

City of South Gate

# Gateway District

## Specific Plan

Public Review Draft - February 2019



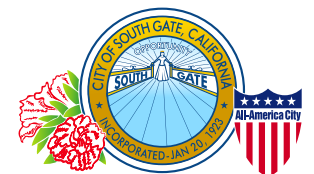
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City of South Gate

# Gateway District

## Specific Plan

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Public Review Draft - February 2019

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

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





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# 01 Introduction

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## 1.1. Overview

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

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

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

## 1.2. Location

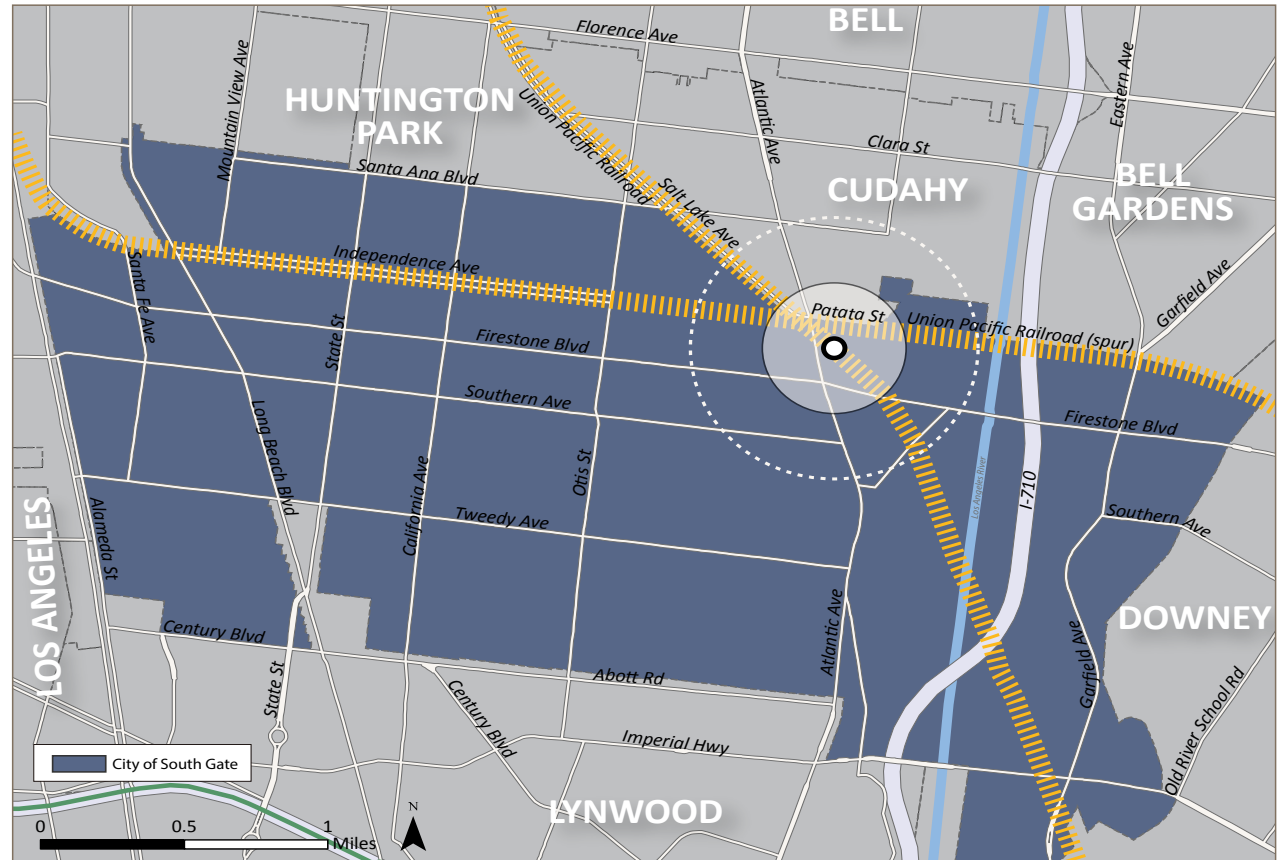
South Gate is a city of approximately 96,400 residents located eight miles southeast of

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

The City also has a high-level of vehicular and goods movement access. The City is bisected by the freeway and freight railroad lines. Interstate 710 (I-710) runs north/south through South Gate, just east of the Los Angeles River, with an interchange approximately 0.5 miles

east of the District. The Alameda Corridor, a 20-mile long rail cargo expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles, runs along the western City boundary. Interstate 110 (I-110) freeway is approximately 3 miles from South Gate's western boundary.

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



**Figure 1-1: Gateway District LRT Station Location**



### 1.3. Existing Setting

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

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

### 1.4. Specific Plan Purpose

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

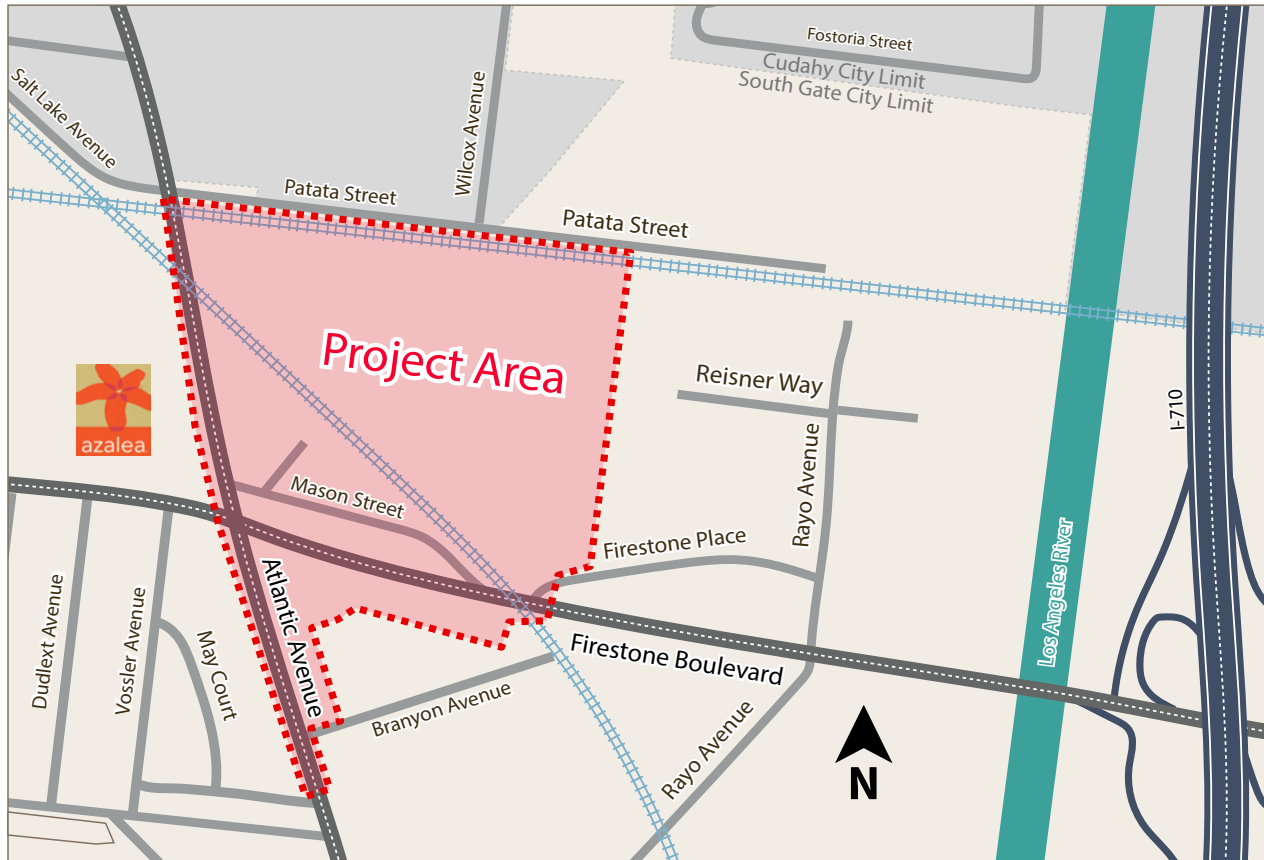
and guidelines for the Transit Village Zone and surrounding areas.

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

The Plan will:

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

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



**Figure 1-2: Specific Plan Area (District) Location**

## 1.5. Relationship to Other Planning Documents

### A. City of South Gate General Plan [2009]

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

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

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

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

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

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

While consistent with the intent of the Bicycle Transportation Plan, the specific alignment of bicycle facilities within the Atlantic Avenue and Firestone Boulevard rights-of-way have been updated to reflect future needs and community feedback, and alternative facilities are identified. An amendment to the Bicycle Transportation Plan may be required.

### D. Related Rail Studies and Station Area Planning

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

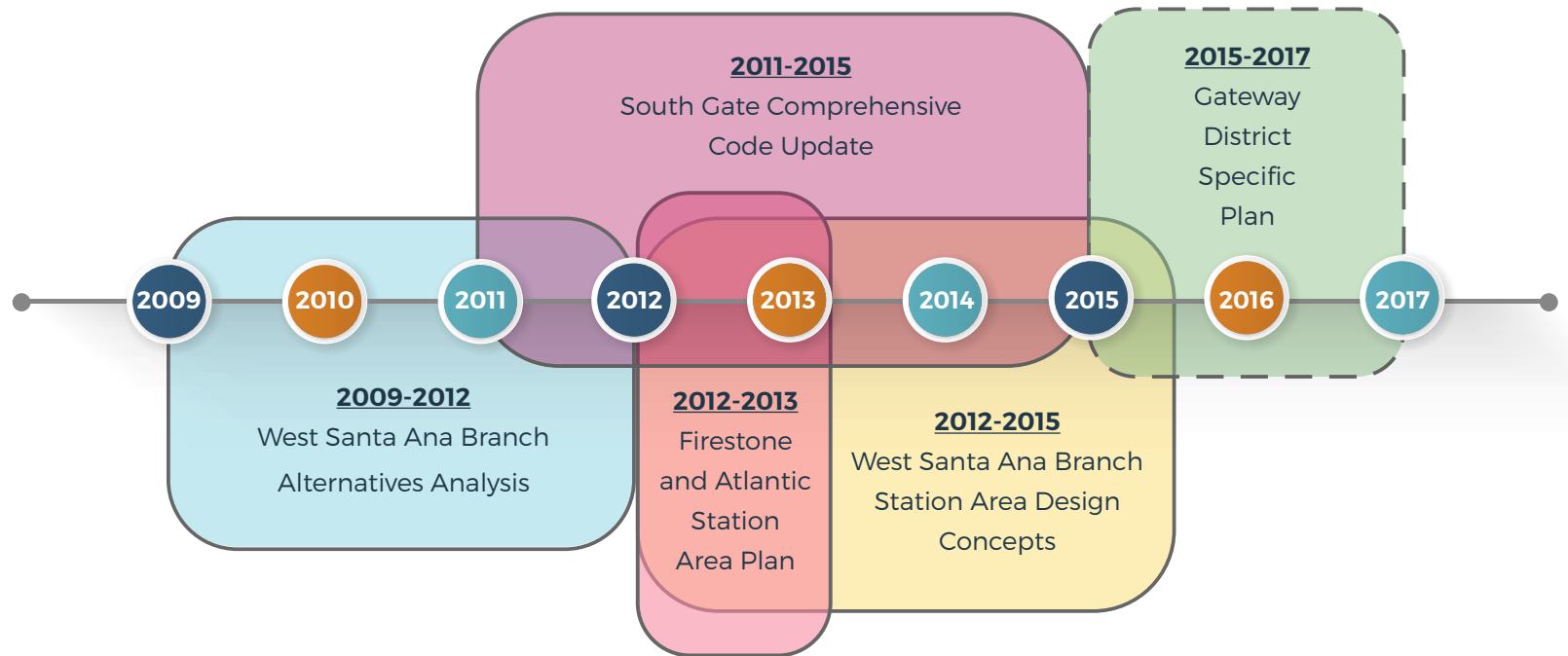
Sustainable Communities Strategy (RTP/SCS), has undertaken comprehensive regional transportation planning including planned expansion of transit throughout the Los Angeles region. SCAG partnered with Eco-Rapid Transit (ERT) and the City of South Gate to study the location, timing, and design of a WSAB LRT Station in South Gate through the following studies, which have informed the development of this Plan:

1. South Gate Rail Station Study [2012]
2. Pacific Electric Right-of-Way / West Santa Ana Branch Alternatives Analysis Report [2012]
3. Firestone & Atlantic Station Area Plan [2013]
4. West Santa Ana Branch Station Area Design Concepts [2016]

### E. SCAG 2012-2035 RTP/SCS

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

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

**Figure 1-3: Related Documents Timeline**

## 1.6. Community Engagement

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

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

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

The following events were hosted by the City:

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

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

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

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

### **Planning Commission Workshop: July 19, 2016**

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

### **Planning Commission Meeting: November 1, 2016**

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

### **City Council Meeting: November 22, 2016**

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

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

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



Community meetings and workshops provided opportunities for the public to provide comment on the vision for the Gateway District Specific Plan.

### **Steering Committee 4: Public Review Draft August 16, 2017**

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



## 1.7. Environmental Review

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

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

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

Adoption of the Plan as a Transit-Oriented Development (TOD) within a Transit Priority Area<sup>1</sup> (TPA) establishes a platform for reinvestment of an infill location, creating

potential for streamlined environmental review. The environmental documentation will be developed to take advantage of all applicable Senate Bills to exempt future development projects or streamline subsequent environmental analysis. Specifically, Senate Bill 226 (Simitian, 2011) and Senate Bill 743 (Steinberg, 2013), create exemptions for certain projects that are consistent with a Specific Plan and alternative transportation planning strategies.

### SB 226

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

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

### SB 743

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

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

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

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

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## 02 Vision and Goals

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## 2.1. District Vision

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

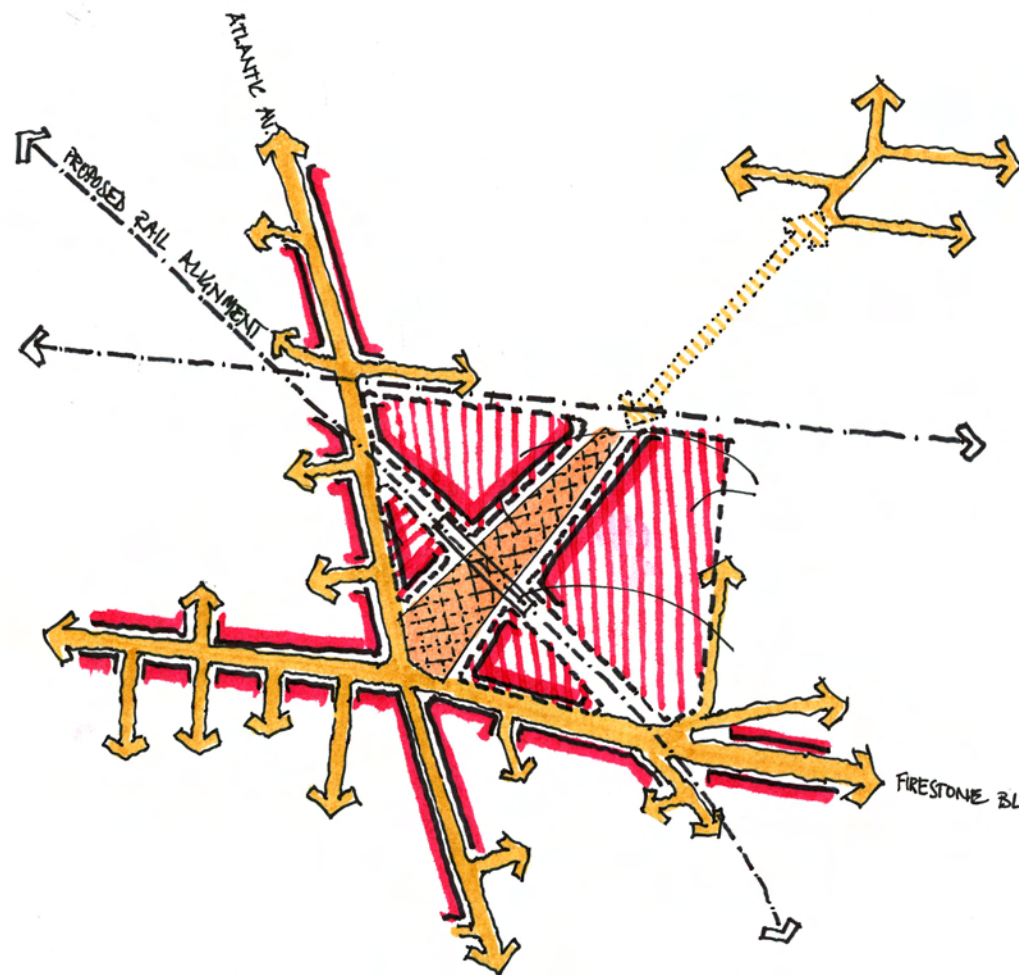
As the City's eastern gateway, the future LRT Station will function as the District's keystone attraction, and serve to link South Gate to other jobs-producing regions, commercial areas, and residential neighborhoods along the route of the WSAB LRT corridor, nearby transportation corridors, and planned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

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

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

## 2.2. Goals

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



**Figure 2-1: Vision Diagram**

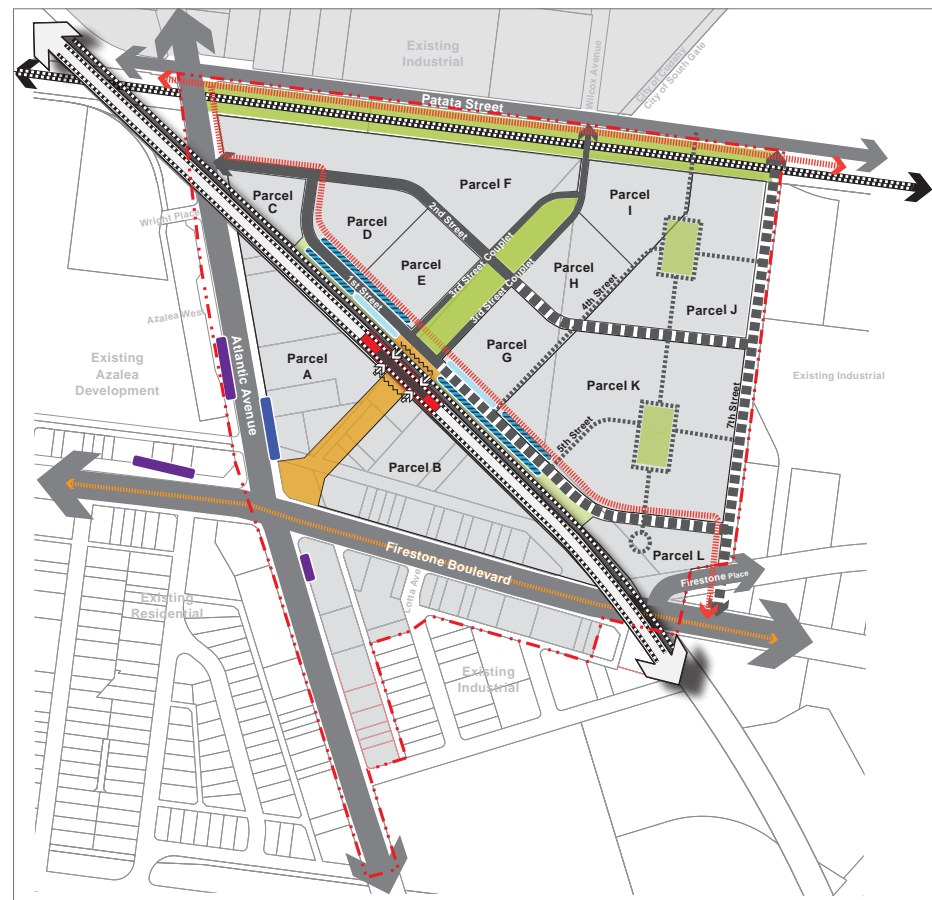
Early concept sketch developed for the Gateway District, as a part of the West Santa Ana Branch Station Area planning effort.





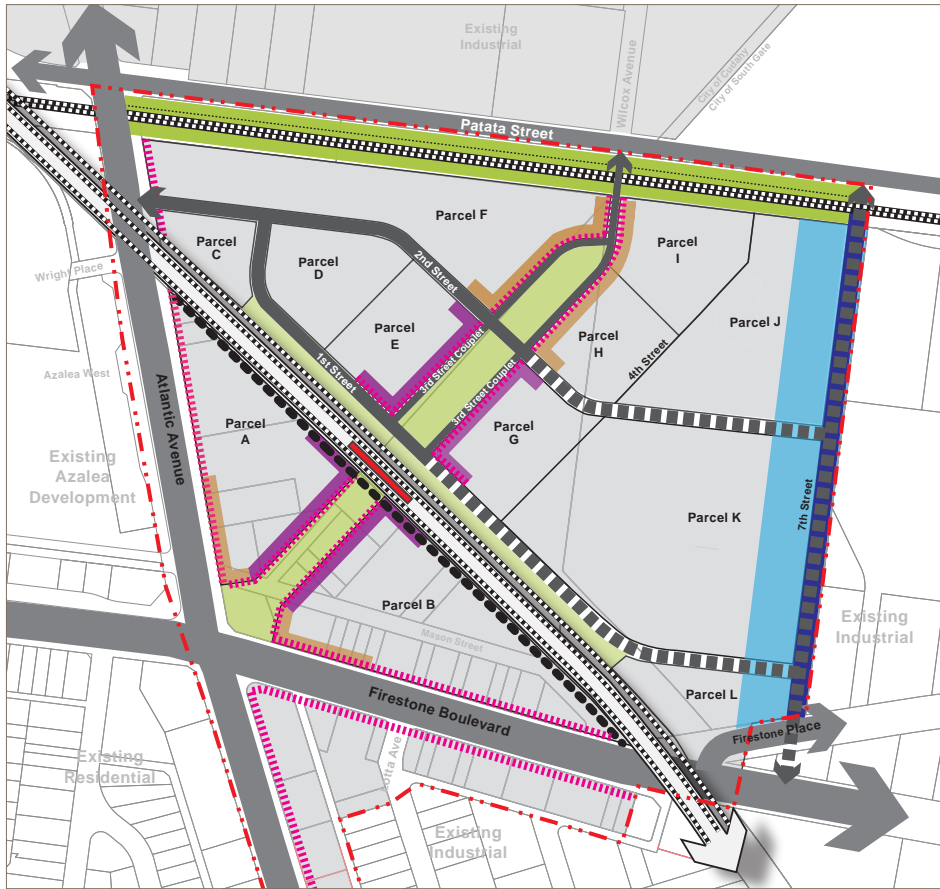
**Goal 1: Encourage mixed-use, transit-oriented development to support a healthy, sustainable community.**

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



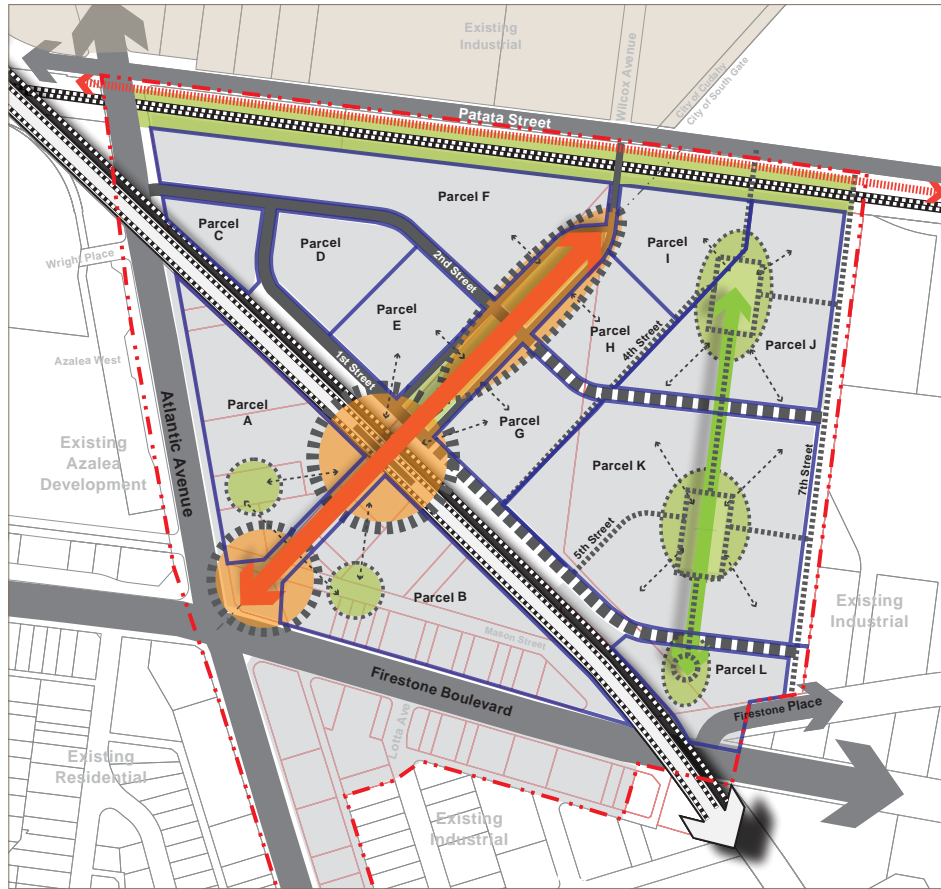
**Goal 2: Promote efficient movement of people (walking, biking, bus, and transit use) to reduce vehicle miles travelled.**

See Chapter 4, Transit and Mobility for policies and standards supporting an integrated mobility setting and improving the framework non-vehicular facilities and services.



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

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



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

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

## 03 Land Use and Zoning

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### 3.1. Overview

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

All development and improvements within the Plan shall:

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

### 3.2. District Land Use Designation

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

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

#### 3.2.1. Zoning Designations

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

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

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

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

#### 3.2.2. Density and Intensity

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

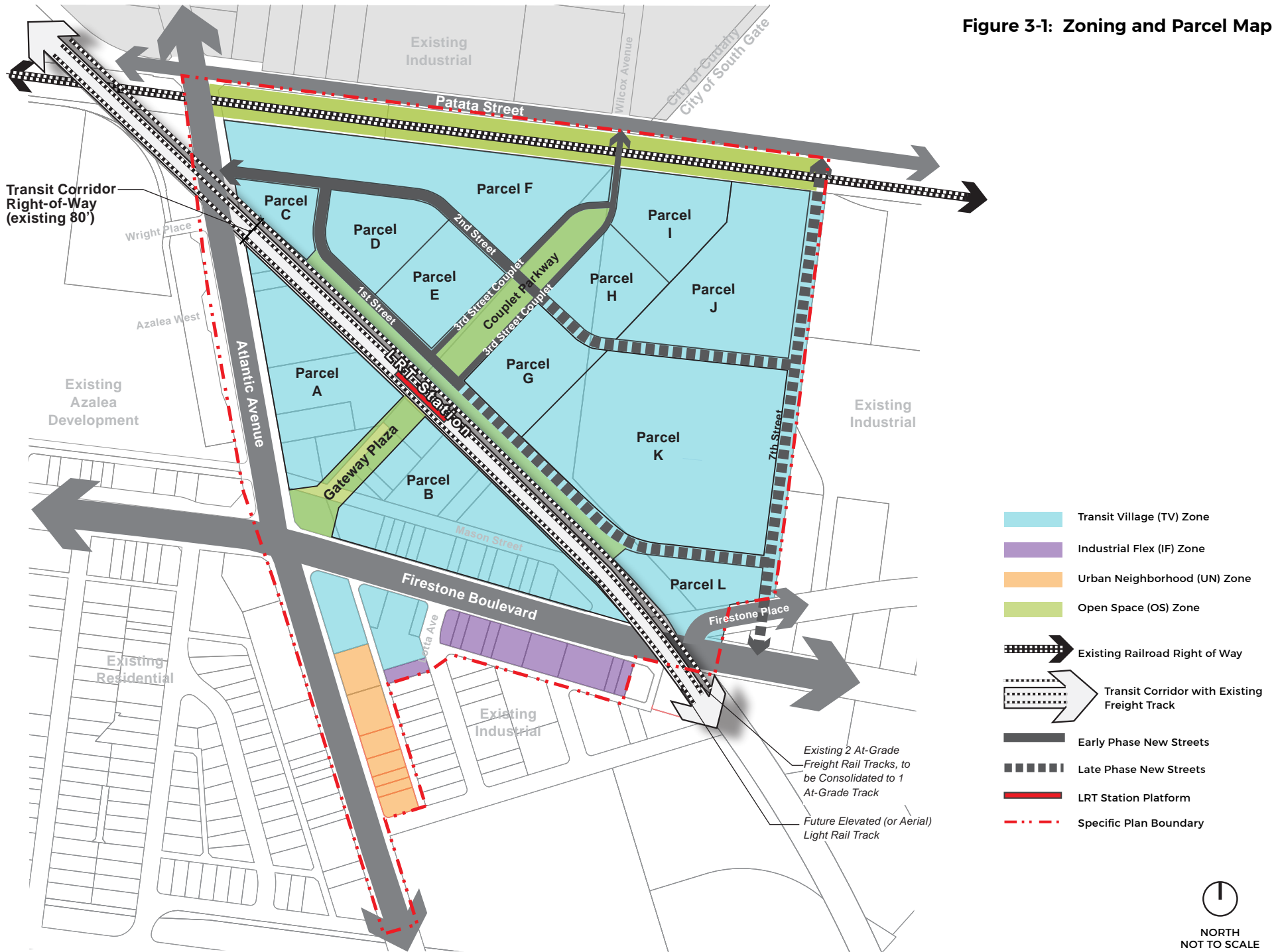
1. Residential density and non-residential intensity shall be governed by the applicable base zone consistent with Zoning Code Chapter 11.22 Urban Mixed-Use Zones, except as modified by this Chapter.

### 3.3. Parcelization and Access

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

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

Figure 3-1: Zoning and Parcel Map





Parcel development areas; see Zoning Code Sections 11.23.040 Achieving Pedestrian/Human-Scaled Development and 11.30.040 Block and Lot Requirements for additional guidance.

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

### 3.4. Zoning Modifications

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

#### 3.4.1. Use Restrictions

All permitted uses shall be governed by Zoning Code Section 11.21 Land Use Types, except as modified by the following

1. **Ground Floor Residential Restriction.** Residential is prohibited on the ground floor facing Atlantic Avenue and Firestone Boulevard.
2. **Light Industrial Transition Area.** Consistent with the General Plan, a non-residential transition area is specified adjacent to

Table 3-1: Use, Stepback, and Setback Requirements

Zoning Modification	Location	Regulation
Main Street Stepback	Buildings with frontage along: Atlantic Avenue Firestone Boulevard 3rd Street Couplet 1st Street, within 100 feet of 3rd Street Couplet Gateway Plaza parcel edges	Above 30 feet, buildings shall be set back a minimum of 10 feet. Balconies and common/private open space is permitted within the 10 foot stepback.
Light Industrial Transition Area	Parcels J, K, and L	150 foot area limited to non-residential uses as measured from the eastern Plan Area boundary.
Industrial Setback	All uses/buildings in Parcels J, K, and L	Minimum building setback of 40 feet from eastern Plan boundary line.
Transit Corridor Setback	All buildings on Parcels A and B adjacent to the Railroad ROW	Minimum setback consistent with Metro requirements

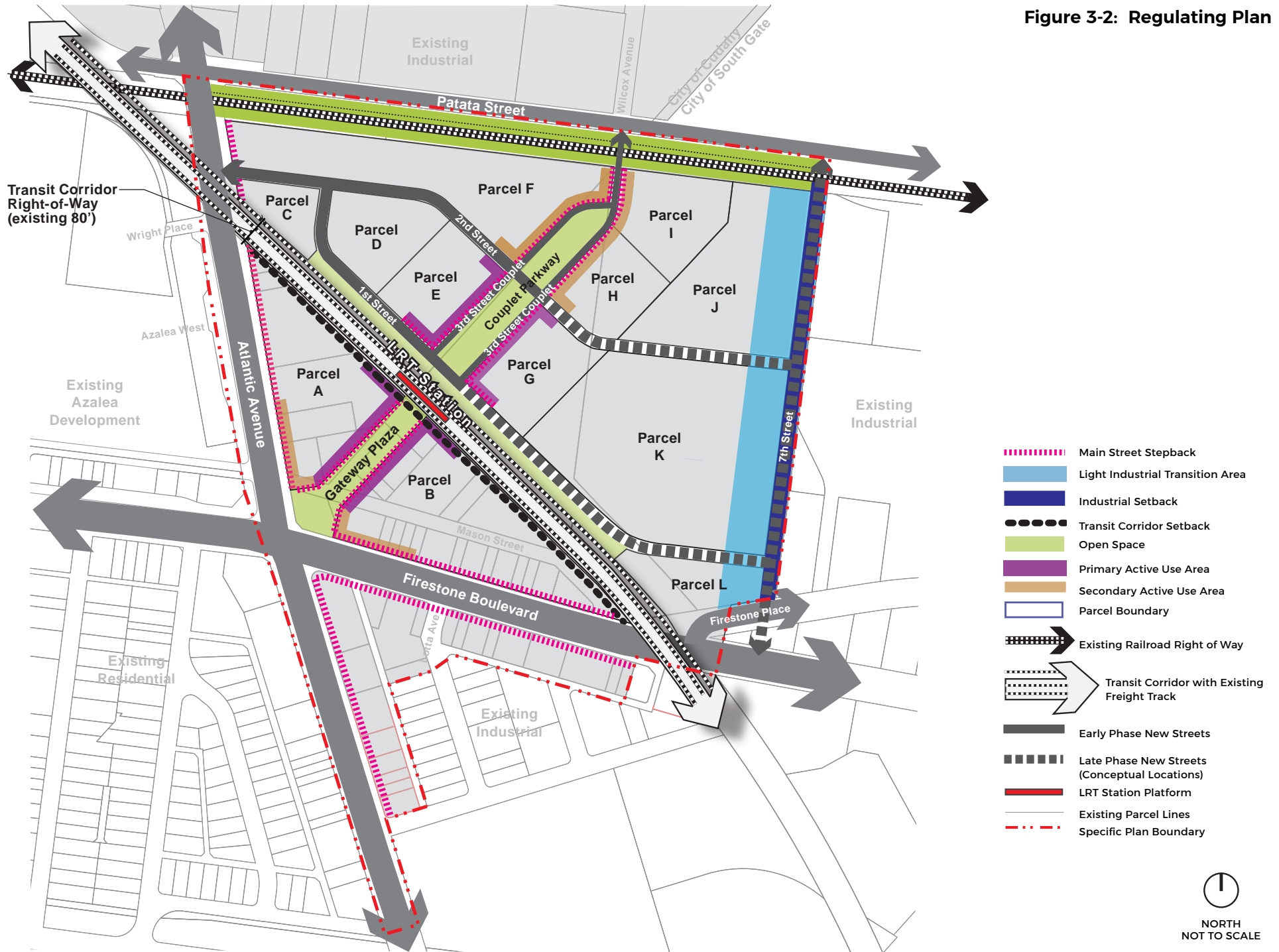
7th Street. This area will provide a buffer between mixed-use development in the Plan area, and heavy industrial uses to the east. The transition area is inclusive of the required Industrial Setback, and shall apply to Parcels J, K, and L as identified in Figure 3-2: Regulation Plan.

3. **Open Space.** All areas indicated as 'Open Space' by Figures 3-1 shall be dedicated as public open space, consistent with Zoning Code Section 11.23.050 and Chapter 6 Public Realm Design standards of this Plan.
  - a. The Gateway Plaza open space should be sized and designed to:
    - Be approximately 0.8 acres, with a minimum dimension of 70 feet wide between Parcels A and B.
    - Connect the Atlantic Avenue/Firestone Boulevard intersection directly to the transit station platform.
  - b. The Couplet Parkway open space should be sized and designed to be approximately 0.6 acres, with a minimum

dimension of 50 feet wide between the 3rd Street Couplet. See Chapter 4 Transit & Mobility for proposed cross section.

- c. Additionally, all new development shall be required to provide a combination of common outdoor and private open space, consistent with Zoning Code Section 11.23.050.
  - d. Primary Public Realm spaces (see Figure 6-1: Public Realm Concept) shall not be used to satisfy open space required by Zoning Code Section 11.23.050. These spaces may be developed privately or as a joint venture between the City of South Gate and developer(s).
4. **Vehicle Sales Restriction.** Vehicle Sales/Repair Uses, including all uses identified under this category in Zoning Code Table 11.21-3, shall be prohibited in the District.

Figure 3-2: Regulating Plan



### 3.4.2. Stepbacks and Setbacks

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

1. **Main Street Stepback.** The Main Street Stepback requirement creates a pedestrian main street scale, requiring a building stepback for building portions over 30 feet in height.
2. **Industrial Setback.** Consistent with Zoning Code Section 11.30.050.E, required building setback from the eastern boundary of the Plan as a buffer to protect industrial adjacencies.

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

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

### 3.4.3. Active Use Requirements

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

1. **Primary Active Use Area.** Approximately 80% of the ground floor shall incorporate ground-floor retail and active pedestrian-oriented uses. All uses listed under 'Industrial/Manufacturing Uses' per TV Zone, Zoning Code Table 11.21-3, shall be prohibited on the ground floor at these locations.
2. **Secondary Active Use Area.** Approximately 60% of the ground floor shall incorporate ground-floor retail and active pedestrian-oriented uses. Residential uses fronting or siding at these locations are allowed, including individual residential entries, porches/stoops, or balconies.
3. Ground floor retail is encouraged along side streets (2nd Street, 4th Street, 5th Street, 6th Street and 7th Street) and on corners intersecting with 1st and 3rd Street.

### 3.4.4. Frontage Regulations

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

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

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

## 3.5. Parking

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

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

1. Consistent with Zoning Code Section 11.33.110, all uses and Development Area Parcels shall:
  - a. Establish a shared parking district or plan to calculate and provide parking utilizing a mixed-use 'shared parking' approach.
  - b. Implement other supportive Trip Reduction Measures.
2. Parking, structured and/or surface, should be located internal to the block for Parcels A, B, E, F, G and H. See the following Zoning Code Sections for additional standards related to the location and design of parking: 11.22.050.E, Transit Village Zone and 11.33.080.C-E, Urban Mixed-Use Zone Requirements.



3. Development shall establish a 'Park Once' district consistent with the intent and standards of Zoning Code Section 11.33.120; the study and establishment of 'Park Once' may be combined with the shared parking approach.
  - a. A development/land use application may provide the required parking directly, or pay an in-lieu fee to address the applicant's fair share of the required parking in a facility, as and when such a program is implemented by the City.
4. Location and design of parking shall be consistent with the following guidelines and standards, even where total number of required spaces are reduced:
  - a. Parking guidelines for each base zone:
    - TV Zone Section 11.22.050
    - IF Zone Section 11.22.060
    - UN Zone Section 11.22.090
  - b. Parking Space Size and Location, Zoning Code Section 11.33.050.
  - c. Urban Mixed-Use Zone Requirements, Zoning Code Section 11.33.080.C-E.
  - d. Bicycle Parking standards and requirements, Zoning Code Section 11.33.080.F. and Table 11.33-5.
  - e. Multi-Family Parking Requirements, Zoning Code Section 11.33.090.
5. In addition to the shared parking district, 'Park Once' program, and parking design standards, developments may propose alternative parking strategies. Alternative strategies may include, but not be limited to:
  - a. Reduced parking ratios by use, for mixed-use development.
  - b. Striped and signed flexible pick-up zones with curbside accessibility.

- c. Flexibility in providing a mix of types of spaces, including the provision of some compact and/or tandem parking spaces.

Approval for Flexible Parking shall be subject to the Administrative Permit Process set forth in Zoning Code Chapter 11.51, and the following conditions:

- d. The proposed parking program shall be consistent with the intent and standards of Section 11.33.120 Park Once and the Specific Plan.
  - e. A parking study will be required to assess reduced parking ratios, to ensure the reduction would maintain adequate parking to support the existing development.
  - f. The parking calculations shall include the requirements of Section 11.33.120 Park Once to determine acceptable reduced parking ratios.
6. Parking structure design is encouraged to consider options to accommodate future change in uses (for example, from parking to office, retail, housing, and/or flex space). Strategies may include the incorporation of parking systems, floorplates, and materials.
  7. Conversion of built parking structures may be considered under the Specific Plan. Development projects proposing to convert parking structures to other uses are subject to a parking study to assess the amount of parking needed to support the existing development, and the approval processes set forth in the Specific Plan and Zoning Code.

## 3.6. Easements

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

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## 04 Transit and Mobility

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## 4.1. Overview

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

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

## 4.2. Multi-modal Street Network

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

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

- d. Establish the 3rd Street Couplet connecting Patata Street/Wilcox Street intersection the LRT Station intersection. Coordinate with applicable agencies to implement an at-grade multi-modal street crossing of the UP railroad right-of-way, aligning the 3rd Street Couplet with Wilcox Avenue.
2. Provide 7th Street along the eastern District boundary, to create a north-south connection between Patata Street and Firestone Boulevard that supports future development. Coordinate with applicable agencies to implement an at-grade street crossing of the UP railroad right-of-way, connecting 7th Street with Patata Street.
3. Consider reconfiguration of the intersection of 7th Street, Firestone Place, and Firestone Boulevard to improve access to the District.
4. Locate new roads in general conformance with Figure 4-1: Transit and Mobility Framework Plan. See Table 4-1: Multi-modal Street Network for associated phasing and cross sections references.
  - a. All roads shown on Figure 4-1 shall be public and provide a connected street network linking to Firestone Boulevard, Atlantic Avenue, and Patata Street.

- b. Early Phase roads shall be established by the City, with possible participation of Metro to enable access to the LRT Station, and with developers for access to new parcels.
- c. Later Phase roads and Tertiary roads:
  - Shall be established by developers as parcels are created and developed.
  - Shall provide adequate circulation with a compact cross section.
  - Should be generally located consistent with Figure 4-1: Transit and Mobility Framework Plan conceptual locations. However, Tertiary roads may be configured subject to parcel and use needs at the time of application.
  - Should be consistent with the minimum dimensions identified in Figure 4-7: New Street Cross Section; except as modified per Section 4.4.2. Vehicular and Parking of this Plan.
5. All roads and streets established within the District shall comply with the City's Green Street and Complete Street policy.
6. Extend the existing median on Firestone Boulevard, as needed, to prevent cross traffic associated with Parcel B site entries.

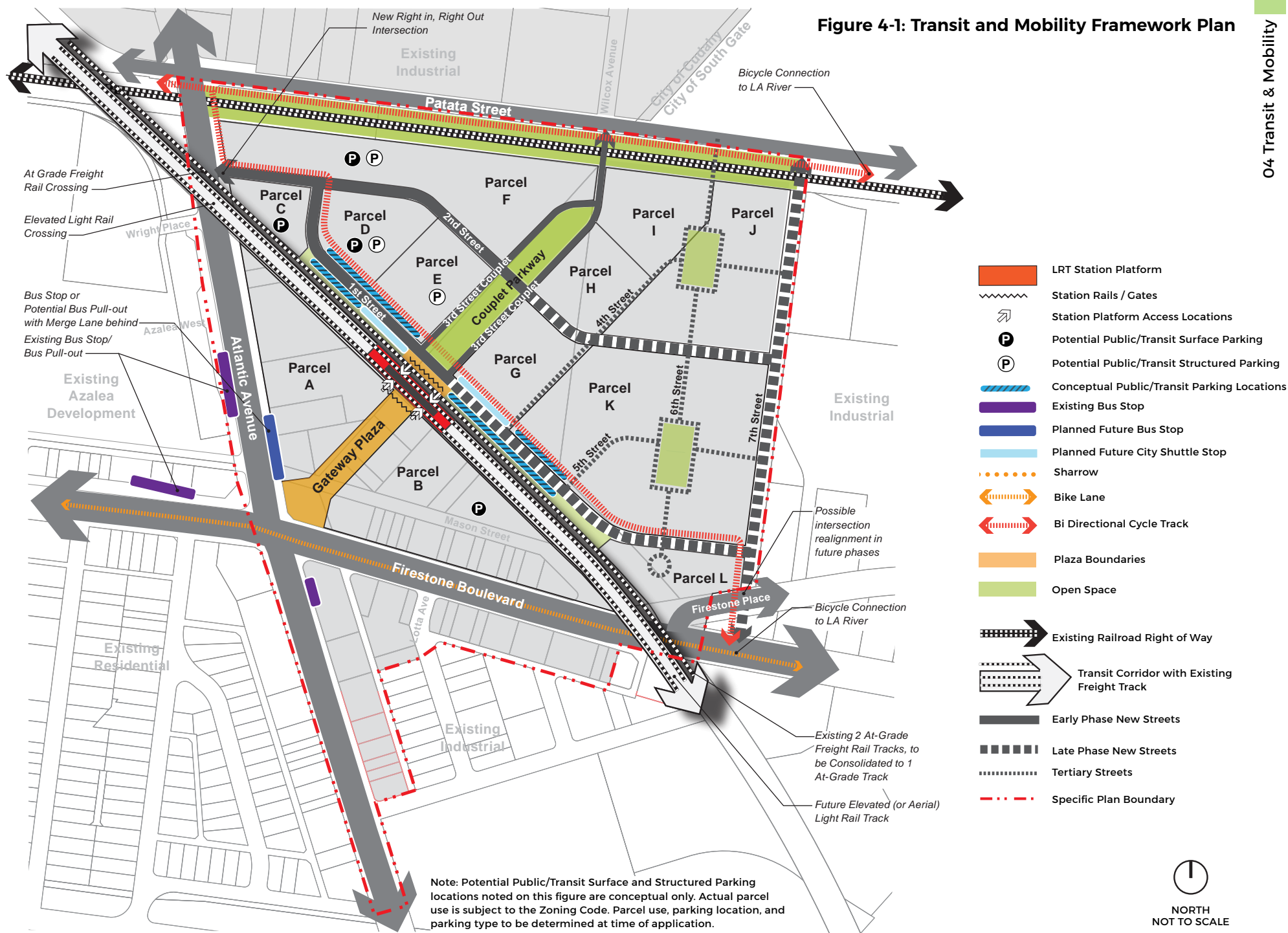


NACTO Multi-modal Street Diagram. Multi-modal streets incorporate pedestrians, bicycles, and vehicles. Image Credit: Urban Street Design Guide, National Association of City Transportation Officials (NACTO)

Table 4-1 Multi-modal Street Network

Street	Phase Type / Cross Section
Atlantic Avenue	Late / Figure 4-5
Firestone Boulevard	Late / Figure 4-4
1st Street	Early / Figure 4-3
2nd Street	Early / Figure 4-7
3rd Street Couplet	Early / Figure 4-6
4th Street	Tertiary / Figure 4-7
5th Street	Tertiary / Figure 4-7
6th Street	Tertiary / Figure 4-7
7th Street	Late / Tertiary / Figure 4-7

Figure 4-1: Transit and Mobility Framework Plan





### 4.3. LRT Alignment and Station Location

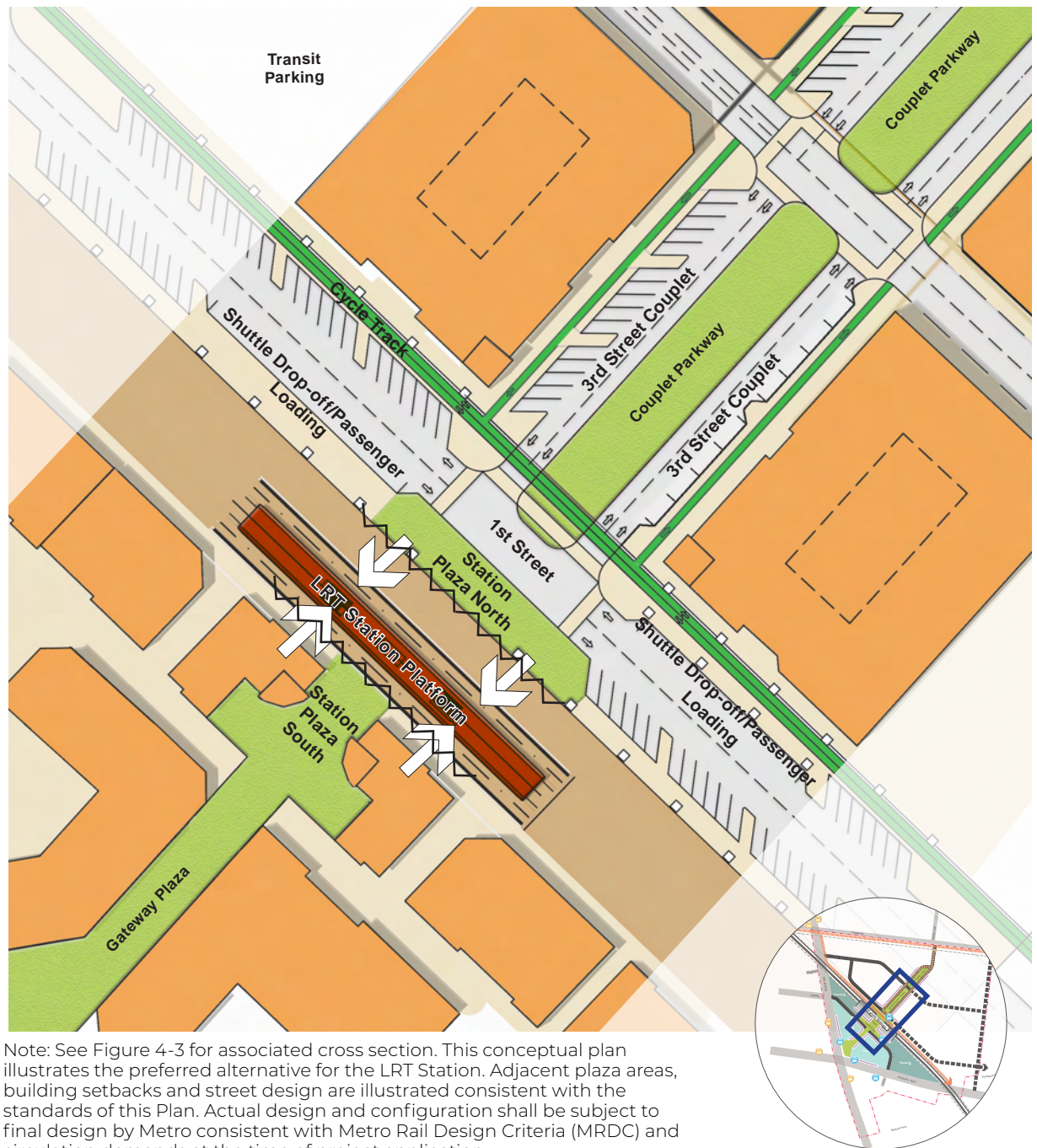
The LRT alignment will parallel the existing Ports-owned and Union Pacific (UP) operated railroad freight right-of-way, known as the San Pedro Subdivision. The LRT alignment will be an aerial configuration, to minimize impacts to street and freight rail operations, while maximizing the safety and speed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

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

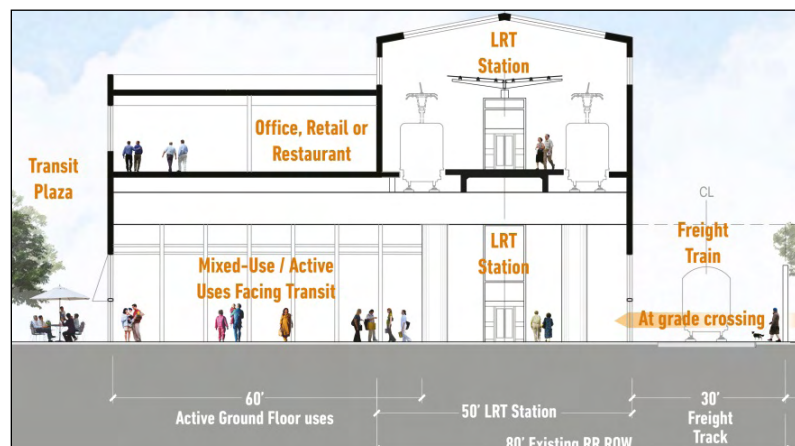
To support an LRT Station that is functional, accessible, and integrated with the Plan development, the following policies apply:

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

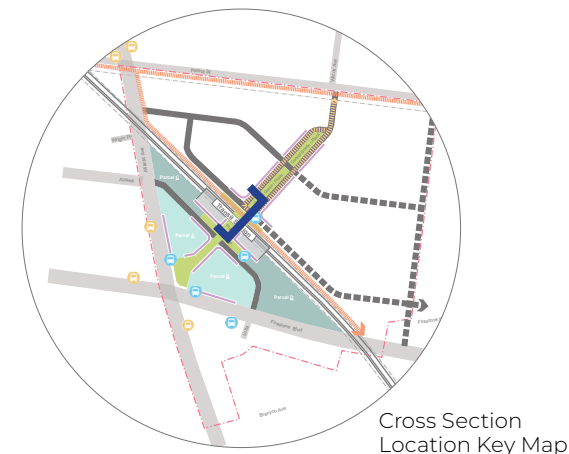
**Figure 4-2: Station Plaza Access and Drop-Off Locations**



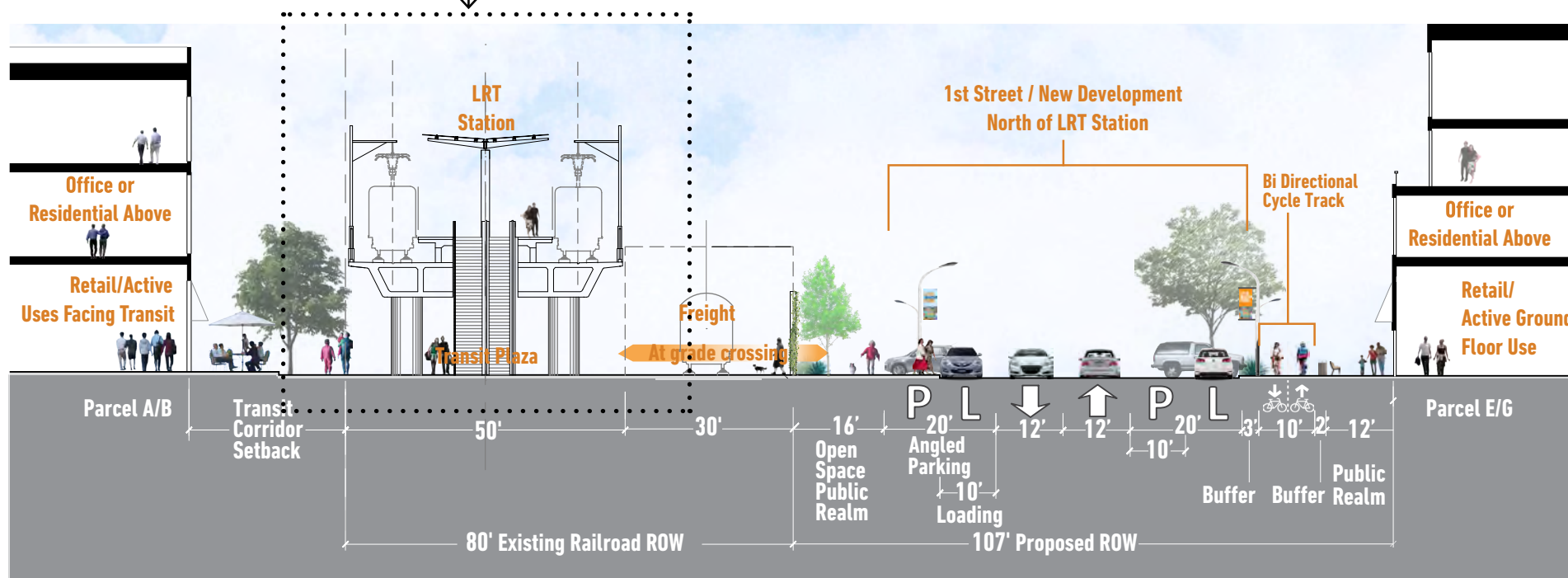
Note: See Figure 4-3 for associated cross section. This conceptual plan illustrates the preferred alternative for the LRT Station. Adjacent plaza areas, building setbacks and street design are illustrated consistent with the standards of this Plan. Actual design and configuration shall be subject to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



Alternative light rail station, shown integrated within a building.



Cross Section Location Key Map



**Figure 4-3: Station Plaza and 1st Street Cross Section**

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

2. Coordinate with regional transit agencies, including Metro, to integrate the LRT Station with the Plan.

## 4.4. Station Access

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

1. Incorporate transit-supportive facilities in conjunction with development parcels suitable to serve multi-modal access. This may include but is not limited to bicycle parking or storage, employee locker rooms, shade/shelter structures, pedestrian seating, and similar facilities.
2. Allow for Metro wayfinding signage, consistent with Metro standards, especially between the bus stops and LRT Station.

### 4.4.1. Bus Access and Transfer

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

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

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

### 4.4.2. Vehicular and Parking Access

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

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

To achieve this, the following policies apply.

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

- b. Incorporate on-street parking on 1st Street, adjacent to the railroad right-of-way for transit users.
  - c. Parking for transit users (surface lots and/or structures) are recommended to be located on Parcels C, D, E, and F, based on proximity to the LRT Station and opportunities to leverage shared facilities with residential and/or mixed-use development.
  - d. District-level parking studies shall be completed when parking is proposed below the established Zoning Code requirements for Urban Zones. A District-level traffic study shall be completed to determine the appropriate number of lanes and access points, as necessary.
3. For the purposes of this Plan, all uses inclusive of transit, residential, and non-residential uses are encouraged to share parking facilities and resources.
  - a. Parking may be provided on or off-site based on the applicable shared parking district/plan and or Park Once program; parking may be measured across the site, not on a parcel by parcel basis.
4. Surface parking lots are discouraged directly adjacent to all Primary and Secondary Active Use Areas, as expanses of parking lots diminish the 'active' and pedestrian-oriented qualities of an area.
5. The location of lots and structures are limited by Section 3.5 of this Plan.
  - a. Locate parking lots the rear of the parcel (opposite circulation roads), if feasible, enabling proposed buildings and ground floor uses to have a direct relationship with streets and public spaces.
  - b. Coordinate access to parking lots or structures among multiple parcels.



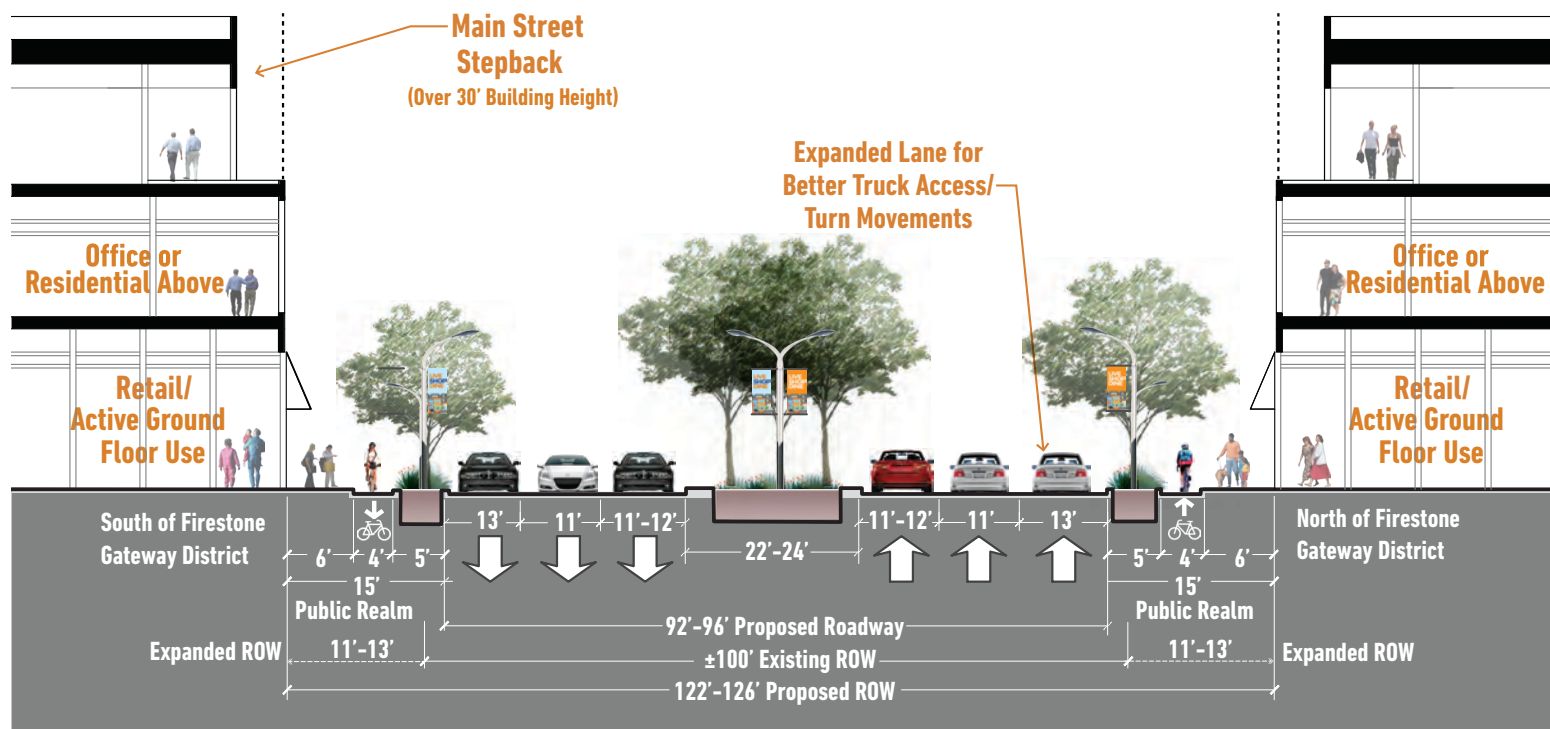


Figure 4-4: Firestone Boulevard Future Improvements Cross Section\*

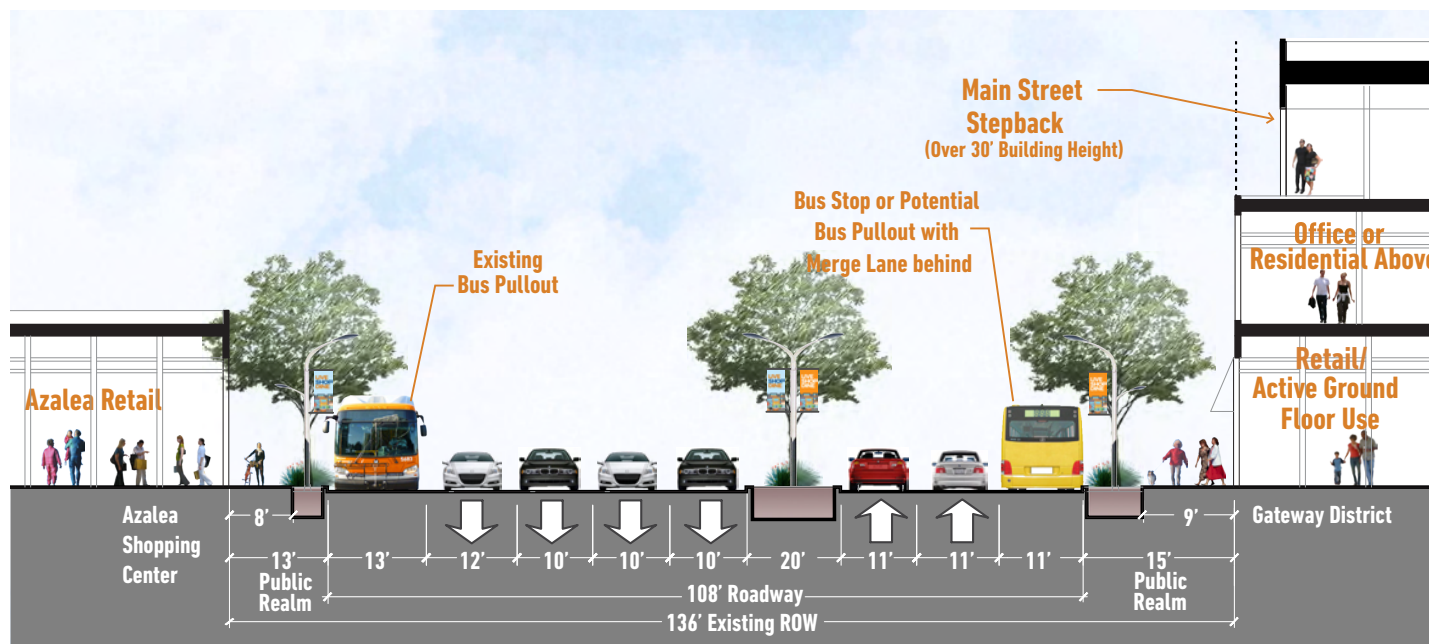


Figure 4-5: Atlantic Avenue Future Improvements Cross Section

- c. Parking lots should include shade elements such as trees, vine-covered trellises, or overhead solar panels. The design of shade elements should consider safety and visibility.

## 4.5. Station Lighting and Safety Considerations

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

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

## 4.6. Bicycle and Pedestrian Access

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

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



San Diego, CA. A broad public realm with bike share facility supports pedestrians and bicyclists.



North Park, CA. Sharrows provide mixed vehicular and bicycle access within the primary road ROW.

- Separated bike lanes in each direction within the 3rd Street Couplet public realm.
- The Atlantic Boulevard Corridor Cities planning process will determine future bicycle facilities along Atlantic Boulevard.
- d. Potential bike path or bi-direction cycle track at grade within the Transit Corridor right-of-way; subject to approvals by transit operator and property owner.

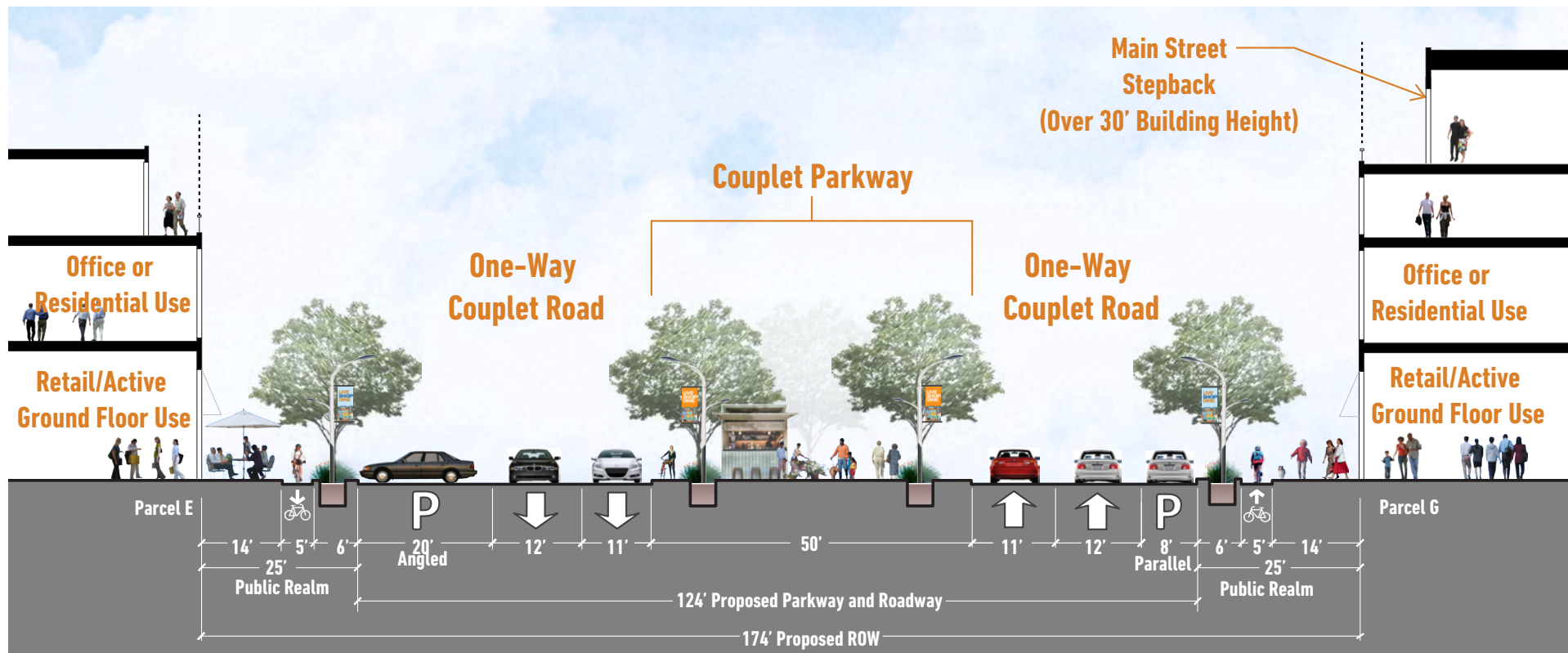


Figure 4-6: Couplet Parkway and 3rd Street Couplet Cross Section

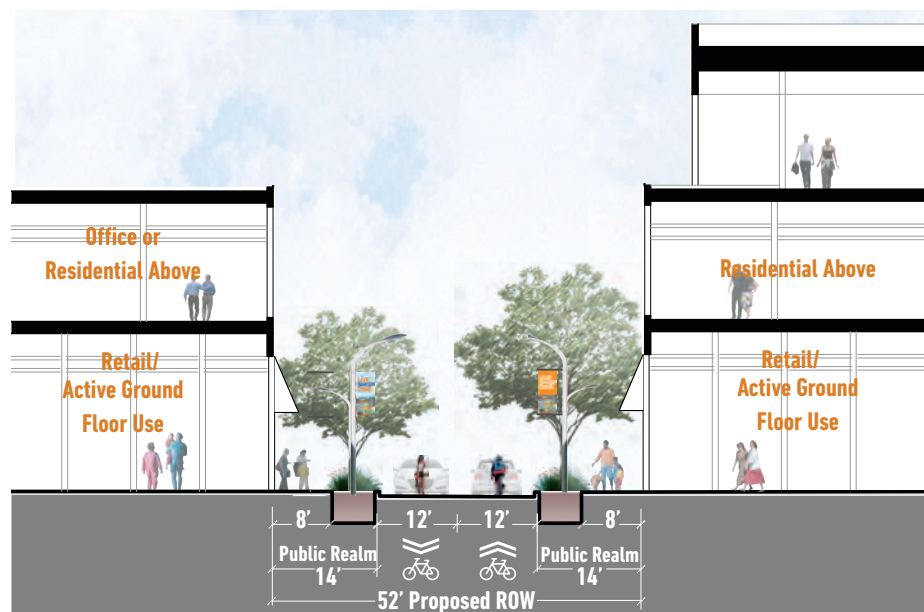


Figure 4-7: New Street Cross Section (Tertiary)



#### 4.6.1. Bicycle-supportive Infrastructure

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

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

#### 4.6.2. Pedestrian Access

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

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

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

#### 4.6.3. Sidewalks

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

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

#### 4.6.4. Crosswalks

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

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

#### 4.6.5. Mid-block Crossings

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

1. Locate mid-block crossings to create a connected pedestrian network focused on areas of highest pedestrian activity; this may include, but is not limited to, mid-block bus stops, plazas, building entrances, and paseos.
2. Incorporate vertical elements, such as trees, landscaping, and overhead signage, to help identify crosswalks and islands to drivers.
3. Improve visibility of pedestrians to motorists and cars by restricting parking and/or installing a curb extension where needed or viable.
4. Locate advanced stop bar 20 to 50 feet from mid-block crossings.
5. Consider table top crossings to increase pedestrian visibility, yielding behavior, and safety.

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



Cedros Avenue, Solana Beach, CA. Curb extensions and a graphic crosswalk design help drivers and pedestrians alike at mid-block crossings.



NACTO Speed Table Diagram. The feature shown in yellow is a table top crossing, also called a speed table, to facilitate a better pedestrian crossing experience and serve as a vehicular speed calming device. They are often used in conjunction with curb extensions as shown. Image Credit: Urban Street Design Guide, National Association of City Transportation Officials (NACTO)

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# 05 Development

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## 5.1. Overview

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

## 5.2. Development Program and Mix

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

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

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

Table 5-1: Conceptual District Development Program

Parcel ID	Net Acres <sup>A</sup>	Conceptual Use	Parking Type	Open Space Provision <sup>B,C</sup>
A	3.1	Mixed-use, retail and office facing Atlantic and Gateway Plaza. Residential and/or office in upper stories addressing 1st Street and transit.	Limited surface parking, or served by on-street and shared parking.	Public plaza/paseo, linking Atlantic and Firestone to Gateway Plaza.
B	4.1			
C	0.5	Initial Phase: Construction Lay-Down Area. Later-Phase: Transit Parking.	Surface parking lot.	Landscaping, per Code.
D	1.0	Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use with transit parking.	Parking structure w/ at-grade active uses.	Plaza or green space area integrated with development.
E	1.1	Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use residential with ground floor active uses oriented toward 4th Street Couplet.	Podium or "wrap" building, with integrated structured parking.	Plaza or green space area integrated with development.
F	3.4	Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use residential, with ground floor active uses oriented toward 3rd Street Couplet.	Surface parking lot, and/or podium or "wrap" building, with integrated structured parking.	Plaza or green space area integrated with development.
G	1.0	Mixed-use residential, with ground floor active uses oriented toward 3rd Street Couplet.	Podium or "wrap" with integrated structured parking.	Plaza or green space area integrated with development.
H	1.2	Mixed-use residential, with ground floor active uses oriented toward 3rd Street Couplet.	Podium or "wrap" with integrated structured parking.	Plaza or green space area integrated with development.
I	1.2	Mixed-use; office and industrial flex; and/or community facilities.	Surface parking lot, and/or podium or "wrap" building, with integrated structured parking.	Plaza or green space area integrated with development.
J	3.9	Mixed-use; office and industrial flex; and/or community facilities.	Surface and/or structured parking.	Open space amenity within campus courtyard(s) or green(s).
K	6.3			
L	1.2	Mixed-use; office and industrial flex; parking.	Surface parking lot.	Landscaping, per Code.
Total	28.0			

<sup>A</sup> Net acreage = developable acreage (not including streets, Gateway Plaza, or Couplet Parkway)

<sup>B</sup> Open space provision is conceptual only. Actual requirement shall be subject to use type and consistent with South Gate Comprehensive Zoning Code Section 11.23.050.

<sup>C</sup> For podium or "wrap" building types with integrated parking structures, provision of open space may be fulfilled through setback areas, central greens, and or open space sited above structured parking.





Use buildings to frame plazas, and ground-floor uses to activate the public realm.



Consistently locate buildings close to the street.



Scale residential development to fit the transit setting.



Active street frontage buildings support pedestrian-friendly streets.



Reduce building volume through form and setbacks.



Integrate ground-floor retail uses with residential above.

2. Redevelopment shall conform to increased road right-of-way and public realm dimensions, where applicable, consistent with Chapter 04, and Figures 4-3 through 4-7.
3. Development shall incorporate shared parking to support transit ridership.
4. Parcels C, D, E, F, and the northern portion of 1st Street could potentially be used as initial Metro construction staging area(s), later transitioning to the conceptual use type identified in Table 5-1: Conceptual District Development Program. These sites have easy access to Atlantic Avenue for construction vehicle ingress/egress, without impacting bus users.

### 5.2.1. Mixed-use Development

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

1. Mixed-use development is highly encouraged in the District and may be horizontal or vertical in design.
2. Frame the Station Plaza and Gateway Plaza with active frontage buildings and ground floor uses.
3. Design mixed-use building with noise and adjacency consideration.

### 5.2.2. Residential Development

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

1. Locate and design balconies, porches, and private open spaces to add interest to the street edge and activate the public realm.

2. Encourage residential developers to utilize affordable housing density bonuses to create on-site affordable housing units, in proximity to transit.

### 5.2.3. South of Firestone

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

1. Development south of Firestone Boulevard will depend on future parcel consolidation. To allow for flexibility and future infill redevelopment, the Plan does not identify Parcel Identification (ID) numbers or any associated development program in this area.
2. New development south of Firestone Boulevard should be designed to complement Transit Village character, form, and use, to encourage placemaking and reinforce the District as a gateway to the City.
3. New development shall conform to increased right-of-way and public realm dimensions to enhance pedestrian and multi-modal activity, consistent with Chapter 04 and Figure 4-4: Firestone Boulevard Future Improvements Cross Section of this Plan.

## 5.3. Building and Site Design

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

### 5.3.1. General Building Character

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

1. Innovative and imaginative design and architecture is strongly encouraged.
2. Special places, such as street corners facing the Gateway Plaza and the Station Plaza should be designed to create a sense of place within the District.
3. Incorporate variations in wall plane, building height, and roof form to reduce the scale and bulk of buildings, and add visual interest to the public realm.
  - a. Variation and expression of building details, form, line, colors, and materials may be used to create visual interest.
  - b. Individual units should be expressed through building design wherever possible. This may be accomplished in a variety of ways, such as through a change in wall plane, and/or color, and/or roof form.
4. Design buildings with a maximum length of 200 feet to reinforce pedestrian scaled blocks and pedestrian activity.

### 5.3.2. Frontage Design

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

1. Buildings should be designed to create or continue an active, functional building frontage close to the public ROW and accommodate outdoor dining and public gathering.
  - a. The ground floor level of new buildings shall be at-grade to the adjacent sidewalk and parallel streets. This makes the



Front doors for retail and residential uses provide direct street access.

sidewalk functional with direct access to active uses and creates a vibrant experience along the multi-modal public right-of-way.

- b. Residential uses may have a ground floor level above sidewalk grade to create a stoop frontage condition directly accessed from the sidewalk.
  - c. Blank walls, without windows, doors, or other articulation, are strongly discouraged. The maximum length of any blank wall should be limited to 20 feet horizontally.
2. Orient building and tenant entrances on the front facade facing public sidewalks, plazas or open spaces, interior parks/nodes, and face the public right-of-way to enliven the public realm; primary entrances oriented only towards parking lots are not permitted.
  3. Incorporate pedestrian-scaled elements such as balconies, canopies, awnings, doors,



windows, building-mounted lighting, and other design features into the ground floor of buildings, and building façades, in order to enliven the street edge.

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

### 5.3.3. Non-Residential Uses

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

### 5.3.4. Outdoor Dining

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

### 5.4. Lighting

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



Outdoor dining complements and activates ground floor non-residential uses adjacent to the public realm.

### 5.5. Service and Loading

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

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## 06 Public Realm Design

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## 6.1. Overview

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

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

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



Main Plaza, San Antonio, TX. Interactive water features create aesthetic and recreational value.



Metro Wilshire/Vermont Plaza, Los Angeles, CA. Open sightlines and special paving help visitors with wayfinding.

## 6.2. Primary Public Realm

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

### 6.2.1. Gateway Plaza

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

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

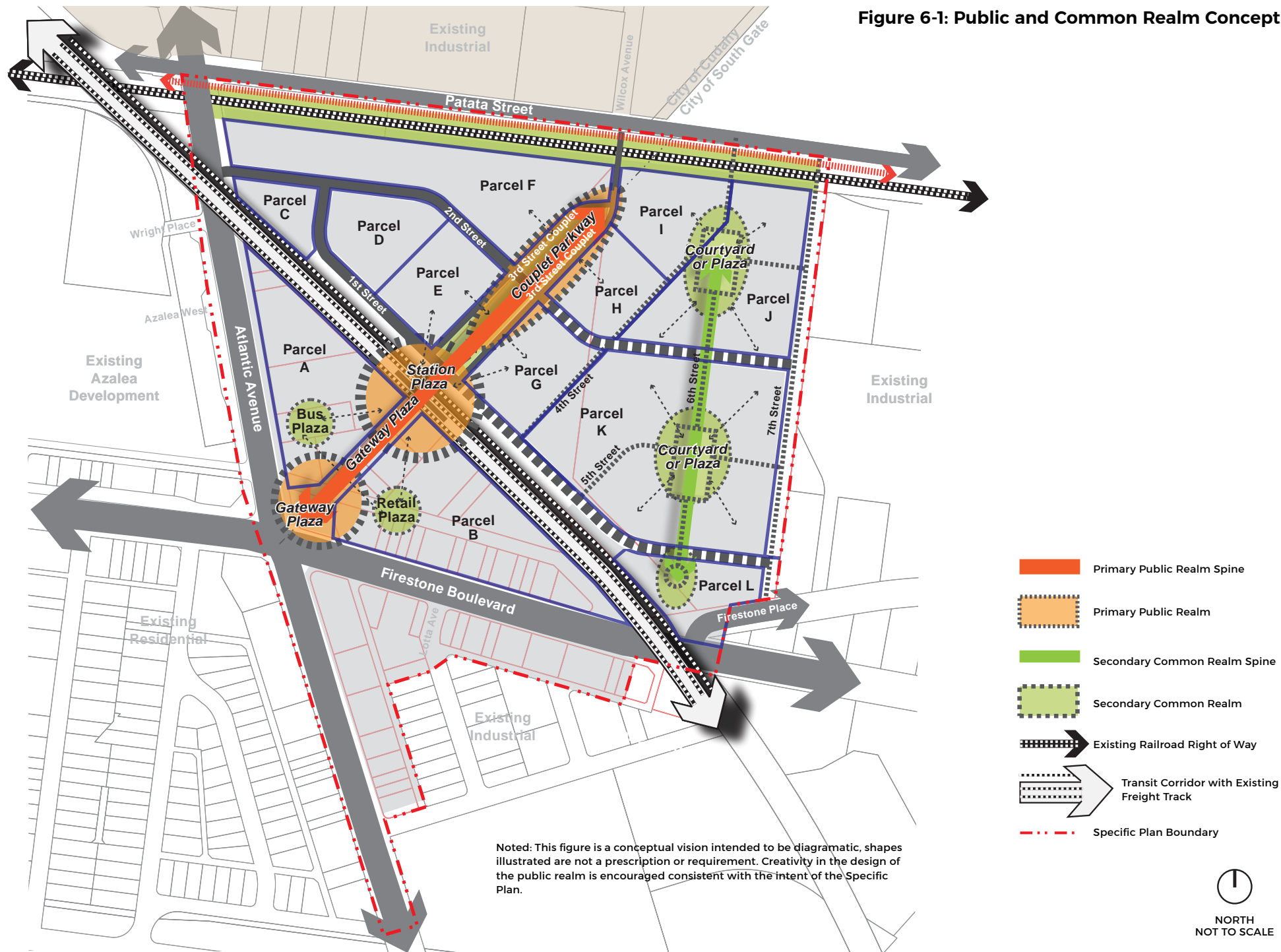
2. The focal point of the plaza should be an interactive water fountain with colorful lighting to provide both day and night interest.
3. The water feature should be surrounded by seating areas serving adjacent retail and restaurants.
4. The Gateway Plaza will incorporate high-quality paving materials (unit pavers or scored concrete) and planting to create a lush, shady setting for a relaxing setting and dining experience around the water feature.

### 6.2.2. Station Plaza

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

1. Station Plaza shall make an inviting impression, offering clear and coordinated wayfinding signage for transit users.
2. Station Plaza shall establish a strong connection under the elevated platform linking the north and south sides of the station.

Figure 6-1: Public and Common Realm Concept





3. Facilitate a safe pedestrian crossing of the freight rail line by incorporating safety and visibility features. This may include, but is not limited to, appropriate fencing, pedestrian gates, and sight lines.
4. Frame the south side of the Station Plaza with retail and service amenities.
5. Design the Plaza to visually link the north and south sides of the station with high-quality paving materials (unit pavers or scored concrete).
6. Plantings should be more limited in this area as this is primarily a pass through space, but allees of shade trees may be used to link key destinations and passages.

### 6.2.3. Couplet Parkway

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

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

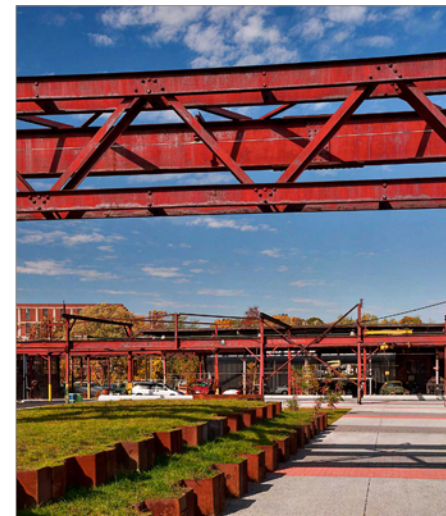
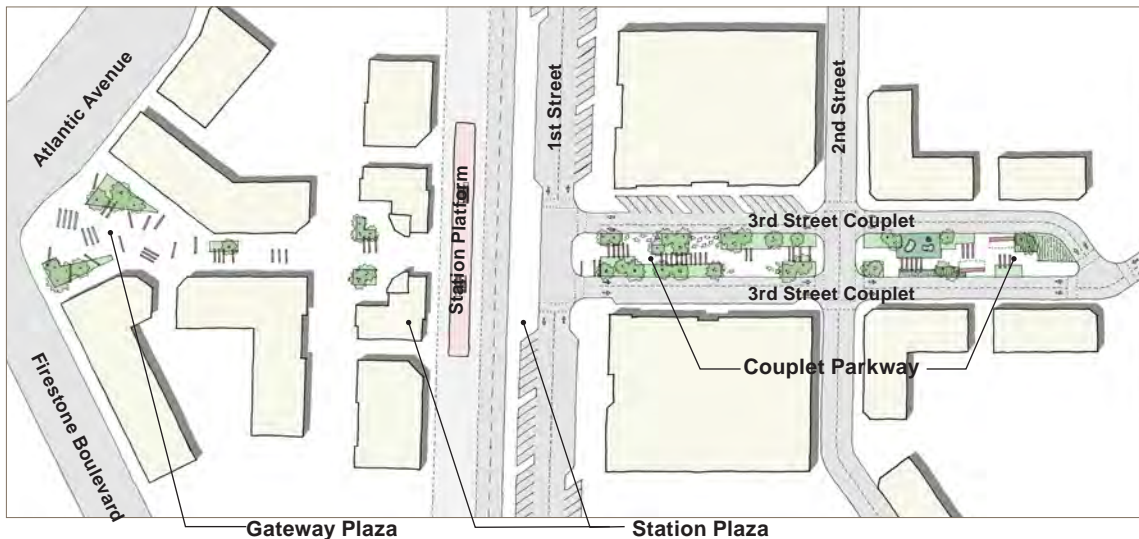
2. The block north of 2nd Street should be reserved for more passive elements and activities, such as picnic lawns, community gardens, and shady sitting areas that serve District residents and neighbors.
3. Design the Parkway to include a pedestrian-friendly blend of hardscape and planting.
  - a. Continue Station Plaza paving materials into the block south of 2nd Street; approximately 2/3 hardscape to 1/3 plantings.
  - b. Soften the block north of 2nd Street with a design composition of approximately 1/3 hardscape to 2/3 softscape (lawns and plantings).

## 6.3. Secondary Common Realm

The Secondary Common Realm, as conceptually shown on Figure 6-1: Public Realm Concept includes other parks, plazas, paseos, and green spaces to be developed and maintained privately as part of District redevelopment. Secondary Common Realm

areas indicated by Figures 6-1 are intended to be counted as 'Common Outdoor Spaces' as required by Zoning Code Section 11.23.050; additional spaces may be required, based on the type and scale of the development, to meet all required open space consistent with Zoning Code Section 11.23.050.

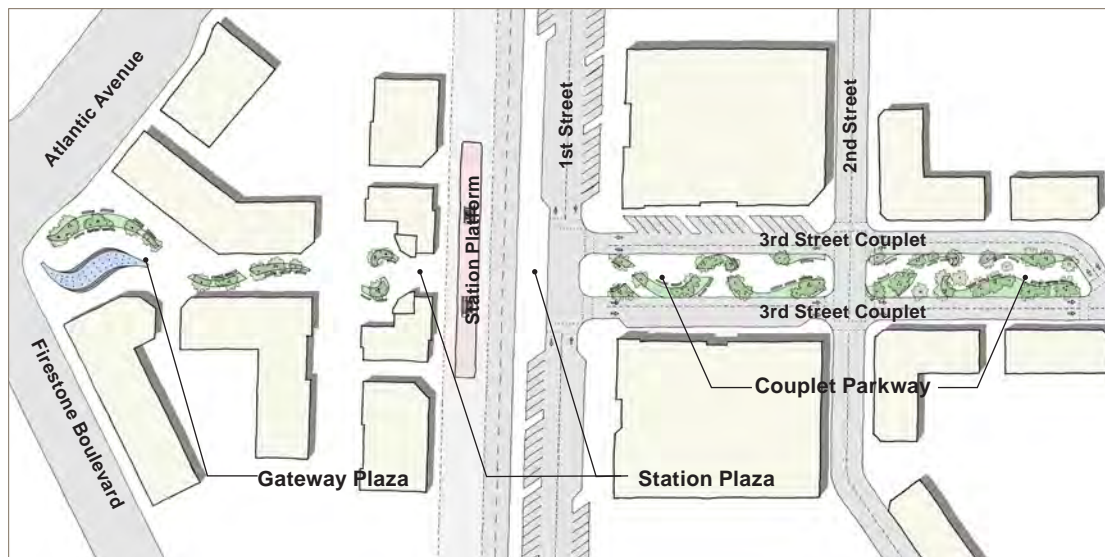
1. Secondary Common Realm spaces will be located consistent with Figure 6-1: Public Realm Concept, however exact size, location, and design will be determined at the time of project application.
2. Secondary Common Realm spaces may be configured in a variety of ways include, but not limited to, at-grade,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



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

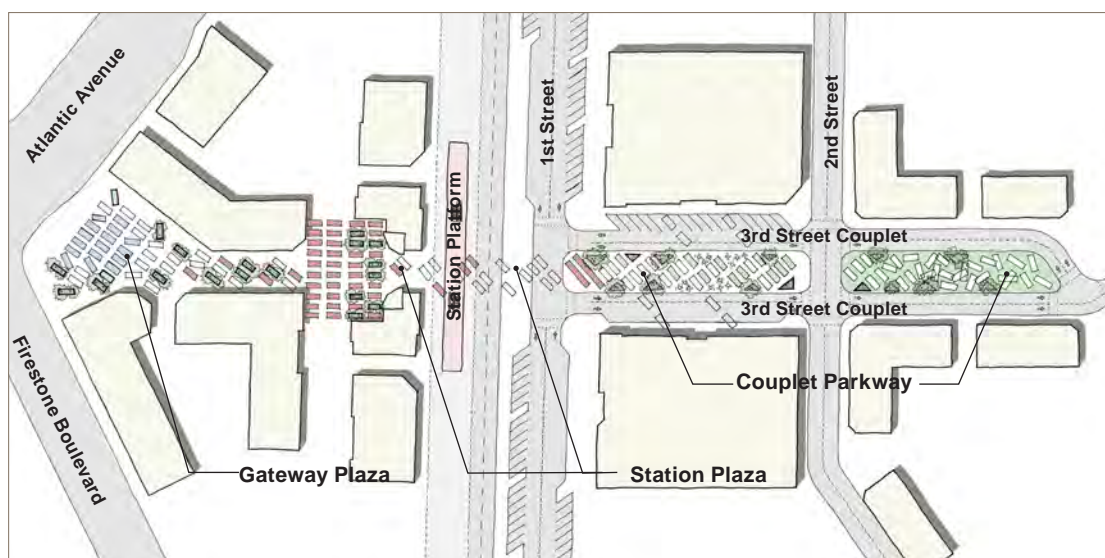
Industrial-inspired steel gates frame spaces throughout the public realm. In the Gateway Plaza, the steel gates are splayed to reflect traffic coming from multiple directions. Gates can be outfitted with misters or motion activated water features as a centralized attraction. More regularly and numerous spaced gates line the Couplet Parkway where the act of strolling is a more immersive and visual experience. Planting and seating are integrated at the base of these iconic features.





**Figure 6-3:  
Bioswale Corridor  
Conceptual Theme**

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



**Figure 6-4:  
Container Yard  
Conceptual Theme**

The Container Yard borrows from the existing context by using a single form to unify the 3 areas. The design could incorporate repurposed shipping containers or open forms or structures that reflect the industrial history of the District. In the Gateway Plaza, these units are misters that create an atmospheric centerpiece. Elsewhere, the unit becomes paving and seatwall planters. The Station Plaza uses different materials to emphasize pedestrian use. The pattern breaks up as the corridor continues north, where the paving is set in planting for more passive and peaceful uses.

Figures 6-2, 6-3, and 6-4 provide alternative concepts for developing a unified public realm approach linking Gateway Plaza, Station Plaza, and Couplet Parkway as the central public realm of the District. All figures are illustrative in nature and not representative of actual design or requirements; actual site design and building placement shall be established through project proposals subject to Plan standards.



4. Small plazas at street corners are encouraged to include outdoor dining space for adjacent restaurants.
5. Connect parks, plazas, and green spaces directly to the LRT Station with pedestrian pathways.
6. Parks, plazas, or green spaces should be pedestrian-oriented.
  - a. Open spaces should include flexible area for gatherings, such as lawn area or a paved plaza, at a scale that maintains pedestrian scale.
  - b. Incorporate shade trees, pedestrian lighting, seating, seat walls, fountains, public art, and other high quality design features.
  - c. Incorporate pedestrian lighting to provide comfort and safety.
  - d. Parks and plazas may include a low hedge or seat wall edge element but shall not be fenced or gated.

## 6.4. Trees and Landscaping

The following guidelines and standards, together with images on the following pages, identify key criteria for plant selection and direction related to the selection of

planting material, location, and sizing. The street tree and planting approach should be coordinated to provide maximum urban forest and pedestrian canopy and consistent environmental quality linking the streetscapes, major open space, and private development of the District. See Figure 6-5: Urban Tree Canopy Plan for conceptual street tree locations.

### 6.4.1. General Guidelines

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

4. Landscape plans should incorporate provisions for stormwater runoff, which may include bioswales, grassy swales, detention, Filterra or similar bioretention, and other comparable LID methods.
5. For Primary Active Use Areas, see Figure 3-2: Regulating Plan, trees should complement and facilitate the retail experience.
  - a. Trees should provide shade to pedestrians and reinforce the pedestrian-scale of the streetscape.
  - b. Street trees should not be overly tall, nor block views to stores and signs.
  - c. Trees should be selected so that, when mature, canopies should start at 15 feet above ground, and permit visibility to storefronts and signage without “limbing up” requiring excessive pruning or shaping.

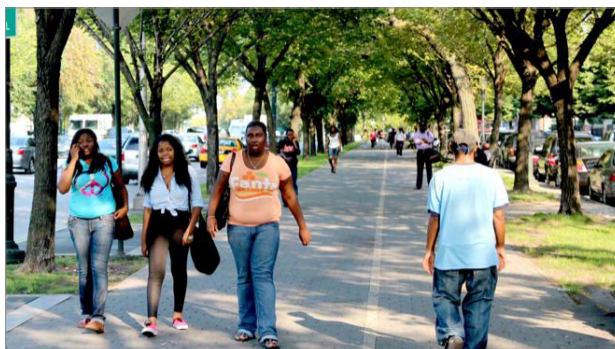
### 6.4.2. Planting Selection

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

1. Selection of water-wise plant material is strongly encouraged.



Passeig De St Joan Boulevard, Barcelona, Spain. Creative integration of hardscape and planting creates visual appeal without sacrificing flexibility of use.



Eastern Parkway, New York City, New York. A tree-lined boulevard serves as a major pedestrian artery that also contributes to the urban forest canopy.



Rodeo Drive, Beverly Hills, CA. Planting selection for street trees can improve the identity and character of a space.

Figure 6-5: Urban Tree Canopy Plan





## Figure 6-6: Street Tree Palette

### Primary Public Realm



London Plane Tree  
*Platanus x acerifolia*

Height: 40 -80 ft.  
Canopy Cover: 40 ft. +  
Spacing: 30-40 ft.  
Water Use: Moderate

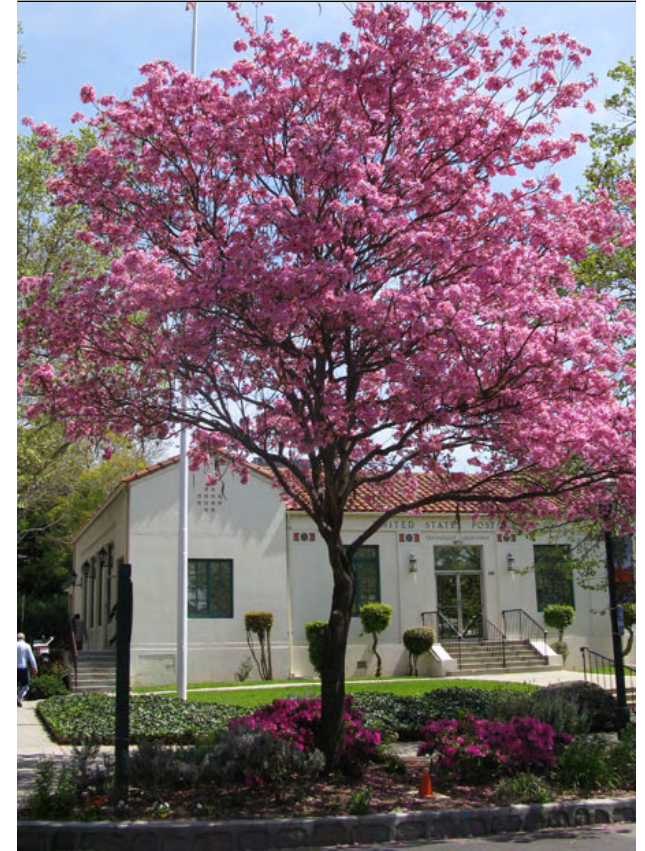
### Secondary Common Realm



Southern Magnolia  
*Magnolia grandiflora*

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

### Public Realm Improvement



Pink Trumpet Tree  
*Tabebuia avellanedae*

Height: 30-50 ft.  
Canopy Cover: 30-40 ft.  
Spacing: 30-35 ft.  
Water Use: Moderate



## Existing Arterials



Tulip Tree  
*Liriodendron tulipifera*

Height: 40 ft. +  
Canopy Cover: 25-40 ft.  
Spacing: 35-40 ft.  
Water Use: Moderate

## Local Streets



Raywood Ash  
*Fraxinus angustifolia* 'Raywood'

Height: 25-35 ft.  
Canopy Cover: 20-25 ft.  
Spacing: 30-40 ft.  
Water Use: Moderate



Crape Myrtle  
*Lagerstromia indica*

Height: 30-40 ft.  
Canopy Cover: 20 ft.  
Spacing: 30-40 ft.  
Water Use: Moderate

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

Table 6-1 Recommended Street Tree Designations

Street	Tree	Height	Recommended Spacing (ft)	Canopy Cover	Area
Primary Public Realm	London Plane Tree <i>Platanus × acerifolia</i>	40'-80'	30'-40'	40'+	Gateway Plaza, Station Plaza, Couplet Parkway
Secondary Common Realm	Southern Magnolia <i>Magnolia grandiflora</i>	60'-80'	40'-60'	40'-60'	Bike Path, Campus Courtyard, Bus Plaza
Public Realm Improvements	Pink Trumpet Tree <i>Tabebuia avellanedae</i>	30'-50'	30'-35'	30'-40'	Bus Shelter Light Rail Shelter
Existing Arterials	Tulip Tree <i>Liriodendron tulipifera</i>	40'+	35'-40'	25'-40'	Firestone Boulevard Atlantic Ave
Local Streets	Raywood Ash <i>Fraxinus angustifolia</i> 'Raywood'	25'-35'	30'-40'	20'-25'	1st Street, 2nd Street
	Crape myrtle <i>Lagerstromia indica</i>	30'-40'	30'-40'	20'	4th Street, 5th Street

### 6.4.3. Streetscape Planting

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

5. Install a comprehensive drainage system for all streetscape planting zones in conjunction with existing storm drainage.
6. All streetscape planting should be irrigated per plant palette recommendations.

### 6.4.4. Median Planting

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





21st Street, Paso Robles, CA. Bioswale treatment of roadway runoff improves water quality.



Central Park Paseo, Glendale, CA. Paseos provide better connectivity and moments of respite, especially within large blocks.



Broad Museum, Los Angeles, CA. Flexible seating and shade from tree canopy offers pedestrians a comfortable place to rest.

### 6.4.5. Low-Impact Development (LID) Design Options

Integrate LID strategies with the design of the public realm.

1. The use of bioswales, appropriately located curb breaks, roof gutter diversions, permeable streetscape paving, medians, and bike lane surfaces, and other LID design options are all encouraged.
2. LID solutions for sidewalks, plazas, and special design areas are encouraged.
3. Where utilized, the design of bioswales should be carefully coordinated with the urban design of the District.

## 6.5. Paseos

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

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

2. Pedestrian linkages or paseos should include elements such as shade, seating, and water features.
3. Pedestrian lighting should be incorporated to provide comfort and safety.
4. Paseos or linkages should be at least 20 feet wide and include considerations for temporary and emergency vehicle access.

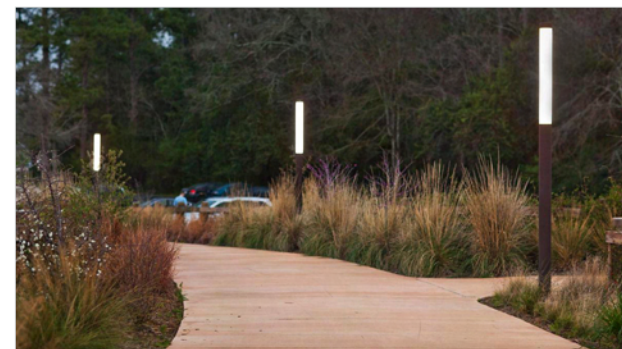
## 6.6. Street Furniture

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

1. When selecting street furniture, such as benches, trash receptacles, and bicycle racks, a “family” or “kit of parts” approach should be utilized to promote a consistent design theme, character, and finish.
  - a. A “family” of light fixtures should also be selected as part of the streetscape planning process.
  - b. As part of the selection process, sustainability benefits of the product should be considered wherever possible.



Hub Group Street Equipment, Australia. A widened sidewalk can better support street furniture and add amenities for pedestrians.



Memorial Park, Houston, TX. Consistent and cohesive lighting elements are not only functional, but also offer wayfinding and character to a design.



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

## 6.7. Lighting Design

Lighting, location and design, are important to promoting a safe, accessible, and desirable setting for transit users, residents, and visitors.

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



Governors Island, New York City, NY. Bold signage incorporating clear hierarchy provides a wealth of information concisely.

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

## 6.8. Signage and Wayfinding

The design and character of signage and wayfinding should create a distinguishing design theme and brand for the Gateway District.

Signage and wayfinding will include Metro system signage to support passengers arriving by car, bus, shuttle, bike, or foot, to make easy connection to the future rail system and improved bus stops.

### 6.8.1. General Guidelines

The following recommendations apply to the design of all signage and way-finding in the project area. These include signs of all types, and for all audiences, within the public right-of-way. These recommendations do not supersede the requirements of the Zoning



21 Balançoires, Montreal, Canada. Interactive public art installations can add a playful flair to the public realm.

Code, rather they provide additional design direction specific to the goals for the District.

All signs are subject to the City regulation and/or review process. All signs that project into the public right-of-way must also be reviewed by the City Engineer. Additionally, all sign lighting shall comply with light pollution reduction standards.

1. Signage and wayfinding should work together to create a District brand and identify, and should not create visual clutter.
2. Signage design should convey a timeless character.
  - a. Signage (color, material, scale, lettering, and lighting) should fit comfortably into the architecture of the storefront and complement the surrounding street environment.
  - b. Information on a sign should be brief, clear, and simple, with appropriately sized lettering, and a clear information hierarchy. When appropriate, symbols or logos can be used in place of text.
  - c. Limit signage lighting to avoid light pollution.
  - d. Design signage with durable materials.



Blue Line Firestone Station, Los Angeles, California. Art at the Firestone Station as part of the Metro Art Program.

3. Install one (1) business sign per building frontage, or building entry.
  - a. If multiple tenants are listed on a single sign or a multi-tenant building, coordinate size and typeface of tenant names and color palette.
4. The following signage types are not permitted in the District.
  - a. Pole signs
  - b. Signs obscuring windows
  - c. Animated, or flashing signs
  - d. Internally illuminated awnings
  - e. Projection signs
  - f. Inflatable or air blown signs, streamers, balloons, and the like, unless granted a City temporary use permit.
  - g. Signs illuminated by low-pressure sodium lamps (pure yellow glow), high pressure sodium lamps (pinkish-orange glow), and mercury vapor lamps (bluish-white glow).
5. Projects equal to or greater than 50,000 square feet may seek an exemption from restrictions related to on-premises and off-premises signs (e.g. maximum number of signs and prohibited signage types), provided the project develops a comprehensive sign program ("Sign

Program") for the site area. The use of new technology and innovative design may be considered if it is incorporated in a manner consistent with the vision for the Gateway District, the character of the building architecture, and site design. The following provisions apply:

- a. A Sign Program shall integrate the signage with the overall site design.
- b. Development of the Sign Program shall be done in consultation with the City to mitigate any safety concerns.
- c. The City shall evaluate the impact of the Sign Program on the use and enjoyment of adjacent properties (e.g. residential properties or surrounding sensitive uses in direct line of sight of signage), including any signage visibility from the public right of way.
- d. The Sign Program shall be subject to the Administrative Permit Process set forth in Zoning Code Chapter 11.51.
- e. The following signage types are not eligible for an exemption: Billboards, pole signs, flashing or animated signs, or signs that result in glare, sound or in fluorescent "dayglow" color spectrum.

### 6.8.2. Signage as Branding

1. A District Signage and Wayfinding Program should be implemented. The program should identify one to two types of pedestrian-oriented signs, for consistent use within the District.
2. Signage should incorporate a District logo, and be of a material, font, color, and design that is complementary to other streetscape elements throughout the District.
3. The use of in-grade identity signage or plaques is encouraged as part of the branding of the District.

- a. The signage should include a District logo, and may add additional wayfinding information such as direction and/or mileage markers (to specific destinations such as the Bikeway and the LA River), year implemented or date of founding, etc.
- b. Additionally, this type of signage may be incorporated into the design of streetscape components such as seating, trash receptacles, newspaper racks, street signs, park signage, etc.

## 6.9. Public Art

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

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

1. A Public Art Program should be considered to support the implementation, installation, and maintenance of public art pieces.

2. Integrate public art at the following locations:
  - a. Gateway Plaza
  - b. Station Plaza
  - c. Couplet Parkway
3. Public art in the Station Plaza area and under the LRT Station platform, should be implemented consistent with Metro Art Program requirements.
4. The Public Art Program should allow for an evolving and/or periodically changing display of public art.
  - a. The program should allow local artists, businesses, and other entities, to dedicate art for local display.
  - b. Art should be selected based upon goals established by the City.
  - c. Art should be displayed for limited amounts of time, through a community selection process. Said displays should be established for periods of 6 months, 1-year, or 2-year time periods.
5. Public art is encouraged in privately owned developments.
  - a. Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations. For example, enclosed lobbies and rooftop gardens are considered appropriate locations.

## 6.10. Utilities and Equipment

1. Underground existing overhead utilities, in coordination with the sequencing of construction activities to avoid conflict with planned streetscape improvements.
2. New utility lines shall be placed underground.
3. New utility poles, transformers, back flow preventers and other utilities should be placed in the least obtrusive location.
4. Mechanical and electrical equipment shall not be placed in such a manner so as to create ambient noise and/or environmental pollution on future residential properties.
5. Ground-level and roof top mechanical equipment should be shielded from view from the public right-of-way or public gathering spaces.
6. The location of aboveground utility facilities should be confirmed early in the streetscape improvement process and shall be thoughtfully located, clustered where possible, and treated as part of the landscape plan in order to minimize their visual impact on the streetscape and public realm.
  - a. Utility facilities include, but are not limited to utility boxes, pedestals, vaults, transformers, switchgear, gas meters, back flow preventers, fire connections, communications cabinets, etc.
  - b. Utility facilities shall not be located in curb-adjacent parkway areas, within sidewalk areas, along retail store fronts, or within other visually prominent areas.
  - c. Utility facilities should generally be located at the side or rear of the building(s) in a location that is not highly visible from the street or pedestrian routes. They should be screened with landscape materials, seatwalls, and/or other architectural elements, and painted with a tone that is neutral to their setting.

## **07** Utilities and Public Facilities

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## 7.1. Overview

As an already developed area, the District already has much of the basic utilities and public facilities needed to serve existing and future development. However, increasing the intensity of development around the future LRT Station along the proposed West Santa Ana Branch of the Metro system will result in users with different needs than are currently supported. Certain utilities will need to be expanded to accommodate potential growth and different patterns of use.

This Chapter describes the infrastructure and public services needed for implementation of the Plan. It establishes policies and describes improvements necessary for the upgrading and expansion of utilities, including water, wastewater, solid waste, stormwater, and natural gas, and discusses additional public facilities for police and fire protection, parks, and other public services within the District. The recommended upgrades are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs for build-out of the Plan. For a discussion of transit and mobility improvements, see Chapter 4. Recommended public realm improvements including plazas, street trees, and bioswales are discussed in Chapter 6.

## 7.2. Infrastructure

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

### 7.2.1. Water System

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

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

Existing facilities include the following:

- Atlantic Avenue. A 12-inch diameter water pipeline is located in Atlantic Avenue north of Mason Street and extends to the northern boundary of the Union Pacific Railroad easement, then parallels the railroad property northwesterly until it exits the Plan project limits. An 8-inch diameter pipeline crosses Atlantic Avenue at Mason Street and a 10-inch diameter pipeline crosses at Firestone Boulevard. An 8-inch diameter pipeline runs along the westerly side of Atlantic Avenue from Firestone Boulevard south through the southerly boundary of the District. An 8-inch diameter pipeline is located along the east side of Atlantic from the southerly border, north and turns east and follows Branyon Avenue.
- An 18-inch diameter reclaimed water line operated by CBMWD is located throughout the length of Atlantic Avenue within the District.
- Patata Street. 8- and 10-inch diameter pipelines are located along the northerly boundary of the District, which is also the northern boundary for the City of South Gate.



- Neville Avenue. A vacated 10-inch diameter pipeline extends northeasterly from Atlantic Avenue through Neville Avenue, through the inactive City Well #7 site and continues northeasterly through the northern boundary of the District.
- Mason Street. A 10-inch diameter pipeline is located on the north side of Mason Street between Atlantic and Neville, then crosses to the south side of the street and continues as a 6-inch diameter pipeline.
- Firestone Boulevard. A 10-inch diameter pipeline is located along the southerly side of the street from Atlantic and continues onto Firestone Place through the easterly border of the District. At Firestone Place, an 8-inch diameter pipe is extended to the south from the 10-inch pipeline. The 8-inch diameter pipeline turns east through the eastern boundary of the District following Firestone Boulevard along its southerly side.
- A CBMWD 18-inch diameter reclaimed water line is also located in Firestone Boulevard from Atlantic Avenue to the approximate intersection with Firestone Place.
- Alleys. A 6-inch diameter pipeline is located in the alley south of and parallel to Firestone Boulevard for the length of the properties east of Atlantic Avenue. A 6-inch diameter potable water pipe is also located in the alley east of and parallel to Atlantic Avenue, from Firestone Boulevard to Branyon Avenue. An 8-inch fire line is also located in this area.

Most of the existing water lines in the District generally have the capacity to handle the increase in water demand/load under build-out of the District. Since new streets have

been added to the layout of the District, new water facilities will need to be extended. This includes potable, fire prevention and recycled water needs. The following needs have been identified:

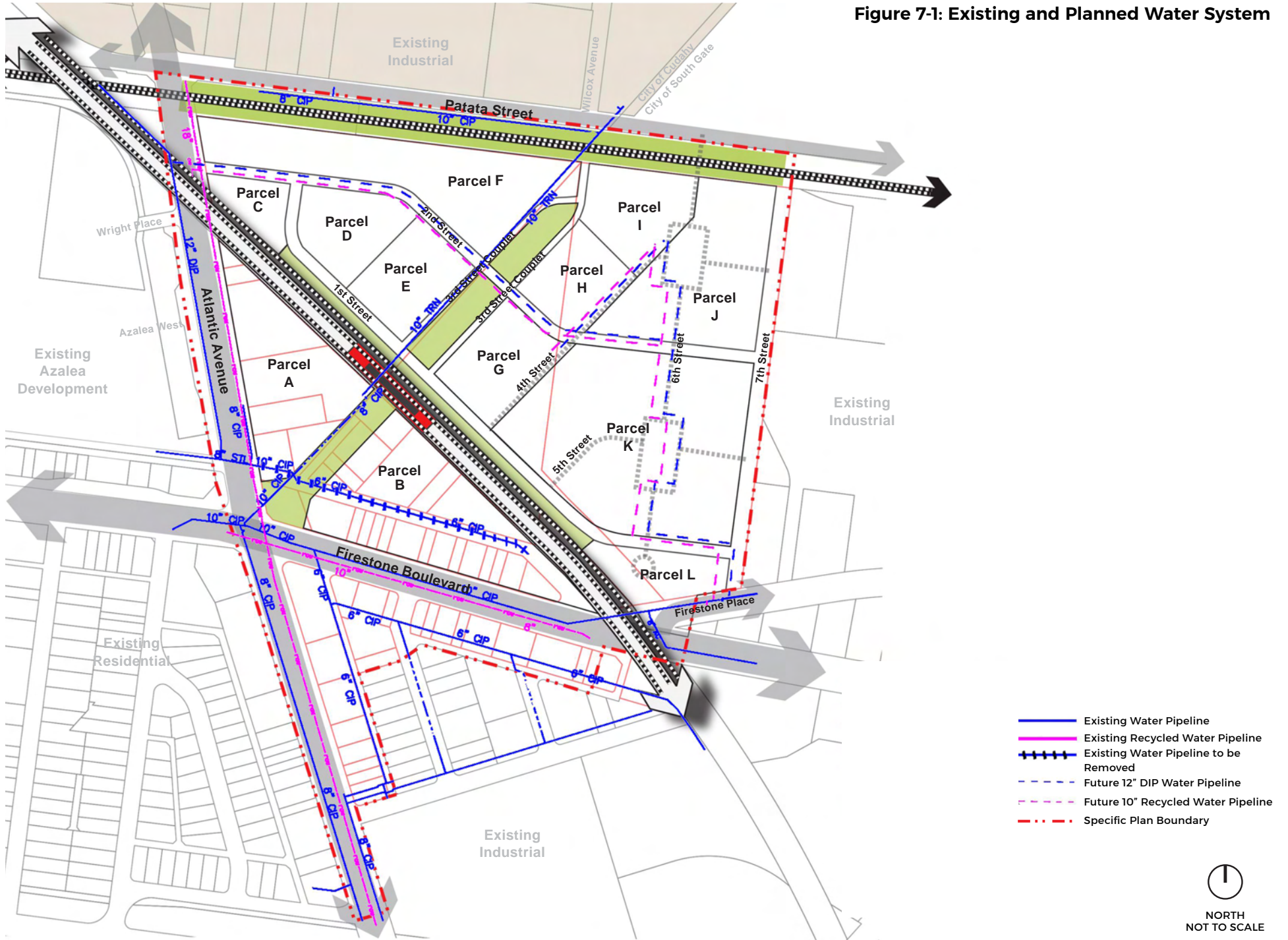
- Extension of a 12-inch DIP water line in 2nd Street, from the 12-inch water line and extension of 10-inch recycled water from the 18" located in Atlantic Avenue would provide the backbone water needed to serve Parcels A, B, C through H and Parcels J and K.
- To maintain water system integrity and provide redundancy, a 12-inch DIP potable and 10-inch recycled water pipelines would be extended along 6th Street to serve Parcels I and K.
- These water lines would also be extended through 6th and 1st Streets and ultimately connect to the existing 10-inch CIP potable water pipeline and recycled water facilities located in Firestone Place.
- The existing water facilities in Mason Street would be removed by the developer(s) of Parcels A and B.

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

The City's Urban Water Management Plan (UWMP) was last updated in 2015. The UWMP shall be consulted for all water system upgrade considerations. In addition, the recommendations for potential upgrades included in this Plan should be considered at the time of the next UWMP update.



Figure 7-1: Existing and Planned Water System



## 7.2.2. Sewer System

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

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

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

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

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

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

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

## 7.2.3. Storm Drain System

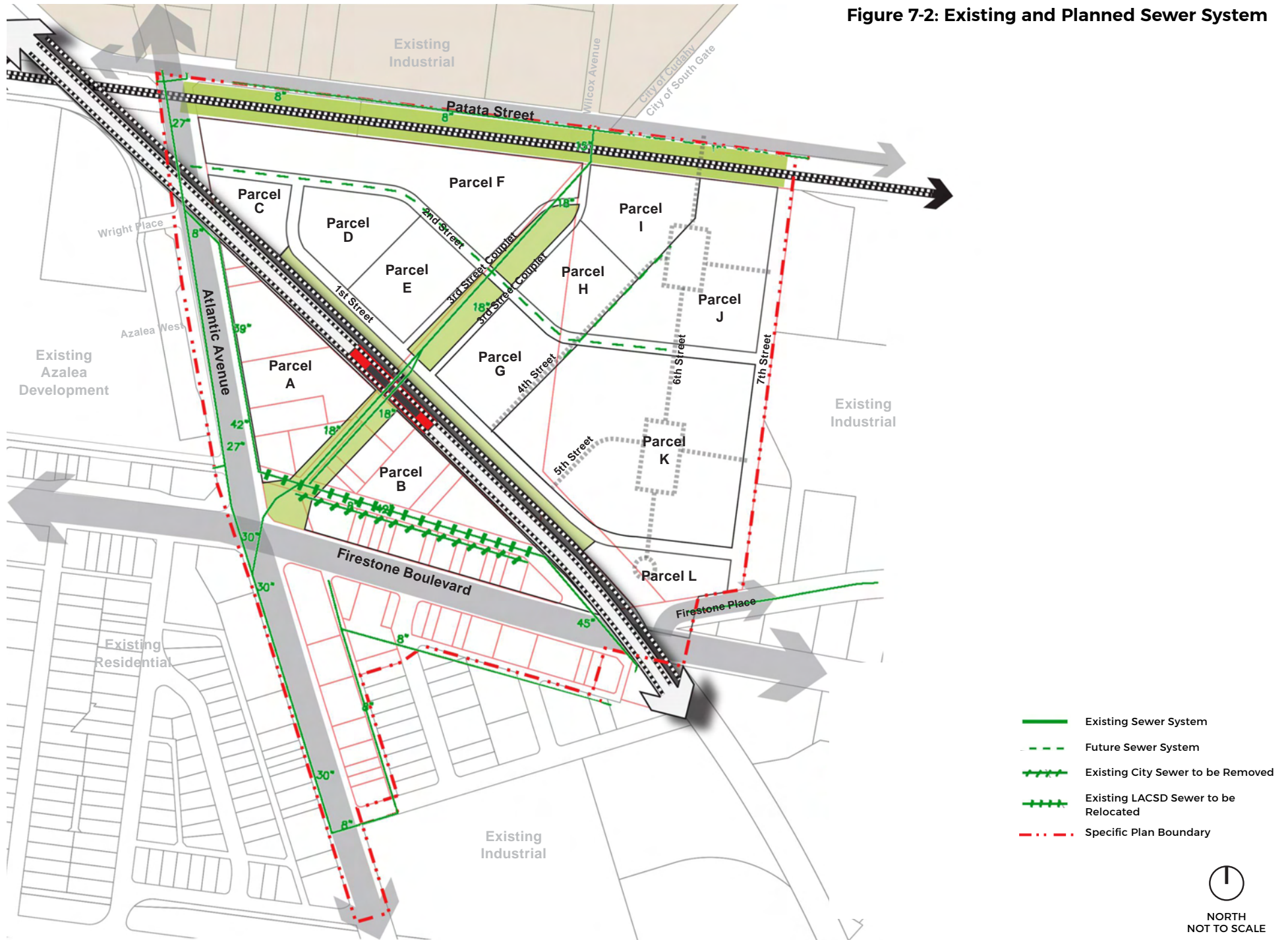
The major "back bone" / main lines of the storm drain system in South Gate are owned and maintained by the Los Angeles County Flood Control District (LACFCD). The City of South Gate has storm drain laterals and drainage devices such as catch basins or manholes under their jurisdiction, but none are located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

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

- Atlantic Avenue. From the northern boundary of the District to the Union Pacific right of way, there is an existing, unknown sized storm drain that connects to an existing double 13-foot x 8.5-foot RCB storm drain that is located adjacent to the Union Pacific right-of-way. There is an 81-inch RCP storm drain from the east boundary of the area in Firestone Boulevard that turns south into Atlantic Avenue, and extends to the south boundary of the District at Southern Lane, and eventually outlets to the Los Angeles River.
- Adjacent to Union Pacific right-of-way. There is a double 13-foot x 8.5-foot RCB storm drain that extends from the District's east boundary at Atlantic Avenue and then it is upsized to a 5 Barrel 10-foot x 7-foot RCB storm drain after the connection from a 15-foot x 8-foot RCB storm drain from the Wilcox Avenue Trunk and extends to the south boundary at Firestone Boulevard and eventually outlets to the Los Angeles River.



Figure 7-2: Existing and Planned Sewer System



- Wilcox Avenue. There is a 7-foot x 5.5-foot RCB storm drain that enters the District north boundary at the intersection of Wilcox Avenue and Patata Street, is upsized to a 15-foot x 8-foot RCB storm drain on the south side of Patata Street, and proceeds south between two properties until it reaches the flood control right of way that is adjacent to the Union Pacific right of way, where it connects to a 5 Barrel 10-foot x 7-foot RCB storm drain.

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

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

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

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

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

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

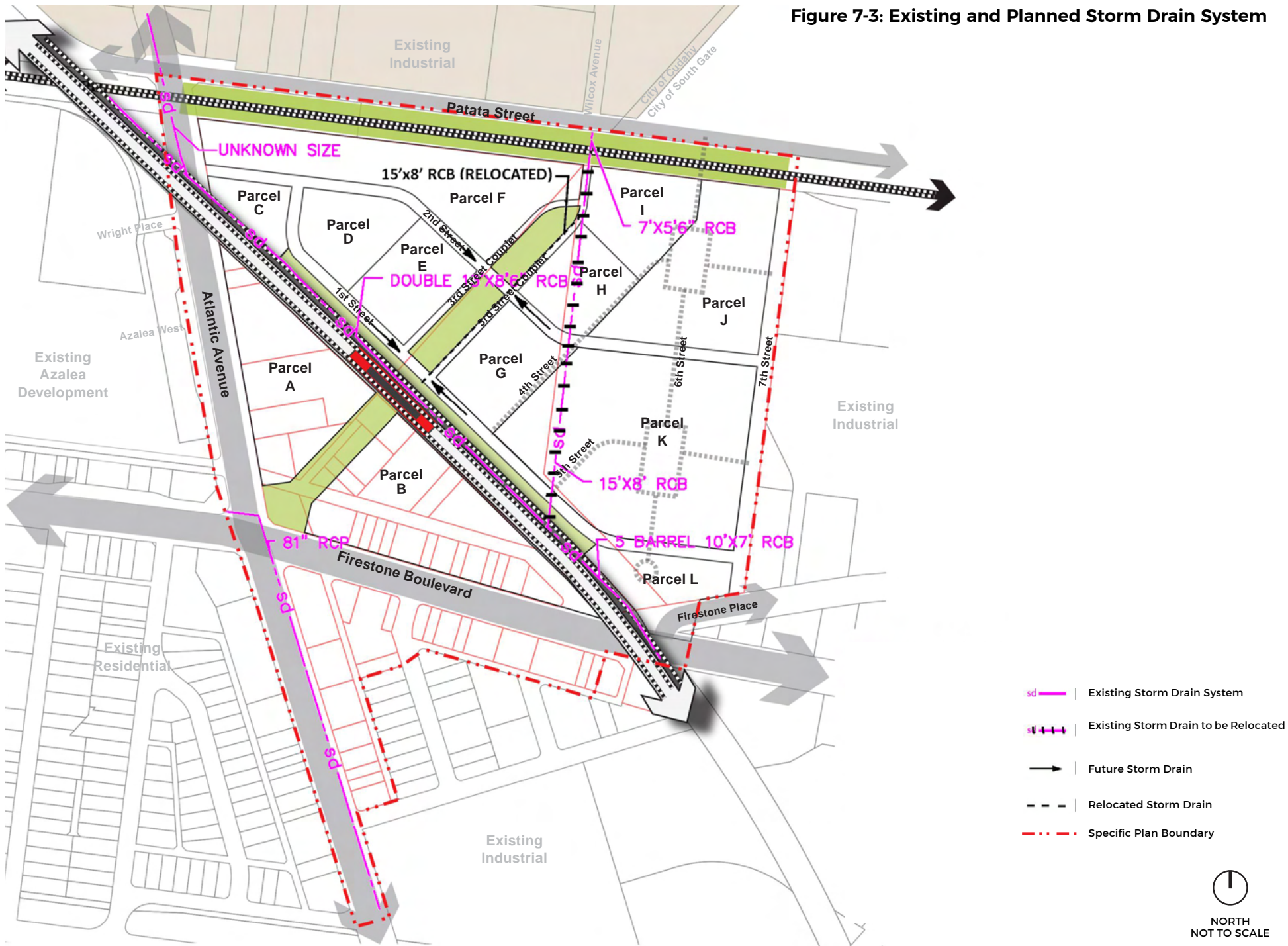
- Retention-based storm water quality control measures (bioretention, infiltration basin, dry well, permeable pavement, etc.)
- Biofiltration
- Vegetation-based storm water quality control measures (storm water planter (or planter box), vegetated swale, green roof, etc.)

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

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



Figure 7-3: Existing and Planned Storm Drain System



## 7.2.4. Electric System

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

Existing SCE electric facilities within the District include:

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

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

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

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

## 7.2.5. Natural Gas System

The natural gas provider for the City of South Gate is Southern California Gas Company (SCG), a franchise utility regulated by the California Public Utilities Commission. Within the District,

SCG owns and operates transmission mains, distribution pipelines and service laterals.

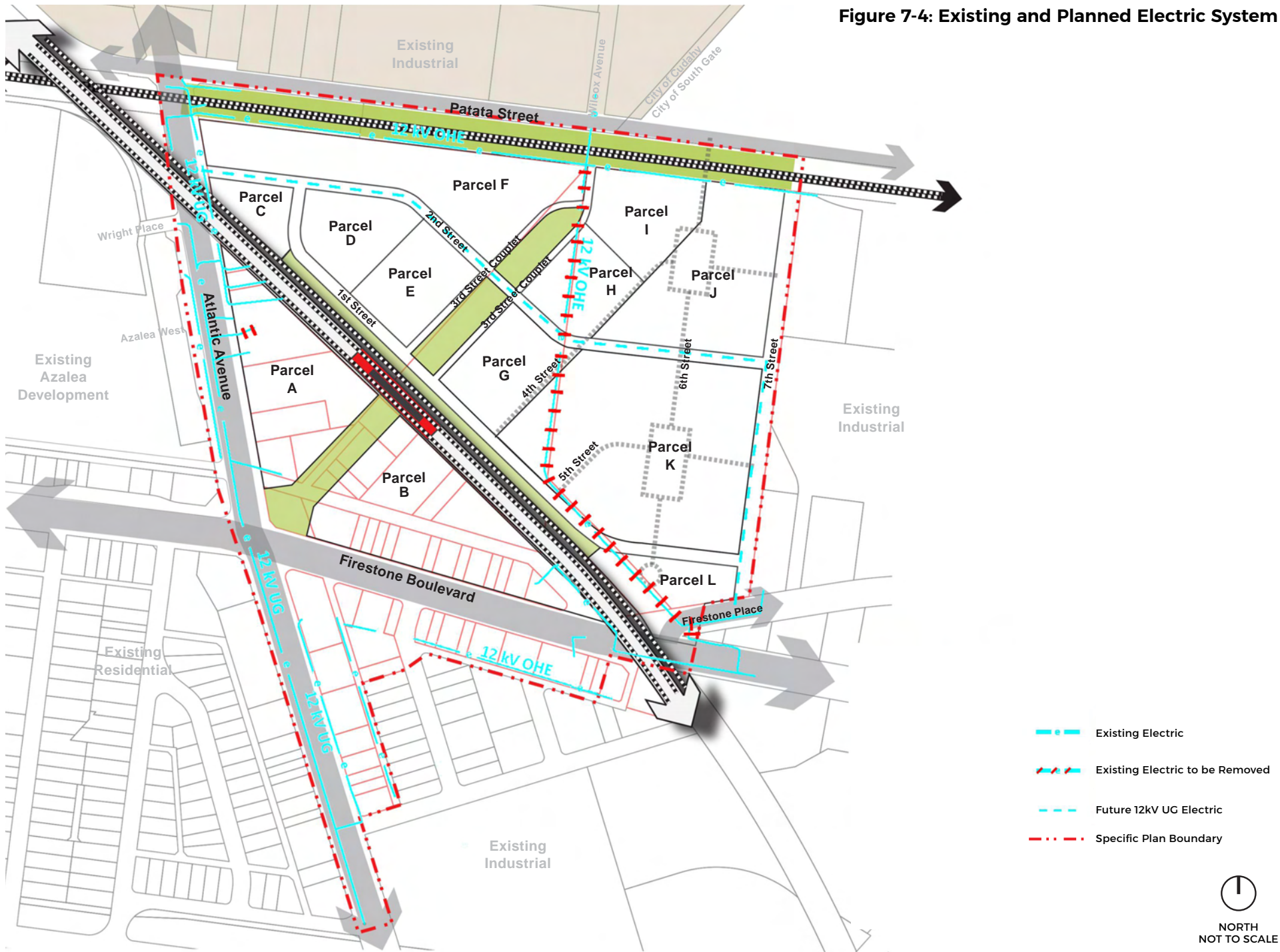
Existing gas mains within the District as follows:

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

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



Figure 7-4: Existing and Planned Electric System



## 7.2.6. Telecommunications and Cable Television Systems

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

Time Warner Cable (TWC) provides cable television and internet facilities along the west side of Atlantic Avenue from south of the Union Pacific Railroad right of way to south of the District. They are also located along the north side of Mason Street on SCE poles and cross to the north side of Firestone Place, extend through Neville Street to the Union Pacific Railroad right of way, in the alley east of and parallel to Atlantic Avenue, and connects to the extension from Atlantic Avenue into Branyon Street. They also run in the alley south of and parallel to Firestone Boulevard.

New land uses resulting from the Plan will consist of both commercial and residential developments; therefore, high-speed internet and cable television services will be in demand. Similar to the telecommunications system, TWC will assess the demand for services on a case-by-case basis and ultimately make the decisions concerning upgrades for the existing cable TV system to meet the demand of the future developments.

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

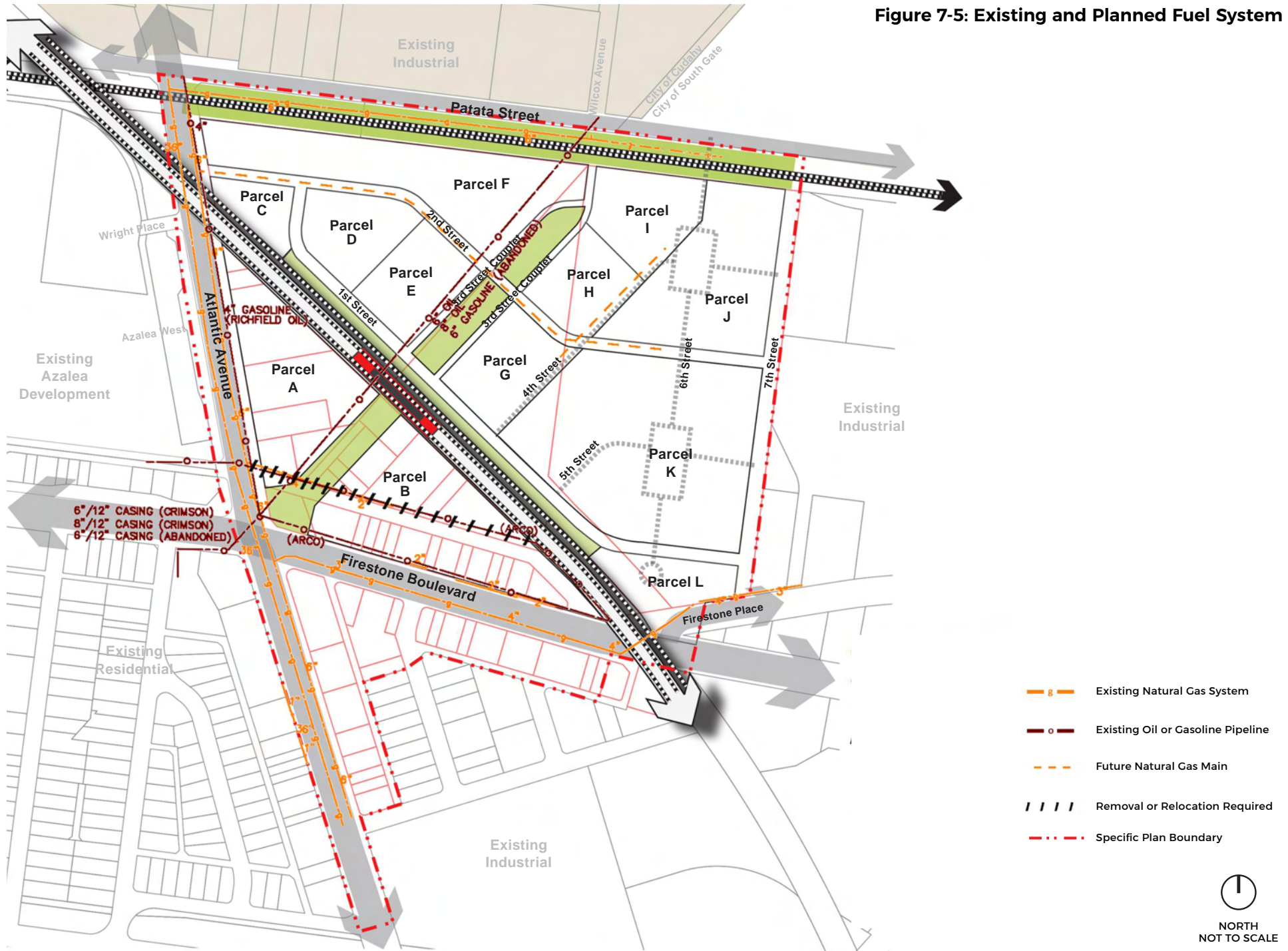
## 7.2.7. Fuel Systems

Existing fuel systems consist of oil, petroleum and/or gasoline pipelines located within the District. These are illustrated in Figure 7-5: Existing and Planned Fuel Systems. Crimson Pipeline has a 6-inch diameter underground oil pipeline that extends from the west side of Atlantic Avenue, crosses to the southerly side of Firestone Boulevard, and continues easterly along Firestone Boulevard for the limits of the District. There are other petroleum and oil facilities owned by various companies,

including Chevron, Arco and Richfield. While some of the facilities are located in the public right of way of existing streets, some pipelines cross private property. These facilities are presumed to be installed under easement, so property rights will need to be examined prior to any development in proximity to these facilities. These facilities will be protected in place or removed and/or relocated at developer cost.

Where an oil line crosses multiple parcels owned by different developers, full relocation costs will be required by the pipeline owner who will perform the relocation. Agreements between the parcel owners to fund these relocation costs may be required.

Figure 7-5: Existing and Planned Fuel System



# 08 Implementation Strategies and Financing

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## 8.1. Overview

The Plan encompasses approximately 59 acres that is currently comprised of a mix of heavy industrial, light industrial, and retail uses. The Plan is designed to guide the transition of the District to a mixed-use transit-oriented community, while preserving important employment-generating uses. The Plan is intended to enhance the District's sense of place and improve quality of life with a pedestrian and bicycle friendly environment, connected open spaces, and public facilities and public realm improvements. The Plan will assist in implementing the City's General Plan and Bicycle Transportation Plan, and is anticipated to result in economic benefits both for the local businesses and residents, and for the economic and fiscal health of South Gate.

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

## 8.2. Development Incentives & Partnerships

The construction of the future LRT Station and additional anticipated public investments are expected to help catalyze future private investment. However, a supportive Plan framework is essential to encouraging the private sector to build projects that implement the plan. The Implementation Strategy presents a range of development incentives,

and encourages public-private partnerships to build upon the substantial public and private investment already occurring within the District.

### 8.2.1. Development Project Review

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

### 8.2.2. Parking Incentives and Management

Parking supply, configuration, placement, and access are essential to the function and vitality of the District, while encouraging transit usage. The Plan includes provisions to enable the reduction of standard parking requirements, utilize shared parking, and manage parking resources, and provides conceptual locations for public/transit parking facilities, including surface lots, structured parking, and on-street parking through the entitlement process. Additional flexibility or

modifications in the provision and design of parking may be considered to ensure that parking demand is accounted for, while minimizing costs, maximizing shared parking opportunities, and leveraging partnerships with other agencies where possible.

### 8.2.3. Foster Public Private Partnerships

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

## 8.3. Financing Measures

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



### 8.3.1. Explore New Financing and Investment Structures

#### Community Benefit/Assessment Districts

In addition to traditional financing techniques, the implementation of innovative financing techniques will be important. An immediate priority would be to explore the feasibility of and different options for establishing Community Benefits/Assessment District(s). There is a range of structures available for consideration. Two options that have fairly broad funding and investment authority that should be evaluated are Community Revitalization and Investment Authorities (CRIA) and Enhanced Infrastructure Financing Districts (EIFD). CRIAs and EIFDs have similar capabilities but different requirements for establishment, governance, and investments. Both could initially be used for pay-as-you-go improvements from the projected cash flow until enough property tax increment is generated for sufficient bonding capacity.

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

#### Community Revitalization and Investment Authorities (CRIA)

Investigate the potential to establish a CRIA and develop a Community Revitalization and Investment Plan (CRI Plan). AB 2 (Alejo and E. Garcia, Chapter 319, Statutes of 2015), authorized the revitalization of disadvantaged

communities through planning and financing infrastructure improvements and upgrades, economic development activities, and affordable housing via tax increment financing based, in part, on the former community redevelopment law. Due to its status as a Disadvantaged Community (DAC) per CalEnviroScreen – described in detail in Section 8.3.3 - South Gate meets the criteria for the creation of CRIA.

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

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

The State Legislature approved the dissolution of the state's 400 plus Redevelopment Agencies (RDAs) as of February 1, 2012. As a result of the elimination of the RDAs, property tax revenues that were once used for economic development and affordable housing are now used to pay required payments on existing bonds, other obligations, and pass-through payments. On September 29, 2014,

Senate Bill 628 (SB 628, Beall) was passed as the "Enhanced Infrastructure Financing District (EIFD)" law as a partial replacement for redevelopment property tax increment; it serves as a method for a jurisdiction to use some or all of their share of the 1% basic property tax levy in order to finance specified public facilities or public infrastructure in an established EIFD district.

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

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

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

at least 10 percent be dedicated to investments in capital costs of active transportation, parks, urban greening, and related uses.

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

### **Business Improvement District (BID)**

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

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

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

## **8.3.2. Revisit Existing City Program, Funds, and Measures**

### **Capital Improvement Program (CIP)**

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

### **Lighting and Landscaping District**

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

## **Water Fund**

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

### **Development Impact Fee (DIF) Schedule**

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

### **City Commercial Façade Improvement Project**

Continue to incentivize property owners to upgrade their buildings through the use of the City's Commercial Façade Improvement project under Community Development Block Grant (CDBG) funding. Evaluate the effectiveness of the program to ensure that it is providing the proper incentive to function with the District and the City as a whole to assist business owners in improving the façade of their businesses.

### **Special Revenue Funds (City of South Gate)**

The City has special revenue funds, as part of the General Fund budgeting process that can be used for transit, pedestrian and bicycle improvements, including Proposition A and C transit funds, Measure R transit funds, and State gasoline taxes. Note that while these are city designated funds the majority of the actual revenues are derived from a variety of regional, state, and federal programs.

### **8.3.3. Evaluate Engagement with Existing, New, and Future Resources and Policies**

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

### **California Infrastructure and Economic Development Bank (I-Bank)**

The California Infrastructure and Economic Development Bank (I-Bank) was established in 1994 to finance public infrastructure and private development in order to foster a healthy economic environment for California's communities. The I-Bank operates in accordance with the Bergeson-Peace Infrastructure and Economic Development Bank Act contained in the California Government Code Sections 63000 et seq. The bank has broad authority to issue tax-

exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The Infrastructure State Revolving Fund (ISRF) Program provides financing to public agencies and non-profit corporations for eighteen categories of infrastructure and economic development projects. ISRF Program funding is available in amounts ranging from \$50,000 to \$25,000,000, with loan terms of up to 30 years. Additional financing terms include a subsidized interest rate, fixed for the term of financing, and a one-time fee of one percent of the loan amount, or \$10,000, whichever is greater. The bank finances the program chiefly through the issuance of revenue bonds, specifically the ISRF Program Bond, and also through repayment of loans.

### **Community Development Block Grant (CDBG) Program**

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

housing to shopping centers or to demolish property and clear sites to prepare the land for other uses. Also eligible are the building of public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities.

### **CDBG and HUD's Section 108 Economic Development Loan Project**

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

### **New Markets Tax Credit (NMTC) Program**

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

### **State Cap-and-Trade Programs**

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

Table 8-1 Applicable Cap-and-Trade Funding Programs

Funding Area	Program	Project Types	Applicant Eligibility	Nexus with the Plan
Transportation and Sustainable Communities	Affordable Housing and Sustainable Communities (AHSC) Program	<ul style="list-style-type: none"> <li>Transit-Oriented Housing</li> <li>Active Transportation</li> <li>Energy Efficiency</li> <li>Urban Greening</li> <li>Technical Assistance</li> </ul>	<ul style="list-style-type: none"> <li>Public agencies</li> <li>Transportation agencies</li> <li>Developers</li> </ul>	High
	Active Transportation Program (ATP)	<ul style="list-style-type: none"> <li>Bicycle and pedestrian infrastructure and programs</li> </ul>	<ul style="list-style-type: none"> <li>Public agencies</li> <li>Transportation agencies</li> </ul>	High
	Transformative Climate Communities (TCC)	<ul style="list-style-type: none"> <li>Wide range of eligibility focused on heavily Disadvantaged Communities and community transformation</li> </ul>	<ul style="list-style-type: none"> <li>Public agencies</li> <li>CRIAs</li> <li>Community organizations</li> </ul>	High
	Low Carbon Transportation	<ul style="list-style-type: none"> <li>Pilot programs in Disadvantaged Communities (car sharing, financing, etc.)</li> <li>Fleet replacement programs</li> <li>Transit vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Public agencies</li> <li>Community organizations</li> <li>Private sector</li> </ul>	High
	Low Carbon Transit Operations Program (LCTOP)	<ul style="list-style-type: none"> <li>New or expanded bus and/or rail service and transit facilities</li> <li>Service or transit facility improvements</li> </ul>	<ul style="list-style-type: none"> <li>Transit agencies</li> <li>Cities that run transit service</li> </ul>	Medium
	Transit and Intercity Rail Capital Program (TIRCP)	<ul style="list-style-type: none"> <li>Rail</li> <li>Bus Rapid Transit (BRT)</li> <li>Upgraded transit facilities</li> <li>New transit vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Transportation and transit agencies</li> <li>Cities that run transit service</li> </ul>	Low
	Transformative Climate Communities (TCC)	<ul style="list-style-type: none"> <li>Affordable housing</li> <li>Energy/Water efficiency, solar panels</li> <li>Active transportation, car shares, and bike shares</li> <li>Parks, community gardens</li> <li>Workforce development</li> </ul>	<ul style="list-style-type: none"> <li>Collaborative stakeholder structure</li> <li>- Public agencies</li> <li>- Community organizations</li> <li>- Private sector</li> </ul>	Medium
	Community Air Protection	<ul style="list-style-type: none"> <li>Replacement of high-polluting vehicles with lower emissions models</li> <li>Zero emission charging stations</li> <li>Reduction of emissions from stationary industrial facilities</li> </ul>	<ul style="list-style-type: none"> <li>Air Pollution Control Districts in collaboration with communities with the greatest need</li> </ul>	Medium
Clean Energy and Energy Efficiency Funding	Low-Income Weatherization Funding	<ul style="list-style-type: none"> <li>Single and multifamily low-income energy efficiency and renewable energy projects</li> </ul>	<ul style="list-style-type: none"> <li>Single and multi-family homeowners and renters</li> </ul>	High
	Water-Energy Grant Program	<ul style="list-style-type: none"> <li>Water conservation and efficiency grants</li> </ul>	<ul style="list-style-type: none"> <li>Water agencies and cities</li> </ul>	Medium
	Urban Greening Program	<ul style="list-style-type: none"> <li>Rainwater/Stormwater capture</li> <li>Greening of public lands and structures</li> <li>Active transportation</li> <li>Parks and open space</li> </ul>	<ul style="list-style-type: none"> <li>Public agencies</li> <li>Community organizations</li> <li>Private sector</li> </ul>	High
Natural Resources and Waste Diversion Funding	Urban and Community Forestry	<ul style="list-style-type: none"> <li>Tree planting, community gardens, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Public agencies</li> <li>Community organizations</li> </ul>	High
	Waste Diversion	<ul style="list-style-type: none"> <li>Food waste reduction</li> <li>Recycling programs</li> <li>Organics recycling/composting</li> </ul>	<ul style="list-style-type: none"> <li>Public agencies</li> <li>Community organizations</li> <li>Private sector</li> </ul>	High



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

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

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

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

### Disadvantaged Community (DAC) Funding Policy

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

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

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

## 8.4. Description of Selected Funding Sources

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

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

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



### 8.4.1. Local Fees, Taxes, and Revenues

#### Development Impact Fees (DIFs)

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

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

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

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

Under a CRIA, rehabilitation, repair, or upgrading of deteriorated or inadequate

infrastructure is an eligible expense in addition to construction. The eligibilities and requirements for assessment and investment are different for each and should be evaluated.

#### Special Benefit Assessment Fees

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

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

### Lighting and Landscape Maintenance District (LMD) Fees

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

#### Mello-Roos Special Taxes

The Mello-Roos Community Facilities Act of 1982 authorized the formation of "Mello-Roos districts," and the imposition of special taxes within these districts. Unlike special benefit assessments, special taxes do not need to meet the "special benefits" standard (discussed above) and can be used to finance regional facilities and services in addition to those within the district. In addition to construction and acquisition of facilities, Mello-Roos special taxes can be imposed for a broader set of services than other special districts but cannot be levied to raise revenue for general governmental purposes. This can include services such as police and fire, library and recreation, environmental cleanup and remediation, and operation of museums and cultural services as well as maintenance and operation of storm drainage systems and maintenance of parks, parkways, and open space. In today's real estate

market, careful attention should be given to the level of assessments and special taxes in relationship to property value. Proposition 13 (approved in 1978) requires an affirmative vote of two-thirds of those voting in order to pass a special tax, including Mello-Roos special taxes. MelloRoos special taxes can be used to finance capital projects and local public infrastructure for new developments, or to fund operations and maintenance for ongoing public services.

### **Business Improvement District (BIDs) Funds**

A Business Improvement District (BID) can be used to perform a variety of services to revitalize and improve commercial neighborhoods, as discussed in Section 8.3.1. of this Plan. Services that can be financed with BID funds include the promotion of tourism, sponsorship of public events, and ongoing operations and maintenance programs such as street cleaning or tree trimming. Improvements that can be financed include minor parking facilities, street lighting, fountains, parks, benches, and trash receptacles. However, BID funds are difficult to use for financing of large-scale capital projects as they are not allowed to issue bonds.

## **8.4.2. State Funds and Revenues**

### **Section 108 Loan Program (HUD) Loans**

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

can be loaned to a third party developer to undertake the projects. This flexibility makes it one of the most potent and important public investment tools that HUD offers to local governments. Regulations governing the Section 108 program may be found at 24 CFR 570, Subpart M, Loan Guarantees.

### **Cap-and-Trade Funds**

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

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

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

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

Senate Bill 1 (SB 1, Beall) will double the amount of revenues the state receives for local street maintenance and

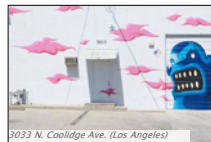
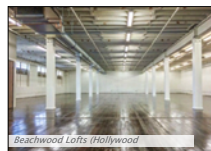
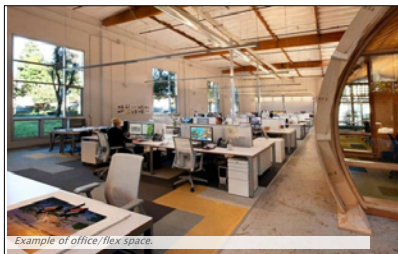
rehabilitation needs. It is estimated that \$500 to \$650 million annually will go to cities throughout the state, allocated on a per capita basis. The majority of these revenues will be disbursed through the Road Maintenance and Rehabilitation Account (RMRA). In addition to formula funding earmarked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

### **Active Transportation Program (ATP) Grants**

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

## **8.4.3. Regional Funds and Revenues**

Regional sources of funding include Prop A and C, Measure R, and Measure M passed in 2016. Cities such as South Gate already receive local return of funds from each of the first three, and are guaranteed additional quantities from Measure M. Initial information from Metro



on Measure M indicates funds will be utilized to: expand the rail and rapid transit system; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; improve transit system connectivity; improve neighborhood streets and intersections; and enhance bike and pedestrian connections among other efforts. Regional grants administered by Metro and SCAG are also available for planning and infrastructure. These funds can be leveraged with other grant programs such as those that fall under Cap-and-Trade.

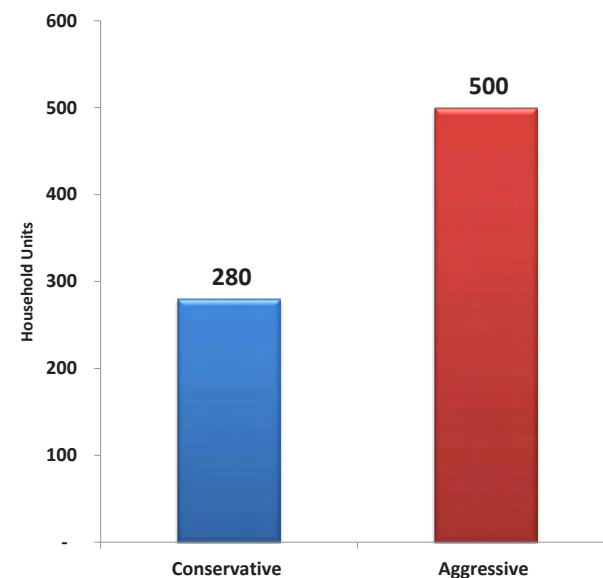
#### 8.4.4. Other Selected Public Fund Revenues

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

### 8.5. Community Benefits

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

**Figure 8-1: New Residential Demand**  
GDSP Site Capture (2016-2026)

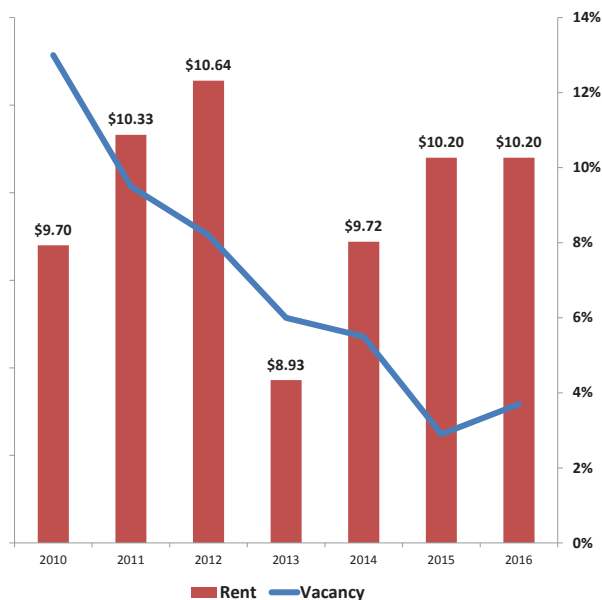


Source: Individual brokers; AECOM; ESRI; Reis Reports

#### 8.5.1. Reducing Greenhouse Gas Reductions

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



**Figure 8-2: Secondary Market Flex Demand**

### 8.5.2. Providing Transit-Oriented Housing

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

In addition, there are a number of affordable housing programs that can be pursued through Los Angeles County programs and

new market housing tax credit programs that could support the construction of affordable housing and facilitate a mix of renter and ownership housing.

### 8.5.3. Fostering Job Growth

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

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

### 8.5.4. Healthy Communities

The Plan supports statewide healthy communities goals by: reducing vehicle miles traveled and associated air pollutant emissions through a transit-oriented development land use plan; increasing opportunities for active living and social engagement through creation of a pedestrian and bicycle friendly environment, connected open spaces, and

public realm improvements; creating a land use buffer between heavy industrial and proposed residential uses; and improving safety through transportation improvements that minimize conflicts among users of the public right-of-way.



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