are blighted buildings along the north side of the street, street furniture is nearing the end of its useful life, streets and sidewalks are dirty, and there is no coherent design character or theme to the street. Most parcels are relatively small, with many between 7,000 and 15,000 square feet and some as small as 3,000 square feet. Parking is generally on-street or in parking lots behind buildings and, with a few exceptions, does not meet parking standards for the number of parking spaces identified in the municipal code. While the Tweedy Mile Corridor has numerous issues, the Corridor presents a tremendous asset and opportunity for the community.



Tweedy Mile Corridor Boundaries.

Vision

Tweedy Mile should be restored to be the heart and soul of South Gate, and become a place where all of the City's residents can shop, eat and meet their neighbors. The core area (which encompasses the majority of sub-areas 2, 5, 6) should maintain the same "main street" character with small storefront retail but add new uses such as restaurants, boutique stores, and specialty food stores such as bakeries, coffee shops and produce stores. Sub-areas 5 and 6 should be redeveloped with mixed use buildings that contribute to the overall fabric of the Corridor and help to breathe new life into the area. To support the revitalization of the area, residential uses should be allowed throughout the Corridor with a particular emphasis on adding mixed use developments, apartments or townhomes in sub-areas 1, 3 and 4. Adding these residential uses at the edges of the Corridor will help bring life and vitality to the area.

Policies

[Note: Policies for the Tweedy Mile Corridor may be found in Goal 5 in the Goals, Objectives, and Policies section].

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Neighborhood Medium Neighborhood Center Open Space	Civic/Institutional	Single-Use Retail
Sub-area 2	Main Street Open Space	n/a	Single-Use Retail
Sub-area 3	Neighborhood Medium-High Boulevard Medium-High Main Street Open Space	n/a	Single-Use Retail
Sub-area 4	Neighborhood Medium Open Space	Civic/Institutional	n/a
Sub-area 5	Boulevard Medium-High Main Street Open Space	Single-Use Retail	n/a
Sub-area 6	Boulevard Medium-High Main Street Open Space	Single-Use Retail	n/a
Other Place Types are not allowed in this area			

Long Beach Corridor

Existing Conditions

Long Beach Boulevard runs in a north-south direction and connects South Gate with Huntington Park and Walnut Park to the north and Lynwood to the south. The Corridor, which includes all the parcels fronting Long Beach Boulevard through the City, contains a mix of mostly commercial uses including drive-through restaurants, motels, nightclubs, used car lots and stand-alone commercial buildings with minimal setbacks. Many buildings are older and in need of repair or replacement. The streetscape is generally unattractive due to the quality of the buildings, a lack of street trees, inconsistent signage, numerous lower-end retail business, overhead wires and sidewalks in need of repair. The Long Beach Corridor is also a heavily used transportation corridor, thus contributing to an unwelcoming pedestrian environment.

Vision

The vision for the Long Beach Corridor is to transform the Corridor into an attractive urban environment with a diverse mix of uses in buildings that are 3 to 6 stories in height. Retail uses that support the daily needs of residents will be located on the ground floor, with residential or office uses on the upper floors. The street should be attractive and inviting to pedestrians.

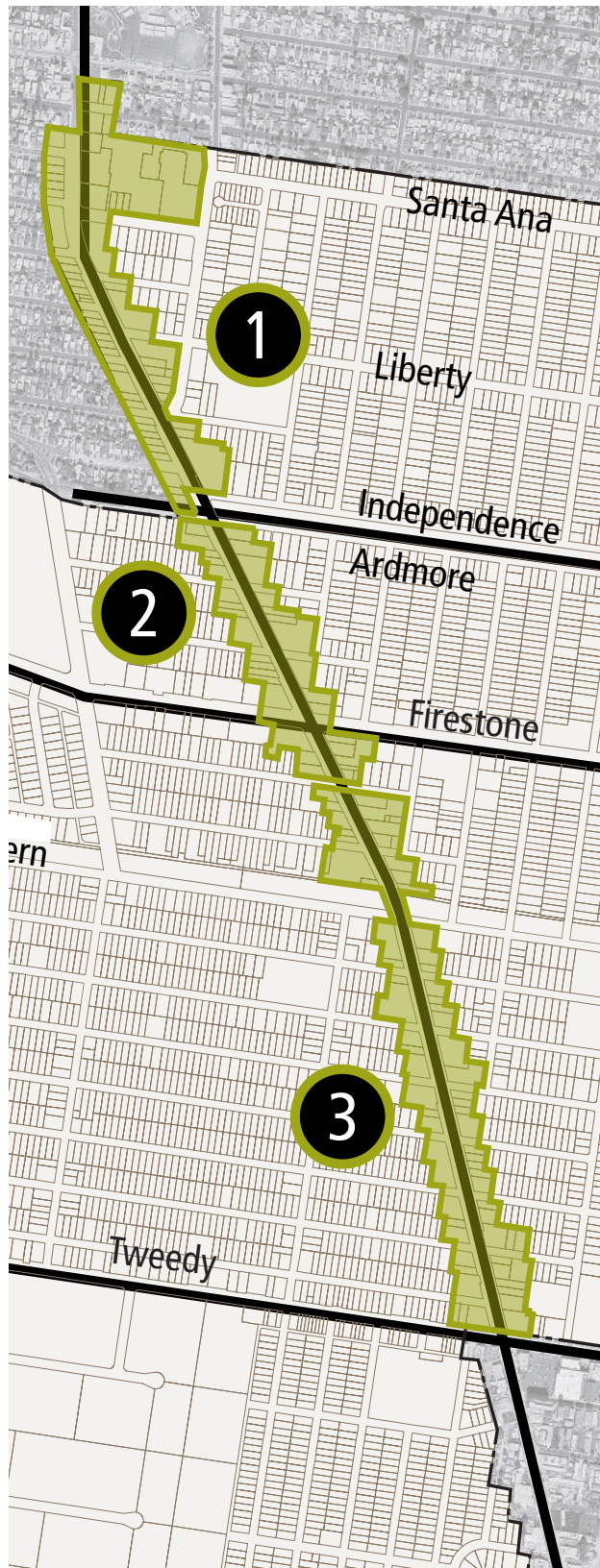
The Long Beach Corridor is divided into three sub-areas. The vision for sub-area 1 is primarily for residential mixed use buildings (residential over retail) or multi-family buildings. Sub-area 2 should capitalize on its proximity to the proposed Los Angeles Community College District expansion and contain uses that help to create a vibrant urban college campus. Uses could include offices that support the college's activities and housing for students and employees. Stores, restaurants and café's are also desired for ground-floor retail spaces in mixed use buildings. The vision for sub-area 3 is to create a highly urban Corridor with vertical mixed use development or residential-only buildings.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Neighborhood Medium-High Boulevard Medium-High Open Space	Single-Use Retail Civic/Institutional	n/a
Sub-area 2	Boulevard Medium-High Open Space	Neighborhood Medium-High Civic/Institutional	Single-Use Retail
Sub-area 3	Neighborhood Medium-High Boulevard Medium-High Open Space	Civic/Institutional	Single-Use Retail
Other Place Types are not allowed in this area			

Policies

- P.1** The City should undertake a significant streetscape improvement program that includes street trees, wider sidewalks, pedestrian facilities such as benches and bollards, and improved street crossings.
- P.2** The City should work with the City of Lynwood to the south and Los Angeles County (for the Walnut Park area) to the south on a corridor plan to ensure consistency of uses and streetscape character.
- P.3** Sub-area 2 should be included in any planning efforts that occurs for the South Gate College District.
- P.4** The intersections of Long Beach Boulevard with Tweedy Boulevard and Firestone Boulevard should include higher-density uses than the rest of the Corridor. Redevelopment efforts for the Corridor should focus on these areas first as they may catalyze change in other areas along the Corridor.
- P.5** In sub-area 3, Neighborhood Medium-High and Boulevard Medium-High uses are strongly encouraged. Single-Use Retail uses are discouraged.

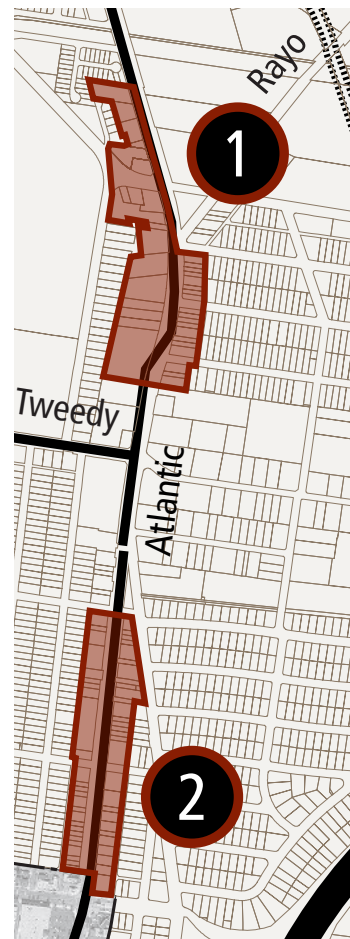


Long Beach Corridor Boundaries.

Atlantic Corridor

Existing Conditions

Atlantic Avenue runs in a north-south direction through the City and connects South Gate with Cudahy to the north and Lynwood to the south. While Atlantic Boulevard traverses the City from north to south, the policies for the Atlantic Corridor only apply to the portion to the south of Southern Avenue. The area north of Southern Avenue is included in the Gateway District and the Rayo Industrial District. The Corridor is divided into 2 sub-areas. The portion between Southern Avenue and Tweedy Boulevard is a combination of commercial uses on the west side of the street and industrial uses on the east side of the street. The portion of the Corridor south of Tweedy Boulevard until the City limit at Imperial Highway has mostly commercial uses with a school, single- and multi-family residential and a few industrial parcels. Overall, there is visual blight and shallow parcel depths on the southern portion, an incoherent urban fabric, an unwelcoming pedestrian environment and buildings that are in disrepair.



Atlantic Corridor Boundaries.

Vision

The Atlantic Corridor should be transformed into a mixed use corridor with multi-family housing and retail uses that support the surrounding neighborhoods. Sub-area 1 should have a strong focus on retail and office development. However, multi-family residential uses are allowed on the upper floors of mixed use buildings, particularly near the Tweedy Educational District. Single-use retail uses are allowed in this sub-area. Sub-area 2 should be predominantly residential in nature with a mix of townhomes and multi-family housing. Mixed use buildings are also encouraged in this area.

Policies

- P1** The City should work with the City of Lynwood to create a Specific Plan for Atlantic Avenue in both cities.
- P2** Single Use Retail is specifically allowed for the parcels in sub-area 2 near to Imperial Boulevard.
- P3** Ground-floor retail uses will be encouraged in mixed use buildings in sub-area 1.
- P4** Along with mixed use buildings, the area south of Michigan Avenue in sub-area 2 should favor housing types such as townhomes, rowhouses, and small scale apartment buildings.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Boulevard High Open Space	Neighborhood High Single-Use Retail Civic Institutional	n/a
Sub-area 2	Neighborhood Medium-High Boulevard Medium-High Single-Use Retail Open Space	Civic/Institutional	n/a
Other Place Types are not allowed in this area			

California Corridor

Existing Conditions

California Avenue traverses the City in a north-south direction and contains a range of retail, residential and public uses. The California Corridor includes the entirety of the Avenue except the area covered by the Civic Center District. The northern portion of the Corridor (sub-areas 1 and 2) contains a higher percentage of retail and commercial uses, including a large supermarket center at the intersection with Santa Ana. The central portion of the California Corridor (sub-area 3), which is located between Firestone Boulevard and Tweedy Boulevard, contains both stand-alone retail and residential uses. The southern portion of the California Corridor (sub-areas 4 and 5) is more residential in character and also has a more pleasant street environment due to the presence of mature street trees. The Civic Center District is located between sub-areas 2 and 3.

Many of the uses are located on small, shallow parcels of less than $\frac{1}{4}$ of an acre in size and just over 100-feet deep. There are a variety of different front-age types that vary from parcel to parcel, ranging from front yards in single family areas to parking lots and storefronts for retail uses. Thus, there is not a consistent character to the Corridor. Additionally, many of the non-residential uses are in disrepair and detract from the visual quality of the City.



California Corridor Boundaries.

Vision

In the future, the California Corridor will be transformed into a predominantly residential corridor with retail and commercial uses focused at the major intersections. At key intervals along the Corridor, the Neighborhood Center Place Type should be applied, in order to provide many of the daily shopping needs for residents along the Corridor and in surrounding residential areas. Some existing strip-commercial developments may remain but are not desired. The Corridor will be tied together visually with an attractive streetscape that balances the needs of pedestrians and motor vehicles.

Policies

- P1** Townhomes, rowhouses, and multi-family apartments are strongly encouraged along the entirety of the California Corridor.
- P2** New residential buildings should shape an attractive pedestrian environment that encourages interaction among residents.
- P3** Parking lots and garages should be located behind or to the side of buildings and should not detract from the pedestrian experience.
- P4** Neighborhood Centers should be encouraged at the intersection of California Avenue with the following roadways: Santa Ana, Southern Avenue, Tenaya Avenue and Michigan Avenue.
- P5** Single use retail uses are allowed in sub-areas 1 and 2 but not encouraged.
- P6** Development of the California Corridor should be coordinated with the redevelopment of the Civic Center District to ensure a compatible design and character for the Corridor.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Neighborhood Medium Neighborhood Center Open Space	n/a	Single-Use Retail
Sub-area 2	Neighborhood Medium Open Space	Neighborhood Center	Single-Use Retail
Sub-area 3	Neighborhood Medium Neighborhood Center Open Space	n/a	n/a
Sub-area 4	Neighborhood Medium Neighborhood Center Open Space	n/a	Civic/Institutional
Sub-area 5	Neighborhood Medium Neighborhood Center Open Space	n/a	Civic/Institutional
Other Place Types are not allowed in this area			

State Corridor

Existing Conditions

The State Corridor traverses the City in a north-south direction and contains a range of retail, residential and public uses. The Corridor contains a small, two-block retail area, which is located between Independence and Santa Ana Streets (in sub-area 1). This area has a main street character with small, single-story retail spaces that have a minimal setback from the sidewalk, thus creating a relatively continuous street wall of storefronts. There are some parcels that have surface parking in front of the building, which detracts from the urban fabric of the area.

Sub-areas 2, 3 and 4 contain a diverse mix of retail and residential uses. The Corridor has a run-down and somewhat blighted character with numerous underutilized properties and some properties that are in disrepair.

Vision

The vision for the Corridor is to transform it into a residential corridor with pockets of retail uses. The existing retail uses in sub-area 1 should be revitalized and upgraded with new uses in existing shops, an attractive and walkable pedestrian environment, and the redevelopment of parcels that have surface parking lots into buildings that contribute to the main street character. The remainder of the Corridor should be transformed into an attractive residential area with townhomes, rowhouses and small apartments lining the street. A new Neighborhood Center that contains neighborhood-serving retail uses should be created in sub-area 4.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Neighborhood Medium-High Main Street Open Space	n/a	n/a
Sub-area 2	Neighborhood Medium Open Space	Civic/Institutional	Single-Use Retail
Sub-area 3	Neighborhood Medium Open Space	Civic/Institutional	Single-Use Retail
Sub-area 4	Neighborhood Medium Neighborhood Center Open Space	Civic/Institutional	Single-Use Retail
Other Place Types are not allowed in this area			

Policies

- P.1** Townhomes, rowhouses, and multi-family apartments are strongly encouraged in sub-area 1 of the State Corridor.
- P.2** New residential buildings should shape an attractive pedestrian environment that encourages interaction among residents.
- P.3** Parking lots and garages should be located behind or to the side of buildings and should not detract from the pedestrian experience.
- P.4** The existing main street area in sub-area 1 should be improved and expanded with new retail uses such as restaurants, cafes and durable goods stores and the streetscape should be improved with new paving, cross-walks, street trees and pedestrian facilities, such as benches and pedestrian-scaled lighting.
- P.5** A new Neighborhood Center should be encouraged at the intersection of State Street and Southern Avenue near Cesar Chavez Park and Community Center.
- P.6** Single use retail uses are allowed but discouraged in sub-areas 2, 3 and 4.



State Corridor Boundaries.

Garfield Corridor

Existing Conditions

The Garfield Corridor extends from Gardendale Avenue south to the edge of the City limits near the I-105 freeway and includes an area one parcel deep on either side of the roadway. The area is divided into three distinct sub-areas. Sub-area 1 is predominantly single family residential with some non-residential uses located in single family structures. Sub-area 2 is a small, walkable retail area that extends along Garfield Avenue from Roosevelt Avenue to Century Boulevard. The uses include a range of retail establishments such as restaurants, furniture stores and banks. The character of the area is set by buildings with small shopfronts, which form an attractive, pedestrian-oriented retail district. The area is generally attractive but could be improved with new uses and physical improvements to beautify the buildings and the streetscape. Sub-area 3 extends from Century Boulevard south to the City limits. This area contains a mix of residential, retail and industrial uses and has an inconsistent urban fabric.

Vision

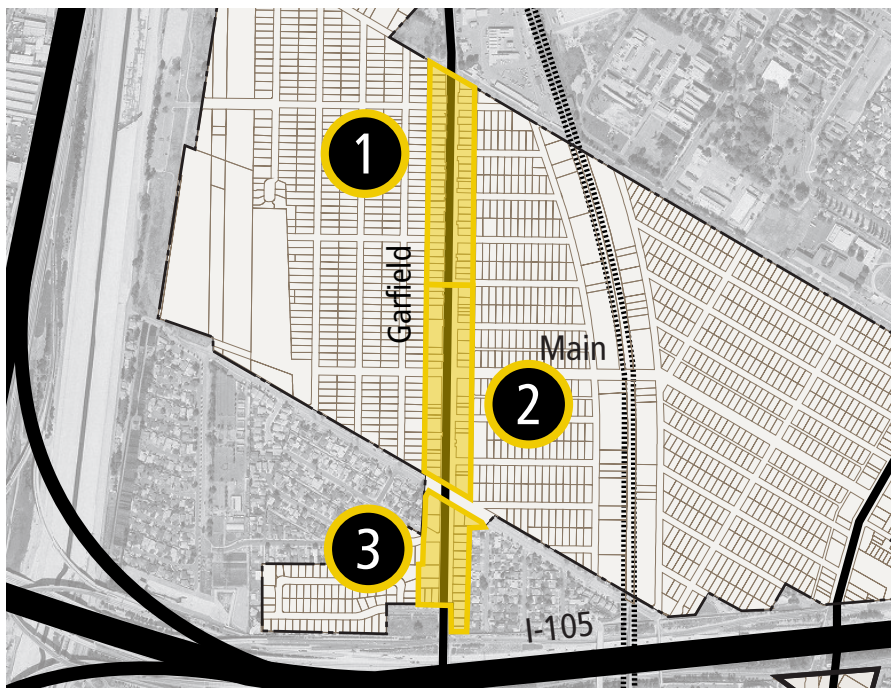
The Garfield Corridor should evolve into a beautiful corridor that is centered on a revitalized main street that is supported by a variety of new residential uses to the north and south. Sub-area 2, the heart of the Corridor, should be improved and expanded so that it will continue to be a meeting and shopping place for residents of Hollydale and Downey. The area should be beautified through streetscape improvements and improvements to the existing buildings. New higher-end retail uses, such as restaurants and cafes should be developed and new mixed use buildings should be constructed to complete and enhance the pedestrian-oriented character of the street. This plan allows the potential for the main street retail area to expand to the south, and thus Main Street is an allowable Place Type in sub-area 3. The addition of Neighborhood Medium Place Types in sub-areas 1 and 3 will increase the range of housing options, such as townhomes and small apartments in the area, and support the creation of a more vibrant retail area.

Allowable Place Types

	Highly Desired	Desired	Discouraged
Sub-area 1	Neighborhood Medium Open Space	n/a	n/a
Sub-area 2	Main Street Open Space	n/a	Single-Use Retail
Sub-area 3	Neighborhood Medium Single-Use Retail Main Street Open Space	n/a	n/a
Other Place Types are not allowed in this area			

Policies

- P1** The City will complete the mixed use project at the intersection of Garfield and Harding Avenue.
- P2** The City should work with business owners to pursue the creation of a business assessment district to assist with streetscape beautification projects.
- P3** Single-Use Retail will be allowed near the intersection of Garfield and I-105.
- P4** New residential development should be designed to form an attractive and walkable environment that respects the single family character of the Hollydale area and buffers the single family neighborhoods from traffic on Garfield Avenue.
- P5** With the exception of the Hollydale Plaza development, the height of buildings in sub-area 2 should not exceed three stories in order to respect the existing character of the area.
- P6** Residential uses may be added on upper floors above shop-front retail in sub-area 2.



Garfield Corridor Boundaries.

Paramount Corridor

Existing Conditions

Paramount Boulevard is a major north-south arterial roadway that crosses through a small portion of South Gate. Approximately 8 blocks are within South Gate and seven parcels are located on the south side of the I-105 freeway. The Corridor contains a range of commercial and retail uses in one- and two-story buildings and includes the Los Angeles Harley Davidson dealer, which draws shoppers from across the region.

Vision

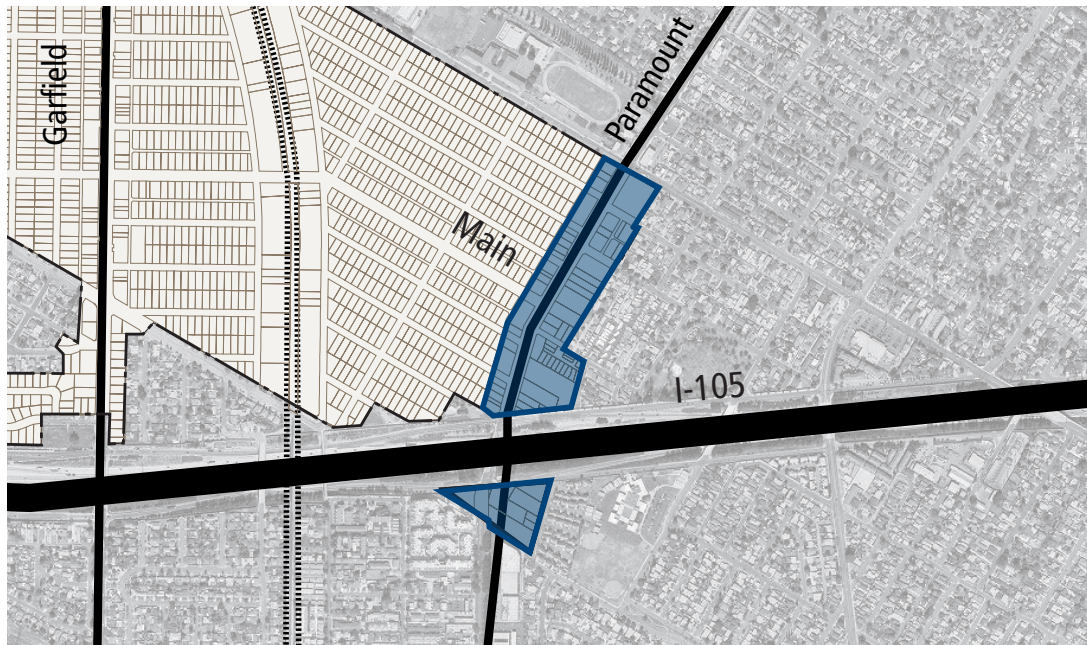
The vision is to transform the Corridor over the life of the plan from an auto-oriented area into an urban boulevard with a high-density mix of residential and non-residential office and retail uses. The area should be very walkable and create a destination for employees of the County Municipal Complex in Downey and the nearby residential neighborhoods.

Policies

- P1** Redevelopment along the Corridor should take advantage of the Corridor's proximity to the potential expansion of the County Municipal Complex in Downey.
- P2** The City should coordinate with the Cities of Downey and Paramount to coordinate uses and streetscape improvements along Paramount Boulevard.
- P3** Uses should capitalize on the area's proximity to I-105 by providing services for the needs of commuters passing through the area.
- P4** The City should support the continued operation and expansion of the Los Angeles Harley Davidson dealer.

Allowable Place Types

Highly Desired	Desired	Discouraged
Boulevard Medium-High Main Street Open Space	Single-Use Retail Civic/Institutional	n/a
<i>Other Place Types are not allowed in this area</i>		



Paramount Corridor Boundaries.

Imperial West Corridor

Existing Conditions

The Imperial West Corridor is a small collection of parcels located on the north side of Imperial Boulevard, just west of the I-710 interchange. These parcels are highway commercial uses fronting Imperial with single- and multi-family parcels located behind the commercial parcels. These parcels are relatively isolated from the rest of South Gate and relate more to uses and activities in Lynwood.

Allowable Place Types

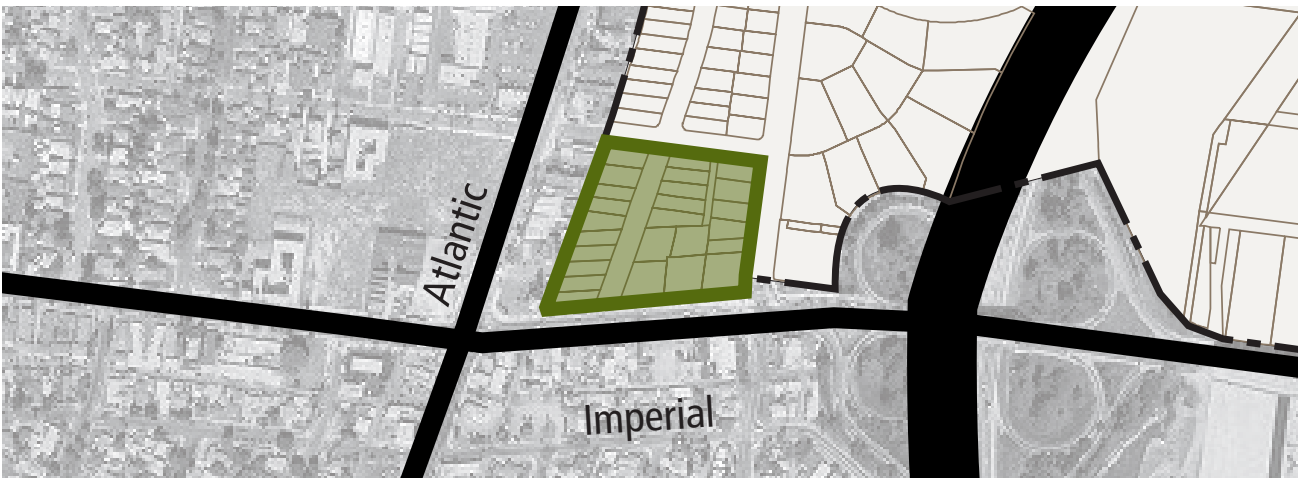
Highly Desired	Desired	Discouraged
Neighborhood Medium	n/a	n/a
Single-Use Retail		
Open Space		
Other Place Types are not allowed in this area		

Vision

The vision for this area is to allow Single-Use Retail Place Types along Imperial Boulevard to capitalize on the area’s proximity to I-710. Parcels not on Imperial Boulevard should be Neighborhood Medium to allow for a diversity of housing types in the City.

Policies

- P1** The City should coordinate development activity in this Corridor with the City of Lynwood.
- P2** The City should allow for a diversity of auto-oriented retail and highway commercial uses for this Corridor, including gas stations, convenience stores and drive-through restaurants.



Imperial West Corridor Boundaries.

Century Corridor

Existing Conditions

The Century Corridor is located on the north side of Century Boulevard (called Martin Luther King Boulevard in Lynwood) and is bordered by Long Beach Boulevard to the east and Stanford Avenue to the west. Century Boulevard is the boundary between the City of South Gate and the City of Lynwood, and parcels on the south side of the Corridor are located in the City of Lynwood. The parcels in this Corridor are mostly single-story commercial uses with some residential uses.

Vision

The vision for this area is to allow the existing non-residential uses to continue but, in the long term, to transform the area to accommodate a range of residential densities allowed in the Neighborhood Medium-High Place Types. Appropriate building types include townhouse, rowhouses and low-scale multi-family residential buildings. The streetscape should also be improved to enhance the visual appearance of the area.

Policies

- P1** Townhouses, rowhouses and multi-family housing are strongly encouraged along this Corridor.
- P2** The existing commercial uses can and should be rehabilitated to provide local shopping for area residents.
- P3** The City should work with the City of Lynwood to develop a coordinated vision for the Century Corridor. Issues to address include compatible uses, street width, and improving the quality of the streetscape.

Allowable Place Types

Highly Desired	Desired	Discouraged
Neighborhood Medium-High	n/a	Single-Use Retail
Neighborhood Center		
Open Space		
Other Place Types are not allowed in this area		



Century Corridor Boundaries.

IMPLEMENTATION ACTIONS

The following actions implement the Community Design Element of the General Plan. For each, a brief description is provided.

Action CD 1: Revise the Zoning Code.

Following the adoption of the General Plan, revise the Zoning Code to reflect the vision, goals, objective, and policies and development intensities established within this and other chapters of the General Plan. Specific activities that should be examined during the revision to the Zoning Code are as follows:

- Amend or revise the Zoning Code to be consistent with the General Plan.
- Consider the development of a form-based code for all or part of the City, especially areas that are expected to see significant change over the life of the General Plan.
- Develop incentives to ensure that the “Highly Desired” Place Types occur in each area and/or a disincentive to limit the “Discouraged” Place Types. This includes identifying specific parcels where each Place Type is allowed.
- Allow existing uses to remain even though they are inconsistent with the City’s long-term vision for a particular Neighborhood, District or Corridor.
- Address development review regulations for different types of projects.

Action CD 2: Create citywide design guidelines and/or streetscape plans.

Develop citywide design guidelines and/or streetscape plans for all or significant parts of the City. The product may be a citywide document or specific design guidelines and streetscape plans that apply to residential areas or individual Districts or Corridors. Specific actions include but are not limited to:

- Creating neighborhood design guidelines to ensure that new, infill development or the rehabilitation of existing homes is consistent with the overall character of the neighborhood.
- Developing a color control ordinance to ensure a consistent look and feel for residential neighborhoods.
- Creating detailed streetscape plans for the Corridors in the City. These plans should address features such as street trees, lighting, benches, crosswalks, and the location and design of transit facilities.
- Developing a citywide directional sign program with coordinated graphic design elements and placing such signs along major roadways. Directional signs should be

used to both orient travelers and to provide a sense of continuity within the City.

- Initiating Public Street Advertising or Adopt-a-Street programs.
- Creating design guidelines for Tweedy Mile that will ensure a consistent and high design quality and create a visual identity for the area.
- Identifying streetscape improvements that address pedestrian facilities, street trees and landscaping, right-of-way improvements, crosswalks, traffic calming features, public art, and public plazas and meeting spaces.

Action CD 3:

Create a density bonus program; explore a TDR program.

Develop and adopt an ordinance detailing procedures for implementing the density bonus program identified in Goal CD 2. As part of this process, explore the potential of a transfer of development rights (TDR) program where sponsors of projects in Districts and along Corridors may increase their project density by purchasing the development rights from sites in other locations in the City. This action may occur as part of the update to the Zoning Code.

Action CD 4:

Review and revise the Building Code.

Upon adoption of this General Plan and the adoption of the revised Zoning Code, review and revise the Building Code to reflect changes in the Uniform Building Code and State legislation, and changes required to implement this General Plan and the associated Zoning Code. After revision, the Building Code should continue to be periodically reviewed and updated as necessary.

Action CD 5:

Review and revise the planning intake process.

Upon adoption of this General Plan and the adoption of the revised Zoning Code and Building Code, review and revise all discretionary permit, subdivision, and environmental review procedures, protocols and applications. Continue to review and update as necessary.

Include a formal permit expediting program that includes both planning and building.

Action CD 6:

Prepare specific plans.

Prepare Specific Plans to implement the vision of this General Plan. State law authorizes cities to adopt Specific Plans as a means of implementing their General Plan in designated areas. Specific Plans are intended to provide more detail on the types of uses permitted, development standards, and circulation and infrastructure improvements. A private or public party can initiate Specific Plans. Costs of city-initiated Specific Plans are, most often, reimbursed by pro-rata allocation of fees to developers, business owners or property owners applying for development permits in the Specific Plan area. Costs for developer-initiated plans are usually borne by the developer.

As a result of the General Plan update process, numerous Specific Plans should be developed for the identified Districts and Corridors within the City. More specifically, Specific Plans should be developed for the following areas within the first five years after adopting this General Plan:

- Tweedy Mile
- All or part of the Gateway District
- Civic Center District
- South Gate College District

These areas are considered priority areas because redevelopment will serve as a catalyst for a larger area of the City than just the Specific Plan area. In some instances, the City may not be responsible for developing the Specific Plan.

Action CD 7:

Create an architectural design review process.

The South Gate Planning Commission and staff conduct architectural design review of development applications. The City should conduct a study,

which may be part of the Zoning Code update, to determine the most effective and efficient method to assure high quality architecture that reflects the City's desired character. Potential options include: maintaining the current process; hiring a "City Architect" to review applications; or creating an Architectural Design Review Board.

**Action CD 8:
Undertake a citywide parking
management study.**

Undertake a citywide parking management study to address the parking issue across the City. The parking management study should address a variety of topics related to parking in the City including, but not limited to, the following:

- Parking standards for additions to single family homes or new single family homes in areas designed with the Neighborhood Low or Neighborhood Medium Place Type Designations.
- Parking standards for new multi-family housing in Districts and Corridors.
- Reductions in the parking standards for affordable housing (for-sale and rental).
- A parking management district for the Tweedy Mile area. The district should explore one or more central public parking facilities (such as structured parking), parking pricing, and shared parking.
- Standards for shared parking or parking districts in all Districts and Corridors.

**Action CD 9:
Review and revise the Redevelopment
Project Area.**

Based on the desired outcomes of this General Plan, the City, working with the Redevelopment Agency, should review the current boundaries of the Redevelopment Project Areas and determine if the boundaries should be modified.

**Action CD 10:
Develop a sign ordinance.**

Review and amend the existing sign ordinance for its compatibility with the General Plan Community Design Element and Zoning Code updates.

**Action CD 11:
Pursue an annexation/boundary line
adjustment with Downey.**

Pursue a boundary line adjustment to include the private park and the VFW Hall to be within the City of South Gate. Presently these parcels, which are located at the corner of Garfield Avenue and Gardendale Avenue, are located within the City of Downey.

**Action CD 12:
Commission an historic resources survey.**

Conduct an historic resources inventory of the City upon adoption of the General Plan and, based on these results, consider programs to preserve significant historic resources, including an historic resources ordinance.

**Action CD 13:
Establish a fee ordinance for
General Plan Updates.**

Take the necessary steps to establish fee ordinances to recover the costs of the General Plan update and to prepare for future periodic updates of the General Plan and Zoning Code.

**Action CD 14:
Conduct an impact fee study
for new development.**

Prepare a study that explores the feasibility of an impact fee on new development to cover the costs to provide services and infrastructure associated with new development.

Action CD 15: Implement the General Plan monitoring and update.

Periodically review, revise and update the General Plan and the Zoning Code. Specifically, the City will complete the following activities:

- Prepare annual reports appraising the Planning Commission and the City Council of the status of the General Plan.
- Review the General Plan and the Zoning Code regularly to ensure internal consistency, consistency with federal, state and local regulations and policies and to ensure that the documents meet the vision of the City.
- Conduct a detailed review of the Neighborhood, District and Corridor maps and the Place Types every five years to ensure that the land uses, density and character reflect the community's vision for these areas.

Action CD 16: Hold bi-annual public workshops on General Plan implementation.

Approximately every other year, the City should sponsor a public workshop to update the community on the status of the General Plan and other planning and physical development projects in the City.

Action CD 17: Create a Riverfront Enhancement Plan.

Create a riverfront enhancement plan for the parts of the Los Angeles and Rio Hondo Rivers that run through South Gate. The plan should address a variety of public improvements including enhancing access from all areas of the City. The plan should also address the design of buildings to support the revitalization of the riverfront. As part of the project, conduct a study on the land at the confluence of the Los Angeles River and Rio Hondo Channel to determine an appropriate use for the area that results in a regional destination or a significant visual landmark.

Action CD 18: Create a branding and signage program.

In order to improve the identity and visual appearance of the City, a citywide branding program should be completed. The branding program should develop a new "look" for South Gate including a logo, document template and other similar activities. Once the "brand" is established, the City should create a citywide signage program to update the street signs and other way-finding in the City with the new identity.