



SOUTH GATE CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, September 24, 2019 at 6:30 p.m.

I. Call To Order/Roll Call With Invocation & Pledge

CALL TO ORDER	Denise Diaz, Vice Mayor
INVOCATION	
PLEDGE OF ALLEGIANCE	William Ruiz, GEAR UP 4 LA Academic Advisor
ROLL CALL	Carmen Avalos, City Clerk

II. City Officials

MAYOR	CITY CLERK Carmen Avalos
VICE MAYOR Denise Diaz	CITY TREASURER Gregory Martinez
COUNCIL MEMBERS Al Rios Maria Davila Maria Belen Bernal	CITY MANAGER Michael Flad CITY ATTORNEY Raul F. Salinas

III. Meeting Compensation Disclosure

Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by City Council Members is \$650 monthly regardless of the amount of meetings.

IV. Proclamations, Certificates, Introductions And

Ceremonial Actions

1.

The City Council will issue a Proclamation declaring September 23 through 27, 2019, as National GEAR UP Week in the City of South Gate. (ADMIN)

Documents:

[ITEM 1 REPORT 092419.PDF](#)

2.

The City Council will issue a Proclamation declaring October 2, 2019 as "California Clean Air Day." (PW)

Documents:

[ITEM 2 REPORT 092419.PDF](#)

3.

The City Council will present a Certificate of Appreciation to South Gate resident Maribel Alvarez in recognition of her continued genuine care, generosity and heartwarming good deeds for her nearby neighbor. (PD)

Documents:

[ITEM 3 REPORT 092419.PDF](#)

4.

The City Council will present Certificates of Appreciation to the Relay For Life of South Gate - Lynwood event leadership team and relay teams for their participation in this year's cancer awareness fundraiser event held on July 20, 2019. (ADMIN)

Documents:

[ITEM 4 REPORT 092419.PDF](#)

V. Public Hearings

5.

The City Council will conduct a Public Hearing to consider waiving the reading in full and introducing an **Ordinance** _____ adding new Section 11.28.050 (Gateway District Specific Plan), to Chapter 11.28

(Specific Plans), of Title 11 (Zoning), of the South Gate Municipal Code amending the South Gate Zoning Map to include an overlay boundary designation for the Gateway District Specific Plan, and adopting the Initial Study and Negative Declaration in accordance with the California Environmental Quality Act. (CD)

Documents:

[ITEM 5 REPORT 092419.PDF](#)

6.

The City Council will conduct a Public Hearing to consider adopting a **Resolution** _____ receiving and approving the program year 2018-2019 Consolidated Annual Performance and Evaluation Report and authorizing the execution of all necessary documents for submittal to the U.S. Department of Housing and Urban Development. (CD)

Documents:

[ITEM 6 REPORT 092419.PDF](#)

7.

The City Council will conduct a Public Hearing to consider: (PD)

a. Authorizing utilization of 2019 Edward Byrne Memorial Justice Assistance Grant Funds, in the amount of \$44,387 for the purchase of equipment for sworn personnel;

b. Increasing the Fiscal Year 2019/20 revenue projection in account 231-4620 (Police Grants - Edward Byrne Memorial Grant) by \$19,387, from \$25,000 to \$44,387; and

c. Amending the Fiscal Year 2019/20 Police Grants Fund Budget by appropriating \$23,504 to account number 231-554-21-6203 for the purchase of bulletproof vests and helmets; \$15,231 to account number 231-554-21-6204 for radio communications and headsets; \$4,320 to account number 231-554-21-6101 for the Narcan Nasal Program administration fees; and \$1,332 to account number 231-554-21-6340 for the required 3% National Incident Based Reporting System allocation for the Police Department.

Documents:

[ITEM 7 REPORT 092419.PDF](#)

8.

The City Council will conduct a Public Hearing to consider: (PD)

- a. Authorizing utilization of the 2019 Selective Traffic Enforcement Program Grant Funds from the State of California Office of Traffic Safety (OTS) for personnel overtime, equipment and training;
- b. Approving the Grant Agreement with the OTS, Grant Number PT20123;
- c. Authorizing the Mayor to execute the Grant Agreement in a form acceptable to the City Attorney;
- d. Increasing the Fiscal Year 2019/20 revenue projection in Account No. 231-4624 (Police Grants - Office of Traffic Safety) by \$89,000 to \$149,895; and
- e. Amending the Fiscal Year 2019/20 Police Grants Fund budget by appropriating \$59,612 to Account No. 231-556-21-5111 for overtime; \$27,645 to Account No. 231-556-21-6204 for equipment; and \$1,743 in Account No. 231-556-21-6340 for training.

Documents:

[ITEM 8 REPORT 092419.PDF](#)

VI. Comments From The Audience

During this time, members of the public and staff may address the City Council regarding any items within the subject matter jurisdiction of the City Council. Comments from the audience will be limited to five (5) minutes per speaker; unless authorized by the Mayor, the time limit may not be extended by utilizing another member's time. There will be no debate or action on items not listed on the agenda unless authorized by law.

Note: The City Council desires to provide all members of the public with the opportunity to address the Council. Nevertheless, obscene language, comments intended to disrupt or interfere with the progress of the meeting or slanderous comments will not be tolerated and may result in ejection and/or may constitute a violation of South Gate Municipal Code Section 1.04.110.

VII. Reports And Comments From City Officials

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

Following the City Council Members, reports and comments will be heard by the City Clerk, City Treasurer, City Manager and Department Heads.

VIII. Consent Calendar Items

Agenda Items **9, 10, 11, 12 and 15** are consent Calendar Items. All items including Ordinances, Resolutions and Contracts, may be approved by

adoption of the Consent Calendar, individually and collectively by one (1) motion. There will be no separate discussion of these items unless Members of the City Council, the public, or staff request that specific items be removed from the Consent Calendar for separate discussion and action.

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

9.

The City Council will consider adopting a **Resolution** _____
_ temporarily suspending the enforcement of issuing administrative citations to allow for limited alcohol beverage consumption during a private corporate event at the South Gate GOALS Soccer Center, located at South Gate Park, on February 29, 2020 from 9:00 a.m. to 2:00 p.m. (PARKS)

Documents:

[ITEM 9 REPORT 092419.PDF](#)

10.

The City Council will consider adopting a **Resolution** _____
_ amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to create the position of Senior Financial Analyst in the Administrative Services Department, to approve the corresponding job specification, and to update the appropriate salary pay table. (ADMIN SVCS)

Documents:

[ITEM 10 REPORT 092419.PDF](#)

11.

The City Council will consider adopting a **Resolution** _____
_ appointing Water Division Manager Christopher Castillo as the Primary Board Member, and Senior Engineer Gladis Deras and Associate Engineer Victor Chavez as the Alternate Board Members to serve on the Governing Board of the Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority (GWMA) for a two-year term beginning October 1, 2019 through September 30, 2021. (PW)

Documents:

[ITEM 11 REPORT 092419.PDF](#)

12.

The City Council will consider: (ADMIN)

- a. Approving a Professional Services Agreement (**Contract No. _____**) with Smith Dawson & Andrews, Inc., to provide federal legislative advocacy services, in an amount not-to-exceed \$40,000; and
- b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney.

Documents:

[ITEM 12 REPORT 092419.PDF](#)

13. This Item Was Removed From The Agenda.

14. This Item Was Removed From The Agenda.

15.

The City Council will consider: (PW)

- a. Approving Amendment No. 5 to Contract No. 3131 with Wilidan Engineering, Inc., extending the term through November 30, 2019, for as-needed engineering services under the existing contract budget, and to allow time to award a new contract; and
- b. Authorizing the Mayor to execute Amendment No. 5 in a form acceptable to the City Attorney.

Documents:

[ITEM 15 REPORT 092419.PDF](#)

16. This Item Was Removed From The Agenda.

17. This Item Was Removed From The Agenda.

IX. Reports, Recommendations And Requests

18.

The City Council will discuss and select from one of the two statutory options proposed below to fill the City Council vacancy until a newly elected City Council Member is installed: (CLERK)

- a. Directing the City Clerk to accept applications, in a sealed envelope, from qualified residents interested to fill the City Council vacancy until October 7, 2019, to conduct a Special City Council meeting on October 15, 2019, to interview, select and appoint a qualified resident to serve the remainder of the unexpired City Council Member's term until a new

City Council Member is elected at the March 3, 2020, General Municipal Election, and installed, and administer the oath of office to the appointee at the regularly scheduled City Council meeting of October 22, 2019; OR

b. Directing staff and the City Clerk to conduct a Special Municipal Election within 120 days of the calling of a Special Municipal Election to fill said vacancy.

Documents:

[ITEM 18 REPORT 092419.PDF](#)

19.

The City Council will consider: (CLERK)

a. Re-organizing by nominating and selecting a new Mayor and new vice Mayor for a term expiring March 2020, the selection will be ratified by a majority vote of the City Council; and

b. The Oath of Office will be administered to the newly selected Mayor and Vice Mayor.

Documents:

[ITEM 19 REPORT 092419.PDF](#)

20.

The City Council will consider approving the Warrants and Cancellations for September 24, 2019. (ADMIN SVCS)

Total of Checks: \$2,761,998.02
Voids \$ (3,928.00)
Total of Payroll Deductions: \$ (307,378.95)
Grand Total: \$2,450,691.07

Cancellations: 81742, 82651

Documents:

[ITEM 20 REPORT 092419.PDF](#)

X. Adjournment

I, Carmen Avalos, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda was posted September 19, 2019 at 6:43 p.m., as required by law.

Carmen Avalos,
City Clerk

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office

8650 California Avenue, South Gate, California 90280
(323) 563-9510 * fax (323) 563-5411 * www.cityofsouthgate.org

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

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

RECEIVED

Item No. 1

SEP 18 2019

City of South Gate
CITY COUNCIL

**CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER**

3:40pm

AGENDA BILL

For the Regular Meeting of **September 24, 2019**

Originating Department: **Administration**

Management Assistant:


Giselle Mares

City Manager:


Michael Flad

SUBJECT: PROCLAMATION DECLARING THE WEEK OF SEPTEMBER 23, 2019 AS NATIONAL GEAR UP WEEK

PURPOSE: To declare September 23 through 27, 2019, as National GEAR UP Week.

RECOMMENDED ACTION: Vice Mayor Denise Diaz will issue a Proclamation declaring September 23 through 27, 2019, as National GEAR UP Week in the City of South Gate.

FISCAL IMPACT: None.

ANALYSIS: For nearly two decades, the Gaining Early Awareness and Readiness for Undergraduate Programs (GEAR UP) grant has been providing low-income, minority, and disadvantaged students with the support and resources they need to go to college despite the challenges they may face in their communities. GEAR UP 4 LA currently works with South Gate Middle School and serves approximately 1,200 7th and 8th grade students.

BACKGROUND: GEAR UP 4 LA is a federally funded program that works with the same cohort of students from the time they're in middle school all the way through their first year of college. Aside from working with students, GEAR UP 4 LA also works with parents by providing free workshops and field trips to college campuses across Southern California.

The City Council encourages citizens to recognize the hard work and dedication of the program and celebrate the success of the students during National GEAR UP Week.

ATTACHMENTS: Proclamation

City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring September 23 through 27, 2019 as National GEAR UP Week

WHEREAS, the Gaining Early Awareness and Readiness for Undergraduate Programs (GEAR UP) is a federally funded, competitive grant program designed to increase the number of low-income students who are prepared to enter and succeed in postsecondary education; and

WHEREAS, GEAR UP serves low-income, minority, and disadvantaged students and their families from underserved communities who might be the first person in their family to go to college; and

WHEREAS, GEAR UP provides six- or seven-year grants to states or partnerships to deliver support and resources to students and their families, starting no later than the 7th grade (middle school), through high school and onward to fulfill their dreams of attaining a postsecondary education; and

WHEREAS, GEAR UP includes interventions such as tutoring, mentoring, rigorous academic preparation, financial education and college preparation, financial education and college scholarships to improve access to higher education for low income, minority, and disadvantaged first-generation students and their families; and

WHEREAS, GEAR UP 4 LA currently serves 1,200 students in 7th and 8th grade at South Gate Middle School; and

WHEREAS, the week of September 23, 2019, has been declared National GEAR UP Week;

NOW, THEREFORE, be it proclaimed on this 24th day of September 2019, that **I, Denise Diaz, Vice Mayor of the City of South Gate,** on behalf of the City Council and citizens, do hereby proclaim September 23 through 27, 2019, as National GEAR UP Week in the City of South Gate and encourage citizens to become aware of this college access program in the community.

18/

Vice Mayor Denise Diaz

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SEP 18 2019

City of South Gate
CITY COUNCIL

Item No. 2

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER


3:55pm

AGENDA BILL

For the Regular Meeting of: September 24, 2019

Originating Department: Public Works

Department Director:


Arturo Cervantes

City Manager:


Michael Flad

SUBJECT: PROCLAMATION DECLARING OCTOBER 2ND AS CALIFORNIA CLEAN AIR DAY

PURPOSE: This item is before the City Council at the request of Council Member Maria Davila to declare October 2nd as California Clean Air Day to improve air quality and project public health.

RECOMMENDED ACTION: Vice Mayor Denise Diaz will issue a Proclamation declaring October 2, 2019 as "California Clean Air Day."

FISCAL IMPACT: None.

ANALYSIS: None.

BACKGROUND: Despite recent statewide efforts to mitigate pollutants, California has some of the most polluted regions in the United States, with seven of the country's ten most ozone polluted cities. Air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health.

To help promote the reduction of air pollution, the Coalition of Clean Air is holding its second annual California Clean Air Day on October 2, 2019. It calls upon California residents and cities to take action on ways to reduce their carbon footprint, such as taking public transit and riding a bicycle to work. While actions like these should be promoted every day, this event also serves to educate people on ways to create a cleaner environment and raise awareness of the consequences of air pollution.

Given the City's continued focus on environmental sustainability, it is important to express our support by joining other cities in passing a proclamation in support of California Clean Air Day.

Below are a few City projects that support the California Clean Air Day initiative:

- West Santa Ana Branch Transit Corridor Project
- LA River Revitalization
- Multi-use trail along Ardmore Avenue/Union Pacific Railroad
- Gateway, Tweedy and Hollydale Specific Plans
- Urban Orchard
- Parque Dos Rios
- Energy Savings Program with SoCal Gas

ATTACHMENT: Proclamation

AC/MU:lc

City of South Gate



From the Honorable
Mayor

PROCLAMATION

Declaring

October 2, 2019, as California Clean Air Day

WHEREAS, air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health; and

WHEREAS, California has some of the most polluted regions in the United States; and

WHEREAS, it is vital that we protect the health and well-being of our residents, visitors, and workforce; and

WHEREAS, emissions from vehicles, industry, and even household sources significantly affects the natural environment, air quality and well-being of residents, employees, and visitors of the City of South Gate; and

WHEREAS, individual actions such as not idling vehicles, walking or biking to work and school, carpooling, and conserving energy can directly improve air quality in our region; and

WHEREAS, education about air quality can raise community awareness, encourage our community to develop better habits, and improve our community health; and

WHEREAS, Californians will be joining together across the state to clear the air on October 2, 2019; and

WHEREAS, the City of South Gate is committed to the health of our residents, workforce, visitors, and community at large; and;

NOW, THEREFORE, be it proclaimed on this 24th day of September 2019, that I, **Denise Diaz, Vice Mayor of the City of South Gate**, on behalf of the City Council, do hereby declare October 2, 2019, as California Clean Air Day and encourage citizens to encourage all residents, businesses, employees, and community members to participate in Clean Air Day and help clear the air for all Californians.

15/
Vice Mayor Denise Diaz

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SEP 18 2019

City of South Gate

Item No. 3

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

9:50am

AGENDA BILL

For the Regular Meeting of: September 24, 2019

Originating Department: Police

Department Director:


Randall Davis

City Manager:


Michael Flad

SUBJECT: CERTIFICATE OF APPRECIATION TO SOUTH GATE RESIDENT MARIBEL ALVAREZ

PURPOSE: This item was added to the Agenda at the request of Council Member Maria Davila to recognize Area 5 South Gate Resident Maribel Alvarez for her care of her nearby neighbor.

RECOMMENDED ACTION: Vice Mayor Denise Diaz will present a Certificate of Appreciation to South Gate resident Maribel Alvarez in recognition of her continued genuine care, generosity and heartwarming good deeds for her nearby neighbor.

FISCAL IMPACT: None.

ANALYSIS: None.

BACKGROUND: Maribel Alvarez lives near an elderly resident in Hollydale. A couple of years ago, Maribel learned that this resident lives by herself and has very limited means. Since then, Maribel and her family have been selflessly assisting her and have provided her with food, water and basic household items. This is a great example of helping people without any expectation of recognition in return.

Council Member Maria Davila became aware of Maribel's good deeds through a member of the South Gate Police Officer's Association. She wishes to recognize Maribel for her continued efforts, generosity and heartwarming good deeds to try to assist her nearby neighbor and make a positive difference in her life.

ATTACHMENT: None.

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SEP 18 2019

City of South Gate

Item No. 4

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

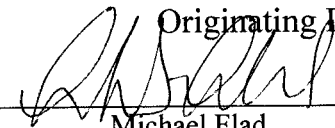
10:10pm

AGENDA BILL

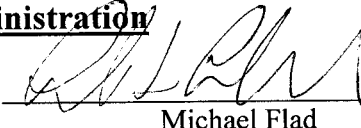
For the Regular Meeting of: September 24, 2019

Originating Department: Administration

City Manager:


Michael Flad

City Manager:


Michael Flad

SUBJECT: CERTIFICATES OF APPRECIATION TO THE RELAY FOR LIFE OF SOUTH GATE – LYNWOOD TEAMS

PURPOSE: This item was added to the Agenda at the request of Council Member Maria Davila to recognize this year’s Relay For Life of South Gate - Lynwood teams.

RECOMMEDED ACTION: Vice Mayor Denise Diaz will present Certificates of Appreciation to the Relay For Life of South Gate – Lynwood event leadership team and relay teams for their participation in this year’s cancer awareness fundraiser event held on July 20, 2019.

FISCAL IMPACT: None.

ANALYSIS: None.

BACKGROUND: The American Cancer Society held the 10th Annual Relay For Life walk/run event on July 20, 2019, at the Band Stand at South Gate Park.

This was the third year the City of South Gate and City of Lynwood joined forces to organize the Relay For Life of South Gate - Lynwood. A total of 23 teams organized and participated in the family-friendly walk/run event to raise cancer awareness, raise funds for cancer research, remember loved ones lost to cancer and honor those in treatment.

Council Member Maria Davila wishes to recognize and thank the Relay For Life of South Gate - Lynwood event leadership team and relay teams for their participation in this worthy cause.

ATTACHMENT: List of Event Leadership Team and Relay Teams.

EVENT LEADERSHIP TEAM:

1. Yolanda Rodriguez, Lynwood Event Co-lead
2. Rosanna Vazquez, South Gate Event Co-lead
3. Daisy Prieto, Activities lead
4. Michelle Alcala, Community Champion
5. Toni Martinez, Community Champion
6. Martin Herrera, Community Champion
7. Joe Candelaria, Entertainment/Sound management
8. Sergio Frola, Entertainment/ DJ
9. Anna Rodriguez, Logistics lead
10. Anaelisa Carvajal, Luminaria lead
11. Ligia Palma, Caregivers lead
12. Abby Rodriguez, Accounting lead

RELAY TEAM NAME:

TEAM CAPTAINS:

1. Un Dia a la Vez	Ligia Palma
2. Team Chonito	Linda Ponce
3. Esperanza Por Vivir	Irma Arroyo
4. Walking for Estela	Yvette Garcia
5. ACS Angels	Melba A. Rodriguez
6. Expressive 9	Monica Jimenez
7. The B-9's	Rosa Guillen
8. Strong Women Healing their Community	Christina Montalvo
9. Team DFCU	Jessica Cantos
10. The Dreamers	Araceli Moreno
11. CalCom Grizzlies	Debbie Chang
12. Friends	Alicia Garcia
13. Girl Scout Troop 16325	Daisy Prieto
14. Team Redeem	Margarita Tucker
15. Lynwood Walking Warriors	Yolanda Rodriguez
16. Power of faith / El Poder De la Fe	Rosanna Vazquez
17. south Gate Walks for Cancer (SGWFC)	Toni Martinez
18. #Team Solache	Jose Luis Solache
19. Antonia Salazar	Ramon Salazar
20. South Gate Multicultural Women's Club Angels	Nohemi Romero
21. Team Hope Realty	Eddie Flores
22. The Medina's Girls	Gloria Medina
23. KIWIN's	Melanie Lopez

RECEIVED

SEP 17 2019

City of South Gate

Item No. 5

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

5:00pm

For the Regular Meeting of: September 24, 2019

Originating Department: Community Development

Department Director:

Joe Perez
Joe Perez

City Manager:

Michael Flad
Michael Flad

SUBJECT: ORDINANCE ADDING NEW SECTION 11.28.050 (GATEWAY DISTRICT SPECIFIC PLAN), TO CHAPTER 11.28 (SPECIFIC PLANS), TO TITLE 11 (ZONING), OF GATE MUNICIPAL CODE, AMENDING THE SOUTH GATE ZONING MAP TO INCLUDE AN OVERLAY BOUNDARY DESIGNATION, AND ADOPTING THE INITIAL STUDY AND NEGATIVE DECLARATION

PURPOSE: The purpose of the Gateway District Specific Plan (Specific Plan) is to provide clearer goals and standards for private and public development to integrate transit oriented mixed-use development with the anticipated Los Angeles Metropolitan Transportation Authority’s (Metro) construction of the West Santa Ana Branch (WSAB) light rail station.

RECOMMENDED ACTION: Following the conclusion of the public hearing, waive the reading in full and introduce Ordinance adding new Section 11.28.050 (Gateway District Specific Plan), to Chapter 11.28 (Specific Plans), of Title 11 (Zoning), of the South Gate Municipal Code, amending the South Gate Zoning Map to include an overlay boundary designation for the Gateway District Specific Plan, and adopting the Initial Study and Negative Declaration in accordance with the California Environmental Quality Act.

FISCAL IMPACT: None.

ALIGNMENT WITH COUNCIL GOALS: The adoption of the Specific Plan supports the following goals previously established by the City Council:

- The Specific Plan contributes to the “**development and protection of strong and sustainable neighborhoods.**” This is accomplished by creating a range of housing opportunities and choices; improving quality of life for residents with improvements to the pedestrian experience in the public realm; promoting sustainable practices and “green streets”, encouraging high-quality design and development; and promoting active transportation and reducing vehicle miles traveled.
- The Specific Plan encourages “**economic development**” by improving the vitality and employment opportunities in the Gateway District area and by facilitating development especially residential and retail in a mixed-use setting.

- The Specific Plan supports the goal of “**continuing infrastructure improvements**” by recommending infrastructure upgrades and providing an implementation strategy for the Gateway District.

NOTICING REQUIREMENT: Advertising and notification of the public hearing for this item was conducted in compliance with Sections 11.50.020 (Public Hearing Notification), and 11.50.030 (Public Hearing Procedures), of Chapter 11.50 (Administration), of Title 11 (Zoning), of the South Gate Municipal Code. Notice of the public hearing was originally posted and published in the “Los Angeles WAVE” newspaper on September 12, 2019. In addition, notices were mailed to owners of property and addresses located within 1,000 feet of the Specific Plan area.

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

ANALYSIS:

Specific Plan Area

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

Gateway District Specific Plan Overview

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

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

This document outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment in the District to create a model, mixed-use TOD surrounding the future station. The Plan implements the City’s General Plan vision and uses the Zoning Code as the regulatory basis; however, additional goals, policies, plans, and regulations

provide specific concepts to catalyze development projects appropriate for, and supportive of, the larger Transit Village vision. The Specific Plan will encourage desired patterns of activity, land uses and development types and provides policies and guidelines to remove constraints to efficient development.

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

To ensure the vision of the Transit Village is implemented, the Specific Plan contains specific development standards that will collectively implement the vision:

- Encourage the consolidation of parcels to meet the intensity requirements of the Transit Village Zone. Consolidated parcels allow for more cohesive development, provision of parking and services, and enable site efficiencies that cannot be achieved through development of individual small parcels.
- Use restrictions that support a pedestrian and transit-supportive and transit-oriented development.
- Public realm, stepback and setback requirements that activate the pedestrian experience.
- Implementation of the Public and Common Realm Concept Plan including the Gateway Plaza, Station Plaza, Couplet Parkway open space, paseos and Urban Tree Canopy Plan.
- Requirement of multi-modal access to the site to support the establishment and quality functionality of a future LRT Station.
- Required coordination of multi-modal streets, transit access, and transit supportive to create a transit supportive and pedestrian-oriented setting.
- Development standards that support establishment of a transit-supportive, multi-modal District, with strong ground floor retail activity, and pedestrian connections to the LRT Station and the Firestone/Atlantic intersection.
- Require mixed-use transit-oriented development and an improved multi-modal mobility system to provide significant economic, community development, and environmental benefits to the area and City as a whole. Potential benefits include, but are not limited to, fostering job growth, providing transit-oriented housing, reducing greenhouse gas emissions, and meeting statewide healthy communities' goals. Healthy communities goals are met by reducing vehicle miles traveled and associated air pollutants emissions, increasing opportunities for active living and social engagement through creation of a pedestrian and bicycle friendly environment, connected open spaces and public realm improvements; creating a land use buffer between heavy industrial and proposed residential uses; and

improving safety through transportation improvements that minimize conflicts among users of the public right-of-way.

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

- Encourage mixed-use, transit-oriented development to support a healthy, sustainable community.
- Promote walking, biking, and transit use, while reducing vehicle miles traveled.
- Support establishment of the light rail transit station through mix of land uses, destinations for economic vitality, and public safety improvements.
- Enhance place-making and improve quality of life in the City with open space and public realm improvements.

The Specific Plan is organized as follows:

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

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

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

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

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

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

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

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

Zoning Map Amendment

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

General Plan Consistency

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

Environmental Review

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

- The proposed project will not have the potential to degrade the quality of the environment.

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

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

Public Participation

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

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

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

- The initial Steering Committee and Community meetings were held in early 2016, and served as introductions to inform the Steering Committee and community at-large about the project, project boundaries, the purpose of a Specific Plan under State law, and to gather feedback on the vision and goals for the Gateway District.
- The second Steering Committee and Community meetings were held in May 2016, and served to present draft concepts for the Plan, including framework plans, goals, address earlier feedback, and gather additional public comment.
- A Planning Commission Workshop was held in July 2016 to present refined concepts, highlight design alternatives, and present the publicly preferred options for review, comment, and direction from the Planning Commission.
- A Planning Commission Meeting was held in November 2016 to review density and intensity examples as regulated by the Zoning Code.

- A City Council Meeting was held in November 2016 to present refined concepts and highlight transit planning efforts to date, public input, and preferred land plan and right-of-way designs.
- The third Steering Committee and Community meetings were held in June 2017. The focus of the third meeting was to review the proposed Public Review Draft content. This included the full set of goals, policies, and the development framework for the area as developed through the series of previous meetings and feedback.
- The fourth Steering Committee and Community meetings were held in July 2017. The focus of the third meeting was to review the proposed Public Review Draft content. This included the full set of goals, policies, and the development framework for the area as developed through the series of previous meetings and feedback.
- At two community events held in 2017 and 2018, the City had a booth with staff where poster boards and copies of the Plan were made available for the public to review. These events included the Family Day at South Gate Park and the South Gate Health Fair.

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

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

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

Planning Commission Review

The Planning Commission, at its meeting of August 20, 2019, conducted a public hearing on the Specific Plan and adopted Resolution No. 2019-07 (attached), recommending that the City Council adopt the Specific Plan.

Eminent Domain – Property Condemnation

The Specific Plan does not require or specifically authorize the City of South Gate to use Eminent Domain to acquire any properties. The Specific Plan is only a regulatory guide for any new development as it may occur.

BACKGROUND: In 2014, the City applied for a Southern California Association of Governments (SCAG) Compass Blueprint Sustainability Planning Grant. The application was submitted to fund

and prepare a Specific Plans for the Gateway District area to implement the vision created by the recently updated Zoning Ordinance and General Plan. In 2015, SCAG awarded the City a grant and AECOM was selected to prepare the Specific Plan.

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

ATTACHMENTS:

- A: Proposed Ordinance
- B: Gateway District Specific Plan
- C. Initial Study/Negative Declaration
- D. Zoning Map - Amended
- E. Public Hearing Notice
- F. Planning Commission Resolution No. 2019-07

ORDINANCE NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, ADDING NEW SECTION 11.28.050 (GATEWAY DISTRICT SPECIFIC PLAN), TO CHAPTER 11.28 (SPECIFIC PLANS), TO TITLE 11 (ZONING), OF THE SOUTH GATE MUNICIPAL CODE, AMENDING THE SOUTH GATE ZONING MAP TO INCLUDE AN OVERLAY BOUNDARY DESIGNATION FOR THE GATEWAY DISTRICT SPECIFIC PLAN, AND ADOPTING THE INITIAL STUDY AND NEGATIVE DECLARATION IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, on December 8, 2009, the City Council adopted Resolution No. 7345 certifying the environmental impact report for the South Gate General Plan Update 2035 and adopting South Gate General Plan 2035 (“General Plan”) (except the Housing Element) that set the course for land use and development for the City of South Gate (“City”); and

WHEREAS, the General Plan called for the creation of a Specific Plan for the Gateway District area as specified in Goal CD 6: Revitalization, redevelopment and intensification of the City’s Districts, of the Community Design Element of the General Plan; and

WHEREAS, the Community Design Element of the General Plan calls for the “Revitalization of the City’s corridors into beautiful and welcoming spaces”; and

WHEREAS, the purpose of the Gateway District Specific Plan (“Specific Plan”) is to provide clearer goals and standards for private and public development to integrate transit oriented mixed-use development with the anticipated Los Angeles Metropolitan Transportation Authority’s (Metro) construction of the West Santa Ana Branch (WSAB) light rail station; and

WHEREAS, the Specific Plan area is approximately 59 acres, bounded by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue; and

WHEREAS, the Specific Plan was prepared in response to all of the foregoing and to specifically address the goals, policies, and implementation measures set forth in General Plan relative to the above-referenced Gateway District area and corridors; and

WHEREAS, the Specific Plan includes goals, zoning regulations, guidelines, development criteria, and maps that are specific to the planning area and will enable implementation of the Specific Plan consistent with the direction and policies in the General Plan; and

WHEREAS, it is necessary to amend Chapter 11.28 (Specific Plans), of Title 11 (Zoning), of the South Gate Municipal Code to acknowledge and provide reference to the requirements and provisions contained in and amended by the Specific Plan; and

WHEREAS, it is necessary to amend the South Gate Zoning Map to include an overlay boundary designation for the Gateway District Specific Plan as identified in Figure 3-1: Zoning and Parcel Map of the Specific Plan; and

WHEREAS, the proposed Specific Plan was duly published and on the agenda for discussion and public hearing before the Planning Commission on August 20, 2019; and

WHEREAS, at the conclusion of the public hearing held at the meeting of the Planning Commission on August 20, 2019, the Planning Commission adopted Resolution No. 2019-07 recommending that the City Council approve the amendment to the South Gate Zoning Code as set forth in this Ordinance; and

WHEREAS, on September 24, 2019, the City Council held a duly noticed public hearing to take public testimony and consider introducing this Ordinance; and

WHEREAS, the City Council hereby makes the following finding with respect to the adoption of the Gateway District Specific Plan:

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

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

SECTION 1. The adoption of the Specific Plan, attached hereto as Exhibit “A”, will be consistent with the goals and objectives of the adopted General Plan. Specifically, the City Council finds that the proposed Specific Plan is consistent with Goal 6 of the Community Design Element of the General Plan, which states “Specific Plans should be developed for the identified Districts and Corridors within the City.”

SECTION 2. Because of the evidence that the adoption and implementation of the Specific Plan would have no significant effects on the environment, the City Council hereby adopts the Initial Study and Negative Declaration, dated April 30, 2019, attached hereto as Exhibit “B”, relative to the Specific Plan, prepared in accordance with the requirements of the California Environmental Quality Act.

SECTION 3. The City of South Gate Zoning Map is hereby amended to include an Overlay boundary designating the Gateway District Specific Plan area as designated in the Gateway District Specific Plan, also approved herewith and attached hereto as Exhibit “C.”

SECTION 4. Section 11.28.050 (Gateway District Specific Plan), is hereby added to Chapter 11.28 (Specific Plans), of Title 11 (Zoning), of the South Gate Municipal Code to read as follows:

Section 11.28.050 Gateway District Specific Plan.

There is hereby adopted by reference that document known as the Gateway District Specific Plan, which shall be that document contained in **Exhibit "A"** of Ordinance No. ____ adopted by the City Council of the City of South Gate on _____, 2019.

The full text of the Gateway District Specific Plan is available in the City Clerk's office and can also be accessible through the following link: <https://www.codepublishing.com/CA/SouthGate/>

SECTION 5. If any section, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this Ordinance, and each and every section, subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 6. This Ordinance shall take effect on the thirty-first (31st) day after its adoption.

SECTION 7. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published as required by law.

PASSED, APPROVED and ADOPTED this ____ day of ____, 2019.

CITY OF SOUTH GATE:

By: _____
 , Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk
 (SEAL)

APPROVED AS TO FORM:

By: *Raul F. Salinas* /184
 Raul F. Salinas, City Attorney

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



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

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.

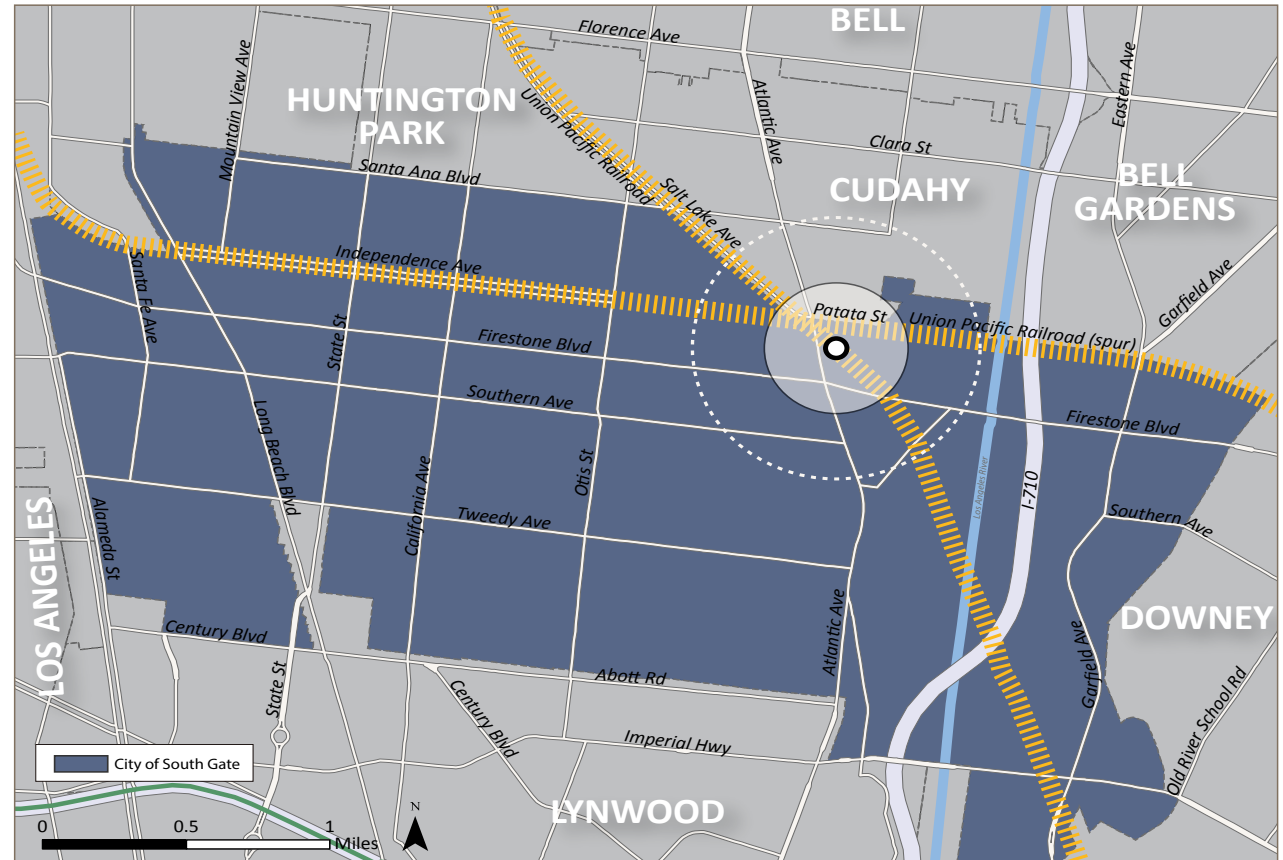


Figure 1-1: Gateway District LRT Station Location

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.

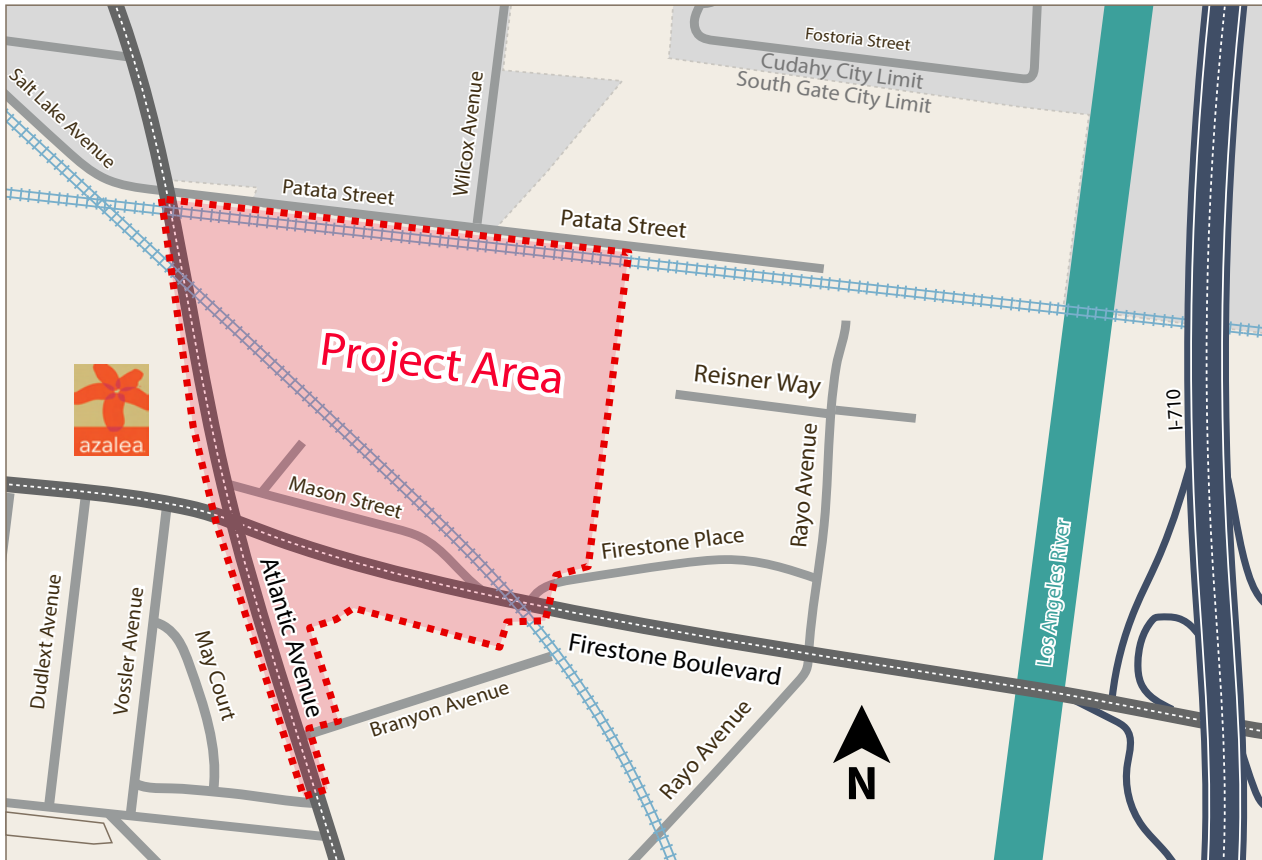


Figure 1-2: Specific Plan Area (District) Location

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:

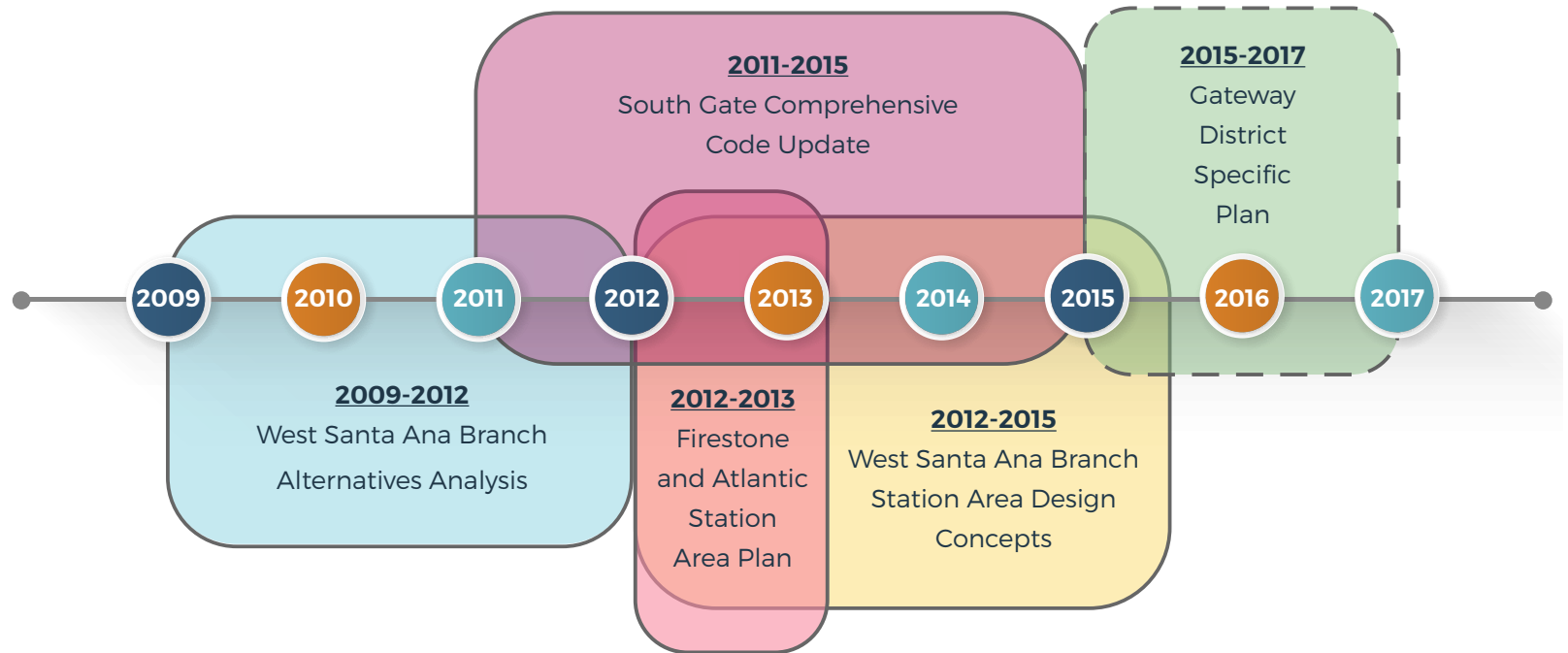
1. South Gate Rail Station Study [2012]
2. Pacific Electric Right-of-Way / West Santa Ana Branch Alternatives Analysis Report [2012]
3. Firestone & Atlantic Station Area Plan [2013]
4. West Santa Ana Branch Station Area Design Concepts [2016]

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 Area¹ (TPA) establishes a platform for reinvestment of an infill location, creating

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

SB 226

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

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

SB 743

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

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

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

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

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02 Vision and Goals

2.1. District Vision

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

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

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

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

2.2. Goals

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

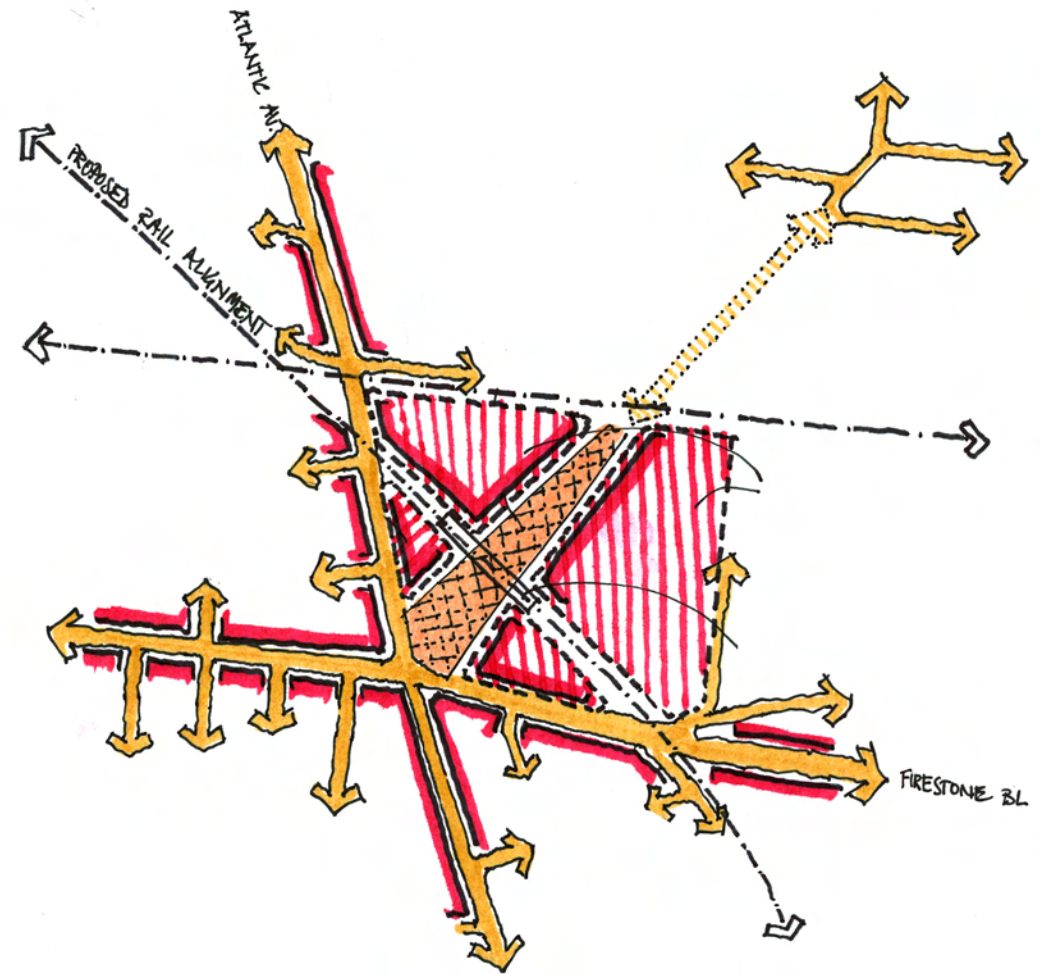


Figure 2-1: Vision Diagram

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



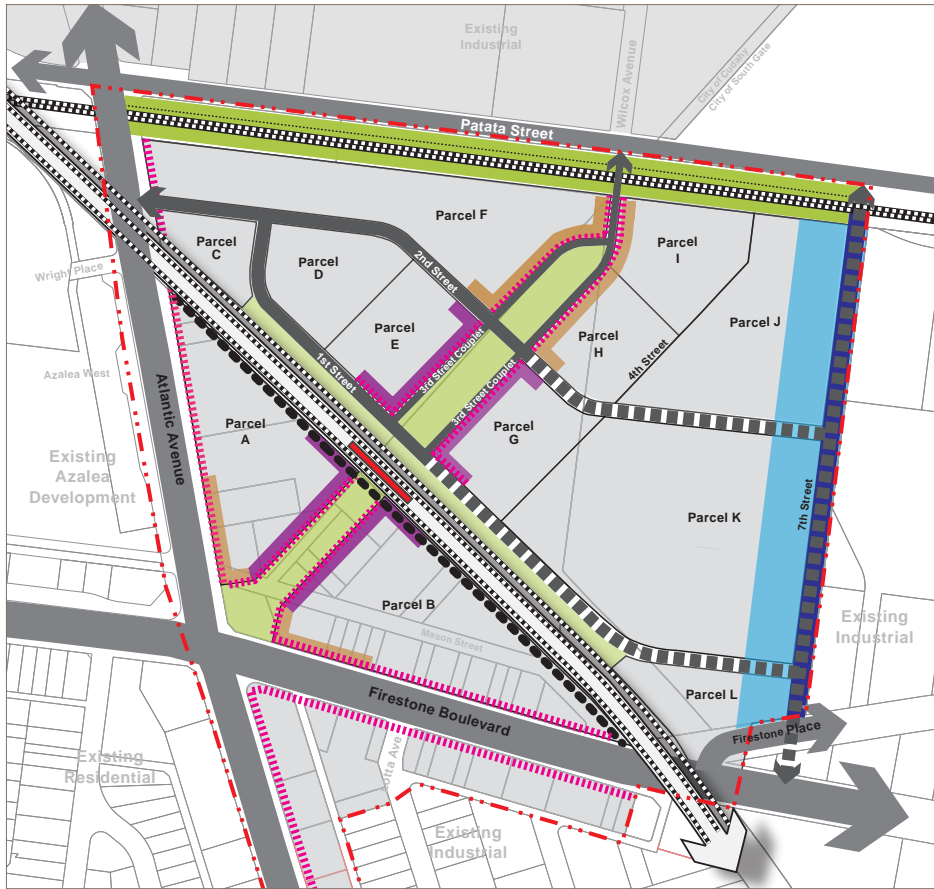
Goal 1: Encourage mixed-use, transit-oriented development to support a healthy, sustainable community.

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



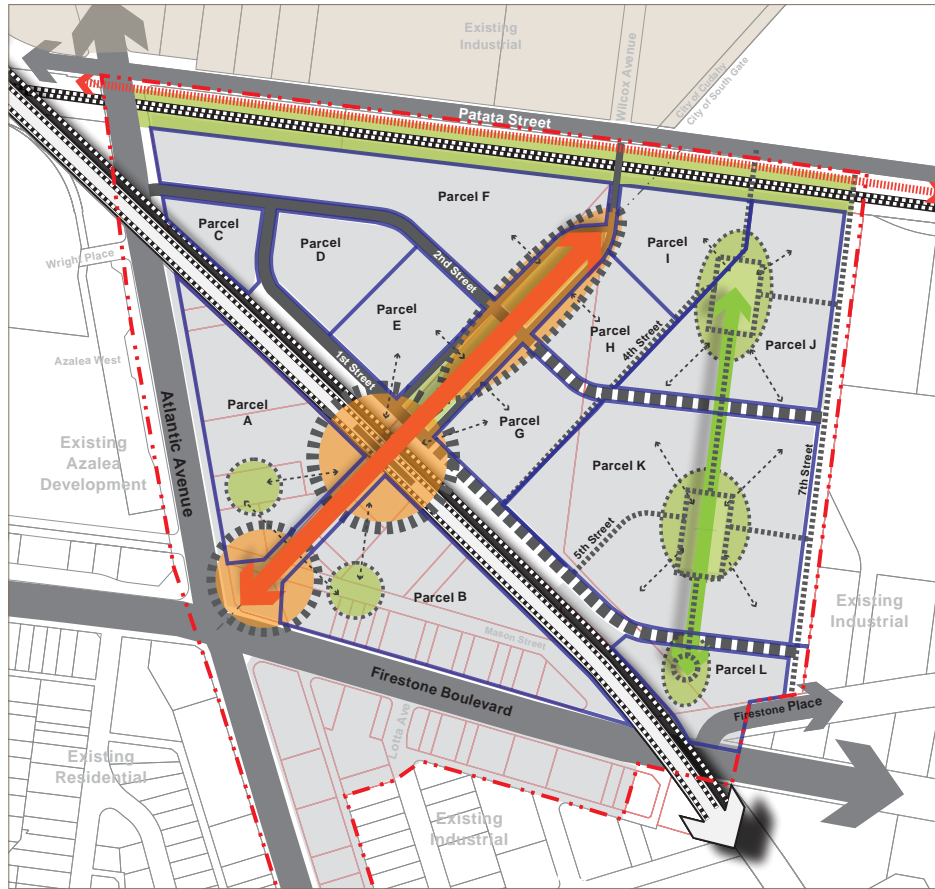
Goal 2: Promote efficient movement of people (walking, biking, bus, and transit use) to reduce vehicle miles travelled.

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



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

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

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 (VMT¹), 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.

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

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.

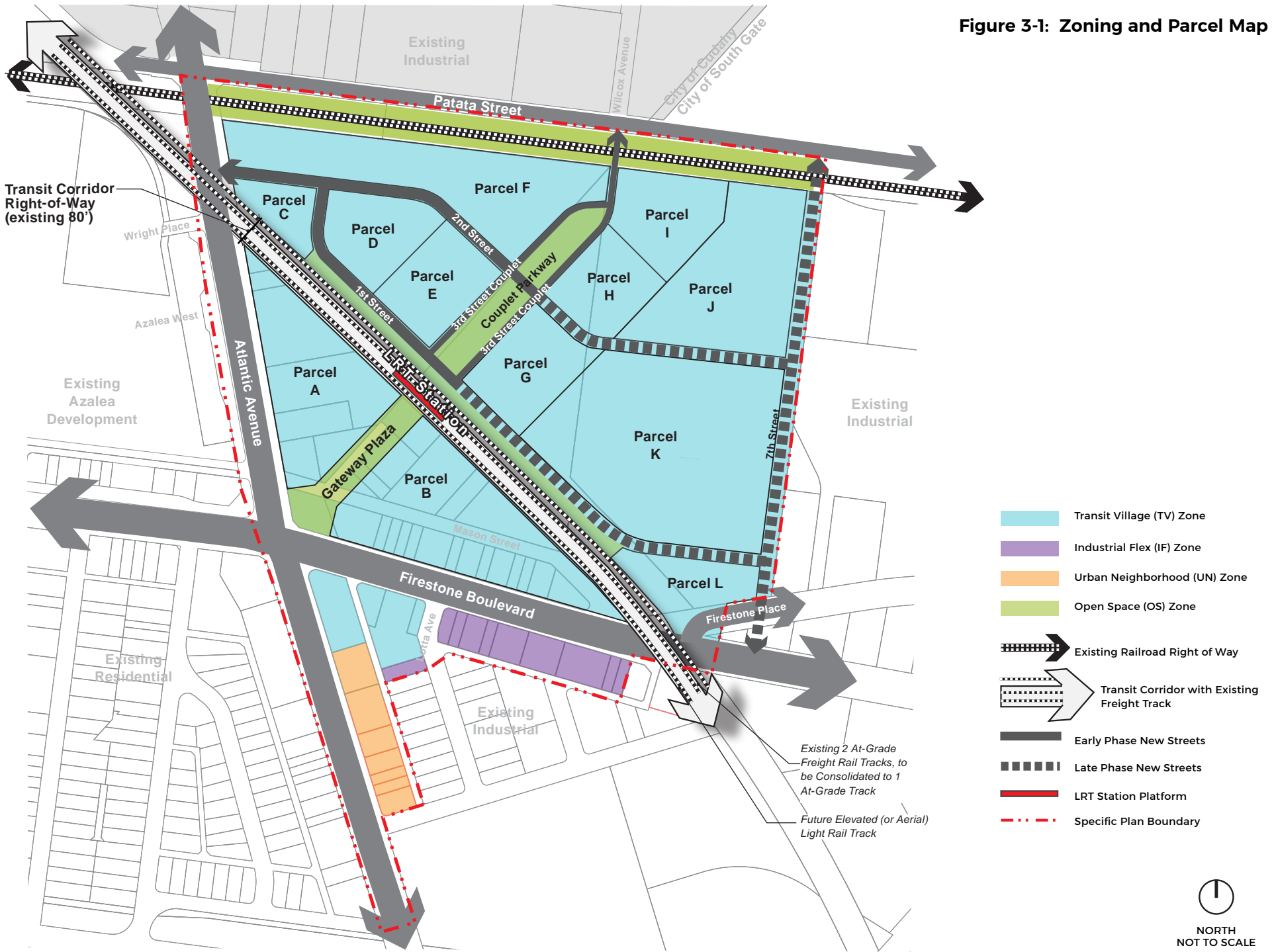
1. Residential density and non-residential intensity shall be governed by the applicable base zone consistent with Zoning Code Chapter 11.22 Urban Mixed-Use Zones, except as modified-by this Chapter.

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

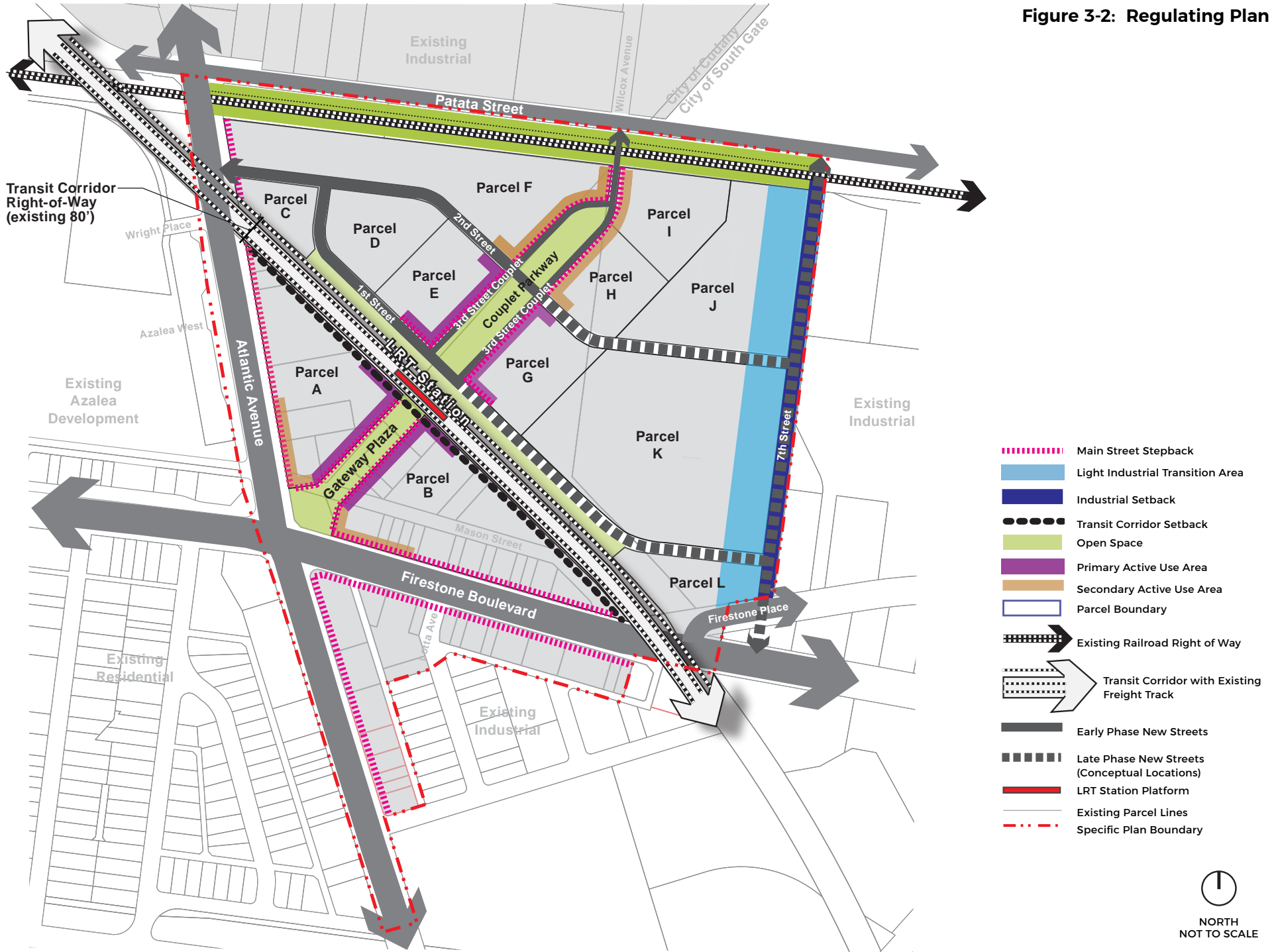
7th Street. This area will provide a buffer between mixed-use development in the Plan area, and heavy industrial uses to the east. The transition area is inclusive of the required Industrial Setback, and shall apply to Parcels J, K, and L as identified in Figure 3-2: Regulation Plan.

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 setback 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

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.

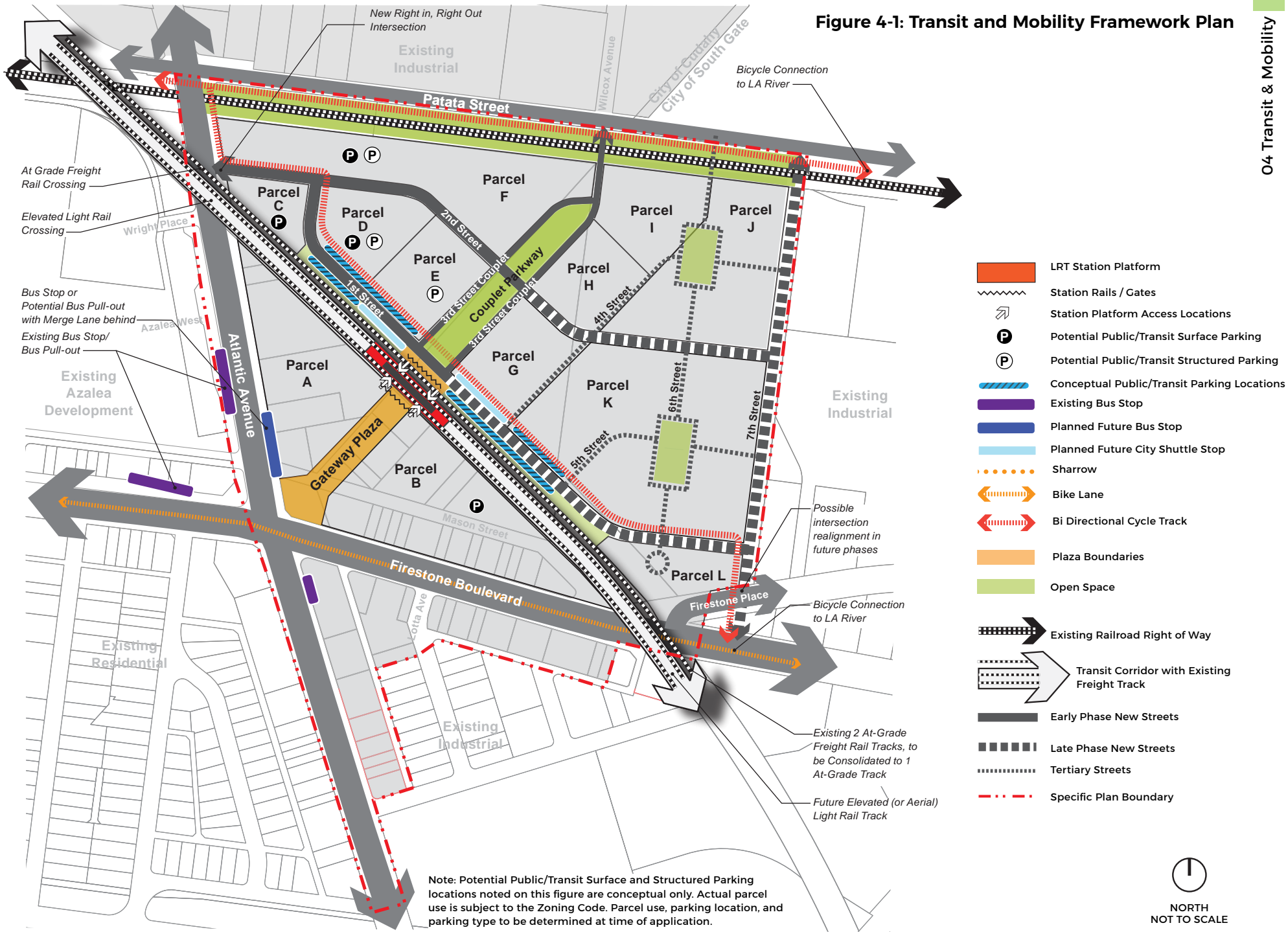


NACTO Multi-modal Street Diagram. Multi-modal streets incorporate pedestrians, bicycles, and vehicles. Image Credit: Urban Street Design Guide, National Association of City Transportation Officials (NACTO)

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

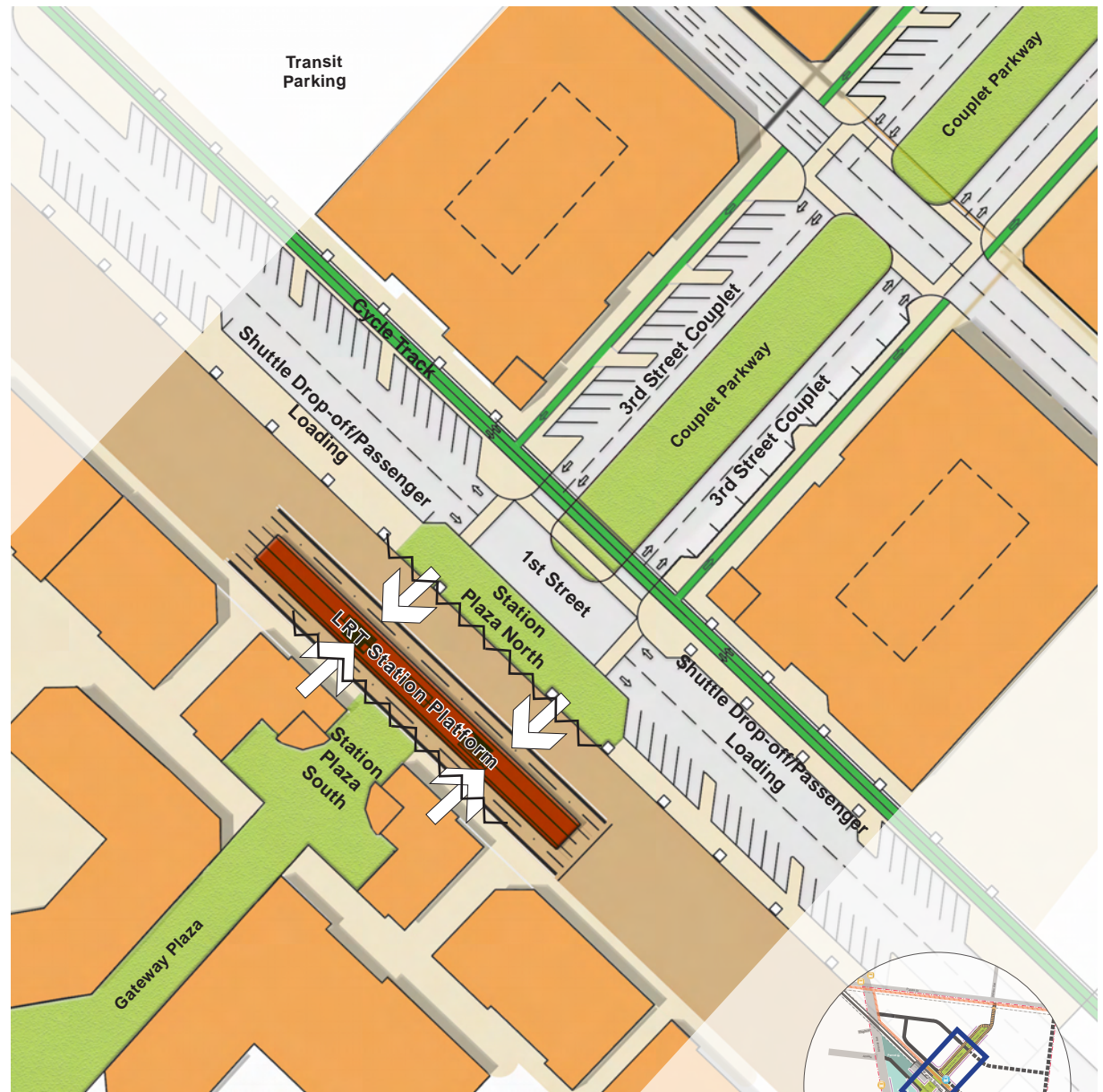
The LRT alignment will parallel the existing Ports-owned and Union Pacific (UP) operated railroad freight right-of-way, known as the San Pedro Subdivision. The LRT alignment will be an aerial configuration, to minimize impacts to street and freight rail operations, while maximizing the safety and speed 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.

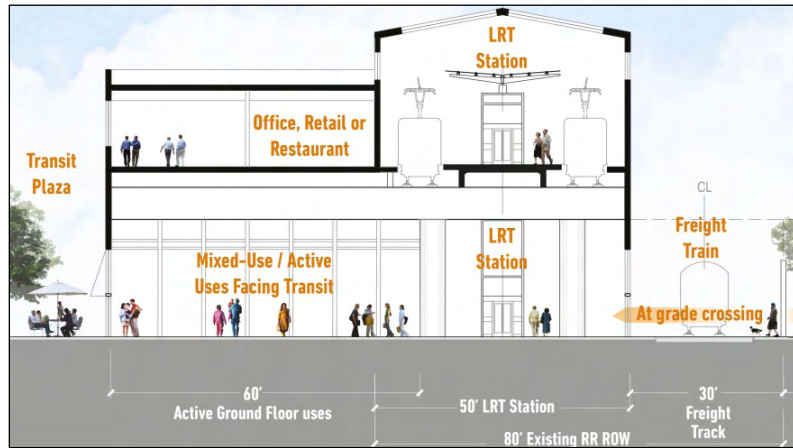
To support an LRT Station that is functional, accessible, and integrated with the Plan development, the following policies apply:

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.

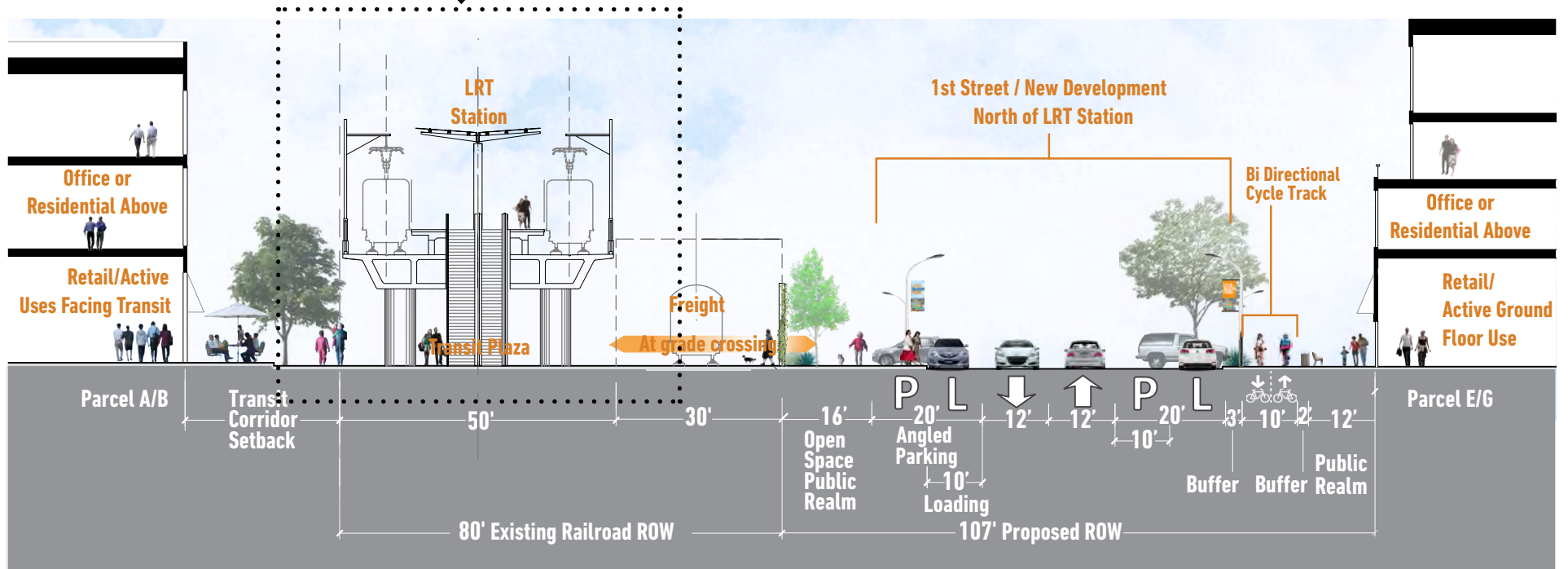
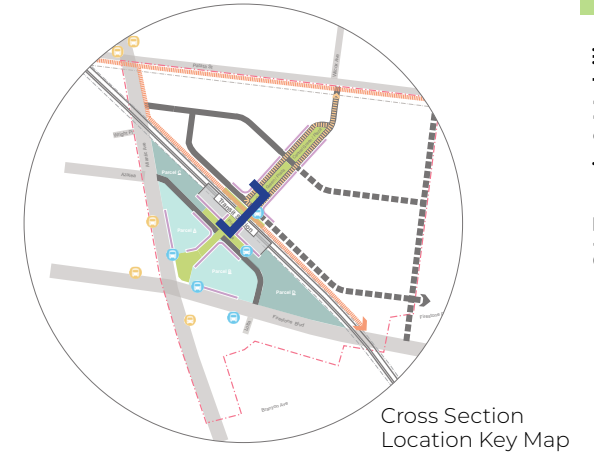


Figure 4-3: Station Plaza and 1st Street Cross Section

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 bust 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

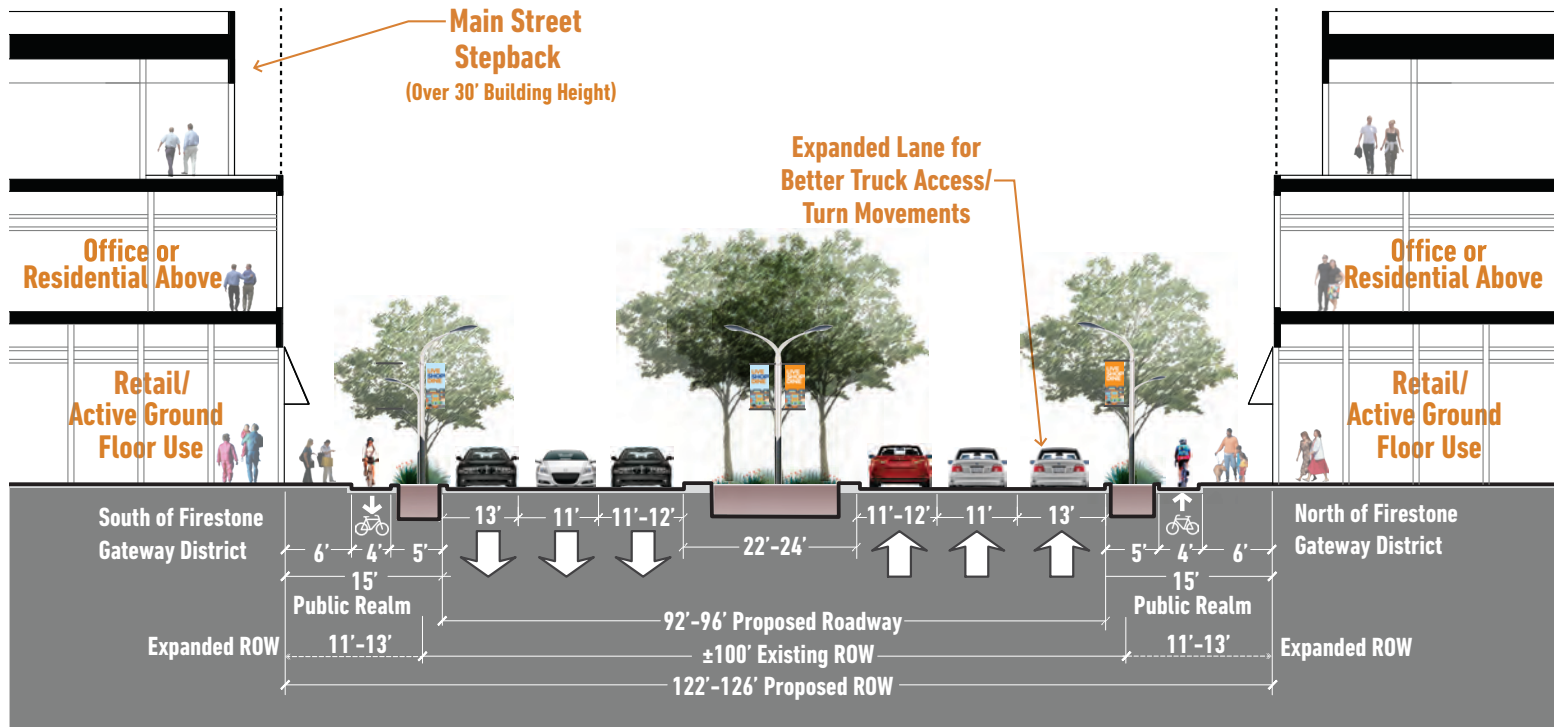
The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. See Section 3.5 Parking for further details.

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.



*Roadway and Right-of-Way dimensions are established by, and subject to, consistency with the General Plan.

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

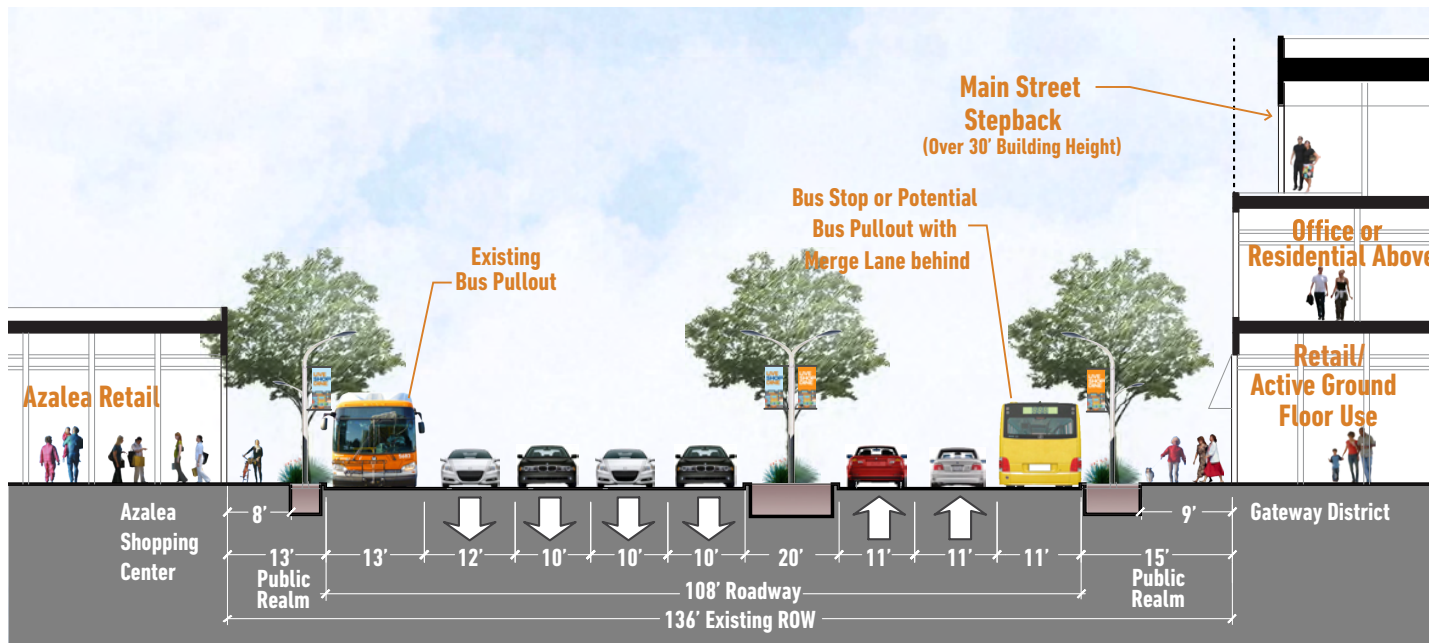


Figure 4-5: Atlantic Avenue Future Improvements Cross Section

- 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.

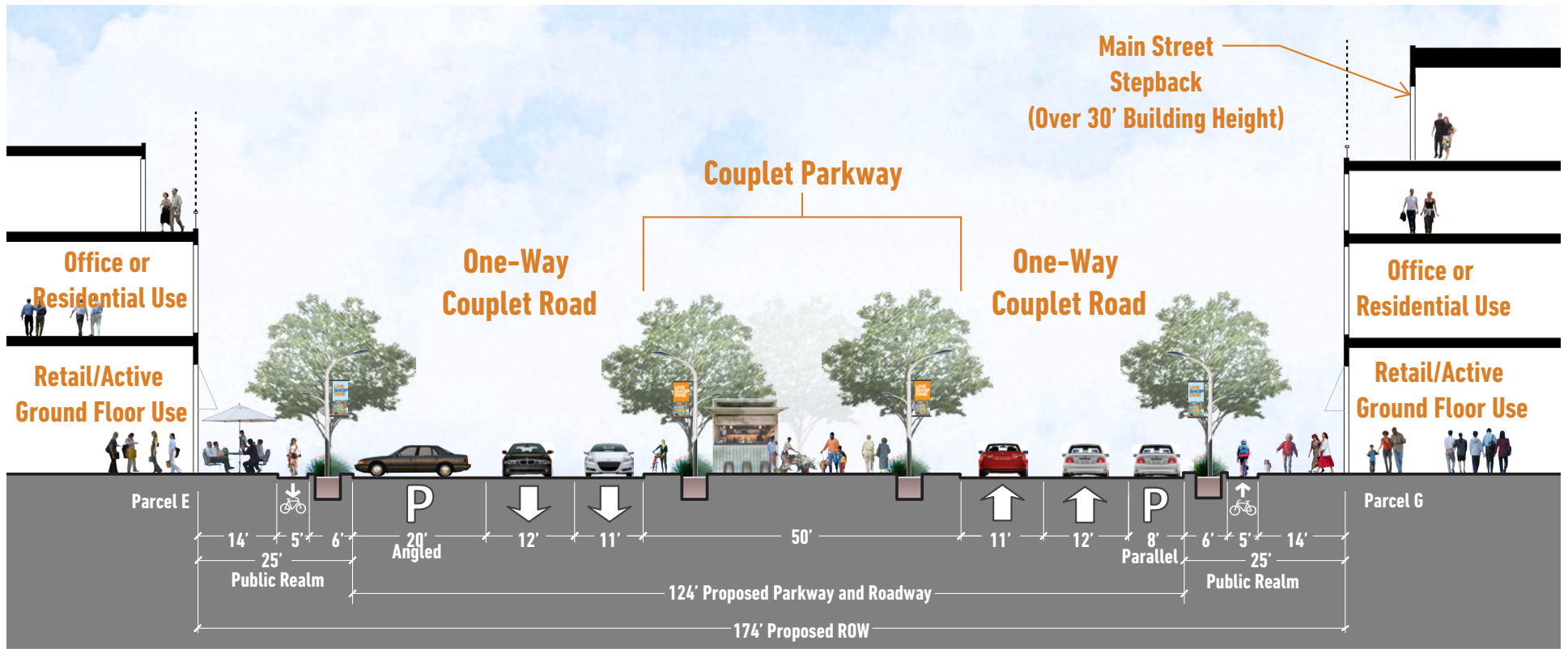


Figure 4-6: Couplet Parkway and 3rd Street Couplet Cross Section

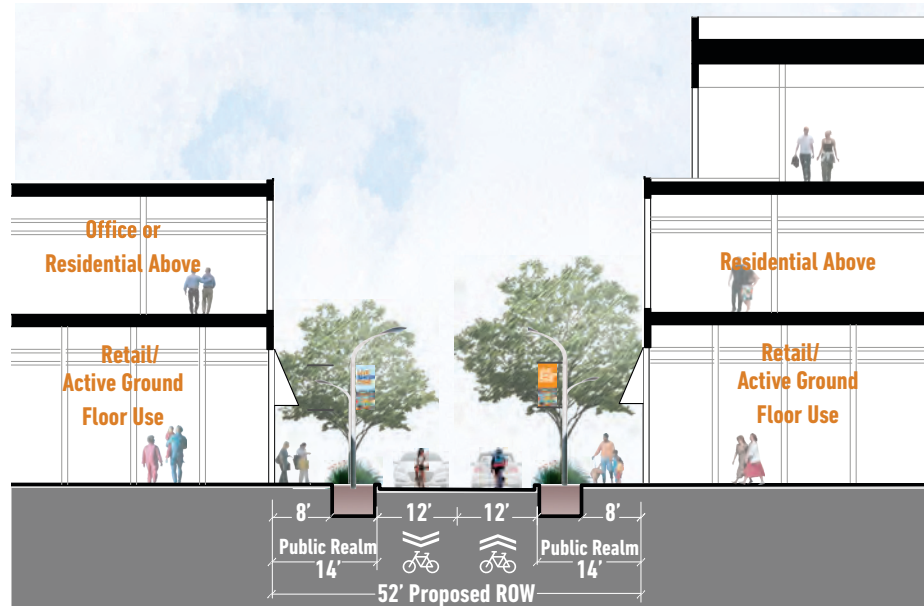


Figure 4-7: New Street Cross Section (Tertiary)

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

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 ^A	Conceptual Use	Parking Type	Open Space Provision ^{B,C}
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			

^A Net acreage = developable acreage (not including streets, Gateway Plaza, or Couplet Parkway)

^B 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.

^C 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.



Active street frontage buildings support pedestrian-friendly streets.



Consistently locate buildings close to the street.



Reduce building volume through form and setbacks.



Scale residential development to fit the transit setting.



Integrate ground-floor retail uses with residential above.

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

5.2.1. Mixed-use Development

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

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

5.2.2. Residential Development

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

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

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

5.2.3. South of Firestone

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

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

5.3. Building and Site Design

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

5.3.1. General Building Character

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

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

5.3.2. Frontage Design

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

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



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

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.

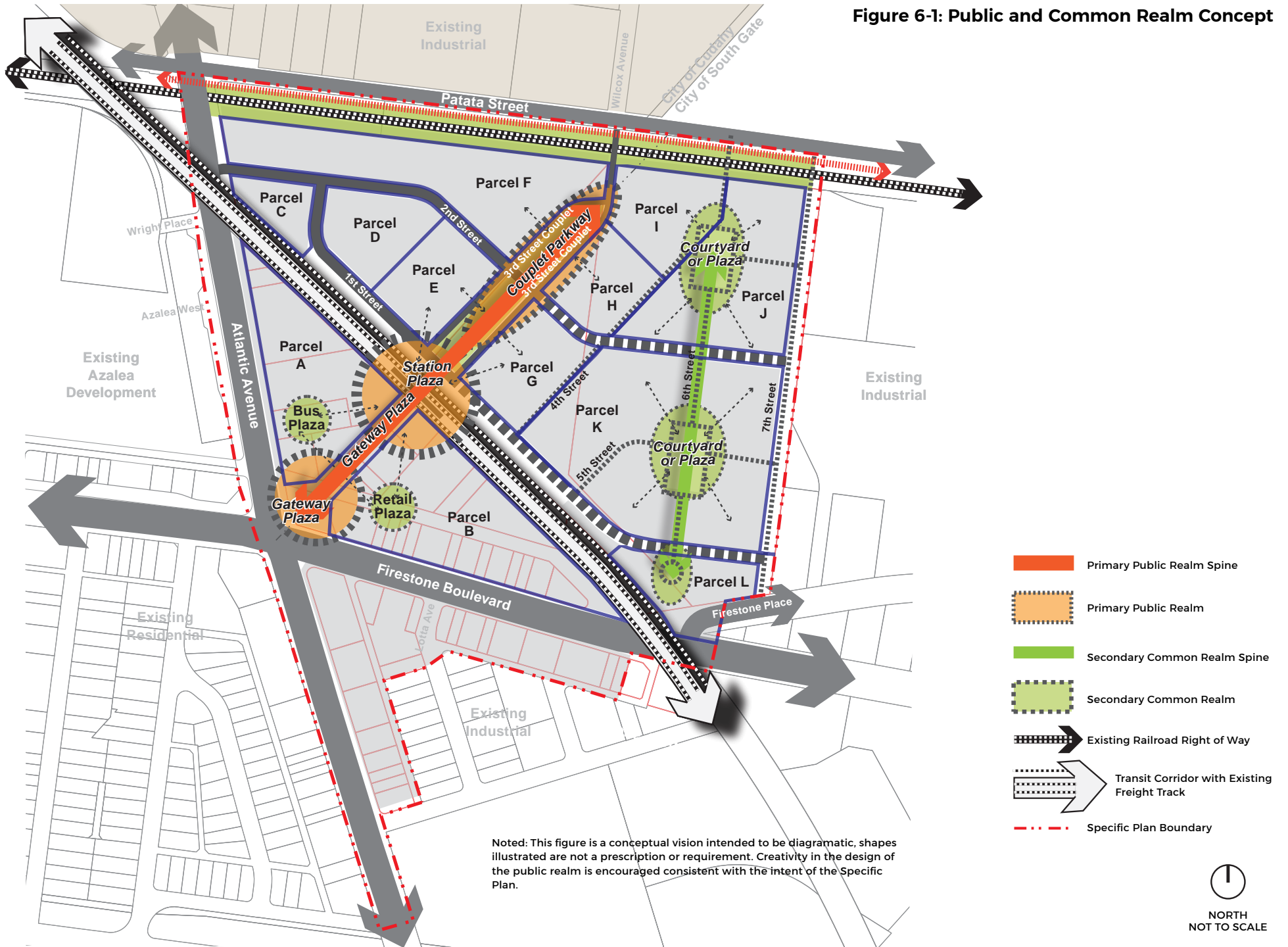
2. The focal point of the plaza should be an interactive water fountain with colorful lighting to provide both day and night interest.
3. The water feature should be surrounded by seating areas serving adjacent retail and restaurants.
4. The Gateway Plaza will incorporate high-quality paving materials (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.

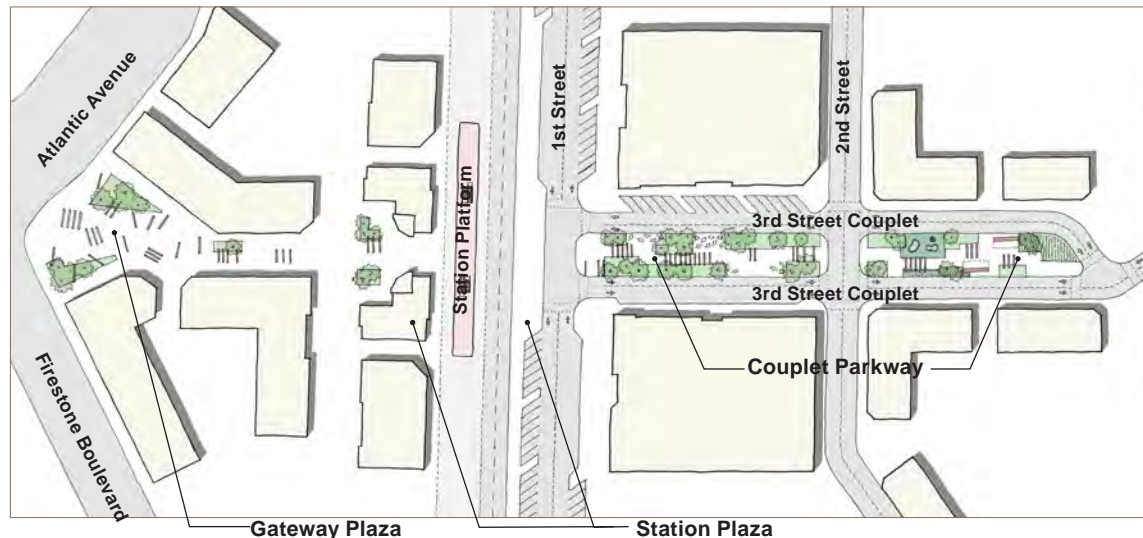
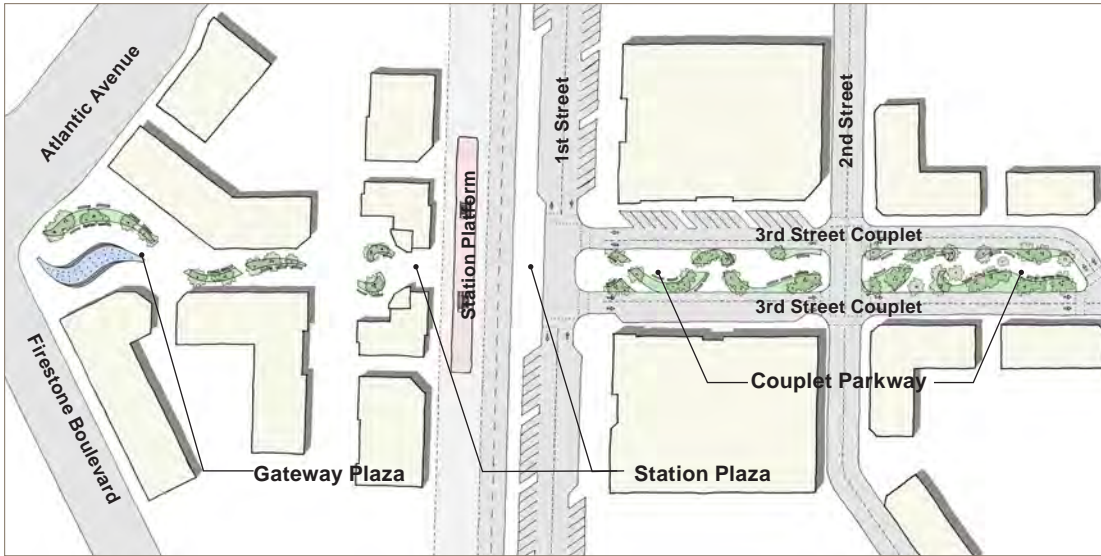


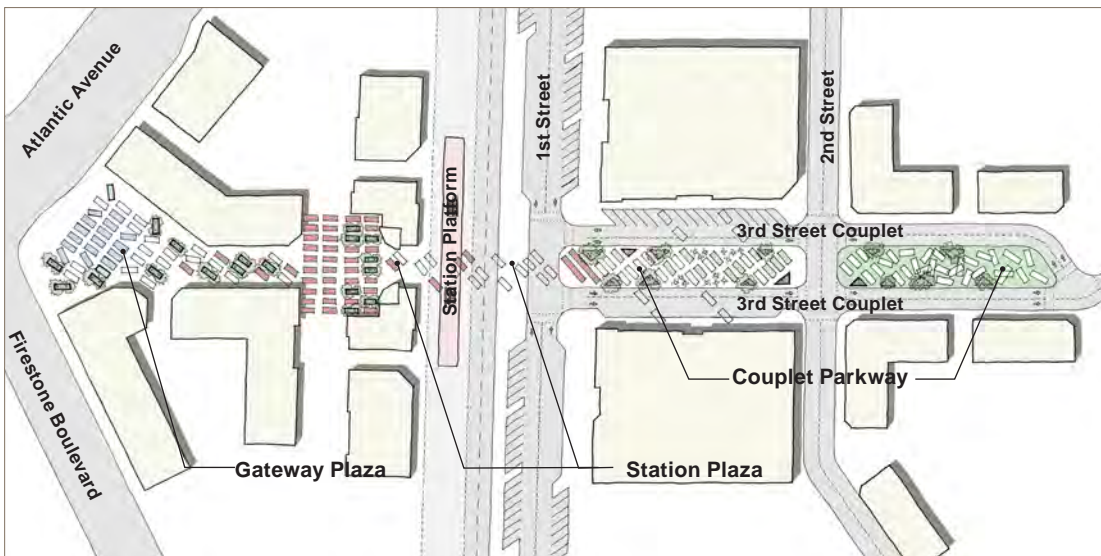
Figure 6-2: Gates Conceptual Theme

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

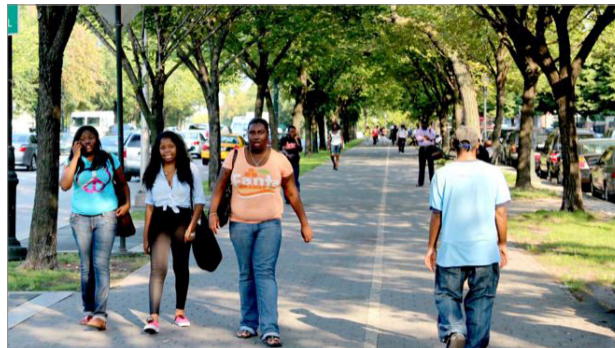


Passeig De St Joan Boulevard, Barcelona, Spain. Creative integration of hardscape and planting creates visual appeal without sacrificing flexibility of use.

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.



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.

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.



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

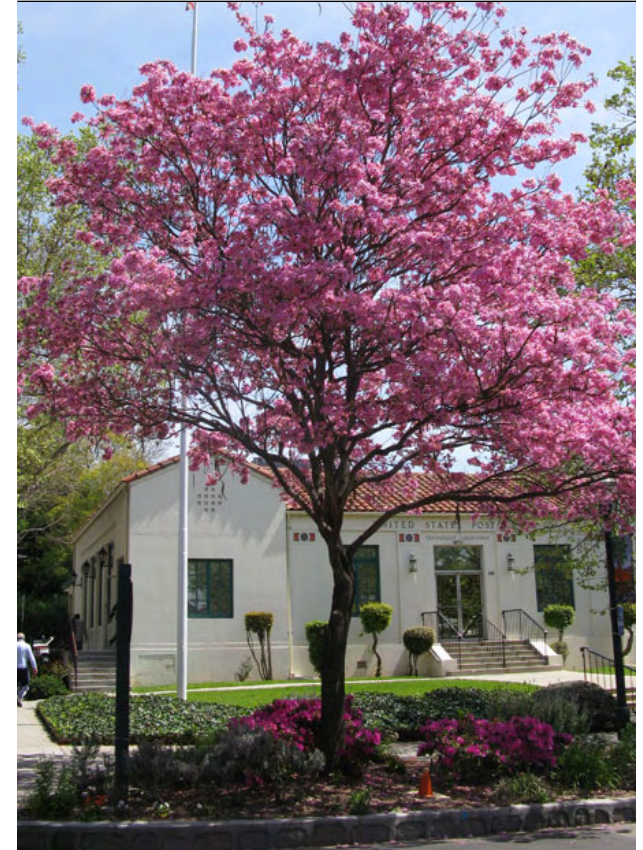
Secondary Common Realm



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.

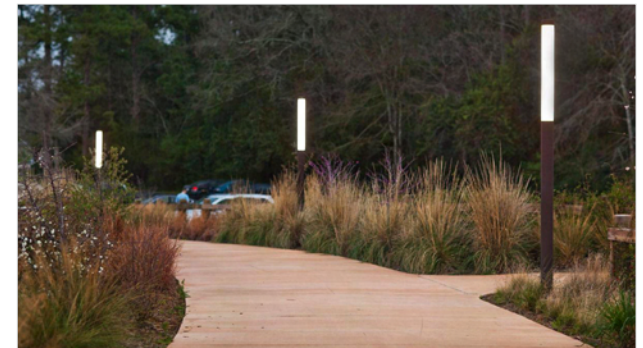
6.6. Street Furniture

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/

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

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

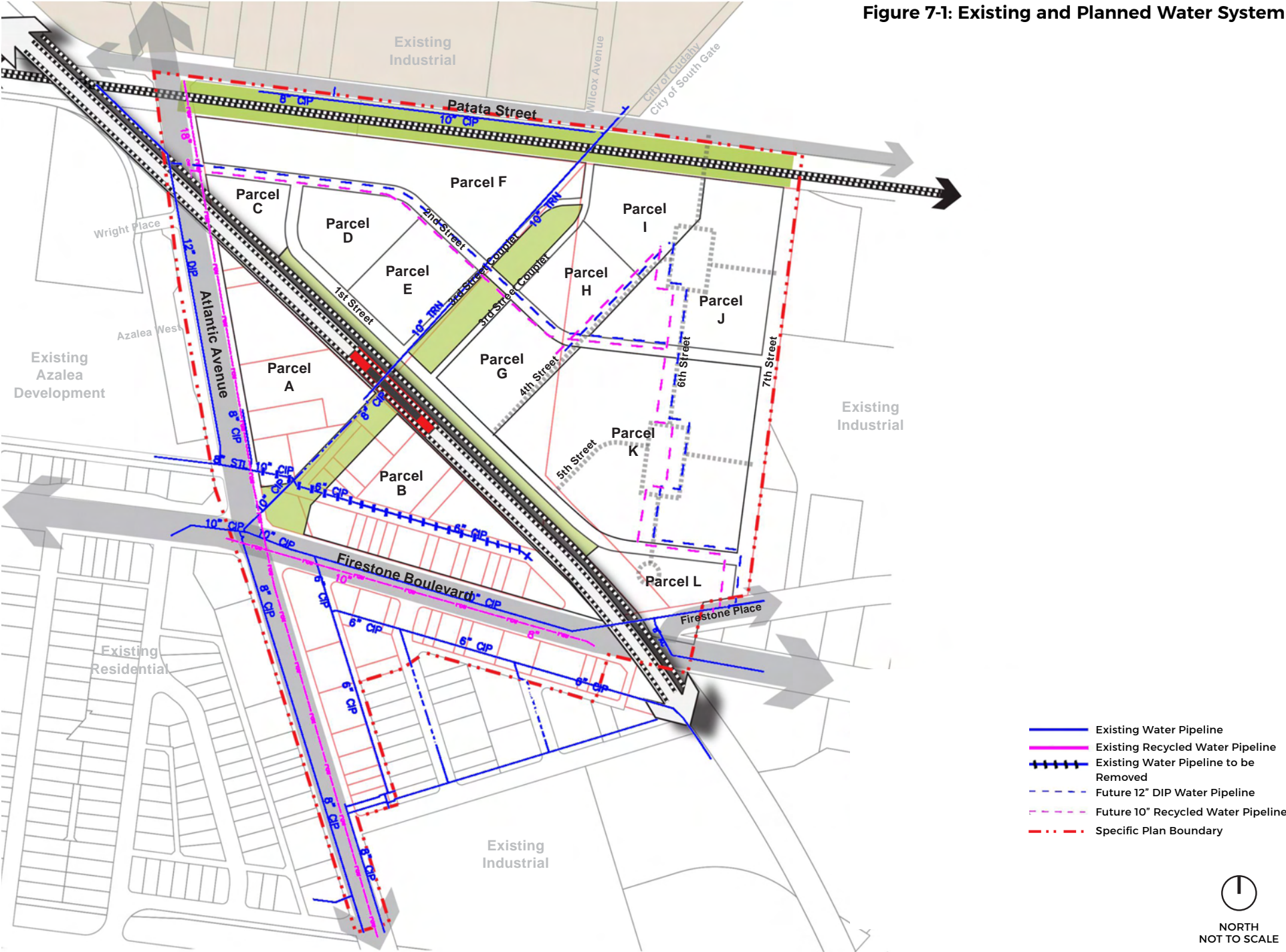
been added to the layout of the District, new water facilities will need to be extended. This includes potable, fire prevention and recycled water needs. The following needs have been identified:

- 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



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



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.

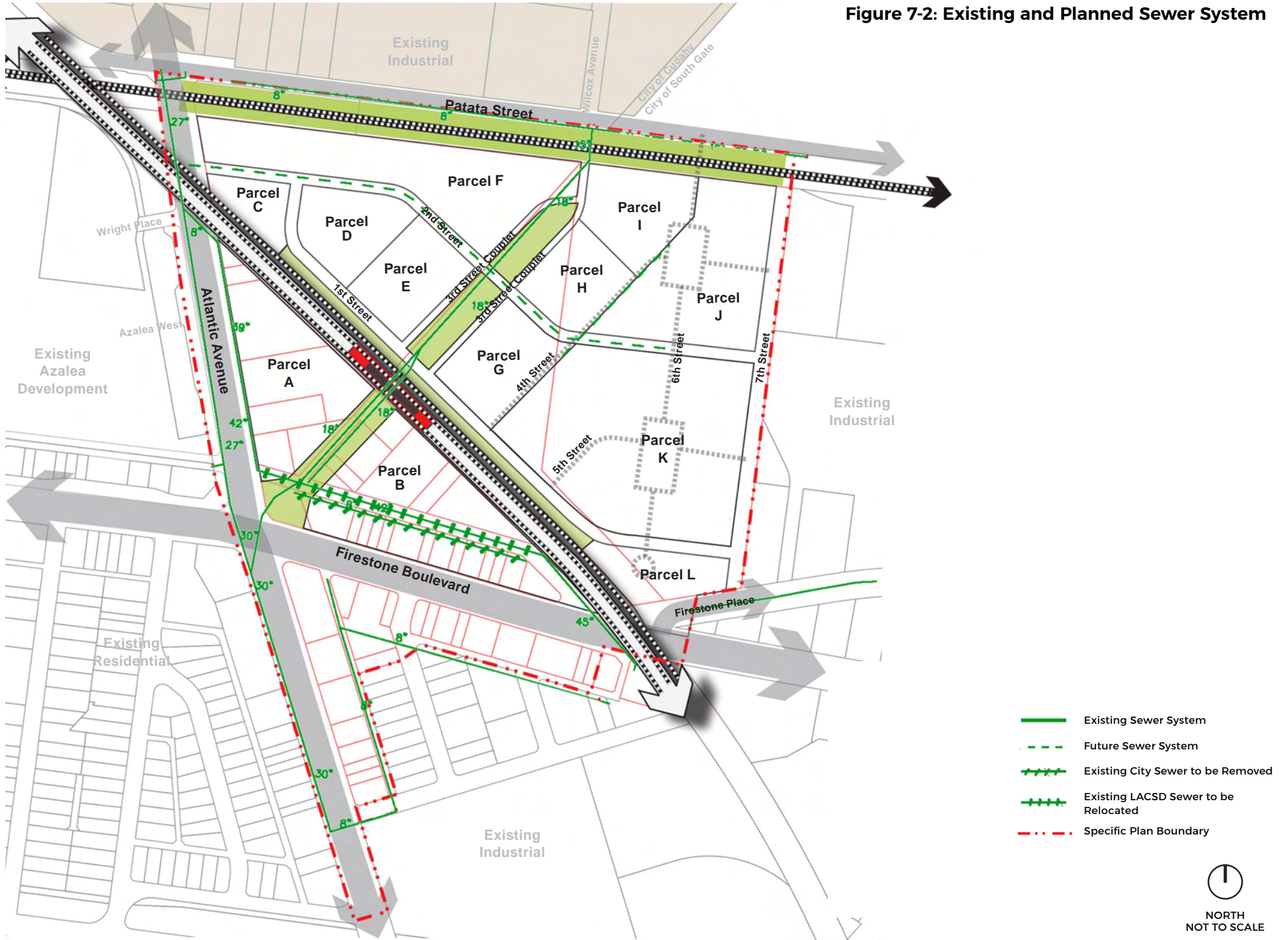
7.2.3. Storm Drain System

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



- Existing Sewer System
- - - Future Sewer System
- ▨ Existing City Sewer to be Removed
- ▩ Existing LACSD Sewer to be Relocated
- · - · - Specific Plan Boundary



- 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.

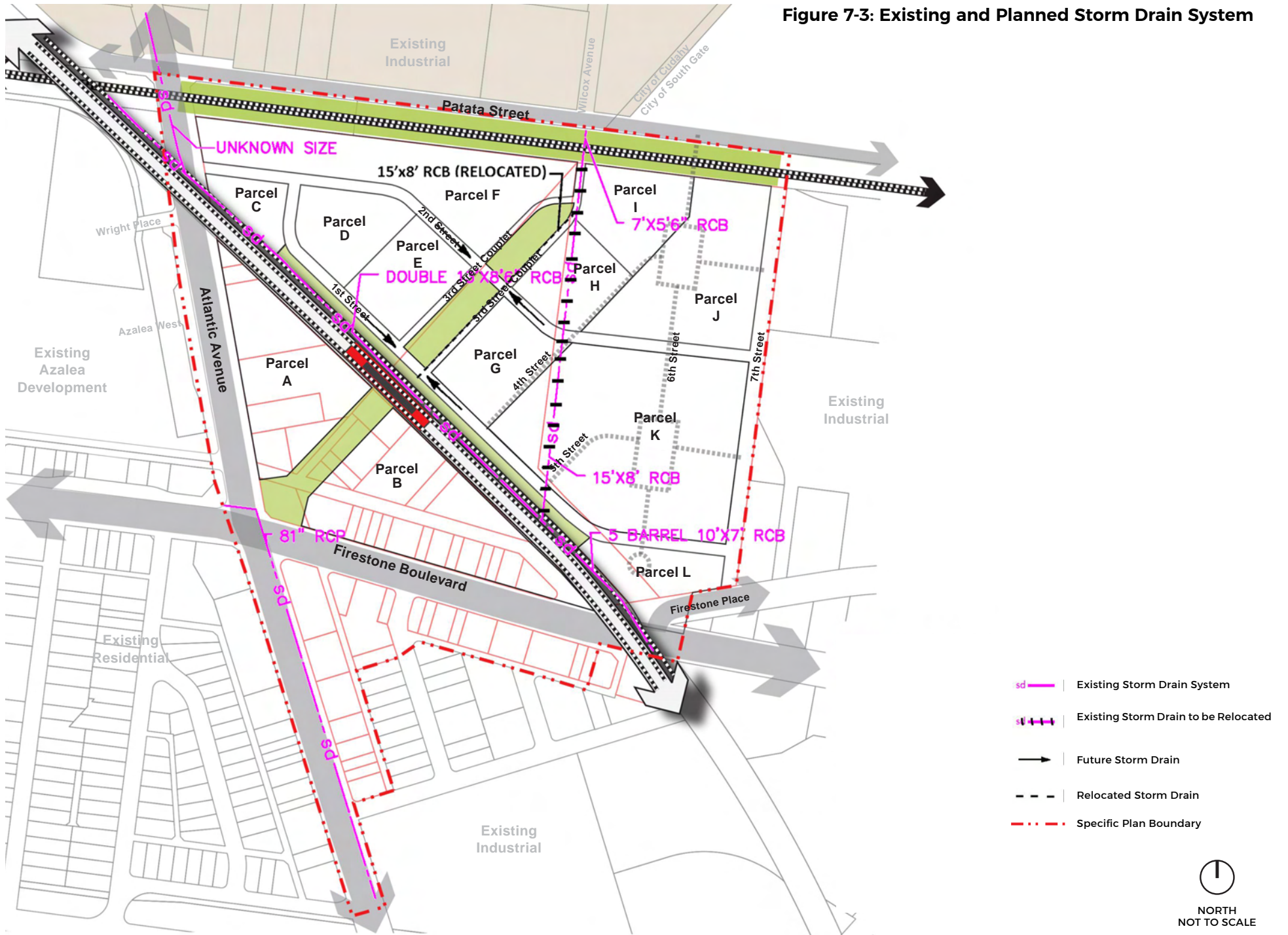
LID practices or storm water quality control measures can be categorized into the following types:

- 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,

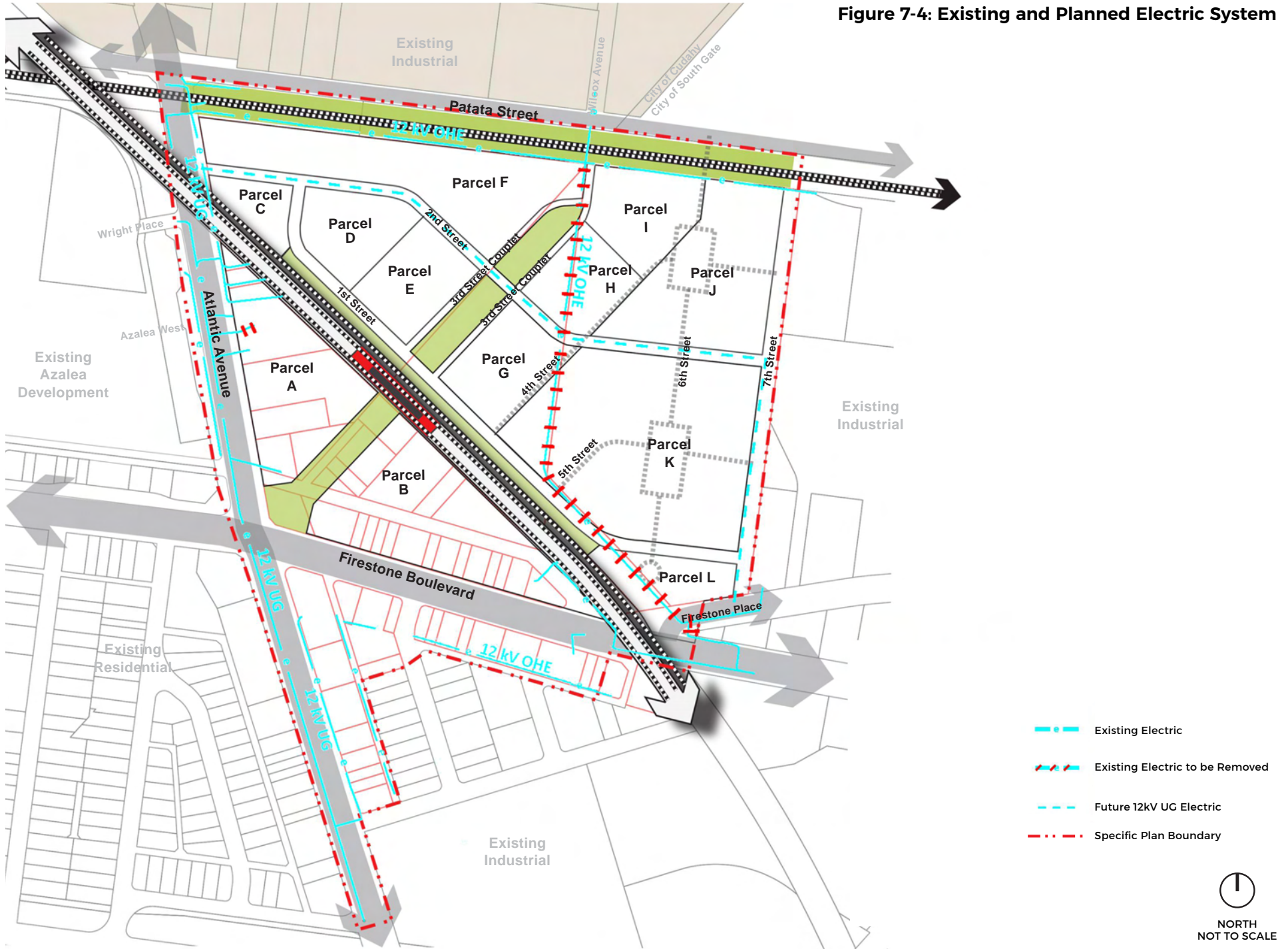
SCG owns and operates transmission mains, distribution pipelines and service laterals.

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



- Existing Electric
- - - - - Existing Electric to be Removed
- - - - - Future 12kV UG Electric
- - - - - Specific Plan Boundary



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.

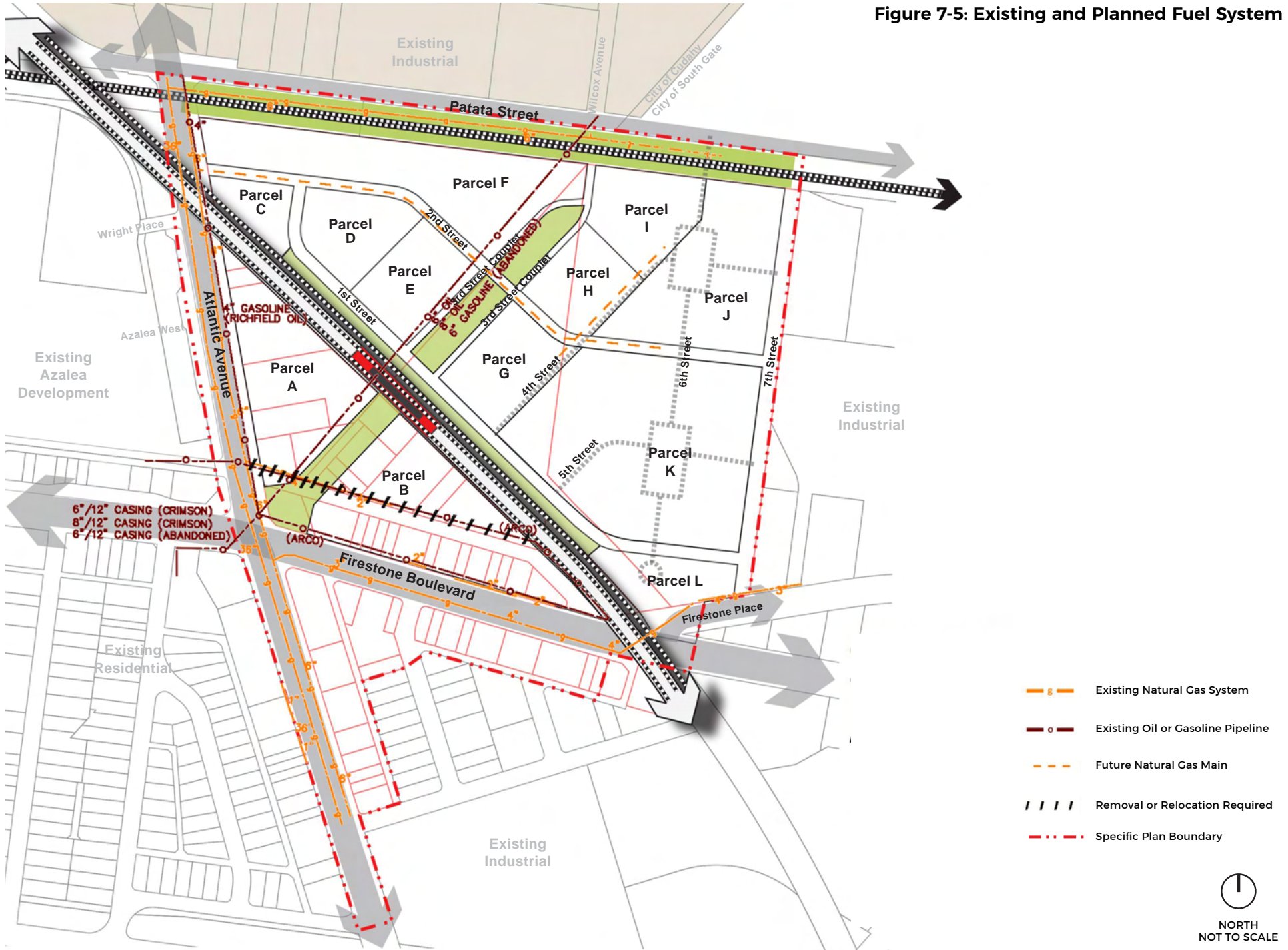
7.2.7. Fuel Systems

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

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

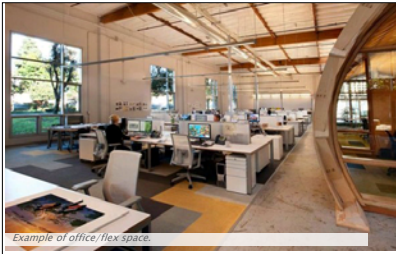
rehabilitation needs. It is estimated that \$500 to \$650 million annually will go to cities throughout the state, allocated on a per capita basis. The majority of these revenues will be disbursed through the Road Maintenance and Rehabilitation Account (RMRA). In addition to formula funding earmarked 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



Example of office/flex space.



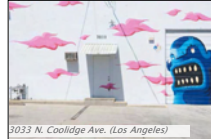
3000 Fullbright Ave. (Chatsworth)



Beachwood Lofts (Hollywood)



Example of office/flex space.



3033 N. Coolidge Ave. (Los Angeles)



3049 S. La Cienega Blvd. (Culver City)



Sleepy Hollow Industries (El Segundo)

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.

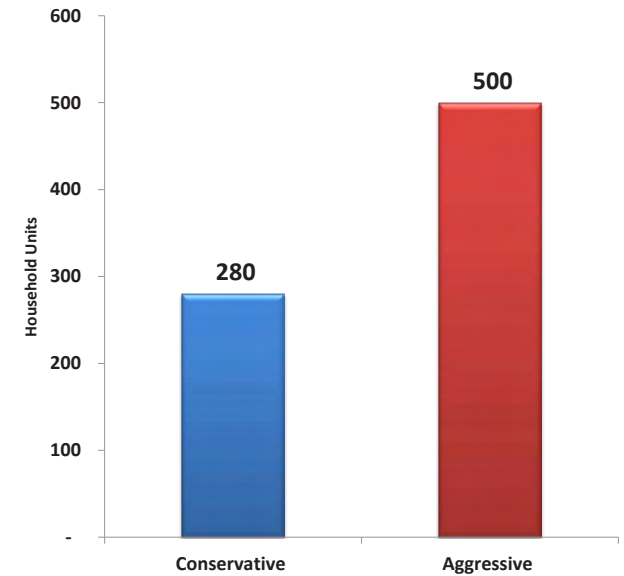
8.4.4. Other Selected Public Fund Revenues

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.

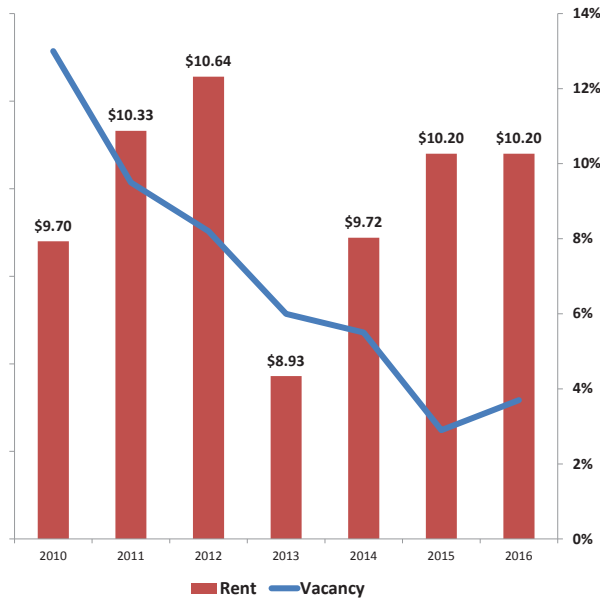
Figure 8-1: New Residential Demand
GDSP Site Capture (2016-2026)



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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INITIAL STUDY & NEGATIVE DECLARATION

GATEWAY DISTRICT SPECIFIC PLAN

SOUTH GATE, CALIFORNIA



LEAD AGENCY:

**CITY OF SOUTH GATE
COMMUNITY DEVELOPMENT DEPARTMENT
8650 CALIFORNIA AVENUE
SOUTH GATE, CALIFORNIA 90280**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
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HACIENDA HEIGHTS, CALIFORNIA 91745**

APRIL 30, 2019

SGAT 027

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NEGATIVE DECLARATION

PROJECT NAME: Gateway District Specific Plan.

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

CITY AND COUNTY: South Gate, Los Angeles County.

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

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

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

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

- The proposed project *will not* have the potential to degrade the quality of the environment.

CITY OF SOUTH GATE
INITIAL STUDY & NEGATIVE DECLARATION • GATEWAY DISTRICT SPECIFIC PLAN

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

Signature
City of South Gate Planning and Development Department

Date



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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THIS INITIAL STUDY

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

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

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

¹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February, 2019.

² Ibid.

³ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). § 15060 (b).

⁴ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. § 21067.

⁵ Ibid. (CEQA Guidelines) § 15050.

Pursuant to the CEQA Guidelines, additional purposes of this initial study include the following:

- To provide the City of South Gate with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City of South Gate, in its capacity as the lead agency. The City also determined, as part of this Initial Study's preparation, that a Negative Declaration is the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and the *Notice of Intent to Adopt a Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.⁶ Questions and/or comments should be submitted to the following contact person:

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

1.2 INITIAL STUDY'S ORGANIZATION

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

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the Planning Area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the proposed project's construction and the subsequent occupancy.

⁶ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 200. *Chapter 2.6, Section 2109(b).* 2000.

- *Section 4 Findings* indicates the conclusions of the environmental analysis and the mandatory findings of significance.
- *Section 5 References* identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

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

**Table 1-1
Summary (Initial Study Checklist)**

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

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
SECTION 3.3 AIR QUALITY IMPACTS. <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
SECTION 3.4 BIOLOGICAL RESOURCES IMPACTS. <i>Would the project have a substantial adverse effect:</i>				
a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) On federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
SECTION 3.5 CULTURAL RESOURCES IMPACTS. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
SECTION 3.6 ENERGY. <i>Would the project:</i>				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
SECTION 3.7 GEOLOGY & SOILS IMPACTS. <i>Would the project result in or expose people to potential impacts involving:</i>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground-shaking? Seismic-related ground failure, including liquefaction? Landslides?			X	
b) Substantial soil erosion or the loss of topsoil?				X
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Location on expansive soil, as defined in California Building Code (2001), creating substantial risks to life or property?				X
e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
SECTION 3.8 GREENHOUSE GAS EMISSIONS IMPACTS. <i>Would the project</i>				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?				X
SECTION 3.9 HAZARDS & HAZARDOUS MATERIALS IMPACTS. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the Planning Area?				X
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?				X
SECTION 3.10 HYDROLOGY & WATER QUALITY IMPACTS. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
SECTION 3.11 LAND USE & PLANNING IMPACTS. <i>Would the project:</i>				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X
Section 3.12 Mineral Resources Impacts. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
SECTION 3.13 NOISE IMPACTS. <i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground-borne vibration or ground-borne noise levels ?			X	
c) For a project located within the vicinity of a private airstrip or-an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
SECTION 3.14 POPULATION & HOUSING IMPACTS. <i>Would the project:</i>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
SECTION 3.15 PUBLIC SERVICES IMPACTS. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:</i>				
a) Fire department services?				X
b) Law enforcement services?				X
c) School services?				X
d) Other governmental services?				X
SECTION 3.16 RECREATION IMPACTS. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
SECTION 3.17 TRANSPORTATION & CIRCULATION IMPACTS. <i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?			X	
c) Result in inadequate emergency access?				X
SECTION 3.18 TRIBAL CULTURE RESOURCES. <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</i>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe5020.1(k)?			X	
SECTION 3.19 UTILITIES & SERVICE SYSTEMS IMPACTS. <i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts?			X	
b) Have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				X
SECTION 3.20 WILDFIRE <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
SECTION 21 MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X



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SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

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

The Specific Plan outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment in the District to create a model, mixed-use TOD surrounding the future station. The Plan implements the City’s General Plan and uses the Zoning Code as the regulatory basis; however, additional goals, policies, plans, and regulations contribute context specific concepts to catalyze development projects appropriate for, and supportive of, the larger Transit Village vision. The City will also consider tools and policies such as inclusionary housing to encourage the development of affordable housing. This may be accomplished in a strategic, comprehensive fashion within the context of meeting the City’s overall housing goals.⁸

2.2 PLANNING AREA LOCATION

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

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

⁷ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February, 2019.

⁸ Ibid.

⁹ Google Earth. Website Accessed June 9, 2017.

¹⁰ Quantum GIS and the Southern California Association of Governments.

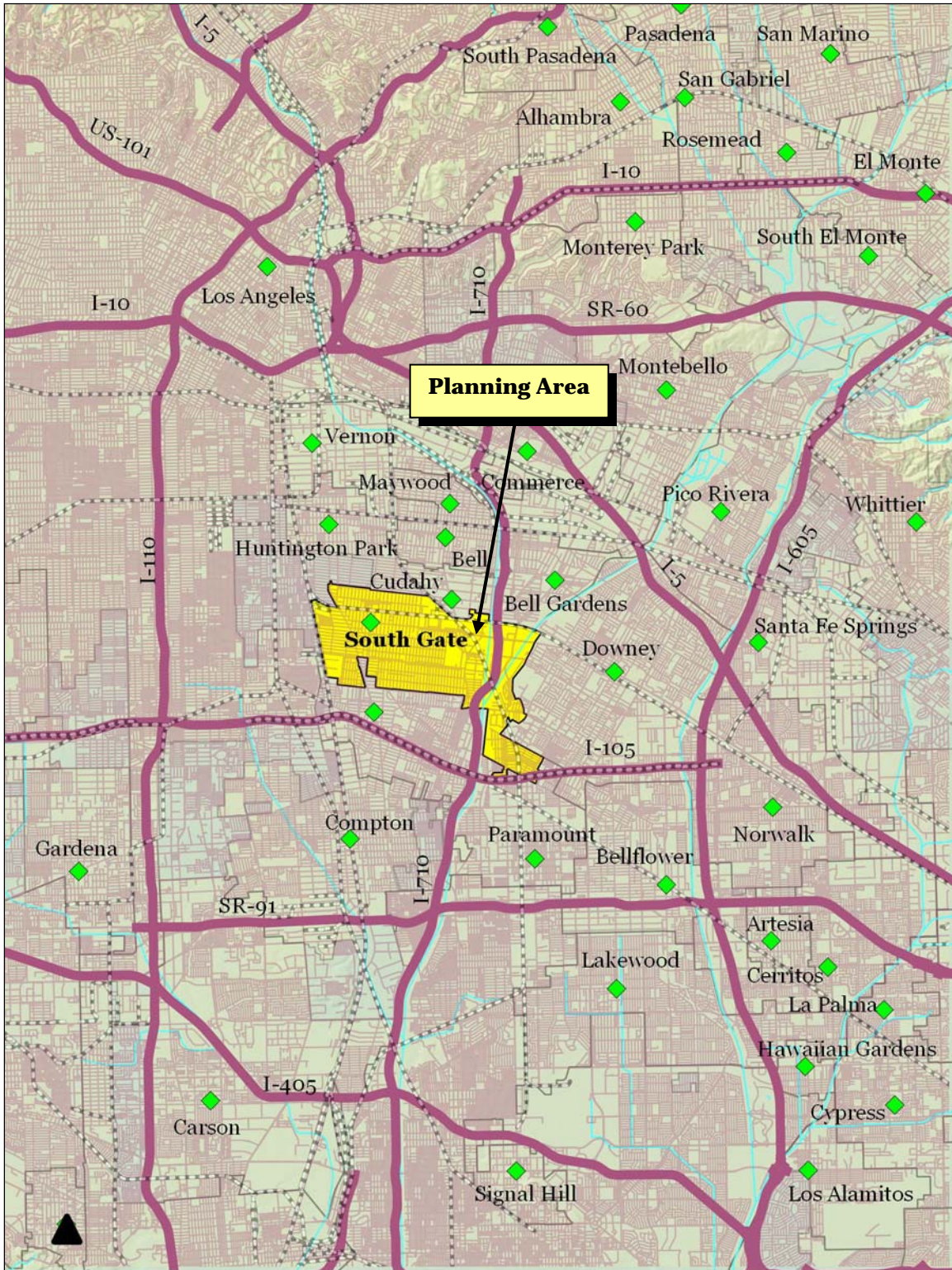


EXHIBIT 2-1
REGIONAL LOCATION
Source: Gateway District [Draft] Specific Plan

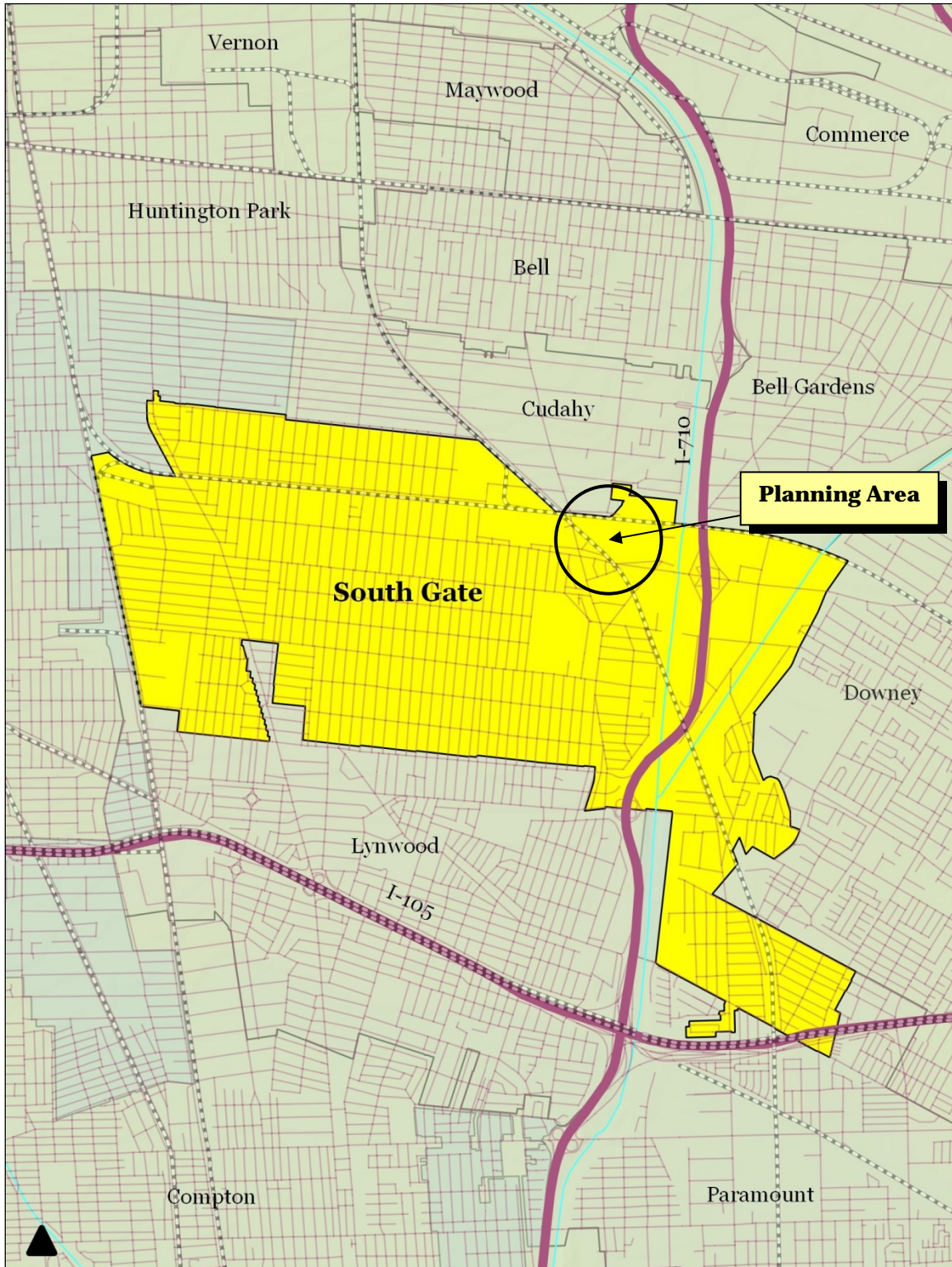


EXHIBIT 2-2
CITYWIDE MAP
Source: Gateway District [Draft] Specific Plan

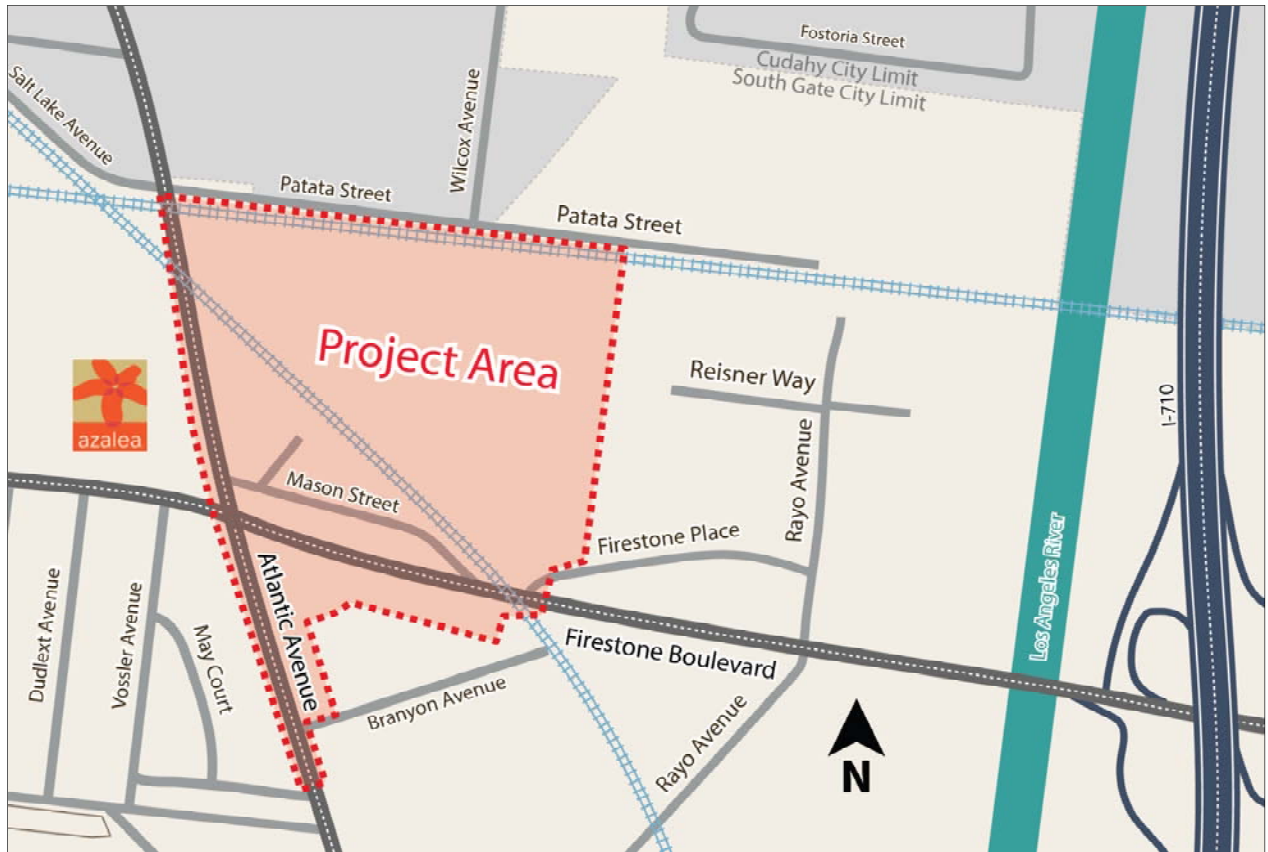


EXHIBIT 2-3
PLANNING AREA
Source: Gateway District [Draft] Specific Plan

2.3 ENVIRONMENTAL SETTING

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

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

- *North of the Planning Area.* The Planning Area is bound on the north by Patata Street. Industrial uses and large undeveloped areas occupy frontage along the north side of Patata Street. These industrial uses and undeveloped parcels are located within the neighboring City of Cudahy.¹¹
- *South of the Planning Area.* Industrial uses abut the planning area to the south. Additional industrial development is located south of Branyon Avenue.¹²
- *East of the Planning Area.* Industrial uses abut the Planning Area to the east.¹³ The uses line the west side of Rayo Avenue, which is located approximately 850 feet to the east of the Planning Area.¹⁴ The Long Beach Freeway (I-710) extends in a north-south orientation 0.43 miles to the east of the Planning Area.
- *West of the Planning Area.* The Azalea Shopping Center fronts the west side of Atlantic Avenue. An Alta-Med also occupies frontage along the west side of Atlantic Avenue.¹⁵

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

¹¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

¹² Ibid.

¹³ Ibid.

¹⁴ Google Earth. Website accessed June 9, 2017

¹⁵ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

**Table 2-1
Existing Land Uses and Development**

Parcel Number	Address	Land Use
6216-034-800	No address available	Southern Pacific Railroad Easement
6216-034-801	No address available	Southern Pacific Railroad Easement
6216-034-001	8610 Atlantic Avenue	Performance Team South Gate
6216-034-900	No address available	Union Pacific Railroad Easement
6216-035-900	No address available	Union Pacific Railroad Easement
6216-035-902	No address available	Union Pacific Railroad Easement
6216-032-040	8644 Atlantic Avenue	Joe's Test Only
6216-032-039	8648 Atlantic Avenue	Xtreme Auto Body
6216-032-038	8660 Atlantic Avenue	ATX
6216-032-043	8670 Atlantic Avenue	Firestone Transmissions
6216-032-037	8680 Atlantic Avenue	Graham Lee & Associates, Inc.
6216-032-041	8696 Atlantic Avenue	DJ Sound and Lighting
6216-032-042	4901 Manson Street	One Discount Auto Repair
6216-032-036	8708 Atlantic Avenue	7-eleven
6216-032-900	No address available	Vacant Lot
6216-032-025	4911 Mason Street	South Gate Commissary
6216-032-026	No address available	Parking Lot
6216-032-027	No address available	Parking Lot
6216-032-035	4931 Mason Street	Diamond Touch Body Shop
	4933 Mason Street	VIP Motoring & Transportation, LLC.
6216-032-021	4937 Mason Street	Joe's Forklift Mobile Repair
	4941 Mason Street	Von's Tile
6216-032-020	4945 Mason Street	S & R Truck Clutch Rebuilding
	4951 Mason Street	Diesel Alley, Inc.
	4951 Mason Street	Rowland's Tires Shop
6216-032-046	4917 Firestone Boulevard	Vacant Building
6216-032-007	4921 Firestone Boulevard	South Gate Stone
6216-032-008	4923 Firestone Boulevard	South Gate Stone
6216-032-009	4927 Firestone Boulevard	Pest Solutions Termite
6216-032-010	4931 Firestone Boulevard	J.M.K Body Shop

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

Parcel Number	Address	Land Use
6216-032-011	4933 Firestone Boulevard	Unoccupied Building
	4937 Firestone Boulevard	De La Torre Used Appliances
	4935 Firestone Boulevard	Piñata Supplies
6216-032-012	4943 Firestone Boulevard	Unoccupied Building
6216-032-013	4945 Firestone Boulevard	Pimental Metal & Chrome Polishing
	4947 Firestone Boulevard	Zambrano y Garcia Polishing
6216-032-014	4949 Firestone Boulevard	Unoccupied Building
6216-032-015	4951 Firestone Boulevard	Unoccupied Building
	4953 Firestone Boulevard	Capri Furniture
6216-032-016	4961 Firestone Boulevard	Moon Auto Body
6216-032-017	4696 Firestone Boulevard	Unoccupied Building
6216-032-018	4973 Firestone Boulevard	Hervey's Furniture Outlet
6216-032-019	4981 Firestone Boulevard	Sergio's Auto Upholstery
	4983 Firestone Boulevard	Prestige Auto Body
		Got Towels & Uniforms
6216-035-001	5011 Firestone Boulevard	Dance Distribution Services
6216-035-002	5001 Firestone Boulevard	Public Storage
6222-007-004	8938 Atlantic Avenue	Pancake Corner
	8942 Atlantic Avenue	Beast Mobile Store by Mr. Wireless
6222-007-005	8944 Atlantic Avenue	Grand Motel
6222-007-008	No address available	
6222-007-009	8978 Atlantic Avenue	Unoccupied Building
6222-007-020	8945 Lotta Avenue	Single-Family Residential
6222-007-022	4926 Firestone Boulevard	The Appliance Warehouse
		Universal Computer Tech
6222-007-026	4920 Firestone Boulevard	America's Best Value Inn & Suites
6222-007-027	8956 Atlantic Avenue	El Maestro Radiators
6222-007-028	8964 Atlantic Avenue	Baja-Auto Repair
6222-007-030	4914 Firestone Boulevard	Tierra Mia Coffee
6222-007-031	8920 Atlantic Avenue	Jack in the Box

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

Parcel Number	Address	Land Use
6222-006-017	4982 Firestone Boulevard	National Ready Mix Concrete
	4988 Firestone Boulevard	
6222-006-018	4980 Firestone Boulevard	A1 Quality Auto/Auto Technology Centers
6222-006-021	4954 Firestone Boulevard	A & R Auto Collision
	4956 Firestone Boulevard	Unoccupied Building
6222-006-022	4948 Firestone Boulevard	Discount Smog & Auto Repair
6222-006-023	4942 Firestone Boulevard	Mindy Cabinets
6222-006-024	4938 Firestone Boulevard	Colima Battery
6222-006-025	4936 Firestone Boulevard	Don's Smog Test Only
6222-006-029	4960 Firestone Boulevard	Delux Motel
6222-006-030	4976 Firestone Boulevard	Nuñes Tires Dad & Son's Customs

Source: Blodgett Baylosis Environmental Planning

2.4 PROJECT DESCRIPTION

BACKGROUND FOR PLANNING

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

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

¹⁶ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

¹⁷ Ibid.

- *Comprehensive Zoning Code and Citywide Zoning Map (2015)*. The Zoning Code provides the regulatory framework for implementing the General Plan. The Plan provides policies and regulations and relies on the Zoning Code regulations and guidelines of the established Transit Village, Urban Neighborhood, and Industrial Flex base zones. The Zoning Code standards for these zones, and all associated regulations, shall govern the District. However, the Plan provides supplemental regulations and modifications to create a location-specific plan for a successful LRT Station, to achieve the vision for the Gateway District. Where the Plan is silent on a topic, the Zoning Code requirements shall apply.
- *SCAG 2016-2040 RTP/SCS*. The 2016-2040 RTP/SCS sets forth a vision of compact and walkable urban areas that are serviced by numerous alternative transportation opportunities. It focuses on expanding passenger rail, encouraging alternatives to driving alone, promoting active transportation, and focusing on complete streets approaches to roadway improvements. The Plan is consistent with the goals, policies, and land use strategies of the RTP/SCP. These goals include maximizing accessibility, growing a sustainable regional transportation system, improving air quality by encouraging biking and walking, and encouraging growth that facilitates transportation. Specifically, the Plan is identified as a future High Quality Transit Area (HQTA) centered on the future LRT Station, contributing the SCAG vision of connecting communities through public transit.
- *City of South Gate Bicycle Transportation Plan (2012)*. The South Gate Bicycle Transportation Plan is the guiding document for all bicycle infrastructure policies, programs, and improvements, within the City. This Plan identifies policies and criteria to implement the Bicycle Transportation Plan, support, and increase bicycling as a mode of transportation, and extend the bicycle network to and throughout the Gateway District.¹⁸

VISION OF THE PLAN

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

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

¹⁸ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

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

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

LAND USES AND DEVELOPMENT

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

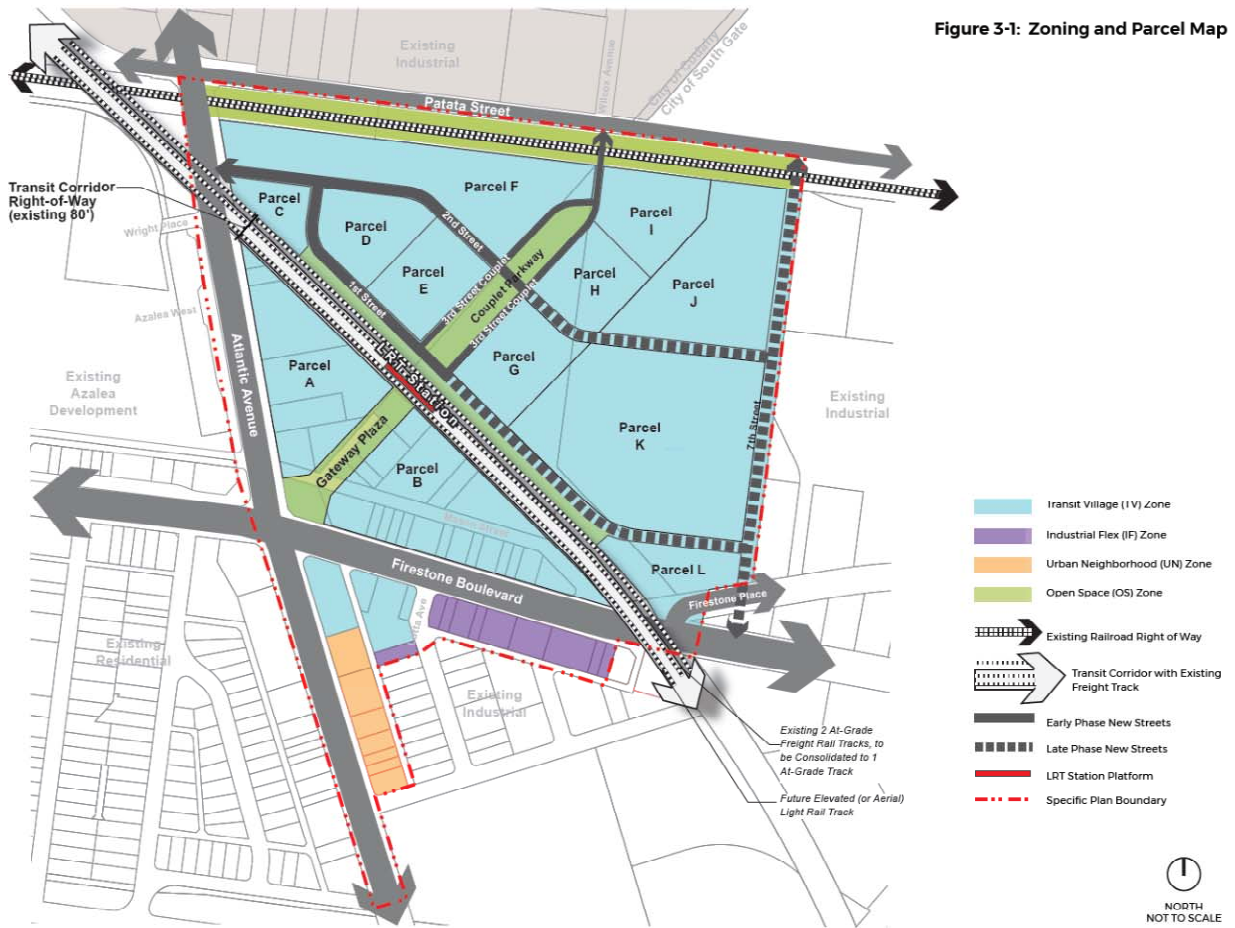
The General Plan vision and policies identify the Gateway District as a potential multi-modal station ("South Gate Station"), which should become a dense transit village, including new residential and/or office uses. This area is envisioned as a major destination for the City, which should be designed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

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

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

¹⁹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

²⁰ Ibid.



03 | Land Use & Zoning

EXHIBIT 2-4
ZONING MAP FOR THE PLANNING AREA
 Source: Gateway District [Draft] Specific Plan

The land use and development regulations of the Zoning Code shall be applicable to all development activities within the Specific Plan, including design guidelines established by the Zoning Code, unless otherwise modified by the Plan. Development potential to meet density and intensity requirements of the Transit Village (TV) Zone will likely require consolidation of parcels. Consolidated parcels allow for more cohesive development, provision of parking and services, and enable site efficiencies that cannot be achieved through development of individual small parcels. The following policies apply:

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

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

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

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

²¹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

GATEWAY DISTRICT SPECIFIC PLAN POLICY FRAMEWORK

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

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

Policy 1. Support mixed-use transit-oriented redevelopment and infill development.

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

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

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

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

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

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

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

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

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

²² City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019

coordinate with applicable agencies to implement an at-grade street crossing of the UP railroad right-of-way, connecting 8th Street with Patata Street.

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

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

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

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

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

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

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

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

²³ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

2.5 PROJECT PURPOSE

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

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

2.6 DISCRETIONARY ACTIONS

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



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SECTION 3 ENVIRONMENTAL ANALYSIS

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

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

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

- *No Impact.* The proposed project will not have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of South Gate or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project may have the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

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

3.1 AESTHETIC IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

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

According to the California Department of Transportation (Caltrans), none of the arterial roadways within the Gateway District Specific Plan are designated scenic highways.²⁴ In addition, the vegetation present within the Planning Area consists of species typically used for landscaping (palm trees, turf, etc.). The Planning Area is currently developed and does not contain any scenic rock outcroppings.²⁵ Lastly, the Specific Plan's implementation will not involve the removal of any buildings listed in the State or National Registrar (refer to Section 3.5). As a result, no impacts will occur.

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

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

²⁴ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

²⁵ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? • Less than Significant Impact.

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

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

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

MITIGATION MEASURES

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the

implementation of the General Plan and the Gateway District Specific Plan.²⁶ As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

According to the California Department of Conservation, the City of South Gate does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.²⁷ The Gateway District is presently occupied by a mix of uses though no agricultural uses and/or activities are located within the Planning Area. As a result, no impacts will occur.

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

No agricultural activities are located within the Planning Area. The applicable General Plan and zoning designations do not permit agricultural land uses within the land area governed by the Gateway District Specific Plan. Furthermore, the parcels located within the land area governed by the Specific Plan are developed in urban uses. No farming or other types of agricultural land uses are found in the Planning Area.²⁸ In addition, there are no properties within the Planning Area that are subject to a Williamson Act Contract.²⁹ As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts on existing Williamson Act contracts.

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

The City of South Gate and the area governed by the Gateway District Specific Plan is located in the midst of a larger urban area and no forest lands are located within the City or within this portion of the Los Angeles County. The City of South Gate General Plan and the Zoning Ordinance do not provide for any forest land preservation.³⁰ As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

²⁶ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

²⁷ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2010*. [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf](http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf).

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

²⁹ California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf](http://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf)

³⁰ City of South Gate. *South Gate General Plan 2035. Chapter 3 Community Design*. Adopted December 2009.

- D. *Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?*
• *No Impact.*

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

- E. *Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use or forest land to non-forest use?* • *No Impact.*

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

MITIGATION MEASURES

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

3.3 AIR QUALITY IMPACTS

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

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.³²
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded National standards since 1991, NO₂ emissions remain a concern because of their contribution to the formation of O₃ and particulate matter. The SCAB is designated as an attainment area for NO₂ by the EPA.

³¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

³² A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.

- *Sulfur dioxide* (SO₂) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO₂ concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀. The SCAB is designated as an attainment area for SO₂.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB.
- *PM_{2.5}* refers to particulate matter less than 2.5 microns in diameter. PM_{2.5} also represents a significant health risk because particulate matter of this size may be more easily inhaled, causing respiratory irritation. The annual average concentrations of PM_{2.5} exceeded Federal standards in some areas of the SCAB. As a result, PM_{2.5} continues to be designated non-attainment.

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

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀;
- 55 pounds per day or 2.43 tons per quarter of PM_{2.5}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

Association of Governments (SCAG).³³ The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:³⁴

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

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

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

The implementation of the proposed General Plan Update would result in new emissions being generated due to the build-out of the City. The thresholds of significance that have been recommended by the SCAQMD for these new emissions were developed for individual development projects. Under the General Plan, varying amounts of development would likely occur over time until build-out of the proposed General Plan Update is achieved. Many of the individual projects would be small and generate mobile and stationary emissions that do not exceed the SCAQMD's recommended thresholds of significance.³⁵ Although the City would not consider these projects to cause a potentially significant air quality impact, each project would be required to implement the General Plan's and the Specific Plan's objectives, policies, and implementation programs that address air quality in order to minimize emissions. Through the environmental review process for individual projects, additional mitigation may also be required to further reduce emissions and potential impacts. However, these future site-specific development proposals would be evaluated for potential air emissions once development details have been determined and are available.

The development envisioned under the Plan will gradually replace the industrial uses that dominate the Planning Area. These uses are predominately automotive repair and logistics. The conversion of the logistics uses to mixed-use development will result in less truck traffic than the existing conditions. In

³³ South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 2017.

³⁴ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. 2016.

³⁵ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

addition, the Specific Plan will ensure conformity with the General Plan. The General Plan's land use designations are consistent with the area's underlying zoning districts as well as with the preferred land use types identified in the Specific Plan. The type of development that was anticipated for the Gateway District was evaluated as part of the General Plan update process.

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

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

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

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

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

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of

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

MITIGATION MEASURES

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

3.4 BIOLOGICAL RESOURCES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

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

³⁶ Google Earth. Website accessed June 13, 2017.

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

³⁸ California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.

The EIR prepared for the South Gate General Plan indicated that there are no designated wetlands or riparian habitat present in the geographic area governed by the Gateway District Specific Plan. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.³⁹ In addition, there are no designated “blue line streams” located within the Planning Area. As a result, no impacts on natural or riparian habitats will result from the adoption and subsequent implementation of the Gateway District Specific Plan.

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

According to the U.S. Fish and Wildlife Service National Wetlands Inventory Wetlands Mapper, the closest wetland to the Planning Area is the Los Angeles River, located approximately 0.31 miles to the east.⁴⁰ The Los Angeles River is classified as a Riverine, which includes all wetlands and deepwater habitats contained within a channel.⁴¹ No other wetlands and natural blue line streams are located within the Planning Area or in the surrounding properties according to topographic maps published by the United States Geological Survey (USGS). The proposed project will be confined to the Planning Area and will not remove, interrupt, or fill in the Los Angeles River. As a result, no wetland habitat will be disturbed by the proposed project.

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

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

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

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

³⁹ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>

⁴⁰ Ibid.

⁴¹ U.S. Department of the Interior, Fish and Wildlife Service. *Classification of Wetlands and Deepwater Habitats of the United States*. <http://www.fws.gov/wetlands/Documents/classwet/index.html>.

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

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

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

MITIGATION MEASURES

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

3.5 CULTURAL RESOURCES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

⁴² City of South Gate Municipal Code. *Chapter 5.33 Tree Preservation and Protection, Section 5.33.010*. Site Accessed June 13th, 2017.

⁴³ National Park Service. *National Register of Historic Places*. Website <http://npgallery.nps.gov/nrhp/SearchResults/>. Website accessed June 13, 2017

⁴⁴ California Department of Parks and Recreation. *California Historical Resources*. Website <http://ohp.parks.ca.gov/ListedResources>. Website accessed in June 13, 2017.

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

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

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

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

⁴⁵ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

⁴⁶ Ibid.

⁴⁷ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site1>

⁴⁸ TongvaPeople.com. *Villages*. <http://tongvapeople.com/villages.html>

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

There are no cemeteries located within the City of South Gate. The nearest cemetery to the Planning Area is Angeles Abbey Memorial Park located more than 3.74 miles to the southeast in the City of Compton. No other cemeteries are located in the vicinity of the Planning Area.⁴⁹ In the unlikely event that a human burial is encountered, all construction activities shall be halted and South Gate Police Department will be contacted (the department will then contact the County Coroner). In the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

MITIGATION MEASURES

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

3.6 ENERGY

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

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

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

⁴⁹ United State Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

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

MITIGATION MEASURES

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

3.7 GEOLOGY & SOILS IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

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

⁵⁰ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

⁵¹ Ibid.

⁵² California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

Planning Area than the rest of the City. In addition, compliance with the most recent State and Local building codes will minimize potential impacts related to liquefaction. Lastly, the Planning Area is not at risk for landslides and is at no greater risk for ground shaking, fault rupture, and liquefaction than the rest of the City. Therefore, the impacts are expected to be less than significant.

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

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

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

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

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

⁵³ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Revised 1969.

⁵⁴ Ibid.

⁵⁵ Subsidence Support. *What Causes House Subsidence?* <http://www.subsidence-support.co.uk/what-causes-subsidence.htm>

addition, any new development will be required to be connected to the City's water lines; therefore, the project's operation will not utilize or affect groundwater supplies that may be present below the site. The Planning Area is located in an area that is subject to liquefaction; however, since the surrounding areas and cities are located in a liquefaction zone, the effects will be less than significant with conformance to the most stringent building standards.

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

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

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

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

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

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

MITIGATION MEASURES

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

⁵⁶ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

⁵⁷ United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California*. Revised 1969.

3.8 GREENHOUSE GAS EMISSIONS IMPACTS

ENVIRONMENTAL ANALYSIS

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

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

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

- Encourage focused mixed-use, transit-oriented development, and higher density residential uses, near existing transit and the future Gateway District Light Rail Transit (LRT) Station; and,
- Promote walking, biking, and transit use, while reducing vehicle miles travelled.⁵⁸

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

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

⁵⁸ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

- Incorporate cultural, public, and green spaces for outdoor activities; and,
- Establish a plan that respects the character and needs of the City.⁵⁹

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

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

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

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

⁵⁹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

⁶⁰ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

No impacts are expected to result from the adoption and subsequent implementation of the Specific Plan given the Plan's conformity with State and local goals of promoting infill development.

MITIGATION MEASURES

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

3.9 HAZARDS & HAZARDOUS MATERIALS IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The Specific Plan will require the demolition of the existing commercial and industrial development located within the Planning Area. Many of the buildings located within the Planning Area are older and were likely built prior to 1978. Therefore, lead based paint (LBP) and/or asbestos containing materials (ACM) may be present in some of the structures located within the Planning Area. As a result, the project Applicant and contractors will be required to remove the ACM and LBP in accordance with State regulations. None of the buildings that are located within the Planning Area are listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances database.⁶¹ None of the properties located within the Planning Area are identified on the California Department of Toxic Substances Control's EnviroStor database.⁶² In addition, the Planning Area is not identified on any Leaking Underground Storage Tank database (LUST).

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

A total of six properties are identified in the database. These properties include: 4988 East Firestone Boulevard; 4973 East Firestone Boulevard; 4953 East Firestone Boulevard; 4933 East Firestone Boulevard; 4911 Mason Street; and 4933 Mason Street.⁶³ These properties are identified as small quantity generators, which is typical for small light industrial uses and auto repair shops. These uses are required to report to the EPA due to their use, storage, and disposal of hazardous materials such as motor oil, hydraulic fluids,

⁶¹ CalEPA. *Cortese List Data Resources*. <http://www.calepa.ca.gov/sitecleanup/corteselist/>

⁶² CalEPA. *EnviroStor Database*. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=south%20gate&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true

⁶³ United States Environmental Protection Agency. *Environfacts-Multisystem Search*. <https://www3.epa.gov/enviro/facts/multisystem.html>

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

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

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

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

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

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

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact.

The Planning Area is not located within a quarter mile of an existing school. The nearest school is Christa McAuliffe Early Education Center, located approximately 0.35 miles to the southwest of the Planning Area.⁶⁴ Hazardous chemicals and materials used through the Planning Area will be limited to common household maintenance and cleaning products. Because of the nature of the anticipated uses, no hazardous or acutely hazardous materials will be emitted. As a result, no impacts from the operation of the future uses are anticipated.

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

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

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

A search of the Envirostor Hazardous Waste and Substances Site List website was completed to identify whether the Planning Area is listed in the database as a Cortese site.⁶⁵ The Planning Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.⁶⁶ Five Cortese sites are located in the City including the following:

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

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

⁶⁴ Google Earth. Website accessed June 13, 2017.

⁶⁵ California, State of. California Department of Toxic Substances Control Envirostor Hazardous Waste and Substances Site List. <http://www.envirostor.dtsc.ca.gov/public/search.asp> (Website accessed June 13, 2017).

⁶⁶ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the Planning Area? • No Impact.

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

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

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

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

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

MITIGATION MEASURES

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

3.10 HYDROLOGY & WATER QUALITY IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

⁶⁷ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

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

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

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

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

D. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • No Impact.

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

⁶⁸ United States Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. 1994.

⁶⁹ Google Earth. Website accessed June 13, 2017.

⁷⁰ City of Paramount. *Final Environmental Impact Report [for the] City of Paramount General Plan Update*. August 2007. The authors of this initial study compiled this information as part of the City's General Plan Update. Paramount is located south and adjacent to South Gate.

The Planning Area is located approximately 12 miles to the north of the Pacific Ocean and the Planning Area would not be exposed to the effects of a tsunami. A seiche in the Los Angeles River is not likely to happen due to the channelization of the river and volume of water present. Lastly, the Planning Area will not be subject to mudslides because the Planning Area and surrounding areas are generally level. As a result, no impacts are likely to occur.

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

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

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

MITIGATION MEASURES

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

3.11 LAND USE & PLANNING IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The development contemplated under the Gateway District Specific Plan will not divide or disrupt an established community since the Planning Area contains commercial and industrial uses. In addition, the

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

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

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

- *General Plan 2035 (2009)*. The Plan was developed in compliance with requirements of Government Code Sections 65450-65457. Per California State law, specific plans must be internally consistent with the jurisdiction's general plan. The Plan is consistent with, and provides a framework for, implementing the goals, land uses, and policies of the General Plan. The Plan further enables and creates criteria for focusing mixed-use, transit-oriented, and higher density residential uses near existing and future transit service areas.
- *Comprehensive Zoning Code and Citywide Zoning Map (2015)*. The Zoning Code provides the regulatory framework for implementing the General Plan. The Plan provides policies and regulations and relies on the Zoning Code regulations and guidelines of the established TV, UN, and IF base zones. The Zoning Code standards for these zones, and all associated regulations, shall govern the District. However, the Plan provides supplemental regulations and modifications to create a location-specific plan for a successful LRT Station, to achieve the vision for the Gateway District. Where the Plan is silent on a topic, the Zoning Code requirements shall apply.
- *SCAG 2016-2040 RTP/SCS*. The 2016-2040 RTP/SCS sets forth a vision of compact and walk able 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

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

⁷² Ibid.

future LRT Station, contributing the SCAG vision of connecting communities through public transit.

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

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

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

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

⁷³ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

⁷⁴ *Ibid.*

MITIGATION MEASURES

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

3.12 MINERAL RESOURCES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The Planning Area is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. In addition, according to the SMARA study area maps prepared by the California Geological Survey, the City of South Gate is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate).⁷⁵ However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the Planning Area is not located in an area where there are significant aggregate resources present.⁷⁶ A review of California Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder indicates that there is one well located within the Planning Area.⁷⁷ According to DOGGR, the well is located ten feet to the south of the existing railroad right-of-way that extends parallel to Patata Street and 850 feet east of Atlantic Avenue.⁷⁸ This well is presently plugged and abandoned.⁷⁹ Although the well is plugged and abandoned, any future development undertaken near the well will not be permitted unless the well is re-abandoned. As a result, the potential impacts are considered to be less than significant.

B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.*

As indicated in the previous subsection, there is one well located within the Planning Area. This well will need to be re-abandoned prior to the commencement of construction activities. The Specific Plan's implementation will not interfere with any mineral extraction activities located within the Planning Area. The resources and materials used in new construction will not include any materials that are considered rare or unique. No impacts beyond those identified in the EIR prepared for the City of South Gate General Plan will occur. As a result, no impacts related to the adoption and subsequent implementation of the Specific Plan will occur.

⁷⁵ California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf

⁷⁶ Ibid.

⁷⁷ California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <http://maps.conservation.ca.gov/doggr/#close>

⁷⁸ Google Earth. Site accessed June 13, 2017. The coordinates for the well were identified on the DOGGR website.

⁷⁹ California, State of. Department of Conservation. *Well Details*. <https://secure.conservation.ca.gov/WellSearch/Details?api=03720012>

MITIGATION MEASURES

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

3.13 NOISE IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB is the ambient noise level that is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.

The current noise environment within the area surrounding the Planning Area is dominated by traffic noise from Atlantic Avenue, Firestone Boulevard, the uses located within the Planning Area, and the Azalea Regional Shopping Center parking lot. The Planning Area is located within the 60-70 CNEL boundaries as identified in the City’s Noise Element.⁸⁰ According to Table N-4 of the City’s Noise Element, the Planning Area is located within an area that contains conditionally acceptable noise levels for multiple-family residential.⁸¹ The commercial component of the Specific Plan will be located within the normally acceptable range.⁸²

Ambient noise levels are expected to rise with the opening of the new Eco-Rapid transit line. According to the Specific Plan, the existing railroad right-of-way will accommodate the new Eco-Rapid transit line as well as future freight traffic. The Eco-Rapid transit will run on elevated tracks while the heavy freight lines will run along the at-grade tracks. The operation of the heavy freight rail will increase noise and vibration at the ground level, while increased noise levels from the elevated Eco-Rapid train are anticipated to affect tenants occupying the upper stories of future mixed-use development. Therefore, all units located within the line-of-sight with the railroad right-of-way must install sound proof windows. As a result, the potential impacts are considered to be less than significant.

The current noise environment within the Planning Area is dominated by traffic noise emanating from nearby arterial roadways and the I-710 Freeway. Aircraft flying over the site on approach to LAX are

⁸⁰ South Gate General Plan 2035. *Chapter 9, Noise Element*. Table N-4 and N-5. Page 343.

⁸¹ Ibid.

⁸² Ibid.

another source of noise. Any future development will be required to adhere to the City's noise control requirements. Once operational, future development permitted under the Specific Plan will not generate excessive ground-borne noise because the project's operation will not require the use of equipment capable of creating ground-borne noise. Future sources of noise will include noise emanating from future railroad operations as well as from the existing industrial uses. According to the Specific Plan, the existing railroad right-of-way will accommodate the new Eco-Rapid transit line as well as future freight traffic. The Eco-Rapid transit will run on elevated tracks while the heavy freight lines will run along the at-grade tracks. The operation of the heavy freight rail will increase noise and vibration at the ground level, while increased noise levels from the elevated Eco-Rapid train are anticipated to affect tenants occupying the upper stories of future mixed-use development. Noise generated by adjacent industrial uses will be attenuated by the employment focused and flex land uses designated for those areas located south of Firestone Boulevard. These uses are intended to be commercial focused in order to create a noise buffer zone between the adjacent industrial uses and the future mixed-use development. As a result, the potential impacts are considered to be less than significant.

B. Would the project result in the generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.

A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. The streetscape plan, building design, and other development standards will be effective in attenuating any increased traffic noise. In addition, the future land uses and development will be required to comply with the City's noise control requirements as well as with the mitigation identified in the previous subsection. Adherence to all applicable City noise control requirements will reduce potential impacts to levels that are less than significant.

Composite construction noise is best characterized by Bolt, Beranek, and Newman.⁸³ In this study, the noisiest phases of construction for non-residential development is presented as 89 dBA as measured at a distance of 50 feet from the construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario the 89 dBA value was used as an average noise level for the construction effort. The construction noise levels will decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.

There are no noise sensitive uses located within the immediate vicinity of the Planning Area. The closest noise sensitive receptors include the residential development located 300 feet to the west of the Planning Area's southern section along both sides of May Court.⁸⁴ These units are not within the line-of-sight of the Planning Area. In addition, construction noise emanating from the Planning Area will be attenuated by the existing commercial development located along the west side of Atlantic Avenue and will be subject to the principle of spreading loss. As a result, no impacts in regards to construction noise will occur with the adoption and subsequent implementation of the Gateway District Specific Plan.

⁸³ USEPA, Protective Noise Levels. 1971

⁸⁴ Google Earth. Web site accessed June 13, 2017.

- C. *For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.*

The Planning Area is not located within two miles of an operational public airport. The Compton-Woodley Airport is located in the City of Compton approximately five miles to the southwest of the Planning Area. As a result, no impacts related to the exposure of persons to aircraft noise from a public use airport are anticipated.

MITIGATION MEASURES

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

3.14 POPULATION & HOUSING IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? • No Impact.*

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.⁸⁵ As indicated previously, the Plan's potential build out includes up to 2,032 dwelling units and an estimated 1,792,492 square feet of employment related uses. The purpose of the Plan is to ensure conformity with the adopted General Plan. This area was identified for redevelopment under the City's General Plan since the future railroad right-of-way for the Eco-Rapid Transit will extend through the planning area. In addition, the Gateway District Specific Plan will permit the provision of new affordable housing.

The General Plan land use designations are consistent with the planning area's zoning designations. The type of development envisioned under the Gateway District Specific Plan was also anticipated under the General Plan. Moreover, the transit oriented in-fill development permitted under the Specific Plan and the General Plan are consistent with SCAG efforts to promote higher density development in close proximity to regional light rail transportation nodes. As a result, no additional mitigation beyond that which may be required for individual development projects is required and no impacts will result.

⁸⁵ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

- B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • No Impact.*

There are no residential units located within the Planning Area. As indicated previously, the Planning Area contains industrial and commercial uses. There are no residential units located within the Planning Area. As a result, no displacement impacts will occur.

MITIGATION MEASURES

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

3.15 PUBLIC SERVICES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire department services? • No Impact.*

South Gate contracts with the Los Angeles County Fire Department for fire protection and emergency services. The residential, commercial, and mixed-use development, once occupied, will be periodically inspected by the Los Angeles County Fire Department. In addition, the Fire Department will review the development plans to ascertain the nature and extent of any additional measures that may be required to meet any Fire Code requirements. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, fire hydrants, interior sprinklers, and et cetera. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required and no impacts will occur.⁸⁶

- B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to law enforcement services? • No Impact.*

Law enforcement services in South Gate are provided by the South Gate Police Department. The Police Department is located in the Civic Center. As part of the Police Department's annual review, demand shall be evaluated and resources allocated as necessary. Per Metro's Transit Service Policy, LRT service operates

⁸⁶ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009.

from 4:00 AM to 2:00 AM, and bus service may operate subject to Metro Rapid Bus hours. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? • No Impact.

The Planning Area is located within the service boundaries of the Los Angeles Unified School District (LAUSD). New development will be required to pay all pertinent development fees to the LAUSD. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.⁸⁷

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services? • No Impact.

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required. The development envisioned under the Plan is consistent with the growth projections developed for the City by the Southern California Association Governments (SCAG). In addition, any impact may be partially offset by the increase in the taxes and an increase in the assessed valuation of the property. As a result, no impacts will result beyond that identified in the South Gate General Plan.

MITIGATION MEASURES

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

⁸⁷ City of South Gate. South Gate General Plan 2035 [Final] Environmental Impact Report. (SCH NO. 2008071028). September 1, 2009.

3.16 RECREATION IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • Less than Significant Impact.*

The City of South Gate Parks and Recreation Department operates nine parks and recreation facilities throughout the City. The adoption and subsequent implementation of the Gateway District Specific Plan may lead to an incremental increase in the use of City Park and recreational facilities. This potential increase will not result in a deterioration of any park facility since the Gateway District Specific Plan will include parks, plazas, paseos, and designated green space. The inclusion of both public and private open space will ease the burden placed onto the City's park facilities by the increase in population that is expected to result with the implementation of the Specific Plan. As a result, the potential impacts are expected to be less than significant.

- B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? • No Impact.*

The adoption and subsequent implementation of the Gateway District Specific Plan will require the construction of any new recreational facilities. The implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no impacts are anticipated.

MITIGATION MEASURES

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

3.17 TRANSPORTATION & CIRCULATION IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? • No Impact.*

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will

further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. Each individual project proposed within the Planning Area must submit a traffic impact analysis to the City for review. As a result, no additional impact beyond that which may be required for individual development projects is required.

B. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? • Less than Significant Impact.

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The project's implementation will have less than significant impacts since the project will recycle existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

C. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact.

The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. Throughout the District provision of reduced parking suitable for Transit Oriented Development is encouraged. The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. Throughout the District development may be allowed to provide parking at required ratios, suitable for TOD. To achieve this, the following measures shall apply.

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

- Provide adequate parking access as shown in the Plan (see Figure 4-1: Transit and Mobility Framework Plan): a) Provide vehicular passenger drop-off/ pick-up space on 1st Street adjacent to the LRT Station; b) Incorporate on-street parking on 1st Street, adjacent to the railroad right-of-way for transit users; c) Parking for transit users (surface lots and/or structures) are recommended to be located on Parcels C, D, E, and F, based on proximity to the LRT Station and opportunities to leverage shared facilities with residential and/or mixed-use development. d) District-level parking studies shall be completed when parking is proposed below the established Zoning Code requirements for Urban Zones.
- A District-level traffic study shall be completed to determine the appropriate number of lanes and access points, as necessary.
- For the purposes of this Plan, all uses inclusive of transit, residential, and non-residential uses are encouraged to share parking facilities and resources. Parking may be provided on or off-site based on the applicable shared parking district/plan and or Park Once program; parking may be measured across the site, not on a parcel by parcel basis.
- Surface parking lots are discouraged directly adjacent to all Primary and Secondary Active Use Areas, as expanses of parking lots diminish the ‘active’ and pedestrian-oriented qualities of an area.
- The location of lots and structures are limited by Section 3.5 of this Plan. a. Locate parking lots the rear of the parcel (opposite circulation roads), if feasible, enabling proposed buildings and ground floor uses to have a direct relationship with streets and public spaces.
- Coordinate access to parking lots or structures among multiple parcels should be encouraged.⁸⁸

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

MITIGATION MEASURES

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

⁸⁸ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

3.18 TRIBAL CULTURAL RESOURCES

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The Planning Area is located within the cultural area that was formally occupied by the Gabrieleño-Kizh. As part of the AB-52 consultation with the tribal representatives, review of the project was completed. As part of this review and consultation, the tribal representatives indicated that the Planning Area may have cultural significance with the tribe due to the site’s location within one mile of the San Gabriel River. The Planning Area is located within an area that has been disturbed due to past development. Adherence to the standard condition provided in Subsection 3.5.2.B will minimize the potential impacts to levels that are less than significant.

As part of the AB-52 consultation with the tribal representatives, review of the project was completed. As part of this review and consultation, the tribal representatives indicated that the Planning Area may have cultural significance with the tribe due to the site's location within one mile of the San Gabriel River. The Planning Area is located within an area that has been disturbed due to past development. Adherence to the standard condition provided in Subsection 3.5.B will minimize the potential impacts to levels that are less than significant.

MITIGATION MEASURES

The analysis of tribal resources indicated that no significant impacts would result from the proposed project's implementation. As a result, no mitigation is required.

3.19 UTILITIES & SERVICE SYSTEMS IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • Less than Significant Impact.

The County Sanitation Districts of Los Angeles County also treats wastewater from the City of South Gate.⁸⁹ Local sewer lines are maintained by the City of South Gate, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the Planning Area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia Freeway, provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The following is the list of existing sewer mains within the District:

- *Atlantic Avenue.* From the northern boundary of the District to Firestone Boulevard there is a LACSD 27-inch Clay Tile Lined Reinforced Concrete Pipe (CIPP), the Wright Road Trunk Sewer. It then transitions to a 30-inch CIPP sewer south through the rest of the project limits. From south of the Union Pacific Railroad right of way to Mason Street, LACSD owns and maintains a 39-inch to 42-inch CIPP Lined RC pipe trunk sewer. The 42-inch pipe runs southeasterly down Mason Street, then transitions to a 45-inch pipe as it parallels the railroad right of way southeasterly until exiting the District limits.
- *Patata Street.* An 8-inch diameter VCP runs east west in Patata Street.

⁸⁹ Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

- *Neville Avenue.* Two LACSD 18-inch RCP pipelines extend from Wilcox Avenue southwesterly in line and through Neville Street. From Neville Street, one of the pipelines continues through and connects to the 30-inch Wright Road Trunk Sewer in Atlantic Street. The other 18-inch pipeline connects to the 42-inch sewer in Mason Street.
- *Mason Street.* There is a LACSD 42-inch pipeline in Mason Street and an 8-inch diameter City of South Gate sewer line.
- *Branyon Avenue.* The City of South Gate has an 8-inch pipeline from Branyon Avenue that connects to LACSD's 30-inch pipeline in Atlantic Avenue.
- *Alleys.* The City of South Gate has 8-inch diameter sewer pipelines in the alley parallel to and east of Atlantic Avenue south of Firestone Boulevard to Branyon Avenue; and parallel to and south of Firestone from the alley previously identified to east of Kendall.⁹⁰

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

- Extension of 10-inch VCP sewer pipelines in 2nd Street to the LACSD 18-inch trunk line from Neville Street (future Couplet Parkway) would convey wastewater from sub-areas C, H, J, and K.
- Extension of a 10-inch VCP pipeline along 4th Street would serve sub-areas K and L.
- Service to the sub-areas A and B would be extended from existing sewer lines.
- Sewer facilities in Mason Street would need to be relocated to Firestone Boulevard. This includes the City 8-inch and LACSD 42-inch pipelines.⁹¹

Adherence to the recommendations outlined above will reduce potential impacts to sewer systems to levels that are less than significant. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

B. Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? • No Impact.

According to the City's General Plan, the City of South Gate uses groundwater from City wells as its primary source. The total capacity of both active and stand-by wells is 32.97 million gallons per day (MGD). The City's average daily demand is 9.32 mgd, while the City's maximum demand is 16.78 mgd.⁹² The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any

⁹⁰ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

⁹¹ Ibid.

⁹² South Gate General Plan 2035. *Chapter 8 Public Facilities, Water Service/Water Supply.*

impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.⁹³ In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

C. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less than Significant Impact.

New development will involve the installation of more modern and up-to-date plumbing fixtures in the new buildings will likely result in less effluent generation and water consumption than cited previously. As a result, the project water consumption demand is not likely to exceed current levels. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.⁹⁴ In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, the impacts are expected to be less than significant.

D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? • No Impact.

Waste Management contracts with the City of South Gate to provide waste collection service. Waste generated within the City of South Gate is taken to the following facilities: El Sobrante Landfill, Bradley Landfill, or the South Gate transfer station. The El Sobrante Landfill is a Class-III landfill that currently accepts up to 70,000 tons per week. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

E. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact.

The future development supported by the Gateway District Specific Plan proposed project, like all other development in South Gate, will be required to adhere to city and county ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

⁹³ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009.

⁹⁴ Ibid.

MITIGATION MEASURES

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan.⁹⁵ As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.20 WILDFIRE

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?* • No Impact.

The Planning Area is located within an urbanized area and no areas containing natural vegetation is located near the project site. Furthermore, the Gateway District Specific Plan would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. All future construction staging and queuing activities must occur within the development sites. As a result, no impacts will occur.

B. *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?* • Less than Significant Impact.

The Planning Area is urbanized and there are no areas of native or natural vegetation found within the vicinity of the project area. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones. As a result, the potential impacts are considered to be less than significant.

C. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* • Less than Significant Impact.

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the 2016 Building Code. Future development will be required to adhere to all federal, local, and state government regulations governing the handling, use, transport, and storage of hazardous materials. As a result, the potential impacts will be less than significant.

⁹⁵ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

D. *Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* • *No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project site and surrounding areas are developed and ground cover is limited to urban development. Therefore, the project will not expose future employees or residents to other natural hazards related to a wildfire (mud flows, landslides, etc.) and no impacts will occur.

MITIGATION MEASURES

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* • *Less than Significant Impact.*

The proposed project will not have the potential to degrade the quality of the environment since the project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat would result with the implementation of the proposed project. Furthermore, the best management practices identified in the WQMP will filter out contaminants of concern present in stormwater runoff. The addition of project trips will not negatively impact any local intersection. Lastly, the project will include energy and water efficient appliances and fixtures.

- *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?* • *Less than Significant Impact.*

The cumulative air quality emissions will be below the thresholds of significance established by the SCAQMD. In addition, the cumulative GHG emissions from the related projects identified in Section 2.4 Project Description (Background for Planning) will be below the thresholds of significance established by the SCAQMD.

- *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* • *Less than Significant Impact.*

Daytime and nighttime light and glare from both the proposed project would not contribute any significant impacts since all future development must comply with the City's municipal code. The project's operational air quality impacts would be less than significant. Development contractors would be responsible for maintaining compliance with SCAQMD's mandatory Rule 403 regulations, which significantly reduce the generation of fugitive dust. In addition, future truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize emissions and odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant. Adherence to the construction noise regulations would also prevent the exposure of sensitive receptors to excess noise. Lastly, the addition of the project's traffic would not result in a deterioration of any intersection's level of service or the creation of a CO hot-spot. As a result, the potential impacts are considered to be less than significant.



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SECTION 4 CONCLUSIONS

4.1 FINDINGS

This Initial Study determined that the adoption and subsequent implementation of the Gateway District Specific Plan would not have any significant adverse environmental impacts. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this initial study:

- The Gateway District Specific Plan *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The Gateway District Specific Plan *will not* have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The Gateway District Specific Plan *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The Gateway District Specific Plan *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.



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SECTION 5 REFERENCES

5.1 PREPARERS

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Marc Blodgett, Project Manager
Bryan Hamilton, Project Planner
Liesl Sullano, Project Planner

5.2 REFERENCES

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CITY OF SOUTH GATE
INITIAL STUDY & NEGATIVE DECLARATION • GATEWAY DISTRICT SPECIFIC PLAN

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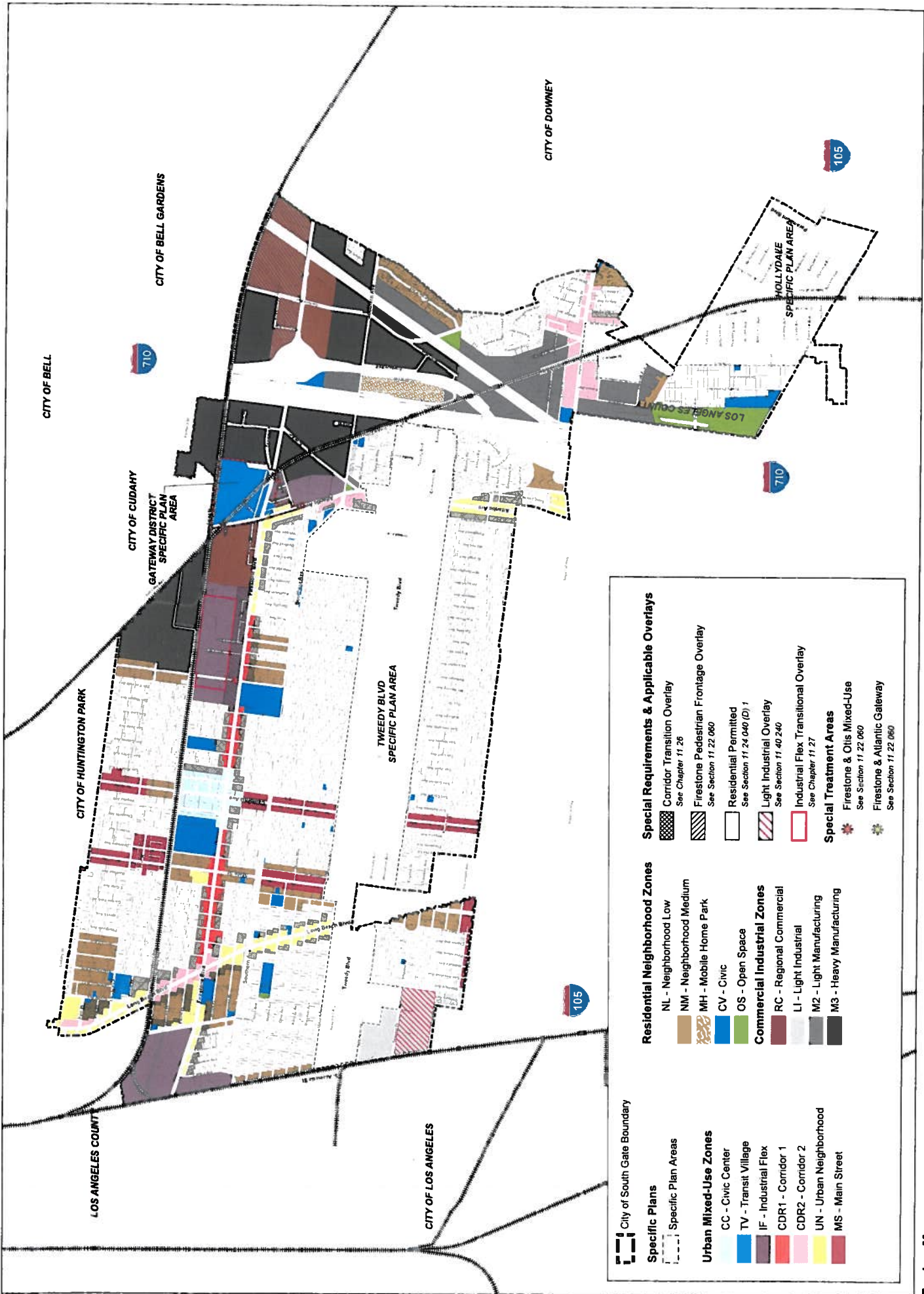
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City of South Gate Boundary

Specific Plans

- Specific Plan Areas

Urban Mixed-Use Zones

- CC - Civic Center
- TV - Transit Village
- IF - Industrial Flex
- CDR1 - Corridor 1
- CDR2 - Corridor 2
- UN - Urban Neighborhood
- MS - Main Street

Residential Neighborhood Zones

- NL - Neighborhood Low
- NM - Neighborhood Medium
- MH - Mobile Home Park
- CV - Civic
- OS - Open Space

Commercial Industrial Zones

- RC - Regional Commercial
- LI - Light Industrial
- M2 - Light Manufacturing
- M3 - Heavy Manufacturing

Special Requirements & Applicable Overlays

- Corridor Transition Overlay
See Chapter 11.26
- Firestone Pedestrian Frontage Overlay
See Section 11.22.060
- Residential Permitted
See Section 11.24.040 (D) 1
- Light Industrial Overlay
See Section 11.40.240
- Industrial Flex Transitional Overlay
See Chapter 11.27

Special Treatment Areas

- Firestone & Otis Mixed-Use
See Section 11.22.060
- Firestone & Atlantic Gateway
See Section 11.22.060

**PUBLIC NOTICE
CITY OF SOUTH GATE
CITY COUNCIL**

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of the City of South Gate will hold a public hearing to consider approval of an Ordinance adopting the Gateway District Specific Plan and adding it to the South Gate Municipal Code and related Zoning Map Amendment.

DATE OF HEARING: Tuesday, September 24, 2019

TIME OF HEARING: 6:30 p.m.

LOCATION OF HEARING: City Hall Council Chamber, City of South Gate
8650 California Avenue
South Gate, California

PROJECT LOCATION: The Gateway District Specific Plan (Plan) area is approximately 59 acres, bounded by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue.

PROJECT DESCRIPTION: The City of South Gate has prepared a Public Hearing Draft Gateway District Specific Plan which includes land use permissions and new design guidelines and standards. The Draft Gateway District Specific Plan implements, and is largely consistent with, the General Plan land use Gateway District designation and with the Transit Village zoning designation. The Plan will facilitate implementation of mixed use transit oriented development vision to support the proposed light rail transit station within the Plan area to be constructed and operated by Los Angeles Metropolitan Transportation Authority (Metro). The South Gate Planning Commission, at their meeting of August 20, 2019 recommended approval of the Draft Gateway District Specific Plan.

All maps, environmental information, and other data pertinent to the proposed Plan are filed in the Community Development Department and are available for public review prior to the public hearing. These are also available on the City's website: <http://www.cityofsouthgate.org/185/Planning>.

ENVIRONMENTAL REVIEW: Because of the evidence that the Draft Gateway District Specific Plan presents no significant effects on the environment, the City of South Gate is recommending adoption of the Initial Study/ Negative Declaration (IS/ND). The Initial Study and proposed Negative Declaration have been available for public review since May 30, 2019 and are available at South Gate City Hall, Planning Department, 8650 California Avenue and on the City's website.

INVITATION TO BE HEARD: All interested persons are invited to the public hearing to be heard in favor of or in opposition to the action or to provide comments. In addition, written comments may be submitted to the Community Development Department prior to the hearing. If you challenge the action taken on this proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this Notice, or in written correspondence delivered to the City of South Gate prior to or at the public hearing.

Those desiring a copy of the staff report or further information related to this project should contact:

Contact: Steven Masura, Contract Planner
Phone: 323-563-9526
E-mail: smasura@sogate.org

Mailing Address: Community Development Department
City of South Gate
8650 California Avenue
South Gate, CA 90280-3075

ESPAÑOL: Información en Español acerca de esta junta puede ser obtenida llamando al 323-563-9514

Published: September 12, 2019

RESOLUTION NO. 2019-07

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

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

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

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

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

1. In 2014, the City applied for a Southern California Association of Governments (SCAG) Compass Blueprint Sustainability Planning Grant. The application was submitted to fund and prepare a Specific Plans for the Gateway District area to implement the vision created by the recently updated Zoning Ordinance and General Plan. In 2015, the SCAG awarded the City a grant and AECOM was selected to prepare the Gateway District Specific Plan.
2. In The City awarded a contract to Arellano Associates to provide staff support services for public outreach. A Public Review Draft Specific Plan was completed in August 2017 and the City conducted a Public Review Process that closed in September 2017, to complete the SCAG scope of work. Following this period, the project was placed on hold until funding could be appropriated to prepare an Initial Study, Negative Declaration, and complete the associated Public Review Process under CEQA. The City awarded a contract to Blodgett Environmental, to provide environmental analysis under CEQA. The City awarded a contract to AECOM, to provide additional planning support through the adoption process.
3. The proposed Zoning Map Amendment and Specific Plan adoption are necessary to implement the vision created by the recently updated Zoning Ordinance and General Plan.
4. Notice for the Planning Commission hearing was published in the "South Gate Press" Newspaper and mailed to property owners and surrounding properties within the district and within 1,000 feet of the district boundaries on August 8, 2019.

5. On August 20, 2019 the Planning Commission conducted a duly noticed public hearing.

WHEREAS, the City Planning Commission makes the following findings:

1. The public health, safety and welfare would not be adversely affected by approval of the proposed specific plan since the plan would be consistent with Action CD 6 of the Community Design Element of the General Plan and the requirements specified in state law.
2. The plan would not be detrimental to surrounding properties, since the proposed implementation of the specific plan furthers General Plan policies that promote the establishment of complete, pedestrian-oriented, mixed-use neighborhoods; access to open space; improved and efficient multi-modal connectivity, increased economic development opportunities and increased housing opportunities.
3. Because of the evidence that the adoption and implementation of the Specific Plan will have no significant effects on the environment, this report recommends adoption of the Initial Study/ Negative Declaration (IS/ND). The initial study and proposed negative declaration is available for public review at the Community Development Department, 8650 California Avenue and on the City website. The City received comments on the Negative Declaration through July 8, 2019.

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

1. Adopt the Negative Declaration and direct staff to file a Notice of Determination.
2. Adopt the Gateway District Specific Plan.
3. Approve the Zoning Map Amendment for a zoning overlay for the boundaries of the Gateway District Specific Plan.

BE IT FURTHER RESOLVED, that the Secretary of this Commission be directed to transmit to the City Council a copy of this resolution as the report of the findings and recommendations of the Planning Commission with reference to this matter.

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

AYES: Gil Hurtado, Jenny Perez, Jose Delgado

NOES: None

ABSENT: Sylvia Masushige, Carlos Velasquez

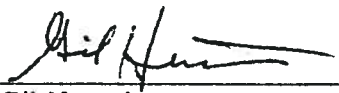
NOT VOTING: None

APPROVED and **ADOPTED** this twentieth day of August 2019.



Joe Perez
Secretary
City Planning Commission

APPROVED:



Gil Hurtado
Chairperson, City Planning Commission

RECEIVED

SEP 18 2019

City of South Gate
CITY COUNCIL

Item No. 6

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

For the regular meeting of: September 24, 2019

Originating Department: Community Development

Department Director:


Joe Perez

City Manager:


Michael Flad

SUBJECT: CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT FOR PROGRAM YEAR 2018-2019

PURPOSE: The Department of Housing and Urban Development (HUD) requires Entitlement Cities to complete a Consolidated Annual Performance and Evaluation Report (CAPER) annually. The attached Resolution and CAPER meet this federal requirement by describing how grant funds received from HUD were expended and identifies the goals that were accomplished during the program year 2018-2019.

RECOMMENDED ACTION: Following the conclusion of the Public Hearing, adopt the Resolution receiving and approving the program year 2018-2019 Consolidated Annual Performance and Evaluation Report and authorizing the execution of all necessary documents for submittal to the U.S. Department of Housing and Urban Development.

FISCAL IMPACT: There is no fiscal impact to the General Fund.

ALIGNMENT WITH COUNCIL GOALS: By satisfying a HUD requirement, this report enables the City to receive federal Community Development Block Grant (CDBG) and HOME funds that support the creation and protection of strong and sustainable neighborhoods.

NOTICING REQUIREMENTS: The Notice of Public Hearing was posted and published in the Los Angeles WAVE newspaper on August 15, 2019.

ANALYSIS: The City, as a direct recipient of HUD federal funds, is required to submit a CAPER report to HUD by September 30, 2019. This report presents a summary of resources made available during the program year, accomplishments based on priorities established by the Consolidated Plan and an assessment of the City's annual performance.

BACKGROUND: HUD requires the CAPER to be comprised of specific statistics and narratives showing the expenditure of funds and the accomplishments achieved. This report demonstrates how the City achieved its housing goals, evaluates the effectiveness of serving low- and moderate-income residents and accomplished its goals for the non-housing priorities of public service and code enforcement. It also illustrates how CDBG funding was expended during the program year to provide public service programs and infrastructure improvements.

For example, with the use of HOME funds, the City was able to complete five homeowner rehabilitation loans. The Fair Housing Foundation, which is funded through CDBG, resolved three cases and informed 252 individuals of general fair housing law. The Fair Housing

Foundation also provided six workshops at the Civic Center regarding tenant and landlord issues in English and Spanish.

Although the City is no longer eligible for the Emergency Solutions Grant (ESG), staff participates in the quarterly Southern California Association of Governments (SCAG) meetings that are comprised of the Los Angeles Homeless Services Association (LAHSA), Helpline Youth Counseling and other local stakeholders to receive updates and information on services for the homeless and those at risk of becoming homeless.

In regards to the \$621,500 the City received in HOME funds, 15% (\$93,225) is set-aside for the Community Development Housing Organization (CHDO) program. These funds will be used, along with the program 2019-20 CHDO funds allocation of approximately \$90,347 to assist a certified CHDO organization in developing an affordable housing project.

All CDBG, HOME and Section 8 Housing Choice Voucher (HCV) funded housing programs and projects have incorporated lead-based paint hazard reduction efforts which will ultimately increase the inventory of lead-safe housing available to extremely low- and moderate-income families.

The Code Enforcement Program is operated with both general and CDBG funds. Code Enforcement staff opened 522 new Code Enforcement cases in this program year and conducted approximately 2,209 inspections. Of these, 273 cases were closed in both CDBG and non-CDBG areas. This effort has assisted in preserving and protecting neighborhoods against neglect and deterioration.

The Commercial Façade Improvement Program was an existing activity for program year 2018-2019. This program assisted three businesses with exterior enhancements and rehabilitation such as new signage, new doors and/or windows, and new exterior paint. The program received \$120,000 and utilized all of its funding.

These are a few of the many accomplishments completed with funds from the Department of Housing and Urban Development in program year 2018-2019.

Copies of the draft CAPER were distributed to the City Clerk's Office, South Gate Chamber of Commerce, the Hollydale Public Library and the Leland R. Weaver Public Library for the required 15 day public review period. This period began September 3, 2019 and ended on September 17, 2019.

ATTACHMENTS: A. Proposed Resolution
B. Proposed CAPER (includes Public Hearing Notice)

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH
GATE, CALIFORNIA, RECEIVING AND APPROVING THE PROGRAM
YEAR 2018-2019 CONSOLIDATED ANNUAL PERFORMANCE AND
EVALUATION REPORT AND AUTHORIZING THE EXECUTION OF
ALL NECESSARY DOCUMENTS FOR SUBMITTAL TO THE U.S.
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT**

WHEREAS, the City of South Gate has applied for and received Community Development Block Grant (CDBG) and HOME Program funds as an entitlement jurisdiction from the Government of the United States under Title I of the Housing and Community Development Act of 1974; and

WHEREAS, the U.S. Department of Housing and Urban Development (HUD) is the federal agency that promulgates regulations and oversees the administration of the CDBG and HOME Program; and

WHEREAS, HUD requires that entitlement jurisdictions complete an annual evaluation of their grants programs through a report known as the Consolidated Annual Performance and Evaluation Report (CAPER); and

WHEREAS, a public notice announcing the availability of the CAPER and the 15-day public comment period for the report was published in the Los Angeles WAVE newspaper on August 15, 2019, and is now closed; and

WHEREAS, on September 24, 2019, the City Council held a duly noticed public hearing to consider the program year 2018-2019 CAPER;

[Remainder of page left blank intentionally.]

Attachment A

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

SECTION 1. The City Council hereby approves the program year 2018-2019 CAPER.

SECTION 2. The City Council hereby authorizes the City Manager, or his designee, to submit the CAPER to HUD.

SECTION 3. The City Council hereby allows staff to make minor technical modifications and/or necessary corrections to the CAPER as required by HUD.

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

PASSED, APPROVED AND ADOPTED this 24th day of September 2019.

CITY OF SOUTH GATE:

By: _____
Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By: Raul F. Salinas / RSF
Raul F. Salinas, City Attorney



PY 2018-2019

**Consolidated Annual Performance Evaluation
Report (CAPER)**

City of South Gate

Community Development Department

Joe Perez, Director

CAPER

1

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Appendix A – Public Notice/Public Comments

Appendix B – PR 26: CDBG Financial Summary Report

CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan.

91.520(a)

For the 2018-2019 Program Year, the City of South Gate (City), as a Participating Jurisdiction (PJ) received Community Development Block Grant Program (CDBG) funds, and Home Investment Partnerships Program (HOME) funds to facilitate accomplishing the goals set by the US Department of Housing and Urban Development (HUD). HUD allocates federal funds to further its objectives in promoting, sustaining and securing affordable housing, providing suitable living environments, and expanding economic opportunities.

As part of the application and allocation process for these federal funds, the City must prepare and submit the Consolidated Annual Performance and Evaluation Report (CAPER). This report presents a summary of resources made available during the program year, accomplishments based on priorities established by the Consolidated Plan and documented in the 2018-2019 Annual Action Plan, and an assessment of the City's annual performance toward meeting its five-year goals. This document represents the fourth year of reporting of the Five-Year Consolidated Plan.

The City's mission statement, outlined in the Five-Year Consolidated Plan and voicing the City's goals, is to enhance the quality of life for all its residents by maximizing the use of available resources in order to assure the availability of safe, decent and affordable housing. The City continues to face significant problems as the number of low-income South Gate residents increase and the costs of providing affordable housing skyrocket. The housing stock is aging and many residents continue to pay more than 50% of their income towards housing expenses. Yet, in spite of these obstacles, the City strives to develop a viable community principally for low- and moderate-income residents by preserving and rehabilitating existing housing stock, promoting affordable housing and expanding affordable housing stock.

This report will demonstrate how the City achieved its housing goals by providing rehabilitation loans to South Gate homeowners through the use of HOME funds. In addition, the goals of the non-housing priorities of public services and code enforcement programs were met.

The Public Service Programs made significant progress in meeting the annual goals. \$188,927.45 in CDBG funds were expended during the program year to provide public service programs to low- and moderate-income individuals.

In evaluating the effectiveness of serving low- and moderate-income residents, the City is pleased to report that 100% of CDBG funds were expended on eligible activities benefiting low- and moderate-income residents, well in excess of the required 70%. All HOME funding beneficiaries were persons of low- and moderate-income residents.

The City is proud of its achievements during PY 2018-19 and looks forward to serving its residents in PY 2019-20. We remain confident that we will increase our level of performance as we continue exploring innovative opportunities to improve the quality of life of our low- and moderate- income citizens.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Goal	Category	Indicator	Unit of Measure	Expected - Strategic Plan	Actual - Strategic Plan (cumulative 5 year actuals)	Percent Complete	Expected - Program Year	Actual - Program Year 18-19	Percent Complete
Administration	Administration	Other	Other	0	0	n/a	0	0	n/a
Code Enforcement	Non-Housing Community Development	Housing Code Enforcement/Foreclosed Property Care	Household Housing Unit	12,500	11,492	91.90%	2,800	0	0.00%
Commercial Rehabilitation	Non-Housing Community Development	Businesses assisted	Businesses Assisted	15	51	340.00%	5	0	0.00%
Fair Housing	Administration	Other	Other	3,000	1,430	0.47%	600	350	0.58%
Housing	Affordable Housing	Rental units rehabilitated	Household Housing Unit	2	0	0.00%	0	0	0%
Housing	Affordable Housing	Homeowner Housing Rehabilitated	Household Housing Unit	25	24	0.96%	111	8	0.07%
Infrastructure and Public Facility	Non-Housing Community Development	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	100,000	210,436	210.43%	10,000	33,740	337.40%
Public Services	Non-Housing Community Development	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	3,000	2,546	0.84%	102	266	260.78%

Table 1 - Accomplishments - Program Year & Strategic Plan to Date

Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

The following narratives report the effectiveness of the City's performance during the 2018-2019 reporting period in achieving its five-year strategy objectives and priorities. The City will continue to address the needs of its underserved populations by promoting its housing and community service programs. The Priority Needs Summary Table, contained in the 2015-2019 Consolidated Plan, prioritizes activities to assist renters, homeowners and other persons with special needs who are in the very low-income to moderate-income categories.

During Program Year 2018-2019, the City made progress toward accomplishing the goals of developing a viable community by providing affordable decent housing, a suitable living environment and expanding economic opportunity for low income persons as described in pertinent Consolidated Plan documents. The highest priorities listed in the City's Five Year Consolidated Plan cover:

1. Preservation and rehabilitation of existing housing stock;
2. Promotion of affordable housing;
3. Expansion of housing stock;
4. Assistance programs and incentives for first time homebuyers, and to encourage new housing construction; and
5. Funding, at least, one emergency or transitional housing facility.

The 2018-2019 Action Plan was reflective of the 2015-2019 Consolidated Plan representing incremental steps toward accomplishing the Five Year Consolidated Plan goals. Program year 2018-2019 is the fourth year of the 2015-2019 Consolidated Plan.

The CDBG and HOME Programs, through their funded activities, continue to meet the needs of the South Gate community of seniors, physically handicapped, youth, homeless, and low- to moderate-income families. There are no barriers that negatively impact the City from accomplishing its goals as stated in the Action Plan.

Narrative concerning use of CDBG funds:

- a. All CDBG funds except for Planning/Administration were used for activities that benefited low- and moderate-income persons.
- b. The City did not change its program objectives throughout the year.
- c. The City carried out its planned actions described in its Action and Consolidated Plan and pursued all resources. The City did not hinder Consolidated Plan implementation by any action or any willful inaction.
- d. All of the City's CDBG funds were used exclusively for one or more of the three national objectives.
- e. The source of program income is repayment of single family rehabilitation loans.
- f. The City uses its Program Income funds before drawing down on entitlement funds.

CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted).

91.520(a)

	CDBG	HOME
White	119	8
Black or African American	9	0
Other Multi-racial	138	0
American Indian or American Native	0	0
Native Hawaiian or Other Pacific Islander		0
Total	266	8
Hispanic	232	0
Not Hispanic	34	0

Table 2 – Table of assistance to racial and ethnic populations by source of funds

Narrative

As stated in the 2018-2019 Annual Action Plan, the City's Public Service programs were comprised of various private non-profits, community based police protection and educational programs that provided public service activities to low- and moderate- income eligible households.

Public Service programs included assistance to the homeless, providing family violence prevention education to families, police explorers mentoring to youth and assistance to disabled families. The actual annual accomplishments achieved do not include households serviced by Code Enforcement and Graffiti Abatement, which focus on area-based accomplishments.

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	1,491,466	1,141,137
HOME	public - federal	621,500	324,095

Table 3 - Resources Made Available

Narrative

For Program Year 2018-2019, the City received a total of \$2,077,692 in federal funds, which included \$1,456,142 in Community Development Block Grant (CDBG), and \$621,550 in HOME Investment Partnership funds. The City received \$1,750 in CDBG Program income and \$67,774 in HOME program income for program year 2018-2019.

Table CR-15, Resources and Investments, above illustrates the total federal resources for CDBG and HOME Program funds available for Program Year 2018–2019.

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
Citywide	100	100	Other

Table 4 – Identify the geographic distribution and location of investments

Narrative

The geographic area established for all proposed activities is the incorporated limits of the City of South Gate. All housing rehabilitation programs are administered City-wide.

The City will not establish geographic priorities for investment for special needs populations. CDBG funded supportive services will be designed to meet the national objective of benefiting low and moderate-income persons. The following groups of persons are currently presumed by HUD to be made up principally of low and moderate-income persons: elderly persons, homeless persons, severely disabled persons, victims of domestic violence and persons living with AIDS.

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

The City of South Gate utilizes its General Fund to leverage CDBG funds for Code Enforcement, and Graffiti Abatement Programs. In addition, all of the public service subrecipients receive other funds to leverage the City CDBG Program funds. The HOME statute provides for a reduction of the matching contribution requirement under three conditions: 1) fiscal distress; 2) severe fiscal distress; and 3) for Presidentially-declared major disasters covered under the Stafford Act. When a local jurisdiction meets one of the distress criteria, it is determined to be in fiscal distress and receives a 50 percent reduction of match. If a local jurisdiction satisfies both of the distress criteria, it is determined to be in severe fiscal distress and receives a 100 percent reduction of match. The City of South Gate meets both distress criteria and, therefore, receives a 100 percent reduction of match.

Fiscal Year Summary – HOME Match	
1. Excess match from prior Federal fiscal year	0
2. Match contributed during current Federal fiscal year	0
3 .Total match available for current Federal fiscal year (Line 1 plus Line 2)	0
4. Match liability for current Federal fiscal year	0
5. Excess match carried over to next Federal fiscal year (Line 3 minus Line 4)	0

Table 5 – Fiscal Year Summary - HOME Match Report

Match Contribution for the Federal Fiscal Year								
Project No. or Other ID	Date of Contribution	Cash (non-Federal sources)	Foregone Taxes, Fees, Charges	Appraised Land/Real Property	Required Infrastructure	Site Preparation, Construction Materials, Donated labor	Bond Financing	Total Match
0	0	0	0	0	0	0	0	0

Table 6 – Match Contribution for the Federal Fiscal Year

HOME MBE/WBE report

Program Income – Enter the program amounts for the reporting period				
Balance on hand at beginning of reporting period \$	Amount received during reporting period \$	Total amount expended during reporting period \$	Amount expended for TBRA \$	Balance on hand at end of reporting period \$
\$12,329	\$67,774	\$67,774	0	\$6,777

Table 7 – Program Income

Minority Business Enterprises and Women Business Enterprises – Indicate the number and dollar value of contracts for HOME projects completed during the reporting period

	Total	Minority Business Enterprises				White Non-Hispanic
		Alaskan Native or American Indian	Asian or Pacific Islander	Black Non-Hispanic	Hispanic	
Contracts						
Number	0	0	0	0	0	0
Dollar Amount	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Contracts						
Number	0	0	0	0	0	0
Dollar Amount	\$0	\$0	\$0	\$0	\$0	\$0
	Total	Women Business Enterprises	Male			
Contracts						
Number	0	0	0			
Dollar Amount	\$0	\$0	\$0			
Sub-Contracts						
Number	0					
Dollar Amount	\$0	\$0	\$0			

Table 8 - Minority Business and Women Business Enterprises

Minority Owners of Rental Property – Indicate the number of HOME assisted rental property owners and the total amount of HOME funds in these rental properties assisted

	Total	Minority Property Owners				White Non-Hispanic
		Alaskan Native or American Indian	Asian or Pacific Islander	Black Non-Hispanic	Hispanic	
Number	0	0	0	0	0	0
Dollar Amount	\$0	\$0	\$0	\$0	\$0	\$0

Table 9 – Minority Owners of Rental Property

Relocation and Real Property Acquisition – Indicate the number of persons displaced, the cost of relocation payments, the number of parcels acquired, and the cost of acquisition

Parcels Acquired	0					
Businesses Displaced	0					
Nonprofit Organizations Displaced	0					
Households Temporarily Relocated, not Displaced	0					
Households Displaced	Total	Minority Property Enterprises				White Non-Hispanic
		Alaskan Native or American Indian	Asian or Pacific Islander	Black Non-Hispanic	Hispanic	
Number	0	0	0	0	0	0
Cost	\$0	\$0	\$0	\$0	\$0	\$0

Table 10 – Relocation and Real Property Acquisition

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	105	8
Number of Special-Needs households to be provided affordable housing units	0	0
Total	105	8

Table 11 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	105	8
Number of households supported through Acquisition of Existing Units	0	0
Total	105	8

Table 12 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

This program year the City allocated HOME funds for a Single-Family Owner-Occupied Home Improvement Program. This Program is for income qualified applicants, offering a zero % interest deferred loan and grant, for improvements to their property and to bring their dwelling up to health and safety standards. During the reporting period, the City received 18 applications for the Owner-Occupied Rehabilitation Program. Eight residents have progressed to receive assistance. For PY 2018-19, the City completed eight projects.

In December 2014, the City was awarded \$1,000,000 in CalHome funds from the California Department of Housing and Community Development (HCD) to support owner-occupied rehabilitation projects aimed at low- and very low-income households. In 2018-2019, the City used CalHome funds in

combination with its HOME funds to assist South Gate residents. The City continues to pursue the following course of action in order to eliminate any negative effects that may result from public policies:

- Maintain dialogue with developers, residents and non-profit organizations involved in housing projects to assist South Gate in making the best planning, infrastructure and development decisions.
- Continue to work toward increasing public awareness and acceptance of the need for affordable housing throughout the City.
- Research housing programs and determine feasibility with consideration of the current housing market and funding for programs.
- Develop and update affordable housing plan.

The City of South Gate offered the following programs during the 2018 Program Year:

- Home Improvement Program – A HOME funded program that offers deferred loans to income qualified residents.
- CHDO Program – The City developed a Request for Qualifications (RFQ) to solicit qualified CHDO's. The RFQ is expected to be released in FY 19-20.
- Section 8 Housing Choice Voucher (HCV) Program – The South Gate Housing Authority administers the Housing Choice Voucher Program providing rental assistance to very-low income families, the disabled and elderly in order for them to access affordable decent, safe and sanitary housing in the City of South Gate's private sector.

Discuss how these outcomes will impact future annual action plans.

The City has made a concerted effort to successfully complete all its rehabilitation loans over the five-year Consolidated Plan period. The City is continuing its marketing of the program through community newsletter articles, flyers, and joint Code Enforcement and Residential Rehabilitation efforts. This program addresses the City's priority of the preservation and rehabilitation of existing housing stock.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	82	0
Low-income	19	6
Moderate-income	67	2
Total	168	8

Table 13 – Number of Households Served

Narrative Information

As stated in the 2018-2019 Annual Action Plan, the City’s Public Service programs will be comprised of various private non-profits, community based police protection and educational programs that will provide public service activities to low- and moderate- income eligible households.

Public Service programs included assistance to the homeless, providing family violence prevention education to families, police explorers mentoring to youth and assistance to disabled families. The actual annual accomplishments achieved do not include households serviced by Code Enforcement and Graffiti Abatement, which focus on area-based accomplishments. These Public Service providers are categorized under the National Objective of activities benefiting low– and moderate– income persons in eligible areas.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

In past years, the Community Development Department of the City of South Gate administered the Emergency Solutions Grant (ESG) funds citywide. However, starting in the 2015-16 program year, and for the foreseeable future, the City will not receive ESG funds due to formula threshold changes.

As stated in the Consolidated Plan Update 2015-2019, the City is in Service Planning Area (SPA) 7 within Los Angeles Homeless Services Association's (LAHSA) Continuum of Care. LAHSA was established in December 1993 as a Joint Powers Authority to coordinate the effective and efficient utilization of federal and local funding in providing services to homeless people throughout Los Angeles City and County. LAHSA coordinates and manages over \$70 million dollars annually in federal, state, county and city funds for programs that provide shelter, housing and services to homeless persons in Los Angeles City and County.

During the 2018-2019 program year, the City participated quarterly in the Southern California Council of Governments (SCAG) committee meetings that are comprised of LAHSA, Helpline Youth Counseling and other local stakeholders and homeless advocates. During meetings, the committee provides updates and information on the current needs of their clients.

Addressing the emergency shelter and transitional housing needs of homeless persons

In past years, the Community Development Department of the City of South Gate administered the Emergency Solutions Grant (ESG) funds citywide. However, starting in the 2015-16 program year, and for the foreseeable future, the City will not receive ESG funds due to formula threshold changes.

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During the 2018-2019 program year, the City participated quarterly in the Southern California Council of Governments (SCAG) committee meetings that are comprised of LAHSA, Helpline Youth Counseling and other local stakeholders and homeless advocates. During meetings, the committee provides updates

and information on the current needs of their clients.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

In past years, the Community Development Department of the City of South Gate administered the Emergency Solutions Grant (ESG) funds citywide. However, starting in the 2015-16 program year, and for the foreseeable future, the City will not receive ESG funds due to formula threshold changes.

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During the 2018-2019 program year, the City participated quarterly in the Southern California Council of Governments (SCAG) committee meetings that are comprised of LAHSA, Helpline Youth Counseling and other local stakeholders and homeless advocates. During meetings, the committee provides updates and information on the current needs of their clients.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

In past years, the Community Development Department of the City of South Gate administered the Emergency Solutions Grant (ESG) funds citywide. However, starting in the 2015-16 program year, and for the foreseeable future, the City will not receive ESG funds due to formula threshold changes.

As stated in the Consolidated Plan Update 2015-2019, the City is in Service Planning Area (SPA) 7 within Los Angeles Homeless Services Association's (LAHSA) Continuum of Care. LAHSA was established in December 1993 as a Joint Powers Authority to coordinate the effective and efficient utilization of federal and local funding in providing services to homeless people throughout Los Angeles City and

County. LAHSA coordinates and manages over \$70 million dollars annually in federal, state, county and city funds for programs that provide shelter, housing and services to homeless persons in Los Angeles City and County.

During the 2018-2019 program year, the City participated quarterly in the Southern California Council of Governments (SCAG) committee meetings that are comprised of LAHSA, Helpline Youth Counseling and other local stakeholders and homeless advocates. During meetings, the committee provides updates and information on the current needs of their clients.

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

The City does not administer public housing programs.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

The City does not administer public housing programs.

Actions taken to provide assistance to troubled PHAs

The City does not administer public housing programs.

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

The City continues to pursue the following course of action in order to eliminate any negative effects that may result from public policies:

- Maintain dialogue with developers, residents and non-profit organizations involved in housing projects to assist South Gate in making the best planning, infrastructure and development decisions.
- Continue to work toward increasing public awareness and acceptance of the need for affordable housing throughout the City.
- Research housing programs and determine feasibility with consideration of the current housing market and funding for programs.
- Develop and update affordable housing plan.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

Like most cities, funding is a major obstacle in meeting the needs of the community. Over the years, community partnerships with county, state and federal agencies have been integral to meeting the needs of the underserved community. During the 2018 program year, the City provided CDBG and HOME funds to a number of social service organizations and city departments to address the needs of the homeless, battered families, youth and senior citizens.

The City maintains communication with all of its registered social service providers that provide services to the residents. City staff utilizes the list as a method of disseminating information on a timely and equitable basis. The City will continue to promote its existing relationships as well as aggressively continue to foster new ones to ensure that all the needs of our community are adequately fulfilled.

To address the continuing needs of the underserved community, the City promotes its housing and community service programs citywide in both English and Spanish using the Chamber of Commerce, local newspaper, city newsletter, city website, and community events such as Family Day in the Park and the Street Fair to promote all services and programs to low-income residents of South Gate.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

Consolidated Annual Action Plan, Section 8 Housing Choice Voucher (HCV) inspections, brochures distributed by the City Parks and Recreation department, the City Website and other brochures and public announcements. All CDBG, HOME and HCV funded housing programs and projects have incorporated lead-based paint hazard reduction efforts.

In PY 2018, actions to evaluate and reduce the number of housing units containing lead-based paint hazards continued in the four properties that were completed using HOME funds for rehabilitation.

These efforts will ultimately increase the inventory of lead-safe housing available to extremely low-income, and moderate-income families.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

There are many factors which contribute to persons living at or below the poverty level. Factors such as lack of higher education opportunities, lack of marketable skills, unemployment or underemployment, lack of affordable child care, lack of effective transportation, lack of affordable housing contribute to homelessness or living in poverty. All of these factors must be addressed to reduce the number of persons living in poverty.

The City addresses these needs by providing outreach to educate residents about local educational, training and employment opportunities with East Los Angeles Satellite College (located in South Gate), South Gate Adult School, the Regional Occupational School and the Chamber of Commerce.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

The City's concerted effort to eliminate institutional gaps, and enhance coordination of programs includes the City and non-profits working closely with other governmental entities to determine the critical needs of households based on limited resources and expanding demand for services. The City continues its outreach efforts through public meetings and public hearings with the 20-member Citizens Advisory Committee to solicit public comments on the distribution of CDBG funds.

CDBG funds were used to support a number of City sponsored and non-profit public service programs, and HOME funds were used to assist South Gate homeowners to make needed improvement to their homes.

As part of its grant administration, the City monitors its subrecipients' performance in meeting both client needs and capacity to comply with regulatory requirements.

The City will continue to fund the Fair Housing Foundation to promote, educate and enforce fair housing in the community.

The City will continue to coordinate and share ideas with residents, affordable housing providers, other local government entities and social service agencies to maximize the effectiveness of planned activities. The City will also continue to coordinate services, as appropriate, with surrounding HUD entitlement communities.

The City encourages intra- and inter-departmental discussions to identify productive service delivery options and ideas. Within the Community Development Department, staff conducts regular monthly meetings to discuss projects and programs and other separate divisions conduct monthly meetings as well. Through daily contact and working relations, staff will continue to implement programs and services, provide sufficient financial resources, and track issues of concern. This process allows easy access to the tracking of building activities, housing conditions, code requirements, zoning, and other demographic data.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

The City has developed an inventory of public and private housing, health and social services agencies. The City regularly updates the inventory and maintains a point of contact for each agency. Additionally, the City obtains the agency-specific 5-Year Consolidated and Annual Action Plans and maintains these plans in a resource binder to facilitate coordination in future program years.

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

The City completed an Analysis of Impediments in June 2015 which covers the period of 2015–2019. It is important to note that carrying out this analysis alone is not considered sufficient to constitute fair housing action in and of itself. The City works with the Fair Housing Foundation to address the impediments identified in the report.

One of the most common impediments to Fair Housing choice is discrimination towards race and familial status. The FHF uses a diverse pool of skilled testers to investigate complaints. When an investigation is complete, each client is advised of the findings and available legal options. Referrals are made to the U.S. Department of Housing and Urban Development (HUD) for complaints regarding lending discrimination, to the Department of Justice (DOJ) for class action cases, to the State Department of Fair Employment and Housing (DFEH), Small Claims Court and to private attorneys for other matters as appropriate. FHF follows the desired legal path selected by the Complainant and mediates the situation if requested to do so. Legal training seminars are available to property owners as a means to educate them on Fair Housing regulations and requirements.

The City of South Gate's goal is to ensure that all available avenues are maximized to make sure there are fair housing opportunities for all residents within the City.

CR-40 - Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

At the beginning of the program year, City staff meets with all CDBG and HOME funded project managers to discuss the reporting requirements and the Monitoring Plan. Program providers are required, on a quarterly basis, to provide progress reports, which are reviewed for compliance.

During the course of the year a site review is held with all the program providers. An entrance interview is held with key representatives for clarification of the program's purpose, scope, objectives, and goals. HUD required records and information to be collected are then discussed. The review ends with an exit conference to present preliminary results of the monitoring, provide an opportunity to discuss program compliance and reporting concerns, and to provide an opportunity for the program provider to report on steps being taken to address areas of non-compliance or non-performance. Formal notification of the results of the monitoring review is sent to the program provider, which creates a permanent written record, an outline of any concerns and/or findings and sets deadlines for a written response and corrective actions. It is the monitor's responsibility to provide the technical assistance needed to ensure that the programs are productive and in compliance with federal regulations. Staff continuously monitors programs and activities to comply with city, state and federal regulations and policies with a focus on:

- Financial Standards and Procedures – Community Development staff and the City's accounting division work closely to ensure funds drawn through IDIS are used for authorized activities on approved projects. Activity agreements, expense documentation and approvals must be in place before funds are expended.
- Environmental Standards and Procedures – All projects and individual activities requiring environmental reviews per HUD regulations are completed prior to funding approval. Staff completed the appropriate Environmental Reviews for all CDBG and HOME programs.
- Labor Standards and Procedures – Labor standards are monitored by Community Development, and Public Works staff and outside consultants. Labor requirements are included in all bid documents and reviewed again during the pre-construction meeting.

Results of many of the CDBG and HOME funded activities reported herein are also communicated to the City Council, City staff, and the community.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

The City complies with program and comprehensive planning requirements required for HUD. Specifically, the City of South Gate:

- Wrote and published a 2018 Annual Action Plan, adopted after a public hearing by City Council on May 28, 2019;
- Provided technical assistance throughout the year for all CDBG and HOME subrecipients;
- Held public workshops and hearings January 2019 – March 2019 to gather public input on the City's Housing and Community Development activities;
- Attended and participated in City Council meetings, Citizens Advisory Committee meetings, Community Development Commission meetings and other pertinent meetings;
- Conducted desk top and on-site monitoring of all subrecipients throughout year;
- Attended numerous HUD workshops and trainings for staff development and capacity.

Public Participation has been encouraged in compliance with the City of South Gate Citizen Participation Plan. The PY 2018-2019 CAPER was published in the Los Angeles WAVE on August 15, 2019 announcing that the 15-day public review period begins Tuesday, September 3, 2019 and runs through Tuesday, September 17, 2019; and 2) that the Public Hearing will be held before the City Council on September 24, 2019.

No written and/or oral comments were received.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

The City has not implemented any formal changes to program objectives.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

CR-50 - HOME 91.520(d)

Include the results of on-site inspections of affordable rental housing assisted under the program to determine compliance with housing codes and other applicable regulations

Staff conducted on-site inspections of all rental properties according to HOME guidelines for HOME – assisted rental housing developments as required.

Provide an assessment of the jurisdiction's affirmative marketing actions for HOME units. 92.351(b)

For all HOME funded rental projects, the City has obtained, reviewed and approved Marketing Plans and Tenant Leases for compliance with HOME Program regulations.

Refer to IDIS reports to describe the amount and use of program income for projects, including the number of projects and owner and tenant characteristics

During FY 18-19, a total of \$67,774 was receipted as program income. The source of the funds was from re-payment of HOME rehabilitation loans. \$6,777 (10%) was set for HOME Program Administration and \$60,996 was used for HOME rehabilitation projects, both eligible HOME Program Activities.

Describe other actions taken to foster and maintain affordable housing. 91.220(k) (STATES ONLY: Including the coordination of LIHTC with the development of affordable housing). 91.320(j)

The City of South Gate implements the following actions to foster and maintain affordable housing:

- Coordination with all housing authorities to allow Section 8 Housing Choice Voucher (HCV) portability.
- Proactive code enforcement coordinated with housing rehabilitation programs.
- Home Improvement loan and grant programs.
- Infrastructure improvements.
- Fair housing programs.
- Community Housing Development Organization (CHDO) programs.

Appendix A – Public Notice/Public Comments

SOUTH GATE PRESS

3731 WILSHIRE BLVD STE 840, LOS ANGELES, CA 90015
Telephone (323) 556-5720 / Fax (213) 834-0584

This space for filing stamp only

Office of the
South Gate City Clerk

AUG 19 2019

FILED

Carmen Avalos, City Clerk
SOUTH GATE CITY CLERK
8650 CALIFORNIA AVE
SOUTH GATE, CA - 90280

PRE #: 3282861

**2 WEEK PUBLIC HEARING NOTICE
AND
NOTICE OF AVAILABILITY
COMMUNITY DEVELOPMENT BLOCK GRANT
(CDBG) AND HOME PROGRAM
FISCAL YEAR 2018 CONSOLIDATED ANNUAL
PERFORMANCE AND EVALUATION REPORT
(CAPER)**

NOTICE OF AVAILABILITY
The City of South Gate's Draft Consolidated Annual Performance and Evaluation Report (CAPER) for fiscal year (FY) 2018 will be available for public review from Tuesday, September 3rd, 2019 through Tuesday, September 17th, 2019. The CAPER provides a status on the progress the City has made in carrying out its HUD Consolidated strategic and action plans with the use of Community Development Block Grant and HOME Investment Partnership Grant funds and describes accomplishments achieved in meeting overall Consolidated Plan goals and priorities including actions taken to affirmatively further fair housing. If you would like to request a copy of the Draft FY 2018 CAPER, you may call Vivian M. Garcia at (323) 563-9585 or vgarcia@sogate.org. You may also pick up a copy at the City Clerk's Office (8650 California Ave, South Gate, CA 90280). A copy may also be reviewed at the South Gate Chamber of Commerce (3350 Tweedy Blvd., South Gate, CA 90280), the Leland R. Weaver Library (4035 Tweedy Blvd., South Gate, CA 90280) or at the Hollydale Library (12000 Garfield Ave., South Gate, CA 90280).

NOTICE OF PUBLIC HEARING
The City of South Gate will be holding a Council Meeting on Tuesday, September 24th, 2019 at 6:30p.m., in the City Hall Council Chambers at 8650 California Ave, South Gate, CA 90280, to review South Gate's Draft Fiscal Year 2018 Consolidated Annual Performance and Evaluation Report (CAPER). The public is invited to participate in the meeting to provide input and comments. The City encourages the participation of all citizens, including non-English speaking persons as well as persons with disabilities. If you would like to attend the Public Hearing and have a special need, or have questions, please call Vivian M. Garcia at (323) 563-9585 or vgarcia@sogate.org. If you are unable to attend the public hearing and wish to provide written input or comments, you may submit your comments to the City of South Gate, at the above address or email them to vgarcia@sogate.org. All written comments must be submitted by Monday, September 16th, 2019.
8/15/19
PRE-3282861#
SOUTH GATE PRESS

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:
FY 2018-2019 CAPER

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SOUTH GATE PRESS, a newspaper published in the English language in the city of SOUTH GATE, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 04/19/1929, Case No. 273415. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

08/15/2019

Executed on: 08/15/2019
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.



Signature



* A 0 0 0 0 0 5 1 9 2 9 9 2 *

Email

Appendix B – PR 26: CDBG Financial Summary Report



Office of Community Planning and Development
 U.S. Department of Housing and Urban Development
 Integrated Disbursement and Information System
 PR26 - CDBG Financial Summary Report
 Program Year 2018
 SOUTH GATE , CA

DATE: 09-09-19
 TIME: 11:44
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PART I: SUMMARY OF CDBG RESOURCES

01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	0.00
02 ENTITLEMENT GRANT	1,456,142.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	1,750.00
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
06a FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	0.00
08 TOTAL AVAILABLE (SUM, LINES 01-07)	1,457,892.00

PART II: SUMMARY OF CDBG EXPENDITURES

09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	802,298.39
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	0.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	802,298.39
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	338,839.41
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	0.00
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	1,141,137.80
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	316,754.20

PART III: LOWMOD BENEFIT THIS REPORTING PERIOD

17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	782,298.39
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	0.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	782,298.39
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	97.51%

LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS

23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: PY: PY:
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	0.00
25 CUMULATIVE EXPENDITURES BENEFITTING LOW/MOD PERSONS	0.00
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	0.00%

PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS

27 DISBURSED IN IDIS FOR PUBLIC SERVICES	188,927.45
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	0.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	188,927.45
32 ENTITLEMENT GRANT	1,456,142.00
33 PRIOR YEAR PROGRAM INCOME	1,500.00
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	0.00
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	1,457,642.00
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	12.96%

PART V: PLANNING AND ADMINISTRATION (PA) CAP

37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	338,839.41
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	0.00
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 +LINE 40)	338,839.41
42 ENTITLEMENT GRANT	1,456,142.00
43 CURRENT YEAR PROGRAM INCOME	1,750.00
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	0.00
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	1,457,892.00
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	23.24%



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LINE 17 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 17

Report returned no data.

LINE 18 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 18

Report returned no data.

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2017	8	673	6227797	S.G. PARK LIGHTING UPGRADES	03F	LMA	\$1,132.50
					03F	Matrix Code	\$1,132.50
2017	9	674	6227797	S.G. Sidewalk Improvements, Phase V	03L	LMA	\$397,769.50
					03L	Matrix Code	\$397,769.50
2018	10	698	6227797	Bell Shelter	03T	LMC	\$8,300.40
2018	10	698	6244200	Bell Shelter	03T	LMC	\$5,859.74
2018	10	698	6295933	Bell Shelter	03T	LMC	\$5,839.85
					03T	Matrix Code	\$19,999.99
2014	13	601	6227797	Relocation of Seaborg House	04	LMA	\$2,105.50
2014	13	601	6244200	Relocation of Seaborg House	04	LMA	\$123,612.00
2014	13	601	6261865	Relocation of Seaborg House	04	LMA	\$12,786.44
					04	Matrix Code	\$138,503.94
2018	13	701	6227797	Southern California Rehabilitation Services	05B	LMC	\$4,057.03
2018	13	701	6295933	Southern California Rehabilitation Services	05B	LMC	\$2,942.97
					05B	Matrix Code	\$7,000.00
2018	12	700	6227797	Police Explorers Program	05D	LMC	\$465.00
2018	12	700	6244200	Police Explorers Program	05D	LMC	\$4,938.58
2018	12	700	6295933	Police Explorers Program	05D	LMC	\$1,596.42
					05D	Matrix Code	\$7,000.00
2018	11	699	6227797	Family Violence Prevention & Education	05G	LMC	\$251.76
2018	11	699	6244200	Family Violence Prevention & Education	05G	LMC	\$5,585.60
2018	11	699	6261865	Family Violence Prevention & Education	05G	LMC	\$85.60
2018	11	699	6295933	Family Violence Prevention & Education	05G	LMC	\$4,077.04
					05G	Matrix Code	\$10,000.00
2018	17	702	6227797	Helpline Youth Counseling	05Q	LMC	\$1,438.00
2018	17	702	6244200	Helpline Youth Counseling	05Q	LMC	\$4,062.00
					05Q	Matrix Code	\$5,500.00
2018	9	697	6227797	Graffiti Abatement Program	05Z	LMA	\$58,889.08
2018	9	697	6244200	Graffiti Abatement Program	05Z	LMA	\$23,271.51
2018	9	697	6261865	Graffiti Abatement Program	05Z	LMA	\$33,853.83
2018	9	697	6295933	Graffiti Abatement Program	05Z	LMA	\$23,413.04
					05Z	Matrix Code	\$139,427.46
2018	6	695	6295933	Commercial Facade	14E	LMC	\$50,465.00
					14E	Matrix Code	\$50,465.00
2018	18	703	6295933	HUB Cities	18B	LMCSV	\$5,500.00
					18B	Matrix Code	\$5,500.00
Total							\$782,298.39

LINE 27 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 27

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2018	10	698	6227797	Bell Shelter	03T	LMC	\$8,300.40
2018	10	698	6244200	Bell Shelter	03T	LMC	\$5,859.74
2018	10	698	6295933	Bell Shelter	03T	LMC	\$5,839.85
					03T	Matrix Code	\$19,999.99



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Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2018	13	701	6227797	Southern California Rehabilitation Services	05B	LMC	\$4,057.03
2018	13	701	6295933	Southern California Rehabilitation Services	05B	LMC	\$2,942.97
					05B	Matrix Code	\$7,000.00
2018	12	700	6227797	Police Explorers Program	05D	LMC	\$465.00
2018	12	700	6244200	Police Explorers Program	05D	LMC	\$4,938.58
2018	12	700	6295933	Police Explorers Program	05D	LMC	\$1,596.42
					05D	Matrix Code	\$7,000.00
2018	11	699	6227797	Family Violence Prevention & Education	05G	LMC	\$251.76
2018	11	699	6244200	Family Violence Prevention & Education	05G	LMC	\$5,585.60
2018	11	699	6261865	Family Violence Prevention & Education	05G	LMC	\$85.60
2018	11	699	6295933	Family Violence Prevention & Education	05G	LMC	\$4,077.04
					05G	Matrix Code	\$10,000.00
2018	17	702	6227797	Helpline Youth Counseling	05Q	LMC	\$1,438.00
2018	17	702	6244200	Helpline Youth Counseling	05Q	LMC	\$4,062.00
					05Q	Matrix Code	\$5,500.00
2018	9	697	6227797	Graffiti Abatement Program	05Z	LMA	\$58,889.08
2018	9	697	6244200	Graffiti Abatement Program	05Z	LMA	\$23,271.51
2018	9	697	6261865	Graffiti Abatement Program	05Z	LMA	\$33,853.83
2018	9	697	6295933	Graffiti Abatement Program	05Z	LMA	\$23,413.04
					05Z	Matrix Code	\$139,427.46
Total							\$188,927.45

LINE 37 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 37

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2018	1	690	6227797	CDBG Administration	21A		\$89,859.03
2018	1	690	6244200	CDBG Administration	21A		\$47,569.88
2018	1	690	6261865	CDBG Administration	21A		\$40,574.91
2018	1	690	6295933	CDBG Administration	21A		\$51,509.67
					21A	Matrix Code	\$229,513.49
2018	2	691	6227797	Fair Housing	21D		\$7,733.72
2018	2	691	6261865	Fair Housing	21D		\$2,597.88
2018	2	691	6295933	Fair Housing	21D		\$8,119.87
					21D	Matrix Code	\$18,451.47
2018	3	692	6227797	HOME Program Delivery	21H		\$41,282.48
2018	3	692	6244200	HOME Program Delivery	21H		\$16,903.96
2018	3	692	6261865	HOME Program Delivery	21H		\$14,324.24
2018	3	692	6295933	HOME Program Delivery	21H		\$18,363.77
					21H	Matrix Code	\$90,874.45
Total							\$338,839.41

RECEIVED

City of South Gate
CITY COUNCIL

Item No. 7

SEP 18 2019

AGENDA BILL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

For the Regular Meeting of: September 24, 2019

9:10am

Originating Department: Police

Department Director:

Randall Davis
Randall Davis

City Manager:

Michael Flad
Michael Flad

SUBJECT: PROPOSED USE OF 2019 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT FUNDS

PURPOSE: To accept the Edward Byrne Memorial Justice Assistance Grant (JAG) funds in the amount of \$44,387 for the purchase of equipment for sworn personnel.

RECOMMENDED ACTIONS: Following the conclusion of a public hearing:

- a. Authorize utilization of 2019 Edward Byrne Memorial Justice Assistance Grant Funds, in the amount of \$44,387 for the purchase of equipment for sworn personnel;
- b. Increase the Fiscal Year 2019/20 revenue projection in account 231-4620 (Police Grants - Edward Byrne Memorial Grant) by \$19,387, from \$25,000 to \$44,387; and
- c. Amend the Fiscal Year 2019/20 Police Grants Fund Budget by appropriating \$23,504 to account number 231-554-21-6203 for the purchase of bulletproof vests and helmets; \$15,231 to account number 231-554-21-6204 for radio communications and headsets; \$4,320 to account number 231-554-21-6101 for the Narcan Nasal Program administration fees; and \$1,332 to account number 231-554-21-6340 for the required 3% National Incident Based Reporting System allocation for the Police Department.

galk

FISCAL IMPACT: There is no fiscal impact to the General Fund and no requirement by the City to match grant funds. The total amount of funding that is allocated to the City for FY 2019/20 is \$44,387.

PUBLIC NOTICE: A legal notice was published in the *Los Angeles Wave* newspaper on September 5, 2019.

ANALYSIS: None.

BACKGROUND: The Edward Byrne Memorial Justice Assistance Grant (JAG) Program (42 U.S.C. 3751(a)) is the primary provider of federal criminal justice funding to state and local jurisdictions. JAG funds support all components of the criminal justice system, from multi-jurisdictional drug and gang task forces to crime prevention and domestic violence programs, courts, corrections, treatment, and justice information sharing initiatives. JAG-funded projects may address crime through the provision of services directly to individuals and/or communities and by improving the effectiveness and efficiency of criminal justice systems, processes, and procedures. This year's earmarked allocation to the Police Department is \$44,387. These funds are not discretionary and can only be used for law enforcement purposes.

The City of South Gate Police Department will equip sworn officers with new tactical vests and helmets that are set to expire or to new operators who have yet to have these pieces of equipment assigned to them. In addition, the Police Department acquired a new tactical vehicle from the Department of Defense 1033 Program last month and it will require critical pieces of communications equipment to be added. The grant funding will be used to purchase a hard mount interoperable radio system and wireless headsets for the operators of this vehicle. The Nasal Narcan Program was initiated this year and will require an annual administrative fee. The grant funding will be used to pay the annual fee for FY 2020/2021 in addition to the 3% grant requirement for the NIBRS allocation.

- ATTACHMENTS:** Project Narrative
Project Identifiers
Budget Worksheet
Financial Capability of City of South Gate
Communication with ICE Disclosure
Lobbying Disclosure
Disclosure of Pending Applications



South Gate Police Department

Edward Byrne Memorial
Justice Assistance Grant (JAG) Program
FY 2019 Local Solicitation

Program Narrative

- Applicant's Name:** City of South Gate Police Department
- Title of Project:** South Gate Police Department 2019/2020 FY Jag Grant Program
- Project Goals:** The project goals are the following: To fund the costs associated with equipping sworn officers with tactical ballistic vests and ballistic helmets that will be used by units that serve high risk search and arrest warrants; to fund the cost associated with the purchase of a communication radio system in a newly acquired armored tactical vehicle, and; to fund the costs associated with funding the Nasal Naloxone Program to counter opioid overdoses.
- (a) Description of the Issues-**Police work at all ranks of the organization can be unpredictable and inherently dangerous. At times, it will be necessary to conduct high risk search and arrest warrants along with crime scene and/or perimeter searches for suspects by field personnel. In order for them to safely execute these warrants and searches, personal protective gear is necessary to ensure optimal personal safety in the event there is a confrontation with armed suspects. The issuance of tactical ballistic vests and helmets can help ensure their safety. In addition, a newly acquired tactical vehicle was obtained by the police department and we will begin the process of equipping it beginning with a communication system. This communication system will have inter-operability capabilities so that all lines of communication can occur with surround law enforcement agencies and police officers. And lastly, the opioid crisis is a public health emergency and responding to the crisis is one of the Department of Justice's top priorities. In response to the opioid crisis, the South Gate Police Department has initiated a Nasal Naloxone program that equips field personnel with kits that can counter an opioid overdose.
- (b) Project Design and Implementation-**The project design and implementation has already been established by first responders and personnel assigned to specialized units that serve high risk search and arrest warrants, ie; SWAT, Gangs and Narcotics Teams. Vests and helmets are already assigned to personnel and have a shelf life of three to five years, depending on the equipment and manufacturer. Once the life of the equipment expires, new pieces of equipment will be issued. There is already an established Nasal Naloxone program that was initiated earlier in calendar year 2019 and the goal moving forward is to ensure that this program is sustained in the near and distant future. The proposed use of the JAG grant funding is directly in line with the priorities of the BJA.

- (c) Capabilities and Competencies-** The South Gate Police Department has established programs that track the issuance of equipment to include tactical equipment, communications devices and nasal naloxone. The nasal naloxone program is a joint project with a private company that directly works with law enforcement agencies in Los Angeles County.
- (d) Plan for Collection of Data-**The South Gate Police Department retains records on tactical deployments which include high risk search and arrest warrants. We will continue this practice. In addition, we established a log that tracks any nasal naloxone use during the course of a medical rescue. This practice will continue as well.



South Gate Police Department

Edward Byrne Memorial
Justice Assistance Grant (JAG) Program
FY 2019 Local Solicitation

Program Identifiers

Applicant's Name: City of South Gate Police Department

Title of Project: South Gate Police Department 2019/2020 FY Jag Grant Program

Project Identifiers: *Body Armor-Tactical
Communications
Drugs*

Budget Summary

Budget Summary

Note: Any errors detected on this page should be fixed on the corresponding Budget Detail tab.

Budget Category	Year 1		Year 2 (if needed)		Year 3 (if needed)		Year 4 (if needed)		Year 5 (if needed)		Total(s)
	Federal Request	Non-Federal Request	Federal Request	Non-Federal Request	Federal Request	Non-Federal Request	Federal Request	Non-Federal Request	Federal Request	Non-Federal Request	
A. Personnel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
B. Fringe Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C. Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. Equipment	\$38,735	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,735
E. Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
F. Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
G. Subawards (Subgrants)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
H. Procurement Contracts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I. Other	\$5,652	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,652
Total Direct Costs	\$44,387	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,387
J. Indirect Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Project Costs	\$44,387	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,387

Does this budget contain conference costs which is defined broadly to include meetings, retreats, seminars, symposia, and training activities? - Y/N



Background

Recipients' financial management systems and internal controls must meet certain requirements, including those set out in the "Part 200 Uniform Requirements" (2.C.F.R. Part 2800).

Including at a minimum, the financial management system of each OJP award recipient must provide for the following:

- (1) Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received. Federal program and Federal award identification must include, as applicable, the CFDA title and number, Federal award identification number and year, and the name of the Federal agency.
- (2) Accurate, current, and complete disclosure of the financial results of each Federal award or program.
- (3) Records that identify adequately the source and application of funds for Federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income, and interest, and be supported by source documentation.
- (4) Effective control over, and accountability for, all funds, property, and other assets. The recipient must adequately safeguard all assets and assure that they are used solely for authorized purposes.
- (5) Comparison of expenditures with budget amounts for each Federal award.
- (6) Written procedures to document the receipt and disbursement of Federal funds including procedures to minimize the time elapsing between the transfer of funds from the United States Treasury and the disbursement by the OJP recipient.
- (7) Written procedures for determining the allowability of costs in accordance with both the terms and conditions of the Federal award and the cost principles to apply to the Federal award.
- (8) Other important requirements related to retention requirements for records, use of open and machine readable formats in records, and certain Federal rights of access to award-related records and recipient personnel.

1. Name of Organization and Address:

Organization Name: City of South Gate Police Department
 Street1: 8650 California Avenue
 Street2:
 City: South Gate
 State: CALIFORNIA
 Zip Code: 90280

2. Authorized Representative's Name and Title:

Prefix: First Name: Randall Middle Name:
 Last Name: Davis Suffix:
 Title: Chief of Police

3. Phone: (323) 563-5408 4. Fax: 3235635488

5. Email: rdavis@sogate.org

6. Year Established: 1923	7. Employer Identification Number (EIN): 956000799	8. DUNS Number: 82201310
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9. a) Is the applicant entity a nonprofit organization (including a nonprofit institution of higher education) as described in 26 U.S.C. 501(c)(3) and exempt from taxation under 26 U.S.C. 501(a)? Yes No

If "No" skip to Question 10.
 If "Yes", complete Questions 9. b) and 9. c).



AUDIT INFORMATION

<p>9. b) Does the applicant nonprofit organization maintain offshore accounts for the purpose of avoiding paying the tax described in 26 U.S.C. 511(a)?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
<p>9. c) With respect to the most recent year in which the applicant nonprofit organization was required to file a tax return, does the applicant nonprofit organization believe (or assert) that it satisfies the requirements of 26 C.F.R. 53.4958-6 (which relate to the reasonableness of compensation of certain individuals)?</p> <p>If "Yes", refer to "Additional Attachments" under "What An Application Should Include" in the OJP solicitation (or application guidance) under which the applicant is submitting its application. If the solicitation/guidance describes the "Disclosure of Process related to Executive Compensation," the applicant nonprofit organization must provide -- as an attachment to its application -- a disclosure that satisfies the minimum requirements as described by OJP.</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
<p>For purposes of this questionnaire, an "audit" is conducted by an independent, external auditor using generally accepted auditing standards (GAAS) or Generally Governmental Auditing Standards (GAGAS), and results in an audit report with an opinion.</p> <p>10. Has the applicant entity undergone any of the following types of audit(s)(Please check all that apply):</p> <p><input checked="" type="checkbox"/> "Single Audit" under OMB A-133 or Subpart F of 2 C.F.R. Part 200</p> <p><input checked="" type="checkbox"/> Financial Statement Audit</p> <p><input type="checkbox"/> Defense Contract Agency Audit (DCAA)</p> <p><input type="checkbox"/> Other Audit & Agency (list type of audit):</p> <p style="background-color: #cccccc; padding: 2px;">[REDACTED]</p> <p><input type="checkbox"/> None (if none, skip to question 13)</p>	
<p>11. Most Recent Audit Report Issued: <input checked="" type="checkbox"/> Within the last 12 months <input type="checkbox"/> Within the last 2 years <input type="checkbox"/> Over 2 years ago <input type="checkbox"/> N/A</p> <p>Name of Audit Agency/Firm: The PUN Group</p>	
<p>AUDITOR'S OPINION</p>	
<p>12. On the most recent audit, what was the auditor's opinion?</p> <p><input checked="" type="checkbox"/> Unqualified Opinion <input type="checkbox"/> Qualified Opinion <input type="checkbox"/> Disclaimer, Going Concern or Adverse Opinions <input type="checkbox"/> N/A: No audits as described above</p>	
<p>Enter the number of findings (if none, enter "0"): 1</p>	
<p>Enter the dollar amount of questioned costs (if none, enter "\$0"): \$ 0</p>	
<p>Were material weaknesses noted in the report or opinion? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>13. Which of the following best describes the applicant entity's accounting system:</p> <p><input type="checkbox"/> Manual <input checked="" type="checkbox"/> Automated <input type="checkbox"/> Combination of manual and automated</p>	
<p>14. Does the applicant entity's accounting system have the capability to identify the receipt and expenditure of award funds separately for each Federal award?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>15. Does the applicant entity's accounting system have the capability to record expenditures for each Federal award by the budget cost categories shown in the approved budget?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>16. Does the applicant entity's accounting system have the capability to record cost sharing ("match") separately for each Federal award, and maintain documentation to support recorded match or cost share?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>



<p>17. Does the applicant entity's accounting system have the capability to accurately track employees actual time spent performing work for each federal award, and to accurately allocate charges for employee salaries and wages for each federal award, and maintain records to support the actual time spent and specific allocation of charges associated with each applicant employee?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>18. Does the applicant entity's accounting system include budgetary controls to preclude the applicant entity from incurring obligations or costs that exceed the amount of funds available under a federal award (the total amount of the award, as well as the amount available in each budget cost category)?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>19. Is applicant entity familiar with the "cost principles" that apply to recent and future federal awards, including the general and specific principles set out in 2 C.F.R Part 200?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>PROPERTY STANDARDS AND PROCUREMENT STANDARDS</p>	
<p>20. Does the applicant entity's property management system(s) maintain the following information on property purchased with federal award funds (1) a description of the property; (2) an identification number; (3) the source of funding for the property, including the award number; (4) who holds title; (5) acquisition date; (6) acquisition cost; (7) federal share of the acquisition cost; (8) location and condition of the property; (9) ultimate disposition information?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>21. Does the applicant entity maintain written policies and procedures for procurement transactions that – (1) are designed to avoid unnecessary or duplicative purchases; (2) provide for analysis of lease versus purchase alternatives; (3) set out a process for soliciting goods and services, and (4) include standards of conduct that address conflicts of interest?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>22. a) Are the applicant entity's procurement policies and procedures designed to ensure that procurements are conducted in a manner that provides full and open competition to the extent practicable, and to avoid practices that restrict competition?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>22. b) Do the applicant entity's procurement policies and procedures require documentation of the history of a procurement, including the rationale for the method of procurement, selection of contract type, selection or rejection of contractors, and basis for the contract price?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>23. Does the applicant entity have written policies and procedures designed to prevent the applicant entity from entering into a procurement contract under a federal award with any entity or individual that is suspended or debarred from such contracts, including provisions for checking the "Excluded Parties List" system (www.sam.gov) for suspended or debarred sub-grantees and contractors, prior to award?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p>
<p>TRAVEL POLICY</p>	
<p>24. Does the applicant entity:</p> <p>(a) maintain a standard travel policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>(b) adhere to the Federal Travel Regulation (FTR)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>SUBRECIPIENT MANAGEMENT AND MONITORING</p>	
<p>25. Does the applicant entity have written policies, procedures, and/or guidance designed to ensure that any subawards made by the applicant entity under a federal award – (1) clearly document applicable federal requirements, (2) are appropriately monitored by the applicant, and (3) comply with the requirements in 2 CFR Part 200 (see 2 CFR 200.331)?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure</p> <p><input checked="" type="checkbox"/> N/A - Applicant does not make subawards under any OJP awards</p>



26. Is the applicant entity aware of the differences between subawards under federal awards and procurement contracts under federal awards, including the different roles and responsibilities associated with each?

- Yes No Not Sure
 N/A - Applicant does not make subawards under any OJP awards

27. Does the applicant entity have written policies and procedures designed to prevent the applicant entity from making a subaward under a federal award to any entity or individual is suspended or debarred from such subawards?

- Yes No Not Sure
 N/A - Applicant does not make subawards under any OJP awards

DESIGNATION AS 'HIGH-RISK' BY OTHER FEDERAL AGENCIES

28. Is the applicant entity designated "high risk" by a federal grant-making agency outside of DOJ? (High risk includes any status under which a federal awarding agency provides additional oversight due to the applicant's past performance, or other programmatic or financial concerns with the applicant.)

- Yes No Not Sure

If "Yes", provide the following:

(a) Name(s) of the federal awarding agency:

[Redacted]

(b) Date(s) the agency notified the applicant entity of the "high risk" designation:

[Redacted]

(c) Contact information for the "high risk" point of contact at the federal agency:

Name: [Redacted]

Phone: [Redacted]

Email: [Redacted]

(d) Reason for "high risk" status, as set out by the federal agency:

[Redacted]

CERTIFICATION ON BEHALF OF THE APPLICANT ENTITY

(Must be made by the chief executive, executive director, chief financial officer, designated authorized representative ("AOR"), or other official with the requisite knowledge and authority)

On behalf of the applicant entity, I certify to the U.S. Department of Justice that the information provided above is complete and correct to the best of my knowledge. I have the requisite authority and information to make this certification on behalf of the applicant entity.

Name: **Darren Arakawa** Date: **2019-08-20**

Title: Executive Director Chief Financial Officer Chairman
 Other: **Captain/Grant POC**

Phone: **(323) 563-5486**



South Gate Police Department

Edward Byrne Memorial
Justice Assistance Grant (JAG) Program
FY 2019 Local Solicitation

Applicant's Name: City of South Gate Police Department

Title of Project: South Gate Police Department 2019/2020 FY Jag Grant Program

Information regarding Communication with the Department of Homeland Security (DHS) and/or Immigration and Customs Enforcement (ICE) and/or Immigration and Customs Enforcement (ICE)

- 1) Does your jurisdiction have any laws, policies, or practices related to whether, when, or how employees may communicate with DHS or ICE? **YES**
- 2) Is your jurisdiction subject to any laws from a superior political entity (e.g., a state law that binds a city) that meet the description in question 1? **YES**
- 3) If yes to either:
 - Please provide a copy of each law or policy; (Attached)
 - Please describe each practice; and (see policy)
 - Please explain how the law, policy, or practice complies with section 1373.
The existing South Gate Police Department Policy complies with 8 USC 1373 (see section 428.7 of the Policy and Procedures Manual)

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input checked="" type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known: City of South Gate (Police Department) 8620 California Ave South Gate CA 90280 Congressional District, if known:	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, if known: 44th	
6. Federal Department/Agency:	7. Federal Program Name/Description: CFDA Number, if applicable: _____	
8. Federal Action Number, if known:	9. Award Amount, if known: \$ _____	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i> None	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i>	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: <u>Darren Arakawa</u> Print Name: <u>Darren Arakawa</u> Title: <u>Police Captain - Grant POC</u> Telephone No.: <u>(323) 563-5486</u> Date: <u>8/20/2019</u>	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the Federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitation for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

(b) Enter the full names of the individual(s) performing services, and include full address if different from 10 (a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB Control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503.



South Gate Police Department

Edward Byrne Memorial
Justice Assistance Grant (JAG) Program
FY 2019 Local Solicitation

Disclosure of Pending Applications

Applicant's Name: City of South Gate Police Department

Title of Project: South Gate Police Department FY 2019 Jag Grant Program

City of South Gate does not have pending applications submitted within the last 12 months for federally funded grants or sub-grants (including cooperative agreements) that include requests for funding to support the same project being proposed under this solicitation and will cover the identical cost items outlined in the budget narrative and worksheet in the application under this solicitation.

RECEIVED

SEP 18 2019

City of South Gate
CITY COUNCIL

Item No. 8

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

9:50am

AGENDA BILL

For the Regular Meeting of: September 24, 2019

Originating Department: Police

Department Head: Randall Davis City Manager: Michael Flad

SUBJECT: PROPOSED USE OF THE 2019-2020 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM GRANT FUNDS

PURPOSE: The South Gate Police Department submitted a grant application to the State of California Office of Traffic Safety for the Selective Traffic Enforcement Program (STEP) in early 2019. In August of 2019, the Office of Traffic Safety awarded the South Gate Police Department \$89,000 for overtime, equipment and training.

RECOMMENDED ACTIONS: Following the conclusion of the Public Hearing:

- a. Authorize utilization of the 2019 Selective Traffic Enforcement Program Grant Funds from the State of California Office of Traffic Safety (OTS) for personnel overtime, equipment and training;
- b. Approve the Grant Agreement with the OTS, Grant Number PT20123;
- c. Authorize the Mayor to execute the Grant Agreement in a form acceptable to the City Attorney;
- d. Increase the Fiscal Year 2019/20 revenue projection in Account No. 231-4624 (Police Grants – Office of Traffic Safety) by \$89,000 to \$149,895; and
- e. Amend the Fiscal Year 2019/20 Police Grants Fund budget by appropriating \$59,612 to Account No. 231-556-21-5111 for overtime; \$27,645 to Account No. 231-556-21-6204 for equipment; and \$1,743 in Account No. 231-556-21-6340 for training.

GA/BC

FISCAL IMPACT: There is no fiscal impact to the General Fund and no requirement of the City to match the grant funds. The total amount of funding that is allocated to the City for Fiscal Year 2019/20 is \$89,000.

ANALYSIS: The OTS grant funding provides additional financial resources to help address the traffic related needs of the City. The funding will augment the already existing plan of traffic enforcement through directed enforcement, education and training.

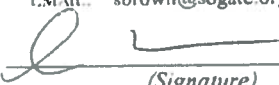





PUBLIC NOTICE: A legal notice was published in *the Los Angeles Wave* newspaper on September 5, 2019.

BACKGROUND: The OTS strives to provide funding assistance to agencies with the greatest need. The grants are awarded on a competitive basis and a comprehensive evaluation is part of the application review process. The OTS evaluates the applications using several criteria, including but not limited to: potential traffic safety impact of proposed activities; local collision

statistics and OTS rankings; seriousness of identified problems; performance on previous grants; proportionality of funding requested with identified traffic safety problems; and the value of the funding requested for the proposed activities.

In early 2019, the South Gate Police Department submitted a grant proposal to the OTS seeking funding to address traffic related issues in the City. The goal of the program is reduce the number of persons killed and injured in traffic collisions as a result of alcohol and other collision factors. Using best practices, the South Gate Police Department intends to impact these issues through DUI Checkpoints and saturation patrols, warrant service operations, surveillance operations, and educational awareness programs. The program will also focus on speeders, distracted drivers, seat belt enforcement, operations at intersections where there are a disproportionate number of traffic collisions, and special operations that encourage motorcycle safety. The funding for this grant period is October 1, 2019 through September 30, 2020.

ATTACHMENTS: Proposed STEP Grant Agreement
Public Hearing Notice

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)			
2. NAME OF AGENCY South Gate	3. Grant Period		
4. AGENCY UNIT TO ADMINISTER GRANT South Gate Police Department	From: 10/01/2019 To: 09/30/2020		
5. GRANT DESCRIPTION Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary collision factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian collisions, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.			
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$89,000.00			
<p>7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement:</p> <ul style="list-style-type: none"> • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>			
8. Approval Signatures			
<p>A. GRANT DIRECTOR NAME: Sam Brown PHONE: 323-563-5436 TITLE: Sergeant FAX: 323-563-5484 ADDRESS: 8620 California Ave South Gate, CA 90280 EMAIL: sbrown@sogate.org</p> <p style="text-align: center;"> _____ (Signature)</p> <p style="text-align: center;"><u>8/29/19</u> _____ (Date)</p>	<p>B. AUTHORIZING OFFICIAL OF AGENCY NAME: Randall Davis PHONE: 323-563-5408 TITLE: Chief FAX: 323-563-5488 ADDRESS: 8620 California Ave South Gate, CA 90280 EMAIL: rdavis@sogate.org</p> <p style="text-align: center;"> _____ (Signature)</p> <p style="text-align: center;"><u>8-29-19</u> _____ (Date)</p>		
<p>C. FISCAL OR ACCOUNTING OFFICIAL NAME: Jacquelyn Acosta PHONE: 323-563-9524 TITLE: Director of Administrative FAX: 323-563-9552 Services ADDRESS: 8650 California Ave South Gate, CA 90280 EMAIL: jacosta@sogate.org</p> <p style="text-align: center;"> _____ (Signature)</p> <p style="text-align: center;"> _____ (Date)</p>	<p>D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY NAME: Randy Weissman PHONE: (916) 509-3030 TITLE: Acting Director FAX: (916) 509-3055 ADDRESS: 2208 Kausen Drive Suite 300 Elk Grove, CA 95758 EMAIL: randy.weissman@ots.ca.gov</p> <p style="text-align: center;"> _____ (Signature)</p> <p style="text-align: center;"> _____ (Date)</p>		
<p>E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758</p>	<p>9. DUNS INFORMATION</p> <p>DUNS #: 082201310</p> <p>REGISTERED ADDRESS: 8620 California Ave</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">CITY: South Gate</td> <td style="width:50%;">ZIP+4: 90280-3004</td> </tr> </table>	CITY: South Gate	ZIP+4: 90280-3004
CITY: South Gate	ZIP+4: 90280-3004		

10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
405c TR-20	20.616	0521-0890-101	2019	2019	BA/19	\$24,000.00
402PT-20	20.600	0521-0890-101	2019	2019	BA/19	\$30,000.00
164 AL-20	20.608	0521-0890-101	2019	2019	BA/19	\$35,000.00
					AGREEMENT TOTAL	\$89,000.00
					AMOUNT ENCUMBERED BY THIS DOCUMENT	
					\$89,000.00	
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	
					\$ 0.00	
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE	
↙					\$89,000.00	

1. PROBLEM STATEMENT

The City of South Gate, like many California cities, suffered financially due to the 2010 recession. Our sworn positions decreased from nearly 100 officers to 75. Our Traffic Services Bureau shrunk from 6 sworn officers to 3 sworn officers. This reduction has caused a decrease in officers proactively addressing traffic issues and DUI drivers. For several years now, our traffic officers have been tasked with backfilling Patrol deployment shortages and handling calls for service involving traffic collisions. This greatly reduced the time traffic officers have available to address hazardous drivers, pedestrian, and bicycle safety issues. Due to the reduction in sworn officers and lack of available time for directed traffic enforcement, the City of South Gate has had no less than four fatal traffic collisions per year from 2015 to 2017.

From 2015 to 2017 the City of South Gate has had over 400 injury traffic collisions and over 600 injured victims. According to 2016 OTS collision rankings (Group C) the City of South Gate ranks #2 in fatal and injury collisions, #3 in alcohol involved traffic collisions, #1 in nighttime collisions, and #2 in hit and run collisions.

We recognize several traffic trends occurring in South Gate. First, our population is growing which means there is more vehicle traffic traveling the roads of South Gate. With this increase, there arises a greater likelihood for collisions to occur. Second, we have a large and increasing homeless population that traverses our streets and roadways at all hours creating additional bicycle and pedestrian traffic. The City of South Gate is an urban city situated between several metropolitan cities such as the cities of Los Angeles, Downey, Lynwood, Huntington Park, Cudahy, Bell Gardens, and Bell. It provides police services for a population of over 95,000 people. There are sixteen elementary schools, two middle schools, five high schools, and one college campus, within the City of South Gate. There are several businesses in and around these residential communities and schools. Many of these businesses are manufacturing and retail type businesses that are primarily open during the daytime. There are also businesses open during the evening hours which provide evening entertainment including alcohol. These establishments include several restaurant style bars with dance floors. The City of South Gate is also boarded by two highly traveled freeways, Interstate 710 and Interstate 105. Each of these freeways has freeway on ramps and off ramps in or near the City of South Gate.

The South Gate Police Department will aggressively address behaviors that cause traffic collisions; speed, DUI, unsafe turning movements and distraction. We seek to reduce pedestrian and bicyclist actions that put themselves in harm's way and also endanger the motoring public. We believe that a well-formulated traffic enforcement plan will address every angle of behavior will greatly reduce the amount of injury collisions we have.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic collisions.
2. Reduce the number of persons injured in traffic collisions.
3. Reduce the number of pedestrians killed in traffic collisions.
4. Reduce the number of pedestrians injured in traffic collisions.
5. Reduce the number of bicyclists killed in traffic collisions.
6. Reduce the number of bicyclists injured in traffic collisions.
7. Reduce the number of persons killed in alcohol-involved collisions.
8. Reduce the number of persons injured in alcohol-involved collisions.
9. Reduce the number of persons killed in drug-involved collisions.
10. Reduce the number of persons injured in drug-involved collisions.
11. Reduce the number of persons killed in alcohol/drug combo-involved collisions.
12. Reduce the number of persons injured in alcohol/drug combo-involved collisions.
13. Reduce the number of motorcycleists killed in traffic collisions.
14. Reduce the number of motorcycleists injured in traffic collisions.
15. Reduce hit & run fatal collisions.
16. Reduce hit & run injury collisions.
17. Reduce nighttime (2100 - 0259 hours) fatal collisions.
18. Reduce nighttime (2100 - 0259 hours) injury collisions.

B. Objectives:

Target Number

1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	10
3. Develop (by December 31) and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated HOT sheets should be distributed to patrol and traffic officers monthly.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	2
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	2
6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training.	2
7. Send law enforcement personnel to the DRE Recertification training.	2
8. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	3
9. Conduct DUI Saturation Patrol operation(s).	5
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary collision factor violations.	10
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	2
12. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle collisions resulting from violations made by pedestrians, bicyclists, and drivers.	2
13. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	1
14. Conduct highly visible collaborative DUI Enforcement operations	1
15. Conduct highly visible collaborative Traffic Enforcement operations	1
3. METHOD OF PROCEDURE	
A. Phase 1 – Program Preparation (1st Quarter of Grant Year)	
<ul style="list-style-type: none"> • The department will develop operational plans to implement the "best practice" strategies outlined in the objectives section. • All training needed to implement the program should be conducted this quarter. • All grant related purchases needed to implement the program should be made this quarter. • In order to develop/maintain the "Hot Sheets," research will be conducted to identify the "worst of the worst" repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The Hot Sheets may include the driver's name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. Hot Sheets should be updated and distributed to traffic and patrol officers at least monthly. • Implementation of the STEP grant activities will be accomplished by deploying personnel at high collision locations Media Requirements 	

- Issue a press release announcing the kick-off of the grant by November 15, but no earlier than October 1. If unable to meet the November 15 date, communicate reasons to your OTS Coordinator. The kick-off press releases and any related media advisories, alerts, and materials must be emailed for approval to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, 14 days prior to the issuance date of the release.

B. Phase 2 – Program Operations (Throughout Grant Year)

- The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. Media Requirements
- Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at pio@ots.ca.gov, with a copy to your OTS Coordinator. The following requirements are for grant-related activities and are different from those regarding any grant kick-off release or announcement.
 - If an OTS-supplied, template-based press release is used, there is no need for pre-approval, however, the OTS PIO and Coordinator should be copied when at the same time as the release is distributed to the press.
 - If an OTS-supplied template is not used, or is substantially changed, a draft press release shall be sent to the OTS PIO for approval. Optimum lead-time would be 10 days prior to the release distribution date, but should be no less than 5 working days prior to the release distribution date.
 - Press releases reporting the immediate and time-valued results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press.
 - Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.
- Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event.
- Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
- Space permitting, include the OTS logo, on grant-funded print materials; consult your OTS Coordinator for specifics and format-appropriate logos.
- Contact the OTS PIO or your OTS Coordinator, sufficiently far enough in advance of need, for consultation when deviation from any of the above requirements might be contemplated

C. Phase 3 – Data Collection & Reporting (Throughout Grant Year)

- Invoice Claims (due January 30, April 30, July 30, and October 30)
- Quarterly Performance Reports (due January 30, April 30, July 30, and October 30)
 - Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
 - Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
 - Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
 - Collect, analyze and report statistical data relating to the grant goals and objectives.

4. METHOD OF EVALUATION

Using the data compiled during the grant, the Grant Director will complete the “Final Evaluation” section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant’s accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

5. ADMINISTRATIVE SUPPORT

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
405c TR-20	20.616	State Traffic Safety Information System Improvements	\$24,000.00
402PT-20	20.600	State and Community Highway Safety	\$30,000.00
164 AL-20	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$35,000.00

COST CATEGORY	CFDA	TOTAL COST TO GRANT
A. PERSONNEL COSTS		
<u>Straight time</u>		\$0.00
Overtime		
DUI/DL Checkpoints	20.608	\$26,664.00
DUI Saturation Patrols	20.608	\$7,200.00
Benefit OT @1.45%	20.608	\$491.00
Traffic Enforcement	20.600	\$14,400.00
Distracted Driving	20.600	\$2,880.00
Pedestrian and Bicycle Enforcement	20.600	\$7,616.00
Benefit OT @1.45%	20.600	\$361.00
Category Sub-Total		\$59,612.00
B. TRAVEL EXPENSES		
In State Travel	20.600	\$1,743.00
		\$0.00
Category Sub-Total		\$1,743.00
C. CONTRACTUAL SERVICES		
		\$0.00
Category Sub-Total		\$0.00
D. EQUIPMENT		
Traffic Collision Database System	20.616	\$24,000.00
Category Sub-Total		\$24,000.00
E. OTHER DIRECT COSTS		
Lidar Device	20.600	\$3,000.00
DUI Checkpoint Supplies	20.608	\$645.00
Category Sub-Total		\$3,645.00
F. INDIRECT COSTS		
		\$0.00
Category Sub-Total		\$0.00
GRANT TOTAL		\$89,000.00

BUDGET NARRATIVE	
PERSONNEL COSTS	QUANTITY
DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	3
DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	5
Benefit OT @1.45% - Benefits for Overtime worked.	1
Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	10
Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	2
Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	2
Benefit OT @1.45% - Benefits for Overtime worked.	1
TRAVEL EXPENSES	
In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include (enter other known conferences or required events). All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.	1
CONTRACTUAL SERVICES	
-	
EQUIPMENT	
Traffic Collision Database System - a traffic collision database and geographic information system (GIS) to collect, analyze and display collision and enforcement data, including a full featured module for analysis, allowing queries for top ranking lists of locations, breakdowns by cause, type, injury, conditions and many other attributes. Queries and Reports will be provided in a variety of formats including pie charts, bar charts, and summaries. The system provides for collision mapping on Google Earth, ESRI GIS, or similar mapping products. Costs may include laptop/desktop computer(s), software and licenses, printers, accessories, training, and associated shipping and taxes.	1
OTHER DIRECT COSTS	
Lidar Device - light detection and ranging device used to measure the speed of motor vehicles. This device will be used for speed enforcement.	1
DUI Checkpoint Supplies - on-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS device supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed.	1
INDIRECT COSTS	
-	
STATEMENTS/DISCLAIMERS	

Program Income default statement:

There will be no program income generated from this grant.

Enforcement Grant Quota Disclaimer:

Nothing in this "agreement" shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.

CERTIFICATIONS AND ASSURANCES
HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4 AND SEC. 1906, PUB. L. 109-59, AS AMENDED)

Failure to comply with applicable Federal statutes, regulations, and directives may subject Grantee Agency officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1300—Uniform Procedures for State Highway Safety Grant Programs

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- The Civil Rights Restoration Act of 1987, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

 - a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
 - b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
 - c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
 - d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs (a) through (e), in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

- (1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

LAW ENFORCEMENT AGENCIES

All subrecipient law enforcement agencies shall comply with California law regarding profiling. Penal Code section 13519.4, subdivision (e), defines "racial profiling" as the "practice of detaining a suspect based on a broad set of criteria which casts suspicion on an entire class of people without any individualized suspicion of the particular person being stopped." Then, subdivision (f) of that section goes on to provide, "A law enforcement officer shall not engage in racial profiling."

RECEIVED

SEP 18 2019

City of South Gate

Item No. 9

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER


10:15am

AGENDA BILL


For the Regular Meeting of: September 24, 2019

Originating Department: Parks & Recreation Department

Department Director:


Paul L. Adams

City Manager:


Michael Flad

SUBJECT: RESOLUTION TEMPORARILY SUSPENDING ENFORCEMENT OF ADMINISTRATIVE CITATIONS FOR ALCOHOL CONSUMPTION DURING A PRIVATE CORPORATE EVENT AT THE SOUTH GATE GOALS SOCCER CENTER ON FEBRUARY 29, 2020 FROM 9:00 A.M. TO 2:00 P.M.

PURPOSE: To allow the service and consumption of alcohol beverages during a private corporate event at the South Gate GOALS Soccer Center on February 29, 2020 from 9:00 a.m. to 2:00 p.m.

RECOMMENDED ACTION: Adopt Resolution temporarily suspending the enforcement of issuing administrative citations to allow for limited alcohol beverage consumption during a private corporate event at the South Gate GOALS Soccer Center, located at South Gate Park, on February 29, 2020 from 9:00 a.m. to 2:00 p.m.

FISCAL IMPACT: There is no fiscal impact to the General Fund.

ANALYSIS: The City’s Municipal Code, Section 7.49.170 (Alcoholic Beverages, Narcotics and Other Controlled Substances), of Chapter 7.49 (Park), of Title 7 (Public Safety and Morals), of the South Gate Municipal Code, prohibits the consumption of alcohol at City parks. GOALS Soccer Centers (GOALS) is a private corporation which leases 3.5 acres of South Gate Park to operate a Soccer Center. GOALS currently operates four centers in California and another 45 centers in the United Kingdom, many of these centers have licenses to sell alcohol, either in an on-site restaurant or in association with events or both. Throughout GOALS’ history, there have not been any significant alcohol related incidents at any of their centers.

GOALS continues to make significant investments in its South Gate facility including a current expansion project to ensure that the South Gate Center continues to function as their premier center in the United States. Part of the function of a premier center is to host private corporate events which often request alcohol to be served.

GOALS has a significant track record of responsibly managing alcohol as part of their business operations. As a private corporate event with a reasonably small expected attendance, staff believes that the requested event provides an excellent opportunity to temporarily suspend enforcement and to allow limited serving of alcohol at a non-city event without commitment to future events. GOALS agreed to abide by the same restrictions as required by the Commission for South Gate Youth (Youth Commission) for the Pageant of the Trees fundraiser event which

has served alcohol beverages for the past three years. GOALS will use the same licensed, trained and insured bartending service as the Youth Commission did for the Pageant of the Trees fundraiser event, and will secure a one day permit for the service of alcohol through the Department of Alcoholic Beverage Control (ABC).

REPORT SUMMARY: For the past nine years, the Youth Commission has hosted an annual fundraising dinner and auction in December, entitled “Pageant of the Trees” (Pageant), at the Park Auditorium. For the past three years, the Youth Commission requested that the City temporarily suspend its ban on the service and consumption of beer and wine at the Auditorium to enhance their event. This permission has been granted with reasonable restrictions. There have been no incidents or problems related to the service and consumption of alcohol during the Pageants.

GOALS Soccer Centers’ have operated a 5-a-side Soccer facility on 3.5 acres of parkland leased from the City for the last eight years. Their program has been very successful and since GOALS has opened three more Centers in Southern California. These are in addition to over 45 Centers which GOALS operates in the United Kingdom. GOALS has not only been a very good community partner throughout the years, but having liquor service at most of their other centers, both in California and the UK, their staff has significant experience in operating events that include alcohol service.

GOALS will use the same ticket system as used during the Pageants, providing each attendee over 21 with two drink tickets which will allow the corporate guests access to the alcohol service at the location. No one under the age of 21 will be served any alcohol at any time during the event and no cash sales will be permitted at the bar. No consumption of alcoholic beverages will be permitted except in designated eating areas or and security will be provided to ensure that no alcohol will be present outside its premises.

The proposed Resolution allows for a temporary suspension of enforcement of the issuance of administrative citations for alcohol consumption. City staff are supportive of this approach, given the: (1) narrowly tailored site request (GOALS Soccer Center); (2) proposed 5-hour suspension (9:00 a.m. to 2:00 p.m.); (3) single day usage (February 29, 2020); (4) with limited inventory (only beer and wine); and prohibiting any direct sale at the bar); (5) use of licensed and insured bartender(s); and (6) the corporate nature of the event. This approach leaves intact Section 7.49.170 (Alcoholic Beverages, Narcotics and Other Controlled Substances), so that enforcement elsewhere remains enforceable throughout all City parks, except as to the GOALS Soccer Center, during the requested 5-hour time period on February 29, 2020, from 9:00 a.m. to 2:00 p.m. Outside of this time period, any consumption of alcohol beverages at the Soccer Center will be prohibited. GOALS representatives will comply with the foregoing conditions.

ATTACHMENT: Proposed Resolution.

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE,
CALIFORNIA, TEMPORARILY SUSPENDING THE ENFORCEMENT OF
ISSUING ADMINISTRATIVE CITATIONS TO ALLOW FOR LIMITED
ALCOHOL BEVERAGE CONSUMPTION DURING A PRIVATE EVENT
AT THE GOALS SOCCER CENTER, LOCATED AT SOUTH GATE PARK,
ON SATURDAY, FEBRUARY 29, 2020, FROM 9:00 A.M. TO 2:00 P.M.**

WHEREAS, use, possession and sale of alcohol is prohibited by Section 7.49.170 (Alcoholic Beverages, Narcotics and Other Controlled Substances), of Chapter 7.49 (Park), of Title 7 (Public Safety and Morals), of the South Gate Municipal Code, at all municipal parks without a specific means of approving specific exception; and

WHEREAS, since 2015, the City Council has granted requests to temporarily suspend the ban on the consumption of alcohol beverages at the South Gate Municipal Auditorium for the Commission for South Gate Youth fundraiser event “Pageant of the Trees”; and

WHEREAS, GOALS Soccer Centers (“GOALS”) is a private company operating through a lease of City Parkland and has managed and operated similar facilities with event based and alcohol sales permits both in the United Kingdom and in the United States without any significant incidents; and

WHEREAS, on Saturday, February 29, 2020, GOALS is hosting a private corporate event for Optimum Seismic as both a team building and morale building event for its employees, which will include approximately 150 guests, employees, managers and executives, and will include tournament soccer play and a catered lunch at the GOALS Soccer Center at South Gate Park; and

WHEREAS, GOALS requests that the City Council temporarily suspend the enforcement of issuing administrative citations on the consumption of beer and wine at the GOALS Soccer Center on February 29, 2020, from 9:00 a.m. to 2:00 p.m., with the following conditions: (1) limited inventory (beer and wine) and only those persons who are at least 21 years old; (2) no sales of alcoholic beverages will be permitted at the bar; (3) no consumption shall be permitted outside of the designated area or outside its premises; (4) GOALS will use a licensed bartending service having liquor and general liability insurance; and (5) GOALS will monitor the entire Soccer Center and its exterior for compliance purposes; and

WHEREAS, City staff are supportive of this approach, given the: (1) narrowly tailored site request (GOALS Soccer Center); (2) proposed 5-hour suspension (9:00 a.m. to 2:00 p.m.); (3) single day usage (February 29, 2020); (4) restricted service (limited alcohol inventory at the bar and prohibiting any direct sale at the bar); and (5) use of licensed and insured bartender(s);

(6) this approach leaves intact Municipal Code Section 7.49.170 (Alcoholic Beverages, Narcotics And Other Controlled Substances), of Chapter 7.49 (Park), of Title 7 (Public Safety And Morals), so that enforcement elsewhere remains unaffected; (7) outside of this time period, any consumption of alcohol beverages at the GOALS Soccer Center or the remainder of the park will be prohibited; and (8) GOALS has a strong record of compliance with its other centers without incident; and

WHEREAS, many other cities have successfully allowed such events and activities, under controlled conditions with specific restrictions without compromising the public safety or creating a significant liability for the City;

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

SECTION 1. The City Council hereby temporarily suspends the enforcement of issuing administrative citations to allow for alcohol beverage consumption during a private, corporate event at the South Gate GOALS Soccer Center on Saturday, February 29, 2020, from 9:00 a.m. to 2:00 p.m.

SECTION 2. The City Council hereby directs GOALS Soccer Centers to (1) a limited inventory of alcohol for the event (only beer and wine); (2) no sales are permitted at the bar; (3) no drinks are permitted outside of the designated area or outside its premises; (4) a licensed bartending service is used having liquor and general liability insurance; and (5) constant monitoring of ticket use, in the lobby area, locker rooms and around the exterior of the Soccer Center is provided to insure compliance with these conditions.

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RECEIVED

SEP 18 2019

Item No. 10

City of South Gate

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

5:40pm

AGENDA BILL

For the Regular Meeting of: September 24, 2019
Originating Department: Administrative Services

Department Director:

Jackie Acosta
Jackie Acosta

City Manager:

Michael Flad
Michael Flad

SUBJECT: RESOLUTION AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO CREATE THE POSITION OF SENIOR FINANCIAL ANALYST IN THE ADMINISTRATIVE SERVICES DEPARTMENT, TO APPROVE THE CORRESPONDING JOB SPECIFICATION, AND TO UPDATE THE APPROPRIATE SALARY PAY TABLE

PURPOSE: To create the position of Senior Financial Analyst in the Administrative Services Department, to approve the corresponding job specification, and to update the appropriate salary pay table.

RECOMMENDED ACTION: Adopt Resolution amending Resolution No. 6454 (Salary Resolution and Position Classification Plan) to create the position of Senior Financial Analyst in the Administrative Services Department, to approve the corresponding job specification, and to update the appropriate salary pay table.

FISCAL IMPACT: The fiscal impact to the General Fund is an additional \$3,350. The position was originally budgeted at salary range 625, but the results of a recent salary survey indicate that the positions should be budgeted at salary range 626. The additional \$3,350 will be absorbed within the current Administrative Services Budget.

ANALYSIS: None

BACKGROUND: The City must, from time to time, add or otherwise adjust job classifications, job specifications and/or compensation in the Salary Resolution and Position Classification Plan in order to satisfy the changing needs and demands of the workforce and to more closely match the tasks which need to be performed by employees in the City's various departments.

Human Resources staff worked with the Administrative Services Department to create the position of, and job specification for, Senior Financial Analyst.

Staff corresponded with the Professional and Mid-Management Association (PMMA) Board Members to inform them of the proposed changes and they were in agreement.

ATTACHMENT: Proposed Resolution (with new job specification & updated salary pay table)

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, AMENDING RESOLUTION NO. 6454 (SALARY RESOLUTION AND POSITION CLASSIFICATION PLAN) TO CREATE THE POSITION OF SENIOR FINANCIAL ANALYST IN THE ADMINISTRATIVE SERVICES DEPARTMENT, TO APPROVE THE CORRESPONDING JOB SPECIFICATION, AND TO UPDATE THE APPROPRIATE SALARY PAY TABLE

WHEREAS, the City must, from time to time, add or otherwise adjust job classifications, job specifications and/or compensation in the Salary Resolution and Position Classification Plan in order to satisfy the changing needs and demands of the workforce and to more closely match the tasks which need to be performed by employees in the City's various departments; and

WHEREAS, the City desires to create the position of, and corresponding job specification for, Senior Financial Analyst in the Administrative Services Department, as detailed in the proposed Class Specifications & Attributes, attached hereto as Exhibit "A;" and

WHEREAS, the City, in consultation with the Human Resources Division and key personnel in the Administrative Services Department, have determined that it is proper to create the position of, and job specification for, Senior Financial Analyst.

[Remainder of page left blank intentionally]

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

SECTION 1. The City Council hereby approves and adopts the proposed amendment to the City's Salary Resolution and Position Classification Plan to create the position of Senior Financial Analyst in the Administrative Services Department.

SECTION 2. The City Council hereby approves and adopts the proposed job specification for the Senior Financial Analyst position, attached hereto as Exhibit "A."

SECTION 3. The City Council hereby approves and adopts the proposed updated Professional and Mid-Management Association (PMMA) Salary Pay Table, effective September 24, 2019, attached hereto as Exhibit "B."

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

PASSED, APPROVED and ADOPTED this 24th day of September 2019.

CITY OF SOUTH GATE:

By: _____

ATTEST:

By: _____
Carmen Avalos, City Clerk

(SEAL)

APPROVED AS TO FORM:

By: Raul F. Salinas /rsp
Raul F. Salinas, City Attorney

Salary Pay Table
South Gate Professional and Mid-Management Employees
Effective 09-24-2019

Exempt Classifications		Step A	Step B	Step C	Step D	Step E
609	RECREATION SUPERVISOR	5,655	5,938	6,235	6,547	6,874
613	CUSTOMER SERVICE SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	CODE ENFORCEMENT SUPERVISOR	6,082	6,386	6,705	7,040	7,392
621	SENIOR ACCOUNTANT	6,827	7,168	7,527	7,903	8,298
623	SENIOR PLANNER	7,028	7,379	7,748	8,135	8,542
626	EQUIP. MAINTENANCE SUPERINTENDENT	7,333	7,700	8,085	8,489	8,913
626	SENIOR FINANCIAL ANALYST	7,333	7,700	8,085	8,489	8,913
629	ELECTRIC & GEN MAINT SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
629	STREET & SEWER SUPERINTENDENT	8,288	8,702	9,138	9,594	10,074
630	WATER DIVISION MANAGER	9,294	9,758	10,246	10,759	11,297
631	SENIOR CIVIL ENGINEER	9,126	9,583	10,062	10,565	11,093

Non-Exempt Classifications		Step A	Step B	Step C	Step D	Step E
601	ADMINISTRATIVE ASSISTANT	4,804	5,044	5,296	5,561	5,839
601	ASSISTANT PLANNER	4,804	5,044	5,296	5,561	5,839
601	MANAGEMENT ASSISTANT	4,804	5,044	5,296	5,561	5,839
606	HOUSING & GRANTS ANALYST	5,099	5,354	5,621	5,902	6,197
610	MANAGEMENT ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE ANALYST	5,732	6,018	6,319	6,635	6,967
610	ADMINISTRATIVE SERVICES COORDINATOR	5,732	6,018	6,319	6,635	6,967
610	BUDGET & PAYROLL ANALYST	5,732	6,018	6,319	6,635	6,967
611	TRAINING SPECIALIST	5,760	6,048	6,351	6,668	7,002
612	CRIME ANALYST	5,801	6,091	6,396	6,716	7,052
613	PURCHASING SUPERVISOR	5,982	6,282	6,596	6,925	7,272
615	ASSISTANT ENGINEER	6,082	6,386	6,705	7,040	7,392
619	SENIOR ADMINISTRATIVE ANALYST	6,631	6,963	7,311	7,676	8,060
622	ASSOCIATE ENGINEER	6,976	7,325	7,691	8,075	8,479
624	TECHNICAL SERVICES MANAGER	7,098	7,453	7,826	8,217	8,628
625	INFORMATION SYSTEMS ADMINISTRATOR	7,098	7,453	7,826	8,217	8,628
632	FAMILY VIOLENCE PROGRAM COORDINATOR	6,498	6,823	7,164	7,522	7,898
851	EXECUTIVE ASSISTANT TO POLICE CHIEF	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY ATTY (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT (CONF)	5,898	6,192	6,502	6,827	7,168
851	EXECUTIVE ASSISTANT TO CITY MGR (CONF)	5,898	6,192	6,502	6,827	7,168

Exempt Classification (Pending Further Analysis)		Step A	Step B	Step C	Step D	Step E
602	ECONOMIC DEVELOPMENT SPECIALIST	4,922	5,168	5,426	5,698	5,982
614	ACCOUNTANT	6,043	6,345	6,663	6,996	7,346
617	POLICE RECORDS MANAGER	6,505	6,830	7,171	7,530	7,906
623	SENIOR ECONOMIC DEVELOPMENT SPECIALIST	7,028	7,379	7,748	8,135	8,542
628	SENIOR ENGINEER	8,014	8,415	8,836	9,278	9,742
633	CITY TRAFFIC ENGINEER	9,583	10,062	10,565	11,093	11,648

RECEIVED

City of South Gate

Item No. 11

SEP 18 2019

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

3:10pm

For the Regular Meeting of: September 24, 2019

Originating Department: Public Works

Department Director:

Arturo Cervantes

City Manager:

Michael Flad

SUBJECT: RESOLUTION APPOINTING A PRIMARY BOARD MEMBER AND ALTERNATES TO SERVE ON THE GOVERNING BOARD OF THE LOS ANGELES GATEWAY REGION INTEGRATED REGIONAL WATER MANAGEMENT JOINT POWERS AUTHORITY

PURPOSE: The City is a member of the Los Angeles Gateway Region Integrated Regional Water Management Joint Power Authority (GWMA), which has a Board made up of technical staff from respective agencies. The proposed Resolution serves to appoint City staff to the GWMA Board for a two-year term.

RECOMMENDED ACTION: Adopt Resolution appointing Water Division Manager Christopher Castillo as the Primary Board Member, and Senior Engineer Gladis Deras and Associate Engineer Victor Chavez as the Alternate Board Members to serve on the Governing Board of the Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority (GWMA) for a two-year term beginning October 1, 2019 through September 30, 2021.

FISCAL IMPACT: There is no fiscal impact to the General Fund. Funds, in the amount of \$15,000, were included in the Fiscal Year 2019/20 budget for the City's GWMA's annual membership in Account Number 411-731-71-6304 (Water Fund - Memberships and Dues).

ANALYSIS: The GWMA is a Joint Powers Authority comprised of 25 municipalities and 4 water agencies from the Gateway Region. The GWMA Board is made up of technical representatives (City staff) from member agencies.

In accordance to GWMA's Bylaws, appointments to the GWMA Board must be done by Resolution. GWMA Board Members and alternate Board Members serve two-year terms beginning October 1st of each odd-numbered year and conclude on September 30th, two years later. The current term is set to expire on September 30, 2019.

The proposed Resolution appoints Christopher Castillo, Water Division Manager, as the Primary Board Member, Gladis Deras, Senior Engineer, and Victor Chavez, Associate Engineer, as the alternate Board Members to serve on the GWMA, for a two-year term beginning on October 1, 2019 and ending on September 30, 2021. These recommended appointees possess the necessary experience and qualifications to represent the City.

BACKGROUND: The GWMA is responsible for the regional water planning needs of over 2 million people that reside in the Gateway Region. More specifically, the GWMA provides a means to collaborate with the region to: (a) organize and coordinate economical and efficient water

management activities, (b) receive state and federal funding not available to individual government entities, (c) tailor legislative and advocacy work to meet the needs of the Gateway communities, and (d) share information and develop regional best practices, among other things.

On August 14, 2007, the City Council adopted Resolution No. 7201, approving the GWMA, and subsequent Resolution Nos. 7213, 7343, 7387, 7459, 7616, 7695, 7724 and 7777 appointing/reappointing City Council members and staff to serve on the GWMA Governing Board.

Participation on the GWMA Board has enabled the City to participate in the award of regional projects which include: (a) funding for the design of the recycled water line extension on Southern Avenue, (b) construction of the full capture devices at catch basins citywide, (c) construction of two Filterra tree well systems and d) installation of smart meters throughout the City. Collectively, the grant amount received is over \$1.3 million.

ATTACHMENTS: A. Proposed Resolution
B. Map of member agencies

GD:lc

RESOLUTION NO. _____

**CITY OF SOUTH GATE
LOS ANGELES COUNTY, CALIFORNIA**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH GATE, CALIFORNIA, APPOINTING WATER DIVISION MANAGER CHRISTOPHER CASTILLO AS THE PRIMARY BOARD MEMBER, AND SENIOR ENGINEER GLADIS DERAS AND ASSOCIATE ENGINEER VICTOR CHAVEZ AS THE ALTERNATE BOARD MEMBERS TO SERVE ON THE GOVERNING BOARD OF THE LOS ANGELES GATEWAY REGION INTEGRATED REGIONAL WATER MANAGEMENT JOINT POWERS AUTHORITY (GWMA) FOR A TWO-YEAR TERM BEGINNING OCTOBER 1, 2019 THROUGH SEPTEMBER 30, 2021

WHEREAS, the Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority ("GWMA") was formed in 2007 in response to the passage of two voter approved water bonds: Proposition 50, passed in 2002 and Proposition 84, passed in 2006; and

WHEREAS, the City of South Gate ("City") became a member agency of the GWMA with the City Council's adoption of Resolution No. 7201 on August 14, 2007; and

WHEREAS, under the revised GWMA Bylaws effective January 11, 2018, one (1) Board Member and up to three (3) alternate Board Members may be appointed by the legislative body for each member agency for a two-year term; and

WHEREAS, a City Council Member and City staff have previously been appointed by Resolution Nos. 7616, 7695 and 7777, to serve on the GWMA Board; and

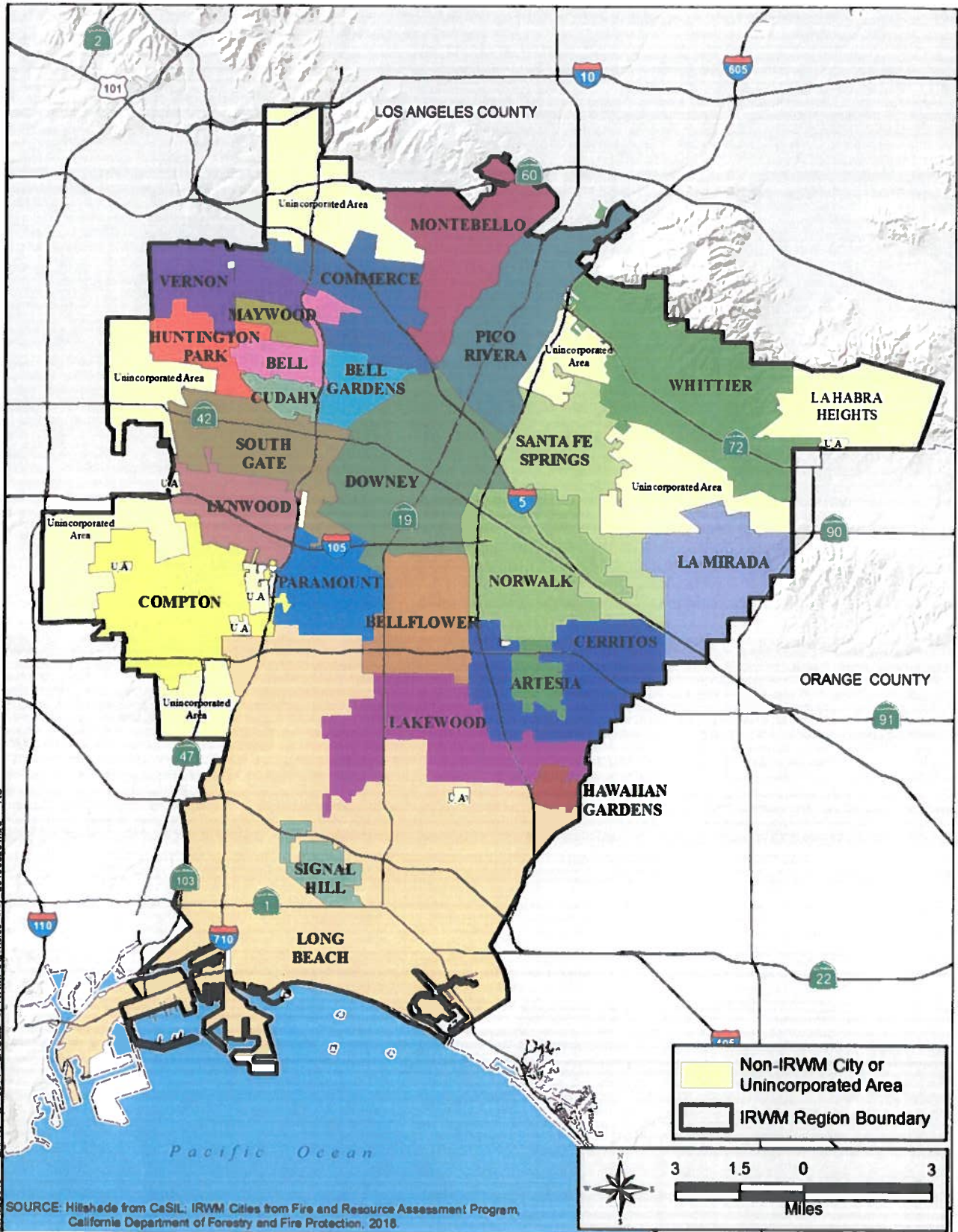
WHEREAS, Resolution No. 7777, appointed the Director of Public Works/City Engineer Arturo Cervantes as the Primary Board Member and Water Division Manager Christopher Castillo, Senior Engineer Gladis Deras and Guillermo Petra as the Alternate Board Members with terms subject to expire on September 30, 2019; and

WHEREAS, pursuant to the GWMA Joint Powers Agreement and the GWMA Bylaws, the Primary Board Member and Alternate Board Members shall serve two-year terms beginning October 1st of each odd-numbered year; and

WHEREAS, the City desires to appoint a new Primary Board Member and alternate Board Members to serve two-year terms;

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

Gateway Integrated Region Water Management Boundary Map



29-Aug-2019 7:10:29 PM Z:\Projects\080140_LAGatewayIRWM\Agencies only_20190829.mxd RS

SOURCE: Hatched from CaSIL; IRWM Cities from Fire and Resource Assessment Program, California Department of Forestry and Fire Protection, 2018.

RECEIVED

Item No. 12

SEP 18 2019

City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

4:30pm

AGENDA BILL

For the Regular Meeting of September 24, 2019
Originating Department: Administration

Management Analyst: Marina Urias City Manager: Michael Flad

SUBJECT: PROFESSIONAL SERVICES AGREEMENT WITH SMITH DAWSON & ANDREWS, INC., TO PROVIDE FEDERAL LEGISLATIVE ADVOCACY SERVICES

PURPOSE: To approve a Professional Services Agreement to provide federal legislative advocacy services.

RECOMMENDED ACTIONS:

- a. Approve a Professional Services Agreement with Smith Dawson & Andrews, Inc., to provide federal legislative advocacy services, in an amount not-to-exceed \$40,000; and
- b. Authorize the Mayor to execute the Agreement in a form acceptable to the City Attorney.

FISCAL IMPACT: Funds, in the amount of \$40,000, were included in the Fiscal Year 2019/20 budget for this Agreement in Account Number 100-120-12-6101 (General Fund — City Manager’s Office — Professional Services).

ALIGNMENT WITH COUNCIL GOALS: This Project meets the City Council’s goal to advance the City’s interests, objectives and funding opportunities through various means, including contact with federal legislative decision makers from Congress and various federal agencies.

ANALYSIS: In light of the federal government changes to the budget appropriation process and diminishing funding, the City would like to bring on board a federal legislative advocacy firm to provide their expertise in federal legislative goal setting and intergovernmental advocacy. A federal legislative advocacy firm can help the City monitor and track federal and private grants, assist staff with grant applications and lobby the White House and Congressional delegations on the City's priorities. The City’s involvement on the federal level is crucial to align federal initiatives with the City’s interests and objectives in order to take advantage of every opportunity in Washington D.C.

BACKGROUND: On June 20, 2019, a Request for Statement of Qualifications to provide federal advocacy services was released to several qualified legislative advocacy firms. Proposals were submitted by three firms as summarized below:

Name of Firm	Bid Amount
David Turch and Associates	\$60,000
Smith Dawson & Andrews, Inc.	\$40,000
Lobbyit.com	\$35,940

As a part of the selection process, the City of Downey, Paramount and South Gate conducted joint interviews with three federal legislative advocacy firms. The selection process weighed a number of factors including cost, experience, references and demonstrated record of successfully advocating for municipal clients.

Based on the ranking criteria, Smith Dawson & Andrews, Inc. (SDA) received the highest ranking as they have a proven track record in identifying, analyzing and advocating on legislation, federal budget appropriations and grants processes. SDA's expertise includes economic development, transportation/infrastructure, water, land use and the environment, justice, energy conservation, public finance, technology, housing, public safety and security, health and workforce development.

In addition, SDA has local experience and strong ties at the Federal, State and County level that will benefit the City. SDA's legislative counsel, Mr. Jayson Braude, is a native of the Los Angeles area, and served as a District Director for Congresswoman Nannette Barragan, and a Legislative Counsel to Congresswoman Janice Hahn.

Under the Agreement, SDA will provide the following services:

- Lobbying the White House and Congressional delegations on the City's priorities;
- Identifying additional funding sources and then act as the City's liaison with, and advocate in, the White House, Federal Departments, the California Congressional Delegation, and Congressional Committees;
- Coordinating and Introducing City officials to key administration and legislative decision makers;
- Preparing and securing letters of support for all stakeholders engaged in the City's proposals including Members of Congress, and key local and state officials;
- Monitoring and tracking federal and private grants that align with the City priorities and assist the City staff throughout the grant application;
- Identifying opportunities to showcase the City's achievements and challenges before Congressional Committees or federal agencies;
- Sending monthly reports detailing legislative action in Washington D.C.

ATTACHMENTS: A. Proposed Professional Services Agreement with Smith Dawson & Andrews
B. Bids Received

**AGREEMENT FOR PROFESSIONAL SERVICES FOR FEDERAL LEGISLATIVE
ADVOCACY SERVICES BETWEEN THE CITY OF SOUTH GATE AND
SMITH DAWSON & ANDREWS, INC.**

This Agreement for Professional Services ("Agreement") is made and entered into by and between the City of South Gate, a municipal corporation ("City"), and Smith Dawson & Andrews, Inc., a Washington corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS

WHEREAS, City does not have the personnel able and/or available to perform the services required under this Agreement; and

WHEREAS, City desires to contract out for consulting services to Consultant; and

WHEREAS, Consultant warrants to City that it has the qualifications, experience and facilities to perform properly and timely the services under this Agreement; and

WHEREAS, City desires to contract with Consultant to perform the services described in the Scope of Work attached hereto as Exhibit "A" of this Agreement.

NOW, THEREFORE, the Parties hereby agree as follows:

1. **SCOPE OF WORK.** Consultant agrees to provide the services and perform the tasks set forth in Exhibit A and made part of this Agreement. The Scope of Work may be mutually amended from time to time by both Parties in writing.
2. **TERM OF AGREEMENT.** This Agreement is effective as of September 24, 2019, and will remain in effect for a period of one (1) year unless otherwise expressly extended and agreed to by both Parties in writing, or terminated by either Party as provided herein.
3. **CITY AGENT.** The City Manager, for the purposes of this Agreement, is the agent for the City. Whenever approval or authorization is required, Consultant understands that the City Manager has the authority to provide that approval or authorization.
4. **COMPENSATION.** The total amount of this Agreement shall not exceed the sum of Forty Thousand Dollars (\$40,000). City shall pay Consultant for its professional services rendered and reasonable costs incurred pursuant to this Agreement in accordance with the Consultant's fee and cost schedule included in Exhibit A. No additional compensation shall be paid for any other expenses incurred unless first approved by the City Manager. Travel expenses (time, mileage, etc.) to attend business meetings and/or any other business shall be waived and shall not be displayed on the Consultant's invoice to City.
 - 4.1 Consultant shall submit to City a monthly invoice for services rendered included in

Exhibit A. City shall pay the Consultant within thirty (30) days of receipt of the invoice.

4.2 No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by Consultant of its obligations under this Agreement.

5. **CONFLICT OF INTEREST.** Consultant represents that it presently has no interest and shall not acquire any interest, direct or indirect, in any real property located within City which may be affected by the services to be performed by Consultant under this Agreement. Consultant further represents that in performance of this Agreement, no person having such interest shall be employed by it. Within ten (10) days, Consultant agrees that it will immediately notify City of any other conflict of interest that may exist or develop during the term of this Agreement.

5.1 Consultant represents that no City employee or official has a material financial interest in the Consultant's business. During the term of this Agreement and/or as a result of being rewarded this Agreement, Consultant shall not offer, encourage or accept any financial interest in the Consultant's business by any City employee or official.

6. GENERAL TERMS AND CONDITIONS.

6.1 **Termination.** Either the City Manager or Consultant may terminate this Agreement, without cause, by giving the other Party ten (10) days written notice of such termination and the effective date thereof.

6.1.1 In the event of such termination, all finished or unfinished documents, reports, photographs, films, charts, data, studies, surveys, drawings, models, maps, or other documentation prepared by or in the possession of Consultant under this Agreement shall be returned to City. If City terminates this Agreement without cause, Consultant shall prepare and shall be entitled to receive compensation pursuant to a close-out invoice for services rendered and fees earned, pursuant to this Agreement through the date of the written notice of termination. In no event shall the amount payable upon termination exceed the total maximum compensation provided for in this Agreement, or include fees for services not performed. If Consultant terminates this Agreement without cause, the Consultant shall be paid only for those services completed in a manner satisfactory to City, which shall not be unreasonably determined.

6.1.2 If Consultant or City fail to fulfill in a timely and proper manner its obligations under this Agreement, or if Consultant or City violate any of the covenants, agreements, or stipulations of this Agreement, Consultant or City shall have the right to terminate this Agreement by giving written notice to the other Party of such termination and specifying the effective date of such

termination. Consultant shall be entitled to receive compensation in accordance with the terms of this Agreement for any work satisfactorily completed hereunder. Notwithstanding the foregoing, Consultant shall not be relieved of liability for damage sustained by virtue of any breach of this Agreement and any payments due under this Agreement may be withheld to off-set anticipated damages.

6.2 Non-Assignability. Consultant shall not assign or transfer any interest in this Agreement without the express prior written consent of City.

6.3 Non-Discrimination. Consultant shall not discriminate as to race, creed, gender, color, national origin or sexual orientation in the performance of its services and duties pursuant to this Agreement and will comply with all applicable laws, ordinances and codes of the Federal, State, and County and City governments.

6.4 Insurance. Consultant shall submit to City certificates indicating compliance with the following minimum insurance requirements no less than one (1) day prior to beginning of performance under this Agreement:

- (a) Workers' Compensation Insurance as required by law. Consultant shall require all subcontractors similarly to provide such compensation insurance for their respective employees.
- (b) Comprehensive general and automotive liability insurance protecting Consultant in amounts not less than \$1,000,000 for personal injury to any one person, \$1,000,000 for injuries arising out of one occurrence, and \$500,000 for property damages or a combined single limit of \$1,000,000. Each such policy of insurance shall:
 - 1) Be issued by a financially responsible insurance company or companies admitted or authorized to do business in the State of California or which is approved in writing by City.
 - 2) Name and list as additional insured City, its officers and employees.
 - 3) Specify its acts as primary insurance.
 - 4) Contain a clause substantially in the following words: "It is hereby understood and agreed that this policy shall not be canceled except upon thirty (30) days prior written notice to City of such cancellation or material change."
 - 5) Cover the operations of Consultant pursuant to the terms of this Agreement.

6.5 Indemnification. Consultant agrees to indemnify, defend and hold harmless City and/or any other City agency, for/from any and all claims or actions of any kind

asserted against City and/or any other City agency arising out of Consultant's (including Consultant's employees, representatives, products and subcontractors) negligent performance under this Agreement, excepting only such claims or actions which may arise out of sole or active negligence of City and/or any other City agency, or any third parties not acting on behalf of, at the direction of, or under the control of Consultant.

6.6 Compliance With Applicable Law. Consultant and City shall comply with all applicable laws, ordinances and codes of the Federal, State, County and city governments.

6.7 Independent Contractor. This Agreement is by and between City and Consultant and is not intended, nor shall it be construed, to create the relationship of agency, servant, employee, partnership, joint venture or association, as between City and Consultant.

6.7.1. Consultant shall be an independent contractor and shall have no power to incur any debt or obligation for or on behalf of City. Neither City nor any of its officers or employees shall have any control over the conduct of Consultant, or any of Consultant's employees, except as herein set forth, and Consultant expressly warrants not to, at any time or in any manner represent that it, or any of its agents, servants or employees are in any manner employees of City, it being distinctly understood that Consultant is and shall at all times remain to City a wholly independent contractor and Consultant's obligations to City are solely such as are prescribed by this Agreement.

6.7.2. Indemnification of CalPERS Determination- In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

6.8 Copyright. No reports, maps or other documents produced in whole or in part under this Agreement shall be the subject of an application for copyright by or on behalf of Consultant.

6.9 Legal Construction.

a) This Agreement is made and entered into in the State of California and shall in all respects be interpreted, enforced and governed under the laws of the State of California, without regard to conflict of law principles.

- b) This Agreement shall be construed without regard to the identity of the persons who drafted its various provisions. Each and every provision of this Agreement shall be construed as though each of the parties participated equally in the drafting of the same, and any rule of construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.
 - c) The article and section, captions and headings herein have been inserted for convenience only and shall not be considered or referred to in resolving questions of interpretation or construction.
 - d) Whenever in this Agreement the context may so require, the masculine gender shall be deemed to refer to and include the feminine and neuter, and the singular shall refer to and include the plural.
- 6.10 Counterparts.** This Agreement may be executed in counterparts and as so executed shall constitute an agreement which shall be binding upon all Parties herein.
- 6.11 Final Payment Acceptance Constitutes Release.** The acceptance by Consultant of the final payment made under this Agreement shall operate as and be a release of City from all claims and liabilities for compensation to Consultant for anything done, furnished or relating to Consultant's work or services. Acceptance of payment shall be any negotiation of City's check or the failure to make a written extra compensation claim within ten (10) calendar days of the receipt of that check. However, approval or payment by City shall not constitute, nor be deemed, a release of the responsibility and liability of Consultant, its employees, subcontractors and agents for the accuracy and competency of the information provided and/or work performed; nor shall such approval or payment be deemed to be an assumption of such responsibility or liability by City for any defect or error in the work prepared by Consultant, its employees, subcontractors and agents.
- 6.12 Corrections.** In addition to the above indemnification obligations, Consultant shall correct, at its expense, all errors in the work which may be disclosed during City's review of Consultant's report or plans. Should Consultant fail to make such correction in a reasonably timely manner, such correction shall be made by City, and the cost thereof shall be charged to the Consultant.
- 6.13 Files.** All files of Consultant pertaining to City shall be and remain the property of City. Consultant will control the physical location of such files during the term of this Agreement and shall be entitled to retain copies of such files upon termination of this Agreement.
- 6.14 Waiver; Remedies Cumulative.** Failure by a Party to insist upon the performance of any of the provisions of this Agreement by the other Party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such Party's right to demand compliance by such other Party in the future. No waiver by a

Party of a default or breach of the other Party shall be effective or binding upon such a Party unless made in writing by such Party, and no such waiver shall be implied from any omissions by a Party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All of the remedies permitted or available to a Party under this Agreement, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

- 6.15 Mitigation of Damages.** In all such situations arising out of this Agreement, the Parties shall attempt to avoid and minimize the damages resulting from the conduct of the other Party.
- 6.16 Partial Invalidity.** If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.
- 6.17 Attorney's Fees.** The Parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorney's fees arising out of and/or connected with the negotiation, drafting and execution of the Agreement, and all matters arising out of or connected therewith except that, in the event any action is brought by any Party hereto to enforce this Agreement, the prevailing Party in such action shall be entitled to reasonable attorney's fees and costs in addition to all other relief to which that Party or those Parties may be entitled.
- 6.18 Entire Agreement.** This Agreement constitutes the whole agreement between City and Consultant, and neither Party has made any representations to the other except as expressly contained herein. Neither Party, in executing or performing this Agreement, is relying upon any statement or information not contained in this Agreement. Any changes or modifications to this Agreement must be made in writing and appropriately executed by both City and Consultant.
- 6.19 Notices.** Any notice required to be given hereunder shall be deemed to have been given by email transmission with confirmation of delivery, and depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY:
City of South Gate
Michael S. Flad, City Manager
8650 California Avenue
South Gate, CA 90280
Email: mflad@sogate.org

With Courtesy Copy to:
City Clerk's Office
Carmen Avalos, City Clerk
8650 California Avenue
South Gate, CA 90280
Email: cavalos@sogate.org

TO CONSULTANT:

Smith Dawson & Andrews
Attn: James Smith, President
1150 Connecticut Avenue NW, Suite 1025
Washington, DC, 20036
email: james@james@james@sda-inc.com

- 6.20 Warranty of Authorized Signatories.** Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign.
- 6.21 Consultation With Attorney.** Consultant warrants and represents that it has consulted with an attorney or knowingly and voluntarily decided to forgo such a consultation.
- 6.22 Interpretation Against Drafting Party.** City and Consultant agree that they have cooperated in the review and drafting of this Agreement. Accordingly, in the event of any ambiguity, neither Party may claim that the interpretation of this Agreement shall be construed against either Party solely because that Party drafted all or a portion of this Agreement, or the clause at issue.

[Remainder of page left blank intentionally.]

EXHIBIT A

SCOPE OF SERVICES

Task 1: Develop Federal Funding and Policy Agenda

CONSULTANT, in consultation with the CITY to formulate a realistic Agenda to achieve the CITY's short- and long-term objectives. This will include establishing project priorities and determining potential federal funding sources. Key policy issues, critical legislation and regulations will be identified.

Task 2: Create federal government outreach and funding program

A plan that reflects the City priorities, projects and initiatives will be developed and will include outreach to grant funding within specific foundations and within the Federal Government.

Task 3: Lobbying

CONSULTANT will lobby the executive branch, selected delegations and any targeted Congressional authorizing and appropriations committees to advance the CITY priorities.

Task 4: Monitoring and Coordination

CONSULTANT will monitor and keep the CITY informed regarding federal legislation, appropriations and policy developments. CONSULTANT will track federal and private grants that align with the CITY priorities and assist CITY staff with the refinement of applications to improve their potential for success. Monitoring will include the National League of Cities, the National Association of Counties and the U.S. Conference of Mayors. CONSULTANT will keep CITY staff informed regarding the monitoring process and those opportunities identified that are consistent with the City's priorities.

Task 5: Requests, Testimony and Correspondence

CONSULTANT will draft programmatic appropriation requests, provide congressional testimony, suggest amendments and report language and will provide correspondence for Members of Congress, their staff and congressional committees on behalf of the City. CONSUTLATN will provide position papers and background materials as necessary.

Task 6: Reporting

Detailed reports will be provided to the City detailing legislative action in Washington, relevant hearing schedules, and relevant grant announcements. CONSULTANT will report relevant information that has been identified in industry publications.

David Turch and Associates

EXECUTIVE SUMMARY

David Turch and Associates is a successful, experienced, and well respected federal government relations firm. Since 1987, we have provided comprehensive strategic planning, legislative goal setting, intergovernmental advocacy and political analysis to a broad range of clients. They include dozens of local government entities across the United States, as well as, private sector companies in the U.S. and abroad. Much of our work, however, involves serving the needs of municipalities in California.

Our continuous thirty-plus year tenure on Capitol Hill has allowed us to foster longstanding relationships with various federal agencies of interest to the City of Downey. Those relationships include, but not limited to, the Department of Transportation, Department of Commerce, the Army Corps of Engineers, the Environmental Protection Agency (EPA), Department of Justice, specifically the COPS program, the United States Congress, and the White House Office of Intergovernmental Affairs.

In a recent interview the City of Rosemead asked for an example of an instance that we lost. Even after reflection, we were unable to come up with such a case. Washington is unpredictable and some goals require a much larger effort than initially anticipated. In other cases, we are able to accomplish the objective more easily. We are retained to achieve results for the citizens of Downey. We will.

Recent successes include the separation of Palmdale and Ontario Airports from Los Angeles World Airports (LAWA) and full funding for the Stratospheric Observatory For Infrared Astronomy (SOFIA) program for Palmdale. The City of South Gate received an \$8 million grant for construction of a recreational pedestrian and bicycle path. We secured \$2.4 million from the Federal Transit Agency for Riverside Transit Agency. We ensured sufficient funding for the City of Temecula's Murrieta Creek Flood Project. The City of Redondo Beach obtained millions for surface transportation projects and funding to build a transit facility. The City of Chino was able to navigate the complexities of the Army Corps of Engineers (ACOE) on the Pine Avenue Improvements Project. We also secured funding for the Prado Basin Ecosystem Restoration project, which both Cities of Ontario and Chino benefited. Fallon County, Montana received \$2.1 million from the Federal Emergency Management Agency (FEMA) after consulting ACOE. We coordinated efforts between the City of Lake Elsinore, the Elsinore Valley Municipal Water District, and the ACOE to mitigate lake issues. The Rialto Police Department has secured nearly \$1 million through Department of Justice. More information and many other examples can be found in our qualifications section. We succeed.

David Turch and Associates' on-call nature is exemplified by our immediate action after a tornado struck the City of Baker in Fallon County, Montana. Fewer than 24 hours after the tornado struck, David Turch flew six hours, then drove 250 miles to the impacted community. He personally reviewed the damage, presented County officials a checklist for disaster relief and the timeline for its execution. Later we worked with the County and the Governor's Office to submit a 'major disaster' declaration to the President. Fallon County is currently receiving support from FEMA and ACOE and when the County recently required an extension, David Turch and Associates presented the compelling reasons to grant the request. They won.

An example of our transit experience includes our work for the City of Monrovia. We secured \$4.5 million for Monrovia's Station Square Transit Village development project. We also obtained congressional support for an agreement on the construction of a maintenance facility between Monrovia and the Gold Line Construction Authority. We also got funding allocated for the City's trolley system, parks and a downtown historic preservation project.

For the City of Imperial, we diligently held meetings with officials from the Commerce Department's Economic Development Administration (EDA), both here in Washington, D.C. and with their regional office in southern California. Our work over two years paid off when the City of Imperial secured a \$3,000,000 EDA grant to fund the extension of water, wastewater, and the construction of surface road and other improvements along Neckel Road. This project supports the development of the Alliance and Innovative Regional Center. U.S. Customs and Immigration Service (USCIS) approved EB-5 green card investment regional center, which included a hotel, retail center, and office park. This project supported foreign direct investment and global competitiveness. This investment was part of a \$3,828,375 project to create an estimated 642 jobs and leverage \$22.25 million in private investment.

David Turch and Associates works closely with the senior decision-makers on Capitol Hill to advance your positions. We have strong relationships with Members from Oregon to Florida, both political parties, and in the House and the Senate. As a dominant federal advocacy firm representing California interests, we work with most Members from your state. Many are personal friends. We are well known by the chairmen of the committees as well as the ranking minority members. Consequently, our work is relatively unaffected by changes in congressional leadership. Your interests will receive attention at the highest levels.

We are respected for our integrity and honesty in representing our clients. We meet their - and your - requirements with seven permanent employees and various subcontractors as needed. We are well grounded in the *process* of our government, not just in the *people* elected to govern. Our staff understands how, when, and where the laws are written. Members of our firm have a thorough knowledge of the federal government. Your point of contact in our office will be Amanda Stephenson.

Fee Proposal

We recommend a negotiated monthly retainer as the best method of payment for our services. We do not bill for routine costs. Before incurring any extraordinary expenses, we solicit your prior approval. We encourage you to specify any other control over expenses you feel is appropriate. There are no hidden costs in our contract. Our suggested cost for the level of services we believe you will require is five thousand dollars, \$5,000 per month.

Our business is located in the District of Columbia; therefore, our licensing reflects District requirements, including workers' compensation insurance and automotive liability. We comply with all requirements to do business in the District of Columbia. Professional liability insurance is not applicable to our business. For the past three decades whenever requested the requirement has been waived.

We have a formal conflict of interest policy. We notify all parties when any potential conflict might arise and in that notification, state how we intend to resolve the potential conflict. We have zero litigation history throughout our 30-year tenure in business. We look forward to providing the success in Washington you deserve.



DAVID TURCH

**517 2ND STREET, NORTHEAST
WASHINGTON, D.C.
(202) 543-3744
DAVID.TURCH@DAVIDTURCH.COM**

QUALIFICATIONS

We combine the efforts of local government associations, transportation commissions, economic development agencies, federal agencies, and Congress to make all these entities function for you. A few examples of our successes include:

- ✓ City of South Gate, CA: The City has been in discussion with the Army Corps of Engineers on recreational development along the Los Angeles River south of Los Angeles City. With the passage of Measure M, tens of millions of dollars are becoming available to cities along the river. South Gate, a community of with over 100,000 residents, has already received an \$8 million grant to begin work on construction of a recreational/pedestrian/bike path on its riparian border. Additional funds are forthcoming not just for South Gate, but for a host of cities along the river. We are working with South Gate and ACOE, exploring avenues on how to coordinate and connect recreational projects down river of L.A. with the Los Angeles River Ecosystem Restoration Project.
- City of Chino, CA: Chino is pursuing the Pine Avenue Improvements Project which involves significant fill material for the roadway embankments within the impoundment area of the Prado Reservoir. Last fall, we went to the Los Angeles ACOE's district office and successfully resolved a roadblock over initial construction plans.
- Riverside Transit Agency, CA: secured \$2.4 million from the Federal Transit Administration (FTA) through the Clean Fuel Grant. We also replaced and doubled to a total of \$2.2 million previously rescinded funds for a transit center. We continue to work with the Riverside Transit Agency on other ongoing projects.
- City of Temecula, CA: When the City was notified earlier this year by ACOE that it was reducing the scope (top of bank landscaping and irrigation) for the construction phase of the Murrieta Creek Flood Project that runs through Temecula's historic downtown, we took action to resolve the funding discrepancy. In close coordination with Temecula, we worked with the ACOE, the House Energy and Water Appropriations Subcommittee and Representative Ken Calvert (R-CA) – through direct agency/congressional meetings and correspondence -- to ensure that sufficient funding (\$2 million) was allocated to complete all sections of this phase of the project, including the landscaping and irrigation component, a high priority for Temecula.
- City of Redondo Beach, CA: helped secure federal funds to build transit facility to serve as a regional hub and millions of dollars for surface transportation projects.

OTHER LEGISLATIVE AND EXECUTIVE BRANCH SUCCESSES

Surface Transportation Projects

Transportation is one of our areas of specialty. We have been deeply involved in all transportation reauthorization acts to pass Congress: ISTEA, TEA-21, SAFETEA-LU, MAP-21 and FAST. Our longstanding involvement with the House Transportation and Infrastructure Committee provides us with a unique insight into the more nuanced policy deliberations that evolve during the reauthorization process.

California Interstate 10 & Interstate 15 Corridors

Over the years, we have secured tens of millions of dollars for interchange projects along the I-10 and I-15 Corridors in Southern California, including the I-10 and Riverside Avenue Interchange, the I-15 and Base Line Road Interchange, and the proposed SR-60 Potrero Boulevard Interchange. When previously earmarked funds were at risk of being rescinded for the Potrero Boulevard Interchange project in the summer of 2012, we worked with the City of Beaumont, the Department of Transportation, and Caltrans to ensure that the funds remained dedicated to the project. We have also secured tens of millions of dollars for bridges and road improvement projects for our clients across the country.

City of Beverly Hills, California

We worked closely with then Mayor John Mirisch and Beverly Hills staff to promote the City's interest in The Municipal Autonomous Shuttle System (MASS). We also addressed "first and last mile" issues in connection with a planned subway station.

Coordinating with City staff, we successfully submitted an autonomous vehicle resolution to the U.S. Conference of Mayors (USCM) which was subsequently approved. Following that USCM adoption, we circulated the resolution to the City's congressional delegation. We organized and planned meetings in Washington, D.C. for Mayor Mirisch with the administrators of the Federal Transit Administration, the National Highway Traffic Safety Administration, and the director of the Department of Transportation Office of Infrastructure Finance and Innovation. Additionally, we facilitated the Mayor's meetings with a host of key congressional players including the chairman of the House Transportation Subcommittee on Highways and Transit, the founding member of the Congressional Smart Transportation Caucus, and senior Republican and Democratic staffs on the Senate Environment and Public Works Committee and the Banking, Housing and Urban Affairs Committee.

We helped arrange for the Mayor to meet with the Association of Unmanned Vehicles Systems International and General Motors. As a result of those meetings, the Mayor was invited to attend the World Mobility Leadership Forum in Detroit, Michigan.

City of Montclair, California

We have been working with the City of Montclair, the Foothill Gold Line Construction Authority, and the San Bernardino Associated Governments on the Gold Line rail extension from Azusa to Montclair. City officials are exploring various funding solutions to pay for the extension from Claremont to Montclair – a \$68 million segment. This segment of light rail system serves as the gateway into the western portion of San Bernardino County.

We have held discussions and met with FTA officials, both in Washington, DC and in Los Angeles, on potential federal funding sources for the project, including Small Starts, a program we previously initiated on behalf of Metrolink.

In order to expand federal funding options, City officials have also met with the Department of Transportation's Office of Infrastructure Finance and Innovation. We reviewed the possibility of securing funds under the Transportation Investment Generating Economic Recovery (TIGER) grant program and the Transportation Infrastructure Finance and Innovation Act (TIFIA). Montclair had also applied for Cap and Trade funds.

Water-Related Issues

City of Lake Elsinore, California

David Turch and Associates coordinated the efforts between the City, the Elsinore Valley Municipal Water District, and the ACOE to mitigate the lake's high water temperatures, shallow water depth, high levels of phosphorous, fish die off, algal blooms, sediment build up and lack of oxygen. We delivered letters of request for feasibility studies under section 206 (Aquatic Ecosystem Restoration) and section 1135 (Project modification for the improvement of the environment) to ACOE. As this is a current project, we are working with officials from ACOE, Department of Interior and the EPA, both regional and national headquarters, on the issues surrounding the lake.

Currently we are working to streamline and manage the LEAPS project which would also affect the lake. This project requires organization between the Fish and Wildlife Service, National Park Service, Department of Interior, ACOE, and EPA. We are constantly monitoring any and all changes that occur throughout the process.

Ontario and Chino, California

We helped secure funding for the Prado Basin Ecosystem Restoration project. This project is a multi-jurisdictional opportunity to create a wetlands ecosystem and enhance recreational uses as part of a regional watershed management plan. The project is designed to increase the headwaters available to Orange County's drinking water system. It involved coordination with the City of Ontario and support from the City of Chino, the County of San Bernardino, the Inland Empire Utilities Agencies (IEUA), the Orange County Water District (OCWD), and ACOE.

Fallon County, Montana

Last fall, the County received \$2.1 million from FEMA. When the County recently asked for an extension, David Turch and Associates facilitated discussions with FEMA and ACOE about the required steps and the compelling reasons to grant the request. We continue to work with Fallon County on other ongoing projects.

Earlier, the County was being fined \$37,500 per day for a substantial wetlands violation. We coordinated an onsite visit involving the EPA and ACOE for remediation and we were successful in the total forgiveness of the fine.

Public Safety: Fire and Police Assistance

City of Rialto

In September 2014, the Justice Department's COPS Office awarded \$250,000 to the Rialto Police Department to hire two School Resource Officers (SRO). We worked closely with the Rialto Police Department, the COPS Office, and Congressional delegation. We organized several meetings in 2014 between Rialto City officials and COPS Office Director Ronald Davis to discuss the City's law enforcement personnel needs and Justice Department grant opportunities. In addition to the SRO grant the Rialto Police Department secured over \$625,000 in COPS funding to hire five new police officers. The Police Department also secured a \$93,000 grant in 2012 as part of a study that received national attention on the use of body cameras. The police department saw an 88 percent drop in complaints against officers, from 24 to 3 in a single year, after implementing the body cameras. Use-of-force incidents also fell by nearly 60 percent from 61 to 25 incidents.

Stearns County, Minnesota

David Turch and Associates helped the Stearns County Attorney secure \$100,000 to establish the first Domestic Violence (DV) Court in Minnesota. Prior to founding the DV Court, all seven of the last intentional homicides in Stearns County were related to domestic violence. Within the first three years of operation, the DV Court saw 58% of victims who received legal services separated permanently from abusers, a reduction in assaults and violations of no-contact orders, and increased school attendance from the children involved. These improvements include significant economic benefit to the community in decreased use of judicial and enforcement resources, fewer missed days of work or absences from school, and lower health care related costs due to physical injury.

Last year, we worked with Senator Franken's judiciary staff to create language applicable to Stearns County's Sex Trafficking Task Force. The language was inserted in S. 1312 as (§303(2)(D)), which allows from the Department of Justice to give priority to projects like the sex trafficking task force when making grant evaluations. S. 1312 reported out of Senate Judiciary and passed the Senate with our provision intact.

In FY 15, the County was awarded over \$165,000 from FEMA in Hazard Mitigation grants to construct tornado safe rooms.

Interagency Communications Interoperability System (ICIS), California

David Turch and Associates has been working with I-C-I System member cities (Beverly Hills, Burbank, Culver City, Glendale, Montebello, Pasadena, Pomona, Santa Monica, Torrance and the South Bay region, and ComNet -- includes Azusa, Covina, Glendora, Irwindale, LaVerne and West Covina) to secure federal pass through funds (over \$20 million) through FEMA's Urban Areas Security Initiative and State Homeland Security Grant Programs. In addition, we have been working to alter a section of federal law that threatens the viability of the I-C-I System. In this regard, we have been engaged with the Federal Communications Commission (FCC), Members of Congress and relevant Congressional Committees in addressing Section 6103 of Public Law 112-96 that requires the FCC to auction public safety T-Band (television spectrum used by public safety entities) by 2021. Under the law, public safety entities operating on T-Band have two years from the auction close to migrate their networks to another communications platform.

As it stands today, the T-Band "take back" mandate directly threatens the I-C-I System network as well as public safety communications systems in eleven of the largest metropolitan areas of the country (Boston, Chicago, Dallas, Houston, Los Angeles, Miami, New York, Philadelphia, Pittsburg, San Francisco and Washington, DC). According to a National Public Safety Telecommunications Council (NPSTC) report, the following five metro areas do not have sufficient spectrum in any band to reallocate their existing T-Band operations: Boston, Chicago, Los Angeles, New York and Philadelphia. Beverly Hills has played an important role in advocating for relief from the T-Band mandate before Congress and the Executive Branch. We continue to aggressively work this issue in Washington, D.C., enlisting the support of the Los Angeles congressional delegation, the Federal Communications Commission (FCC); the Department of Homeland Security Office of Emergency Communications, the International Association of Fire Chiefs, the International Associations of Police Chiefs, the House Committee on Energy and Commerce and the Senate Committee on Commerce, Science and Transportation. We have also been working closely with the House and Senate Homeland Security committees whose members have expressed concerns about the effect of the T-Band mandate on mission critical voice communications for first responders who cover over 90 million Americans.

NASA/SOFIA Program

City of Palmdale, California

When President Obama's FY 2015 budget request for the National Aeronautics and Space Administration (NASA) proposed to eliminate funding for the Stratospheric Observatory For Infrared Astronomy (SOFIA) program operated out of Palmdale, California, we were tasked by the City of Palmdale to mobilize and secure congressional support to restore full funding -- \$87 million -- for SOFIA. Termination of the program would have resulted in the direct loss of over 200 high-paying jobs in the Palmdale region.

We immediately engaged key House and Senate Appropriations Committee Members and enlisted the support of the California Congressional Delegation. We organized a Palmdale City advocacy trip to Washington, D.C. prior to the NASA budget markup by the House Appropriations Subcommittee on Commerce, Justice, Science (CJS). The Palmdale delegation met with top NASA representatives including the official responsible for handling funding justifications for the Astrophysics Division. The Palmdale group had meetings with Kevin McCarthy, then House Majority Whip, whose congressional district stretches into the Antelope Valley, as well as with the Republican and Democratic leadership of the CJS Subcommittee.

We leveraged the City, local business and labor interests to promote the project on Capitol Hill. We duplicated our efforts on the Senate side, working closely with Senator Dianne Feinstein. We coordinated our legislative advocacy efforts with research stakeholders from northern California. The end result was a House mark of \$70 million and a Senate mark of \$87 million. The enacted continuing resolution for FY 2015 included \$70 million and allowed NASA to continue to fully operate SOFIA. The respective House/Senate appropriations marks, moreover, ensured that the program was funded through the end of 2015 fiscal year and established an important milestone for technical field demonstrations for the retrofitted 747 aircraft and program.

Economic Development-Job Training

City of Rialto, California

Through our advocacy work with EDA, we were able to help the City of Rialto partner with the agency to establish a job training program aimed at helping prepare young adults in Rialto for employment opportunities in the hazardous waste cleanup industry. The Superfund Job Training Initiative (SuperJTI) program combines extensive classroom instruction with hands-on training exercises for each participant. SuperJTI graduates have the technical skills to work on a broad range of construction, environmental remediation, and cleanup projects at Superfund sites. EDA offers SuperJTI training through its Technical Assistance Services for Communities (TASC) contract, which provides training and independent technical assistance to communities. TASC provides assistance to communities affected by hazardous waste sites regulated by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA).

EXAMPLES OF LEGISLATIVE & EXECUTIVE BRANCH SUCCESSSES IN OTHER ISSUE AREAS

Education

Since 2013, we have been working with the City of Hemet, California to raise awareness of their issues on Capitol Hill. We have met with Members of the California delegation as well as with key congressional committees and federal agencies. In September 2014, Hemet was awarded a \$340,918 Education grant for the Hemet Unified School District to improve school climate and keep students safe. We worked through the City to generate Congressional support for the grant application.

Aviation Projects

Ontario International Airport Authority

We worked with the City of Ontario, California in its campaign to regain control of the Ontario International Airport (ONT) from the City of Los Angeles/Los Angeles World Airports (LAWA). In this successful endeavor, we coordinated closely with Southern California municipalities, counties, national aviation stakeholders, Members of Congress, Congressional Committees and the Federal Aviation Administration (FAA), to advance our client's agenda. This multi-pronged strategy involved orchestrating a House Transportation and Infrastructure Aviation Subcommittee field hearing in Ontario, enlisting bipartisan congressional support as well as securing the enactment of a legislative provision amending federal law to allow up to \$70 million in Passenger Facility Charges (PFCs) to be exchanged between ONT and LAX. That exchange of funds allowed for a \$250 million deal and had been specifically prohibited by statute.

In securing a legislative fix, we enlisted the support of key congressional players including Chairman Bill Shuster (R-PA) and Ranking Member Pete Defazio (D-OR) of the House Transportation and Infrastructure Committee, Chairman John Thune (R-SD) and Ranking Member Bill Nelson (D-FL) of the Senate Commerce, Science and Transportation Committee, Senators Dianne Feinstein (D-CA) and then Senator Barbara Boxer (D-CA), and assembled a bipartisan coalition of members from the Southern California delegation including Representatives Ken Calvert (R-CA), an appropriations cardinal, and Grace Napolitano (D-CA), a senior democrat on the Transportation and Infrastructure Committee.

Over a period of ten months, we secured the introduction of stand-alone, companion bills in each chamber of Congress, overcame committee earmark concerns, ensured our legislative text was part of Chairman Shuster and Chairman Thune's respective FAA reauthorization measures and, as a fall back plan, inserted, through the leadership of Senator Feinstein, our provision in the Senate Transportation Appropriations bill. Moreover, we enlisted the support of the House Republican leadership team, in particular Kevin McCarthy (R-CA), in moving our bill through the Transportation and Infrastructure Committee and the House. Enactment of our legislative fix allowed the airport transfer to take place on November 1, 2016.

San Bernardino International Airport Authority

Another example of our effectiveness is our work with the former Norton Air Force Base, now known as the San Bernardino International Airport Authority (SBIAA). Our successes include \$13.9 million through FAA's Military Airport Program (MAP), MAP funding supported passenger terminal improvements, hangar modification, airfield lighting vault conversion, and aircraft rescue and firefighting (ARFF) equipment. We secured \$8 million from the Economic Development Administration for road construction to access the airport terminal and another \$7.6 million for the development of a TecParc on the airport to provide economic stability and educational benefits for the surrounding residents and business community.

Our achievement also included a no-cost transfer of all remaining lands at the former Norton AFB to Inland Valley Development Agency (IVDA)/SBIAA, thus reducing their debt from more than \$50 million to less than \$1 million in back rent fees. We intervened with the Office of the Secretary of Defense to increase the number of acres awarded to our client as a public benefit transfer by the Air Force Base Disposal Agency from 941 acres to 1,357 acres. We consolidated 750 jobs at the former Norton Air Force Base in the area Finance and Accounting Services following the closure.

Imperial California Airport

We coordinated efforts between City of Imperial, the City of El Centro and the County of Imperial to secure a Department of Transportation waiver to ensure Imperial County Airport could continue to participate in the Essential Air Service (EAS) program. With help from Senators Dianne Feinstein and Barbara Boxer and Representative Juan Vargas, we were successful.

With the change of the EAS requirements due to the FAA Modernization and Reform Act of 2012, Imperial County Airport's average daily enplanements fell below the minimum threshold. We organized several meetings with EAS officials and held numerous communications with congressional and regional representatives. Continued EAS service to the airport is a critical component of the region's economic development plans. The waiver allowed the airport to continue to access to the \$1.6 million EAS grant through FY 2015. We successfully undertook the waiver process again in FY 2016.

STAFF BIOGRAPHIES

David Turch and Associates has the right people. We have the institutional knowledge to expertly navigate Congress and the Executive Branch. Our staff understands how, when, and where the regulations and laws are written. We will work on your behalf beginning immediately. We pride ourselves in working year-round for our clients and are accessible through many means of communication. We are a dedicated team devoted to success.

David Turch

David Turch served more than fifteen years as a legislative aide with members of both the U.S. House and Senate and both major political parties. A former division director for two of the nation's largest public relations firms, David achieved substantial expertise in the development of successful government marketing strategies. In August of 1987 he founded David Turch and Associates at its present location on Capitol Hill. David was graduated from Saint John's University with majors in economics and business administration.

Marilyn Campbell

Marilyn Campbell is our chief operating officer. A native Washingtonian, Marilyn brings extensive management and political experience including staff service on the House Rules Committee, the most powerful committee in Congress. Ms. Campbell also served as a staff member to the Senate Committee on Energy and Natural Resources and the Senate Committee on the Judiciary. Subsequently, Marilyn managed some of Washington's top law firms and the Washington office of Ferranti International of the United Kingdom, one of the world's leading defense contractors.

Col. Vic Tambone (USAF Ret.)

Mr. Tambone served the country as an Air Force officer for twenty-four years, rising to the rank of colonel. In addition to being a pilot, staff officer, and commander, he served with distinction in the Office of Legislative Liaison for the Secretary of the Air Force. Tambone also served as a program manager for aircraft acquisition, an Advance Agent for Presidential Flight Support, and the military aide to Secretary Henry Kissinger. President Bush appointed Mr. Tambone as the first Chief of Staff, Science and Technology Directorate, U.S. Department of Homeland Security, where he served as special advisor to the members of the Under Secretary's immediate staff and also as a liaison to other components of the Department, the Administration, and the US Congress. Victor Tambone attended the Virginia Military Institute, and graduated from the United States Air Force Academy. He earned a Bachelor of Science degree in aeronautic engineering and a minor in astronautic engineering. He also holds a Masters degree in international politics from Webster University and is a graduate of the Harvard University, JFK School of Government, National Preparedness Leadership Institute.

Kodiak Hill-Davis

Kodiak Hill-Davis brings experience in both the legislative and regulatory process. Ms. Hill-Davis joined David Turch & Associates in 2007 after serving on the staff of Congresswoman Nancy L. Johnson. She has worked extensively on behalf of both public and private sector clients on a wide range of initiatives. Her expertise is highlighted by her decade-long history of successful transportation projects, especially those with municipal interests. Ms. Hill-Davis earned dual degrees in Political Science and History from Smith College and a J.D. from George Mason University where she focused on regulatory law and analysis.

Jamie Jones

Jamie Jones has been with David Turch and Associates for the past 18 years focusing on meeting our clients' interests in public safety, transportation, economic development, defense, environment and water related matters. Jamie has extensive experience working with municipalities, particularly in Los Angeles County and the Inland Empire. Prior to joining the firm, Jamie worked for twelve years in the U.S. House of Representatives. As a senior level staffer for a member from the Los Angeles County Congressional Delegation, Jamie managed the legislative operations of the office and worked closely with both the Republican and Democratic leaderships of the House. Jamie worked as a consultant/advance representative on a congressional campaign in New York. He was also a senior associate for a New York-based financial institution. Jamie holds an advanced degree in International Affairs from The American University.

Amanda Stephenson

Amanda Stephenson joined the firm from the School of Policy and Government at George Mason University where she earned her degree in political science. Ms. Stephenson attended George Mason as the recipient of a prestigious athletic scholarship and was a member of the Division I Women's Soccer Team. She also earned a coveted nomination as a Women in Government Relations fellow. As a Southern California native, Ms. Stephenson has cultivated a deep understanding of the California region where her policy ingenuity proves to be advantageous.

Kevin Bosch

Kevin Bosch is the director of legislative research. He monitors the activities of Congressional committees and agencies of the Executive Branch. Mr. Bosch provides the firm with a solid business perspective from his work as manager of Georgetown Pipe and Tobacco, an internationally renowned firm. He has been with David Turch and Associates for twenty-five years. Mr. Bosch holds an advanced degree in Comparative Politics from American University.

APPROACH

We maintain close relationships with our clients. Members of the management governing boards know us personally. We make frequent visits to your area. We listen. We work hard to understand your current needs and your plans for the future. We appreciate the role everyone plays in this team effort. Our proven history of success is a result of collaborating with clients to develop sound and realistic objectives. We then effectively pursue their community interest with both regional federal officials and the decision-makers at the relevant agencies here in Washington, D.C.

Immediately after award of the contract, members of the firm will travel to you to conduct an introductory workshop. We will meet Downey staff, and others, at your behest. We will gather and exchange information to develop a better understanding of your needs, interests, and priorities, both in the near and long term. We will help you determine and develop your priorities for the coming year. Together we will establish a strategic plan to achieve your legislative goals and a project list that helps to guide our work in Washington.

Following this visit, we commence an educational campaign with members of the California Congressional Delegation, the relevant House and Senate Committees, and Executive Branch staff. This campaign includes an introduction to Downey's interests, an explanation of both near and long term priorities, and resources for those offices and staff to retain. We will help you draft testimony for use before Congressional Committees and prepare handouts for Congress.

David Turch and Associates encourages members and officials of Downey to visit Washington to meet with Members of Congress, Congressional staff and Executive Branch Officials. Your involvement with us in the federal governmental process and public policy issue debates are integral for success. We will work with you to develop a strategy to win political support and pursue funding for your various priorities. We will draft letters of support and collect signatures on Capitol Hill.

Meeting with agency officials here in Washington promotes a symbiotic relationship in which they can better sense your particular needs and adjust programs and awards as needed. Agency officials want to know how they can be helpful to you, as programs are not static and funding opportunities occur on a rolling basis. Downey's involvement on the federal level with Washington officials is crucial and our firm is capable of providing the expertise you require. We will do what it takes to bring about the results you expect and deserve.

We have one of the most sophisticated grant tracking programs in Washington. We systematically search for programs that will meet your needs and aid your priorities. We flag all relevant funding opportunities and guide you through the application process. We are notified by the appropriate agency relevant to Downey and relay the funding opportunities to you often a week or more in advance of the program becoming public.

To further enhance the City of Downey's presence in Washington, we belong to, or actively participate in a number of organizations which include:

- The U.S. Conference of Mayors
- The National League of Cities
- Women in Government Relations
- American Public Transportation Association
- California State Association of Counties
- Washington Area Transit Industry Representatives
- ACI-NA: Airports Council International – North America
- The National Association of Housing and Redevelopment Officials
- California League of Cities

REPORTING

We place great emphasis on communication. This will be done through personal updates and frequent visits to the City of Downey. We will communicate with you extensively and expect to regularly hear from you. This gives you immediate information and provides you with the ability to ask detailed questions and provide specific direction. Such personal service fosters improved relations and provides a forum for more detailed examination of your federal issues.

This clear understanding of your direction is most useful when we arrange meetings for you in Washington. Your issues are important; they deserve proper acknowledgment and action.

We understand how issues can develop quickly and we have the ability to adapt to such changing demands. We track issues not specifically listed but of interest to you. We provide written memos, reports, summaries, etc. As a client, you are a priority to us. We are available to you by email and phone call always.

CLIENT REFERENCES

Riverside Transit Agency
1825 Third Street, PO Box 59968,
Riverside, California
Larry Rubio, CEO
951-565-5022

City of Rialto, California
150 South Palm Avenue, Rialto,
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Mayor Deborah Robertson
909-820-2689

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303 East B Street, Ontario, California
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SMITH DAWSON & ANDREWS

A public affairs company

July 18, 2018

City of Downey
c/o Juddy Montenegro, Management Analyst
11111 Brookshire Ave.
Downey, CA 90241

RE: Statement of Qualifications (SOQ): ON-Call Federal Legislative Advocacy Services

To Whom It May Concern:

Smith Dawson & Andrews (SDA) submits the following response to the above captioned SOQ and understands the work to be done, as well as, committing to perform the work within the time period.

SDA meets or exceed all "Qualification Requirements" and, if fully engaged, is prepared to execute all "Scope of Services" contemplated within the SOQ. For more than 37 years, SDA has delivered positive results for our clients (several of whom, including governmental clients, have been with us for 20+ years.)

Client loyalty doesn't come overnight or without proving one's ability to listen and comprehend our clients' issues, thoroughly understand the federal government process of legislation and regulation and, displaying a level of uncompromising integrity – For these and other reasons which shall become evident within this Response to the SOQ, SDA is the best qualified firm to perform the engagement.

Sincerely,



Robert A. Gaines

SMITH DAWSON & ANDREWS
A public affairs company

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SMITH DAWSON & ANDREWS

A public affairs company

1. EXECUTIVE SUMMARY

A. Smith Dawson & Andrews (SDA), along with its principals, have in excess of ten (10) years of experience providing legislative advocacy (lobbying). In fact, for more than three decades (37 years), SDA's established Washington, D.C. presence, focused methodology, expertise and success representing state and local government clients make us highly qualified to represent the City of Downey (the City) in these challenging times. Our expertise includes all of the domestic discretionary programs, including those covering economic development, transportation/infrastructure, water, land use and the environment, justice, energy conservation, appropriations and public finance, science and technology, housing and human services, public safety and security, health and workforce development.

Jim Smith and Tom Dawson (now deceased) founded the firm as Smith Dawson 1981. Greg Andrews joined Smith Dawson in 1984, creating Smith Dawson & Andrews (SDA). In 1992, Bob Gaines joined the firm. Subsequently, the firm has continued to grow, now with 10 full time employees in the Washington D.C. office, including professionals who have served at all levels of government and in the private and nonprofit sectors -- lawyers, communications specialists and administrative staff. SDA's size, structure and personalized approach allow us to provide proactive, cost-effective representation to all our clients.

SDA operates on a "TEAM" basis. In other words, when Downey fully engages the firm, these individuals will have been assigned to the City of Downey account. As issues arise other staff with particular expertise may be added to the TEAM (at no additional cost to the City). The City of Downey Team, all registered lobbyists, will include: Bob Gaines (35 years lobbying experience), Executive Vice President & Director; Judith Burrell (30 years lobbying experience), Senior Legislative Advocate; Brett Garson (10 years lobbying experience, Chief Counsel; and Jayson Braude (7 years Congressional experience), Counsel.

Bi-partisanship is essential and SDA routinely works with former Congressman John Sweeney (R-NY). John was appointed to President-Elect Trump's transition team as one of a four-member "Tiger Team." This group was tasked with conducting interviews with candidates for Ambassador posts and high-level positions in federal departments and agencies. Congressman Sweeney served in the United States House of Representatives for eight years.

SMITH DAWSON & ANDREWS

A public affairs company

A full description of the firm along with staff can be found on our website at: www.sda-inc.com

B. SDA has helped secure billions of dollars for our clients, in direct appropriations, discretionary grant awards, and regulatory relief. Success takes a coordinated effort with both the City and SDA working together to support our clients' objectives. In addition to advocating existing client issues, SDA mines and searches opportunities from which our clients benefit. These successes, some of which are documented within this proposal (*Section (4) References*), are predicated on full-time lobbying.

C. SDA proposes an "on-call" monthly retainer of two thousand dollars (\$2,000.00). As issues and projects are assigned the fee shall increase proportionately. At no time, however, shall the fee be in excess of Five thousand dollars (\$5,000.00) per month.

2. QUALIFICATIONS

A. Throughout our history, we have been extremely successful in helping clients define and then reach their federal goals. SDA has secured billions of dollars in appropriations, authorizations and regulatory relief on behalf of our clients. We have also had major success in helping our clients secure competitive discretionary funding from federal agencies. This is due in part to the relationships that SDA maintains with staff in the federal agencies, as well as our commitment to identifying possible advantages for each client to help them succeed in a highly competitive environment while addressing their needs whenever opportunities arise. These administration and agency relationships are even more vital to our clients now that finding and utilizing grant opportunities has replaced earmarks.

We consistently develop creative solutions and achieve our clients' objectives thanks to our experience with public policy issues and agency, regulatory and legislative processes and a keen understanding of the political situation as it impacts your goals.

We have provided government relations services in Washington to some of the largest and most complex governmental entities in the country; helped clients successfully achieve policy, regulatory and legislative agendas and; assisted others to envision and then implement multi-year/multi-million-dollar development projects. Our in-depth substantive knowledge combined with our creativity, hard work and reputation for integrity has earned us the trust of longstanding clients.

We're proud that clients think of us as an integral part of their business, capable of delivering the services they need when they need them.

Every member of SDA's professional staff has solid and longstanding working relationships with the Federal Agencies, Republican and Democratic members of the House and Senate, as well as with their personal staffs, and the staffs of key Senate and House committees.

B. SDA's expertise in creating an innovative strategy to successfully and effectively deal with issues is created through a thorough understanding of goals and objectives. For example: The Columbia Memorial Space Science Learning Center is owned and operated by the City of Downey, we would need to work with the City to learn what the City needs and wants in relation to the Space Center, as well as, what is the City's vision for the incubators? Before SDA can embark on helping the City, SDA would

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want to work closely to find answers to these questions, in order to avoid assumptions. SDA and our clients have worked closely with NASA, NOAA, National Endowment for the Arts, and NSF.

In addition, SDA identifies non-traditional grant opportunities – nonprofit and private sector grant opportunities. These include: IEEE Foundation (The IEEE Foundation has funded robotics competitions and projects); Motorola Innovation Generation Grants (The Motorola Foundation awards millions of dollars in grant funding to science, technology, engineering and math programs (STEM) that help spark an interest in science and science-related professions. Grants that range from \$25,000 to \$50,000 are awarded); and Toshiba America Foundation. (Looking for teachers K-12 science or math that have “a wish list” of instructional equipment that will make learning more exciting for your students.)

C. Robert Gaines – Executive Vice President & Director (35 years federal lobbying Experience). Since joining Smith Dawson & Andrews in 1992, Bob has represented cities, counties and public agencies throughout the United States on issues relating to funding for municipal services and public projects, land use, transportation and the environment. President Clinton appointed and re-appointed him to represent the State of Maryland on the National Capital Planning Commission (NCPC).

A native Chicagoan, Bob has held several positions including Director of Communications for the Chicago Transit Authority; Assistant Press Secretary to the Mayor of Chicago; and Vice President of Public Relations for A. Eicoff & Co. (a division of Ogilvy & Mather). He relocated to Washington, as Vice President for Governmental Affairs for the American Insurance Association (AIA), a national trade association. In addition, he has served on several governmental boards and commissions including the New York State Department of Taxation & Finance Task Force on Insurance Industry Taxes, the Iowa Governor's Task Force on Leaking Underground Storage Tanks and the City of Chicago Task Force on Infrastructure.

Bob serves several of SDA's California clients including San Mateo County, San Mateo Sheriff's Office and the City of Fontana (San Bernardino County). He received his law degree from The John Marshall Law School in Chicago and is a member of the Illinois Bar. Bob graduated the University of Illinois and has done post-graduate study at the John F. Kennedy School of Government at Harvard University.

Judith Burrell – Sr. Legislative Advocate (30 years federal lobbying experience). Judith specializes in economic development, energy, the environment, HUD and health and human services programs, livable/sustainable communities, telecommunications, transportation and workforce development.

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She has served as Sr. VP for communications and diversity at the Newspaper Association of America and assistant executive director of the United States Conference of Mayors. Judith wore two-hats working as both a Mayoral press secretary and Congressional lobbyist for New York City. Judith has the distinction of being the first Director of Institutional Advancement for Medgar Evers College of the City University of New York. In addition to her the local government experience, she was the U.S. Department of Transportation liaison for the Atlanta Olympic Games.

In the private sector, Judith was Chief Marketing Officer for the Transportation Division of ACS Government Solutions (now Conduent), a Fortune-500 technology integrator for electronic toll collection, transit smart cards, commercial truck inspections and motor vehicle registration.

Her many contacts include the Congressional Black Caucus, as well as, major trade organizations and think tanks such as the United States Conference of Mayors; the National League of Cities; the American Public Transit Association; the Conference of Minority Transportation Officials; the American Association of State Highway and Transportation Officials; the Joint Center for Political and Economic Studies; and the National Association of Counties and others.

Judith is a graduate of Brown University and the Columbia University Graduate School of Journalism.

Brett Garson – Chief Counsel (10 years federal lobbying experience). Prior to joining SDA in 2007, Brett worked for the American Road & Transportation Builder's Association (ARTBA) and clerked in both the legislative and executive branches of the federal government. His familiarity with federal programs and understanding of emerging priorities on Capitol Hill, in the Departments and within the executive branch are very beneficial to SDA and its clients.

In addition to transportation, Brett's expertise includes the budget process, economic development, international trade and customs issues, water, sewer and utility issues and campaign finance and ethics law. He also has a strong ability to analyze and communicate the impact of federal laws, regulations and pending legislation on client interests.

Brett's clients include the City of Dayton (OH), Lake Tahoe Community College, The Regional Transportation Authority (RTA – Chicago), Mecklenburg County (NC), Will County (IL) and the South Suburban Coalition in Illinois (which includes the Villages of Park Forest and Richton Park as well as the South Suburban Emergency Dispatch Center).

Brett is a graduate of the University of Michigan, graduated cum laude from American University-Washington College of Law and is a member of the Maryland and D.C. Bars.

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Jayson Braude - Counsel (7 years Congressional experience). Jayson, a native of the Los Angeles area, recently joined SDA after serving as District Director for Congresswoman Nannette Barragán in her San Pedro office. Prior to that, he was legislative counsel to Congresswoman Janice Hahn in her Washington D.C. office until her retirement from Congress in 2016. On behalf of Rep. Hahn, he staffed the House Transportation and Infrastructure Committee, as well, the House Small Business Committee. Jayson also worked for United States Senator Sherrod Brown (D-OH) and former U.S. Senator Kent Conrad (D-ND).

In addition to an excellent working relationship with members of the Los Angeles County Congressional delegation and their staffs including Congresswoman Royal-Allard, Jayson also enjoys an excellent rapport with Supervisors Janice Hahn and Hilda Solis, and their staffs. He specializes in economic development, transportation funding and infrastructure.

Jayson is a graduate of the UC Santa Barbara and received his law degree from Southwestern Law School. Jayson is a member of the Washington Bar.

D. Over the years SDA has successfully negotiated issues cited in the “Specific City Needs & Concerns” section. Here are some examples:

- ✓ Transportation including grade separations, freeway improvements, corridor funding – Fontana, CA (\$12,000,000 for two overpasses); Hesperia, CA (\$27,000,000 Ranchero Rd. Undercrossing & Interchange); Lane Transit District, OR (\$75,000,000 Small Starts funding agreement from FTA to build a second Bus Rapid Transit corridor); Kaua’i, HI (\$13.8 Million TIGER grant).
- ✓ Storm water & Water Quality, Drainage – Upland, CA (\$13,500,000 for the Upland storm water retention basin); Hesperia (\$240,000 water/sewer infrastructure improvements); San Mateo, CA (\$18,000,000 WIFIA application pending).
- ✓ Library, parks, recreation and open space – Will County, IL (\$652,000 a 30-mile trail connecting park land in Northeastern Illinois);
- ✓ Education - Mecklenburg County, NC (\$335,677 grant for Preschool Pay for Success Feasibility Pilots, to expand preschool for three-and-four-year old children).
- ✓ Fire & Police Funding – Fontana, CA (\$261,642 various Assistance to Firefighter Grants [AFG]) & (\$500,000 body worn camera grant OJP); Hesperia, CA.

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(\$1,762,117 various AFG); Kaua'i, HI (\$750,000 COPS grant); Lane County, OR (\$300,000 OJP grant) & (\$945,000 BJA grant).

- ✓ Broadband (wireless) Technology – Boulder, CO (\$400,000 IBM Smarter Cities Challenge grant).
- ✓ Economic Development Assistance – Hesperia, CA (\$1,500,000 EDA industrial rail spur development).

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3. APPROACH

A. SDA thoroughly understands the City of Downey's priorities and concerns, we expect to accomplish these objectives in the following manner:

- Providing strategic advice and analysis of federal funding priorities and opportunities;
- Identifying additional funding sources and potential key suppliers and then act as the City's liaison with, and advocate in, the White House, Federal Departments, the California Congressional Delegation, Congressional Committees and targeted interest groups;
- Lobbying the White House, select Congressional delegations and any targeted Congressional authorizing and appropriations committees on the City's priorities and provide immediate responses to their requests and queries;
- Coordinating and Introducing City officials and designated staff to key administration and legislative decision makers;
- Drafting programmatic appropriation requests, congressional testimony, amendments, report language, correspondence for the Members of Congress, their staffs and congressional committees on behalf of the City and provide position papers and background materials as necessary;
- Reviewing City project compatibility with federal agency priorities and then identifying Congressional champions and sponsors the City's requests and letters of support;
- Preparing and securing letters of support for all stakeholders engaged in the City's proposals including Members of Congress, collaborating institutions, and key local and state officials;
- Monitoring federal legislation and appropriations and advise the City of key developments, problems and/or when opportunities arise, working with the City's contracted state lobbyist when opportunities or policies overlap;
- Monitoring and tracking federal and private grants that align with the City

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priorities and assist the City staff throughout the grant application and award process-helping the City staff to develop and refine its applications;

- Identifying opportunities to showcase the City's achievements and challenges before Congressional Committees or federal agencies, at hearings and forums and in correspondence;
- Sending monthly reports detailing legislative action in Washington, relevant hearing schedules, relevant grant announcements; SDA's staff is vigilant about reading industry publications every day;
- Monitoring developments and advocacy efforts of the National League of Cities, the National Association of Counties, the U.S. Conference of Mayors, and others.
- Help plan, schedule and staff annual trip to DC for City of Downey.

B. SDA utilizes a team approach to meet our clients' unique and specific objectives. Bob Gaines will lead the City of Downey Team. The Downey Team has extensive experience in working with city, county and regional governments and on a range of transportation, economic development and various other issues. The Team will commit whatever time and staff it takes to help the City of Downey meet its goals.

We begin our work together by collaborating with City of Downey's leadership in the development of a Federal Funding and Policy Agenda (Agenda). SDA will visit Downey to meet with the City Manager, under whose guidance we will immerse ourselves in the policy, management and operational issues facing the City to learn all we can about city history, culture, leadership and direction. Of particular interest is developing a deep understanding of your current needs to assess how federal initiatives would increase federal-local collaborations.

Then, working side-by-side with City officials, SDA will formulate a realistic Agenda to achieve your short and long-term objectives. On the funding side, project priorities are determined through a collaborative review process and then matched with potential federal funding sources, from regular agency grant programs to new legislative authorizations and reauthorizations of existing legislation. On the policy side, key policy issues and critical legislation and regulations are identified and decisions made about how and when these are to be handled.

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Once the Agenda is complete, we develop a timetable, including list of deliverables and agree upon performance measurements. We will continue our regular ongoing communication with you through a series of formal and informal calls, meetings and reports so that we can assess progress and determine if there are other opportunities we should take advantage of or problems to be addressed.

SDA will collaborate with the City of Downey to create a federal government outreach and funding program focused on developing:

- Support for the City of Downey's policy priorities, projects and initiatives among executive branch and legislative officials, the White House (domestic policy staff), appropriate Senate and House Committees and foundations;
- A plan to reach out to and apply for targeted grant funding within specific foundations and within the Federal Government: Department of Commerce,
- National Science Foundation, Department of Education, National Institutes of Health, Department of Homeland Security & FEMA, Department of Transportation, Department of Health and Human Services, etc., with support from key Members of Congress in the FY 2019 federal agency budgets;
- An approach for building strategic partnerships to leverage designations for the City to elevate its profile, which is helpful in seeking additional support in federal agency 2019 budgets; and
- A strategy for taking a lead role in the ongoing dialogue affecting the City.

SDA's deep experience with local governments both big and small and in different parts of the United States has provided the principals with a comprehensive understanding of what programs and funding sources will assist local government clients.

The depth of experience with local governments has also helped SDA develop unique approaches to problem solving. With a Congress that passes fewer bills and federal programs that are underfunded and seem to be more and more restrictive, understanding where the best funding opportunities remain in the federal government requires a unique approach.

As Congress moved away from directed funding due to the moratorium on earmarks, applying for competitive grants has become a critical component of any local government's federal agenda. SDA sends federal grant announcements to clients as they are posted and will work with the City of Downey on developing a process to take advantage of competitive grants that align well with the City's priorities.

SDA's working relationship with federal agency program managers and Congressional staff has been extremely helpful for staying on top of grant

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announcements, getting answers to questions regarding the grant application requirements and securing letters and phone calls of support on behalf of clients. Resources like the Federal Register, Congressional Quarterly, National Journal, etc. are important to staying abreast of a rapidly changing Washington, but our firm finds constant communication with Congressional, Administration and Agency staff is the best way to find out about developments and information to assist our clients.

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4. REFERENCES

County of Kaua'i, Hawaii
Cyndi Ayonon, Office of the Mayor
4444 Rice Street, Suite 235
Lihue, Hawaii 96766
Tel: 808-241-4900
Fax: 808-241-6877
cayonon@kauai.gov

SDA has provided federal lobbying services to the County of Kaua'i since 2012. During this time, SDA has identified federal funding opportunities on behalf of the County of Kaua'i by matching federal and private grant opportunities with County initiatives. SDA's relationships with County Departments and staff helps us to identify department goals and funding needs so that we can directly and individually route them any federal funding sources, from regular agency grant programs and non-federal foundation grant programs to new legislative authorizations and reauthorizations of existing legislation. In 2015, SDA assisted the County in securing a \$13.8 million TIGER grant from the U.S. Department of Transportation, which will be used to revitalize downtown Lihue, the main hub of the island, with badly needed roadway improvements, complete streets concepts and safety enhancements.

Since 2012, SDA assisted the County Housing Department in drafting a successful grant application for 6 days of technical assistance from the U.S. Department of Housing and Urban Development. SDA coordinated a conference call that assisted the Fire Department in acquiring a valuable review of an unsuccessful application to FEMA for funding additional positions within the department. FEMA provided feedback and advice, which proved invaluable to a successful application when the re-applied and were awarded \$944,000.

When SDA met with the Department of Homeland Security, we discussed the County's AFG Operations and Safety program grant, which was ultimately funded in the amount of \$396,183. In May of 2013, The County of Kauai received \$750,000 to fund six officer positions through the Department of Justice's Community Oriented Policing Services grant program. In 2015, the Fire Department received \$715,000 from FEMA to purchase a quint apparatus.

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City of Boulder, Colorado

Carl Castillo, Policy Advisor

1777 Broadway

PO Box 791

Boulder, CO 80306

Tel: 303-441-3090

Fax: 303-441-4478

castilloc@bouldercolorado.gov

SDA has provided federal lobbying services to Boulder since 2003. SDA works with Boulder on a range of projects that focus on specific policy development and securing funding. In 2012, SDA assisted Boulder in securing a \$440,000 grant from the Transportation, Community and System Preservation Program (TCSP) of the Federal Highway Administration for the Boulder B-Cycle Bus Rapid Transit and Commercial Corridors Expansion Project, which included 10 public bike-sharing stations and 10 bikes.

SDA has assisted the City in positioning itself as an environmental leader with cutting edge climate change policies and helped Boulder and the Colorado Congressional delegation organize and convene an August 2011 Congressional field hearing on energy. At this event, several members of Congress learned of the city's unique 21st century approach to sustainability through the integration of land use, housing and transportation policies. SDA also helped Boulder secure a \$400,000 grant through the IBM Smarter Cities Challenge, a competitive grant program that will provide \$50 million worth of technology and services to 100 municipalities worldwide over the next three years.

In 2015, SDA assisted Boulder in securing a \$400,000 grant from the U.S. Department of Energy Resilient Electricity Delivery Infrastructure (REDI) Initiative, which is a program focused on technology transfers of smart grid advances to support communities dealing with the impacts of climate change. DOE's grant to Boulder will be used to conduct an energy resilience upgrade at its water treatment plants that will lead to increased resiliency by creating a fully "islandable" power system based on on-site solar, a large battery bank, and significant efficiency enhancements to on-site back-up generation.

SDA assists Boulder in managing its relationship with decision makers at the Department of Commerce (DOC) who has two facilities, NOAA and NIST, and is a major employer in the city. In FY 2010, SDA facilitated Boulder's funding from the Energy and Water spending bill for a \$500,000 Smart Grid City vehicles project and \$74,000 for an initial study of South Boulder Creek.

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City of Fontana, California

Ken Hunt, City Manager

8353 Sierra Avenue

Fontana, CA 92335

Tel: 909-350-7601

Fax: 909-350-6613

khunt@fontana.org

Fontana has retained SDA for federal lobbying services for 21 years. In the last two years, Fontana has received more than *\$7,000,000 in public and private grants* including HOME, CDBG, HESG, AFG (Fire Prevention & Safety), HSIP and the Kaiser Foundation. During that time, the City has received more than \$12 million for two transportation projects (Sierra Avenue/I-10 interchange and the Cypress Avenue/I-10 overcrossing). In addition, Fontana has received more than \$500,000 in federal funds for the Fontana Teen Center. SDA was instrumental in negotiating an agreement between Fontana and the U.S. Fish & Wildlife Service to allow for development of 400 acres that was previously designated a habitat for an endangered species. Because of this negotiated agreement, Fontana realized substantial tax revenue.

Lane County, Oregon

Alex Cuyler, Intergovernmental Relations Manager

Lane County Administration

125 East 8th Avenue

Eugene, OR 97401

Tel: 541-682-6504

Fax: (541) 682-4616

alex.cuyler@co.lane.or.us

Lane Transit District, Oregon

Edward McGlone, Government Relations Manager

Lane Transit District

3500 East 17th Avenue

Eugene OR 97403

Tel: 541-682-6104

Edward.McGlone@ltd.org

For over 30 years, SDA has provided federal lobbying services to the United Front, a group of local government entities (with a population similar in size to the City of Beaverton) in Oregon including the Cities of Eugene and Springfield, Lane County, Lane

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Transit District, Springfield School District and the Willamalane Park and Recreation District. Operating as a cooperative delegation, the group united to advance mutual priorities on issues including transportation, public health, public safety, education, the arts, economic development, energy and environmental conservation. SDA helped secure more than \$34 million in grant funding in 2012 for a range of programs including the Springfield Community Health Center (FQHC), mental health and drug prevention services, justice programs, housing for homeless, water and infrastructure projects, covered bridges, trail paths and highway safety improvements. SDA assisted Lane County in securing a \$440,000 grant from the Transportation, Community and System Preservation Program (TCSP) of the Federal Highway Administration to help improve road conditions and construct shoulders and bike lanes on a critical section of a dangerous highway.

Working with LTD when it wanted to improve its transit system, SDA recommended, and then obtained funding for, a study to look at the costs of light rail and identify alternatives to it. The conclusion was to pursue an innovative approach called Bus Rapid Transit (BRT). For more than a decade, LTD and SDA have been working with the Federal Transit Administration and the last three administrations to secure more than \$30 million in total funding for this project.

SDA has also worked with the Willamalane Park and Recreation District in Lane County and has been able to help secure over \$4 million in federal funding to support Willamalane's comprehensive bike and pedestrian trail system.

Will County, Illinois

Nick Palmer, Chief of Staff
Office of the County Executive
302 N. Chicago Street
Joliet, IL 60432
(815) 774-7480
npalmer@willcountyillinois.com

For over ten years, SDA has provided federal lobbying services to Will County IL which has 37 municipalities and 24 townships covering nearly 850 square miles. SDA also represents the Will County Center for Economic Development and the Will County Forest Preserve. In 2012, Will County was awarded two grants (DOJ & DHS) totaling \$250,000. They were also awarded \$3,500,000 in funding for a range of programs including an electronic records management system and wireless communications upgrades for the Will County Sheriff's Office, water and sewer improvements and interstate corridor improvements.

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To help combat a serious increase in the number of young people who have overdosed and died from taking heroin, SDA secured the Deputy Director of the Office of National Drug Control Policy (ONDCP) as the keynote speaker to a communitywide heroin education symposium.

It has also been important to educate the U.S. Department of Agriculture about Will County's agricultural exports to Asia. As a result of this educational effort, a government sponsored trade mission to China was planned took place in 2015.

5. CONFLICTS

Smith Dawson & Andrews has no current clients (or clients represented within the last 24 months) with whom there may be a potential conflict of interest in representing the City of Downey.

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EVALUATION CRITERIA

We noted that in SOQ under Evaluation Criteria (page 5) a “Sample letter advocating the City’s position on a particular legislative item” is part of the criterion.

There does not appear to be anything in the SOQ requiring or suggesting such a “letter.” SDA seeks to meet all requirements and to thoroughly demonstrate our capabilities. However, to meet this criterion, it would be necessary to fabricate an issue and then assume the City’s position.

In addition, to searching and identifying opportunities, SDA works to effectively address existing issues and coordinates, and with the client, draft an appropriate response compatible with our client’s goals and objectives.

Therefore, in order to address this criterion, we respectfully submit the following Letter of Support signed by all members of the San Mateo County House delegation along with both members of the U.S. Senate for the \$500 million San Mateo Wastewater Treatment Plant project.

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Congress of the United States

Washington, DC 20515

May 24, 2018

David Ross, Assistant Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Jorianne Jernberg, Director
WIFIA Program
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Mr. Ross and Ms. Jernberg:

We are writing in support of the Letter of Interest submitted by the City of San Mateo for funding through the Water Infrastructure Finance and Innovation Act (WIFIA). By awarding funds from WIFIA to the San Mateo Clean Water Program's Wastewater Treatment Plant project, you will help to protect one of our nation's most ecologically important areas, San Francisco Bay, as well as the families who live nearby.

EPA has indicated that one of its priorities for the 2018 Notice of Funding Availability is to rehabilitate, repair, and replace aging infrastructure. The San Mateo Wastewater Treatment Plant project does just that by utilizing an existing site for new assets and rehabilitating existing infrastructure where appropriate. The project will replace a facility that is more than 70 years old. Furthermore, the new Wastewater Treatment Plant will be LEED certified, use reclaimed water, incorporate high-efficiency fixtures, use compressed natural biogas for power, and accommodate sea level rise projections.

The \$500 million project will prevent diluted raw sewage from contaminating streets, waterways and ultimately the San Francisco Bay. Upgrades to the wastewater treatment plant will also support future water reuse vital to this drought-vulnerable region. San Mateo's Clean Water Program's Wastewater Treatment Plant will carefully balance public health, environmental stewardship, economic revitalization, climate resiliency, and collaborative partnerships to serve all these diverse interests in equal measure.

The project impacts and benefits include replacing 70-year-old infrastructure that serves over 150,000 residents in San Mateo City, Foster City, Hillsborough, Crystal Springs, and unincorporated San Mateo County; treating up to 60 million gallons of wastewater per day; increasing full treatment capacity, including in-system storage to manage heavy flows to reduce sewer overflows; reducing nutrient levels in water returned to the bay; and securing over \$275 million in local financial commitment.

Page 1 of 2

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For all the aforementioned reasons, we ask you to support the San Mateo Clean Water Program's Wastewater Letter of Interest for funding through the Water Infrastructure Finance and Innovation Act pursuant to all existing rules and regulations.

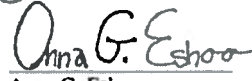
Please feel free to reach out to any of our offices to discuss this project further.

Respectfully submitted,


Dianne Feinstein
United States Senator


Jackie Speier
Member of Congress


Kamala D. Harris
United States Senator


Anna G. Eshoo
Member of Congress

END OF FORMAL RESPONSE TO SOQ



RECEIVED
JUL 20 2018
CITY MANAGER'S OFF.

July 19, 2018

Juddy Montenegro, Management Analyst
City of Downey
11111 Brookshire Ave.
Downey California, 90241

Dear Ms. Montenegro,

Thank you for the opportunity to propose our federal lobbying services to the City of Downey, CA (the City). Lobbyit represents a new way of thinking about federal lobbying services. We offer seasoned, professional, nuanced and thoughtful representation to clients, but at a fraction of the cost charged by other lobbying firms. Founder and CEO, Paul Kanitra, created Lobbyit to offer an easily attainable access-point into the vast, and often intimidating, federal city. We have made it our mission to provide smaller interests outside of the "Capital Beltway" an effective and affordable voice in Washington.

Lobbyit is a full-service government relations firm, representing clients in front of Congress, the Executive Branch, and independent federal agencies. Perhaps most importantly, our unique blend of "old-school" advocacy techniques and cutting-edge, customizable e-advocacy strategies allow for multiple avenues for successful advocacy. Our clients can (and do) testify to the value and quality of the service they receive. Client endorsements, testimonials and case studies can be found at [www.lobbyit.com](#). Like many other firms in D.C., we have deep experience in the government sector, and are well acquainted with the options and avenues available for effective advocacy, including the pressure points in the decision-making process, and obscure offices that often play important roles in how government functions. Unlike many other firms in D.C., Lobbyit distinctively offers to build and manage a unique, innovative, and interactive web-based platform from which clients can educate its supporters, organize and execute sophisticated social media campaigns targeting federal and state officials, and engage nationwide grassroots networks.

Since the firm's inception, Lobbyit has represented over 100 different clients before the federal government in almost every sector of the economy, including municipal governments, education non-profits, and universities and HBCUs. At this point in our history, especially after the recent acquisition of staff specializing in municipal government representation, we strongly believe that our firm is well-positioned to offer the opportunity for success. It is our strong intention to build upon our capacity by seeking strategic relationships with those local governments that have unique stories, deserving projects, and engaged elected officials.

We believe a partnership between the City and Lobbyit will yield significant benefits. We will take pride in positioning the City as a trusted broker and reliable partner before the federal government; establishing Downey as an important resource for policymakers no matter the issue. Ultimately, Lobbyit will we design and implement wrap-around government relations strategies that will align federal initiatives with the City's priorities so that it can take advantage of every opportunity in Washington, D.C.

Sincerely,

Max Perkins
Vice President

Executive Summary

Lobbyit was founded in 2009 by Paul Kanitra. Mr. Kanitra's experience in Washington as both a contract lobbyist and an "in-house" government affairs advocate for a prominent vehicle history company led him to believe that the lobbying industry was ripe for innovation. In the past, typical lobbying firms often overcharged for services, contracts were opaque and inflexible, and lobbyists were unaccountable for their work. He designed Lobbyit to stand apart from the large law firms and "earmark" shops that traditionally dominated Washington by offering transparent pricing and accountable professionals, ultimately presenting a large return on investment for clients; the firm was once described by The Washington Post as "a bold experiment to remake the idea of DC lobbying."

Clients at other firms in D.C. pay unnecessarily exorbitant sums for government relations services essentially because of the finite population familiar with the language, personalities, and processes of government. For entities in heavily-regulated industries, or which have a variety of needs in front of legislators and regulators, this severely hampers their ability to be effective unless they are willing to pay the high price of admission. Not only does this steep cost structure relegate many smaller entities to the margins, it locks-in the ability of larger actors to control the agenda. What is unique about Lobbyit when compared with the traditional firms in DC, however, is that we do it for a fraction of what other firms charge, and often with more transparency and accountability.

Most lobbying firms charge as much as \$15,000 as a minimum retainer, with the entire process reaching \$50,000 per month or more for full advocacy services, with many of their "billed-for" activities remaining largely undefined. Lobbyit, however, is accountable to our clients each and every month. We offer 5 innovative and transparent pricing tiers to our clients, starting at just \$995 per month. Our Tier 1 Plan offers clients the opportunity to engage Washington at a very basic service level, with higher tiers building upon our base service package. Most tiers include the following as a minimum: daily policy and political updates specific to each client's issues, a personally tailored monthly report which includes an accounting of our all activity during the prior month, legislative and regulatory alerts and analysis, and scheduling assistance with Congress and Executive Branch agencies. Our contract terms are flexible, which avail clients with accessible on and off ramps to engagement depending on current circumstances.

Lobbyit is a full-service government relations firm, representing clients in front of Congress, the Executive Branch, and independent federal agencies. We provide the full panoply of lobbying services, from legislative and regulatory monitoring, analysis, and reporting, to the design and implementation of sophisticated advocacy strategies aimed at Congress and/or the federal agencies. The firm even offers cutting-edge, customizable e-advocacy stratagems. Our unique blend of "old-school" advocacy techniques and technology-based strategies cover our clients' needs from every vantage point.

Like many other firms in D.C., we have deep experience in the government sector, and are well acquainted with the options and avenues available for effective advocacy, including the pressure points in the decision-making process, and obscure offices that often play important roles in how government functions. Unlike many other firms in D.C. however, Lobbyit distinctively offers to build and manage a unique, innovative, and interactive web-based platform from which clients can educate its supporters, organize and execute sophisticated social media campaigns targeting federal and state officials, and engage nationwide grassroots networks. Washington's more-recent adoption of social media has created additional touchpoints for federal officials; lobbying strategies that do not seek to take advantage of these new opportunities are lacking the modern element of success.

Our "advocacy hubs" are built to seamlessly match with your existing web page and branding, providing an area on your website that demonstrates a sophisticated and coordinated approach to government affairs. The hub contains advocacy materials developed in concert with the client and which complements our traditional lobbying activities. Hub users can access meticulously developed material such as form letters, talking points, call scripts, position papers, etc., and then leverage their carefully cultivated knowledge to share the client's story directly with their own federal, state, and local officials via email, Twitter, Facebook, and Amazon's Alexa. Not only can users access the hub through the client's desktop website, but our technology was specifically designed to be mobile accessible, offering stakeholders the chance to engage in the advocacy process from wherever and whenever they chose.

Most importantly, our web-based platform allows for real-time data analysis. Our after-action reports offer clients a chance to learn more about their supporters and how to more effectively engage them in the future. Ultimately, this affords Lobbyit the ability to enhance future grassroots campaigns and expand our clients' base of support.

Since 2009, we have grown to include a roster of over 40 clients including local governments, private start-ups, national associations, professional societies, non-profits and institutions of higher education; providing each client with tangible benefits and a large return on investment. However, since the firm's inception, Lobbyit has represented over 100 total clients before the federal government in almost every sector of the economy. At this point in our history, and especially after the recent acquisition of staff specializing in municipal government representation, we strongly believe that the firm is well-positioned to offer Downey the opportunity for success.

Writ large, Lobbyit's strategic approach to successful government affairs activity predominantly involves: (1) understanding the client and their issues through an intensive orientation process, communicating with City leadership and staff as necessary; (2) understanding the legislative, regulatory and political atmospheres that envelope each issue for which the client has interest which in turn allows Lobbyit to tailor a targeted advocacy strategy; (3) development of overall advocacy messaging and strategy, including via Lobbyit's "e-advocacy hubs"; (4) the development of all advocacy materials, in partnership with Downey officials and staff, based on knowledge gained in steps 1-3; (5) production of a prioritized list of targets in government and the private sector to leverage our positions and create cohesive, multi-front advocacy; (6) implementation of this strategy, with regular updates to the client, and adjustments/augmentations when and where appropriate.

Throughout our process, we would commit to working closely with Downey to prioritize issues and contacts on a regular basis and engage in those activities determined to be of the highest value. We would continually engage relevant offices and officials to ensure that the City has an open, and effective, avenue for advocacy throughout the halls of Congress and the agencies. Overall, Lobbyit's system and approach identifies important issues whenever and wherever they arise. Lobbyit is well-positioned to help Downey define its federal goals and objectives, develop strategies to achieve those objectives, and identify emerging threats and opportunities before they become apparent.

Our engagement with clients is based on fundamental principles that we believe are the foundation of every successful advocacy campaign: integrity, experience, detail, skill, and resources. Though we are a small firm, we often produce out-sized results because we have advanced these principles with every client.

Integrity: In today's political atmosphere, a company offering Washington, D.C. representation must be above reproach. Lobbyit will represent Downey in a dignified and ethical manner. All relevant team members are registered lobbyists and comply with all reporting requirements. We strictly abide by the provisions of the Honest Leadership and Open Government Act of 2007, including prohibitions on gifts, meals and travel for elected officials and staff. As a rule, we also do not participate in political fundraising in any manner. We proudly stand on the merits of our client's stories.

Experience: Our backgrounds enable us to work on behalf of the City to develop and achieve your federal legislative platform. We have experience securing federal grants, moving federal legislation through Congress, influencing federal regulations and guidelines, and building coalitions. We advocate for the specific interests of each client. Our comprehensive experience at all levels will be employed to advance Downey's federal legislative agenda.

Resources: Lobbyit can summon the skills and expertise of our entire staff on behalf of any client. We can address any issue that arises. The strength of our client relationships combined with our years of Legislative and Executive Branch experience make us powerful advocates in D.C. Our staff has worked side by side with leaders in Congress, the White House, and federal agencies, and because of this, they know how to achieve results.

Skill: Federal budget constraints, fierce competition for financial assistance, and emerging legislation and regulations require knowledge and skill to navigate the legislative and regulatory processes. Lobbyit positions clients to take advantage of every opportunity in Washington, D.C. and ensure that your concerns and priorities are addressed.

Detail: Lobbyit will establish strong relationships with appropriate City staff and leadership, and its partners, and as a result, gain a strong understanding of your needs and priorities. We will develop strategies to achieve each new objective, while maintaining the strong working relationships Downey has already cultivated with federal agencies, the White House, Congress, and other relevant professional organizations in D.C.

Lobbyit's offices are located at 430 New Jersey Ave SE, Washington, D.C. 20003, just behind the Cannon House Office Building and two blocks away from the U.S. Capitol Building. We are located just a block from the Capitol South Metro Station, which serves the Blue, Orange, and Silver Metro Lines. Our office is also conveniently located near some of D.C.'s best hotels and restaurants.

Awards

2016 – CV Magazine's Mid-Market Achievement Award Winner – Best Lobbying Firm - Corporate Vision is dedicated to working around the clock to shine a spotlight on the brightest, best performing and most deserving companies and individuals from around the business world.

2014 – DCINNO's 50 on Fire List – Since 2011, DCINNO has been covering and connecting the DC ecosystem, producing digital media and events about the entrepreneurs, executives, startups, businesses, trends and topics that are the shaping the present and future of the district's economy.

Publications and Features

CEO Update, January 20, 2017
Sunlight Foundation, April 19, 2016
The Washington Post, June 29, 2014
The Wall Street Journal, May 15, 2013
The Hill, May 22, 2013
CEO Update, May 3, 2013
The Kiplinger Letter, May 3, 2013
The Washington Post, May 20, 2010
Yahoo! News, November 23, 2010
All-business.com, August 25, 2010
The Ocean Star, May 14, 2010
The Herald-Sun, May 3, 2010
The Washington Post, May 1, 2010
Pittsburgh Tribune, May 1, 2009
Politico (multiple occasions)

CQ/Roll Call (multiple occasions)

Audio

2011 – NPR Radio – On August 30, 2011, National Public Radio interviewed Lobbyit President and Founder, Paul Kanitra

2013 - Voice of America - Lobbyit.com partnered with Voice of America - China in 2013 for an inside look into the lobbying profession. The video showcases Lobbyit's participation in the open government process in the United States and contrasts that right with the Chinese system of government. VOA is the radio broadcasting network of the U.S. government, a unit of the United States Information Agency.

2017 – On August 9, 2017, Federal News Radio 1500am interviewed Lobbyit President and Founder, Paul Kanitra, live on-air and published a companion piece on their website.

Structure and Personnel

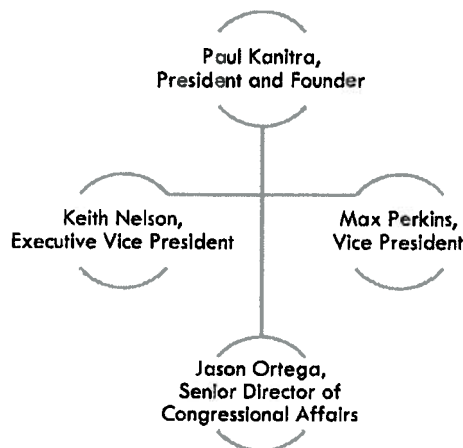
Lobbyit is comprised of experienced government and public policy professionals who have spent their careers in government (Federal, state, and local – Executive, Judicial and Legislative branches), speak the often opaque and impenetrable language of Washington, D.C., and know a great many of the personalities engaged in the "business" of regulating and legislating. Our staff has deep experience in the government sector and is well acquainted with the options and avenues available for effective advocacy, including the pressure points in the decision-making process, and obscure offices which can often play important roles in how government functions. Our principals provide direct personal representation and political intelligence, tailoring their services to each clients' specific needs. In total, our firm offers clients over 75 years of staff experience in Washington.

The firm is structured in an anti-bureaucratic manner, which allows for open communication between Lobbyit staff and between staff and our clients. Lobbyit currently engages clients through a team-based approach that includes a well-qualified group of principals and a research office that assists with issue analysis and tracking. Though we assign a team of lobbyists to every account, each client is assigned a Project Team Leader who is responsible for the day-to-day operations of the contract, offering close, personal attention and accountability to the clients. Additionally, our team-oriented approach to representation allows us to deploy the expertise and professional experience of any Lobbyit employee, at no extra charge to the client, at any time should it be necessary.

For this project, we have identified Lobbyit Vice President Max Perkins as the Project Team Leader. Mr. Perkins brings nearly a decade worth of experience representing California state and local government agencies in Washington. He even offers a Downey track record of success in Los Angeles County, having represented the Cities of Norwalk and Long Beach.

We currently employ four full time lobbyists as members of our principal staff, two of whom are attorneys, and three of which have prior Congressional work experience. The research office is comprised of a group of support staff, analysts, interns and law clerks from a variety of top national educational institutions from around the world. Lobbyit's current full-time lobbyist roster consists of Paul Kanitra, President and Founder; Keith Nelson, Executive Vice President; Max Perkins, Vice President; and Jason Ortega, Senior Director of Government Affairs. Collectively, our lobbyists have a combined 75 years of government-related service, either as government employees or as government relations experts. Through our staff's dedication and hard work, we have become an eponymous problem solver/advocate for institutions, industries, businesses and associations from a broad swathe of the American economy.

For detailed information about the structure and organization of our employees, please see the chart below:



Should Downey choose to engage Lobbyit, Mr. Perkins will serve as the Project Team Leader and will primarily assist the City with the formulation of strategy, outreach, and advocacy initiatives. Mr. Kanitra will assist in those duties and will spend roughly 10% of his time on the project. Mr. Ortega, Senior Director of Government Affairs will handle legislative and regulatory tracking, research and analysis, as well as federal grant research. Mr. Ortega may spend roughly 20% of his time working with the City.

ROI Case Studies

Client: City of Plano, TX

ROI: Lobbyit monthly retainer = \$3k per month; project benefit = \$1-2 billion

Success Story: In 1999, the State legislatures of Oklahoma and Texas adopted legislation that designated a new boundary line for the two neighboring states. However, an unforeseen federal regulatory issue arose in 2008 as a result of the new state boundary lines which placed vital water resources in jeopardy for the entire North Texas region; Lake Texoma, a source of drinking water for Plano was placed within the state of Oklahoma, and under a federal law known as the Lacey Act, interstate transfer of invasive species is prohibited. Quagga Mussels and Zebra Mussels, listed by the U.S. Fish and Wildlife Service as "invasive," have inhabited Lake Texoma since 2008. Their presence severely complicated the transfer of millions of gallons of water from Lake Texoma to residents in Plano. The City of Plano contracted with Lobbyit to secure legislation that would exempt the transfer of water from Lake Texoma from the regulatory authority of the Lacey Act. In 2013, Lobbyit was successful in working with a coalition of local stakeholders to secure passage of such legislation, saving the City, and surrounding jurisdictions, untold billions of dollars in new water resources infrastructure.

Client: City of Point Pleasant Beach, NJ

ROI: Lobbyit monthly retainer = pro bono; project benefit = \$130 million

Success Story: The "North Ocean County Beach Replenishment" project was originally authorized for construction by the U.S. Congress in 2007. The project will involve extensive engineering, environmental, and economic analyses and the construction of a dune and berm system with the intent of reducing impacts from coastal erosion and storms. The plan also calls for beachfill construction along the oceanfront between Point Pleasant, New Jersey and the northern boundary of the Island Beach State Park utilizing sand from an offshore borrow source and periodic nourishment on a 4 year interval for the life of the project. However, congressional appropriators routinely declined to fund the project through the annual U.S. Army Corps of Engineers budget process in the years following 2007. Concerned about the lack of progress, and the impacts from Superstorm Sandy in 2012, Point Pleasant Beach hired Lobbyit to assist in advocating for full funding for the project. In 2013, Lobbyit employed a successful strategy, in coordination with state and local officials from New Jersey, to include full funding for project in the FY2013 Omnibus Appropriations law. The project's cost of about \$130 million will be split between the federal government and the state of New Jersey.

Client: City of Stockton, CA (Prior work experience of Max Perkins)

ROI: Monthly retainer = \$7k per month; project benefit = \$100-200 million over ten-year period

Success Story: In 2012, on behalf of Stockton and other municipal entities in California and Florida, Mr. Perkins helped lead the effort to strike the "residual risk mandate" from the Biggert-Waters Act that reauthorized the National Flood Insurance Program (NFIP). Both the House and the Senate NFIP reauthorization bills originally included provisions to mandate permanent insurance requirements and building restrictions in areas of local communities that had been remapped out of the 100-year floodplain due to the construction, or proposed construction, flood control structures, such as levees and dams. The residual risk mandate would have been costly to residents and businesses located near water resources, thwarted economic development in local communities, and discouraged local investment in flood control measures. With the absence of specific policy at the National Association of Counties, the National Leagues of Cities, and the U.S. Conference of Mayors, Max and his former colleagues were forced to find unique partners in the fight against the misguided policy. Ultimately, an informal coalition was formed between local government entities and the National Association of Home Builders to remove the problematic provisions from both versions of the legislation. In the House of Representatives, the coalition was successful in obtaining an amendment on the House floor that stripped the policy from the bill. The battle in the Senate was difficult and protracted. Mr. Perkins spent time discussing the issue with all 100 Senate offices, eventually securing the support of Sens. Mark Pryor (D-AR) and Pat Toomey (R-PA), who forced the removal of the provision on the Senate floor during debate. The removal of the "residual risk" provisions saved local property owners across the U.S. hundreds of millions of dollars in flood insurance premiums and saved the City of Stockton \$100-200 million over 10 years in economic redevelopment activity that would have been lost due to the building restrictions mandated by the NFIP program.

Cost Proposal

Today, access to your elected officials has never been more important, yet more inaccessible. Most lobbying firms charge as much as \$15,000 as a minimum retainer, with the entire process reaching \$50,000 per month or more for full advocacy services, with many of their "billed-for" activities remaining largely undefined. Unlike the balance of the government affairs industry, LobbyIt is accountable to our clients each and every month. Below you will find an overview of our innovative pricing tiers:

Tier 1	Tier 2	Tier 3	Tier 4	Tier 5
<ul style="list-style-type: none">• \$995/month• Establishing a Presence	<ul style="list-style-type: none">• \$1995/month• Robust Tracking, Analysis, and Relationship Building	<ul style="list-style-type: none">• \$2995/month• Proactive Full Service Advocacy	<ul style="list-style-type: none">• \$4995/month• Nationwide Advocacy & Grassroots Integration through our "E-Advocacy" Hub	<ul style="list-style-type: none">• \$7995/month• Nationwide Advocacy, Targeted Political Giving, and Social Media Overhaul

We believe Downey would benefit most from an engagement at our Tier 3 Level. Tier 3 includes all the elements one would expect in a comprehensive government relations agreement. Tier 3 is priced at \$2,995.00 per month. Clients are billed monthly and contract length is three months, automatically renewing. At any time after the initial 3-month period, a client may choose to opt out of our agreement, or move up or down tiers, with one month's notice. The value of services in Tier 3 is simply unmatched by anything currently available in the lobbying space today.

TIER 3: Raising Your Voice™ -- \$2,995 per month: Our most intensive offering is an all-encompassing plan for our clients that seek to effect change in the halls of Congress or the Administration. This option covers proactive efforts such as trying to secure government funding or establishing a competitive advantage. This plan is also the choice of clients seeking to ward off harmful legislation or regulations. We will take all the steps necessary to make sure your issue is resolved. All along the way we will be providing you detailed analysis of our work

and adapting as appropriate. The following deliverables and accountability measures are included in monthly retainer for Tier 3 services:

- Initial consultation to understand your needs and issues
- Registering and maintaining status as your federal representative
- Monthly meetings with federal stakeholders
- Formulation of your issue paper used in our meetings
- Receipt of Congressional Climate™ daily emails
- Legislative Issue Alerts (as appropriate)
- Tailored monthly report
- Annual Report
- Federal Legislative, Regulatory, and Funding Agenda
- Detailed Congressional bill tracking and analysis, email updates and action recommendations
- Detailed Executive Branch regulation tracking, analysis, and e-mail updates
- Committee hearing attendance and memo-style notes and updates
- Thorough evaluation of the legislative or regulatory changes you seek
- Formulation of a comprehensive plan of attack
- Strategy sessions to assess and refine efforts
- Preparation of all required correspondence
- Drafting of any specific legislative or regulatory language
- Meetings with federal stakeholders (as necessary)
- Organization of Washington, D.C. advocacy trips
- Facilitation of District visits by lawmakers and their staffs

Qualifications

The American federalist system of government necessarily requires state and local governments petition the federal government for assistance, which too often these days comes in the form of relief from onerous legislative and regulatory burdens. Our state, county, and city institutions of government are still rebounding from the Great Recession and are doing more with less help from the federal government than ever before. We are proud of the success on behalf of our municipal clients to date and believe we can build upon that experience to offer Downey a high level of service.

From the beginning, Lobbyit has counted municipal government entities among our client roster; we take great pride in partnering with the City of Plano, TX and the Borough of Point Pleasant Beach, NJ. The firm has placed an emphasis on working with state and local agencies as they are the bedrock of the American system of government, delivering the essential, everyday services people have come to rely on. From the water we drink to the air we breathe, and everything in-between, municipal governments work hard to ensure a healthy and prosperous life for every resident. Unfortunately, municipal governments are often unfairly impacted by the decisions made in Washington. Our federal elected representatives and bureaucrats often look down upon cities and counties as just another regulated community, when in actuality you are partners administering essential services.

When working with local governments, it's vital to intimately understand their needs, and our staff has demonstrated that knowledge to affect change on behalf of a host of local governments from across the country. Recently, Lobbyit expended resources to secure the expertise of a new principal focused on municipal government representation. The firm is proud to announce that Max Perkins, Vice President, has joined the Lobbyit family as of September 1, 2017. Mr. Perkins' experience is a perfect fit for Downey. He has dedicated his career to working with municipal interests, including city, county, and state-level agencies, especially in California, and will focus on continuing that experience at Lobbyit. In total, Mr. Perkins has represented nearly three dozen municipal entities before the federal government. He will serve as Lobbyit's point-of-contact for the City. He can be reached via telephone or email at the following:

Max Perkins, Vice President

430 New Jersey Ave SE, Washington, D.C. 20003
, 202-587-2736

Mr. Perkins is a former United States Senate Committee staffer. He worked under the direction of Senators Dianne Feinstein (D-CA) and Charles Schumer (D-NY) at the U.S. Senate Committee on Rules and Administration from 2008 through 2010. Prior to joining Lobbyit, Mr. Perkins was employed by Van Scoyoc Associates (VSA) as a Manager of Government Relations, working primarily with California municipal clients. During his tenure there, he represented over three dozen different municipal clients from across the U.S.

Mr. Perkins specializes in representing municipal governments and brings a strong background in the issues and policies that strengthen the federalist relationship between local and federal institutions. The information below represents a detailed listing of Mr. Perkins' experience.

List by Category of Prior Municipal Experience of Max Perkins

Cities	Counties	Other
<ul style="list-style-type: none">•City of Dana Point, CA•City of Irvine, CA•City of Long Beach, CA•City of Manteca, CA•City of Palo Alto, CA•City of Stockton, CA•City of Visalia, CA•City of Westminster, CA	<ul style="list-style-type: none">•County of Del Norte, CA•County of Napa, CA•County of San Diego, CA•County of Sonoma, CA•Galveston County/Galveston Park Board, TX•Martin County, FL•Monroe County, FL	<ul style="list-style-type: none">•California State Department of Water Resources•Eastern Municipal Water District•Mission Springs Water District•Orange County Fire Authority•Rural County Representatives of California

In addition to Mr. Perkins' policy expertise, Lobbyit's Founder and President, Paul Kanitra, also brings a vast amount of knowledge and first-hand experience with governmental entities. He has previously served in high-level roles for federal elected officials and tribal governments, and he even currently serves as a publicly elected official himself. Before forming Lobbyit, Paul worked in-house as the Director of Government Relations for the Reno-Sparks Indian Colony in Nevada. During that time, Paul forged a wide network of contacts for the Washoe, Paiute and Shoshone tribes with local, county, state and federal elected officials. Currently, Paul serves in a part-time role as a Town Councilman, which provides him a deep understanding of the day to day needs of municipalities. In his role as Councilman, he has taken a keen interest in advancing public safety, infrastructure, environmental and cultural diversity initiatives. Perhaps most interestingly, Mr. Kanitra was just recently one of the first local officials in the state of New Jersey to sponsor and pass a resolution disapproving of President Trump's Executive Order on expanding off-shore oil and gas drilling sites. He also recently founded the City's Arts Council, which he founded to focus on cultural diversity issues.

Experience with Governmental Entities

Lobbyit is proud to represent local governments before Congress and the Executive Branch, including the Borough of Point Pleasant Beach, NJ and the City of Plano, TX. A discussion of our work on behalf of those clients, and other past professional experience with municipal governments, is included below:

City of Plano, Texas

Success Story: In 1989, the U.S. Army Corps of Engineers (ACOE) granted a permit to the North Texas Municipal Water District (NTMWD) to construct and operate a pump station at Lake Texoma, located near the state border with Oklahoma. The pump station was designed to transfer up to 125 million gallons per day of water

from Lake Texoma directly to Lake Lavon via a pipeline that discharges into a tributary of Lake Lavon. The massive intake structure cost over \$100 million to construct.

In 1991, the State Legislatures of Oklahoma and Texas created the Red River Boundary Commissions and charged them with the responsibility of establishing a new permanent boundary between the two states. What is interesting is that a new survey was undertaken instead of relying on a 1939 Corps of Engineers survey that was the basis of constructing the Lake Texoma Pump Station. After a series of public meetings, in 1999 the State legislatures of Oklahoma and Texas adopted legislation that designated "the vegetation line along the South Bank of the Red River extending on a line from the 100th Meridian east to Lake Texoma as the northern border of Texas." As a result, a portion of the Texoma Pump Station is now located in the State of Oklahoma.

Since 2008, zebra and quagga mussels have been found in Lake Texoma. This raised concerns that the invasive species could be transferred across state lines from the Red River Basin to the Trinity River Basin in Texas. In December 2010, United States Fish and Wildlife Service (USFWS) officials advised NTMWD that because of the revised boundary delineation, the use of the pump station would constitute an interstate transfer of water and a violation of the Lacey Act because invasive zebra mussels would be transported across state lines. After voluntarily suspending operation of its Lake Texoma pump station, the severe drought of 2011 made this loss of water supply a near catastrophe.

On behalf of the City of Plano, Lobbyit worked with the NTMWD, the relevant congressional committees of jurisdiction, and the City's Congressional delegation to generate and build support for legislation providing Plano, and the surrounding areas, an exception under the Lacey Act so the City could reactivate the water pipeline. Throughout the process, Lobbyit remained in close coordination with the stakeholders involved; arranging advocacy trips to DC, preparing letters to congressional offices, writing testimony, and organizing support outside of the north Texas delegation. We developed all the necessary advocacy materials utilized in the meetings and worked closely with Plano's Congressman and Senators during and after Committee and floor consideration to address any concerns from other members of Congress.

On December 28, 2013, the Lake Pontchartrain Basin Restoration Program Authorizations and Federal Building Designations Act, Public Law 112-237, was signed into law. Incorporated in Section 5 of the act was a waiver of the Lacey Act for zebra mussels for NTMWD's project. Under threat that a similar determination by Fish and Wildlife could be made regarding the presence of quagga mussels in the pipeline, Lobbyit worked to build support for the North Texas Invasive Species Barrier Act of 2014, which included a waiver under the Lacey Act for quagga mussels. The bill was signed into law in on June 9, 2014, under PL 113-117. Plano officials credit Lobbyit for the success of the additional legislation and its ultimate enactment into law.

City of Stockton, CA

Success Story: In 2012 on behalf of Stockton and other municipal entities in California and Florida, Mr. Perkins helped lead the effort to strike the residual risk mandate from the Biggert-Waters Act that reauthorized the National Flood Insurance Program (NFIP). Both House and Senate NFIP reauthorization bills originally included provisions to mandate permanent insurance requirements and building restrictions in floodplain areas protected by existing and proposed flood control structure, such as levees and dams. The "residual risk" mandate would have been costly to residents and businesses located near water resources, thwarted economic development in urban population centers, and discouraged local investment in flood control measures.

With the absence of specific policy at the National Association of Counties, the National Leagues of Cities, and the U.S. Conference of Mayors, Max and his former colleagues were forced to find unique partners in the fight against the misguided policy. Ultimately, an informal coalition was formed between local government entities and the National Association of Home Builders. This informal coalition was the only group of stakeholders in Washington advocating for the removal of the policy. It was an uphill battle to say the least.

In the House of Representatives, the coalition was successful in obtaining an amendment on the House floor that stripped the policy from the bill. The battle in the Senate was difficult and protracted. Mr. Perkins spent time discussing the issue with all 100 Senate offices, eventually securing the support of Sens. Mark Pryor (D-AR) and Pat Toomey (R-PA), who forced the removal of the provision on the Senate floor during debate.

This year, Congress has attempted to pass legislation reauthorizing the National Flood Insurance Program once again. This time, the policy was never included in any of the proposed bills. The removal of the "residual risk" provisions saved homeowners and business operators hundreds of millions of dollars nationwide in insurance premiums and preserved the ability of local governments to continue to pursue economic redevelopment in flood-protected neighborhoods.

In 2009, the City of Stockton, CA completed an online application for reimbursement of funds totaling \$1.2 million from the Department of Housing and Urban Development (HUD) under the Community Development Block Grant Section 108 Loan Guarantee and Brownfields Economic Development Initiative (BEDI) Programs. The reimbursement request followed the requirements of the program and was submitted on the day that applications were due. However, because of a technicality the application was rejected. Staff at HUD subsequently communicated that the City would have 90 days to address the technicality and complete the reimbursement process. Unfortunately, programmatic funding was removed from the agency's account before the City could be reimbursed.

As a member of the City's federal advocacy team from 2010 through 2016, Mr. Perkins worked with the City, the City's Congressional Delegation, HUD headquarters and regional offices, and the Administration, to find a solution to the problem. Ultimately, HUD needed to recertify that the project application met the programmatic criteria set forth in regulation and work with the City to finalize grant documentation. Once a path forward was mapped out, the City and HUD had to wait additional months until a source of funding could be identified. Finally, in 2015, the City received the entire reimbursement award from HUD.

San Joaquin Area Flood Control Agency (Stockton and Manteca, CA)

Success Story: Stockton is a city of 250,000, which FEMA proposed to entirely remap as a floodplain in the mid-1990s. City leaders immediately recognized the threat to building plans, particularly in the downtown redevelopment area, while the City waited decades for the Corps of Engineers to study, design, and construct necessary flood control improvements that would eventually remove the City from the floodplain. An agreement was reached with then FEMA Director James Lee Witt to stall completion of the mapping process while the City proceeded on its own to reconstruct flood levees. Three years after first being notified that the City would be remapped, the San Joaquin Area Flood Control Agency (SJAFC) completed the necessary levee improvements. During this period, legislation was drafted in the Water Resources Development Act to authorize the Federal government to reimburse the local project sponsor for the Federal share of construction costs. Although the bill was signed into law, significant negotiation was required with the Army Corps of Engineers (ACOE) to ensure that the necessary administrative steps were taken to enable the reimbursement of funds. From Fiscal Year 2000 until FY2017, the SJAFC received about \$20 million in federal reimbursement, about half of the total reimbursement amount.

As a member of SJAFC's federal lobbying team from 2010-2017, Mr. Perkins is the first to acknowledge that the reimbursement process has been slower than desired. Further complicating the matter, Congress failed to produce Water Resources Development legislation during some of the most critical years for which SJAFC was seeking reimbursement (2008-2013), which could have provided an opportunity to leverage Congressional discontent into action in the form of additional statutory direction to the ACOE to act on reimbursing the nearly \$40 million owed. So, when Congress introduced the Water Resources Development Act of 2014, Mr. Perkins assisted SJAFC in securing language in the bill (Section 1022 of WRRDA2014) that allows the ACOE to offer credit on another ACOE project in lieu of reimbursement. SJAFC plans on using the credit toward the construction of the Lower San Joaquin River Feasibility Study, a \$1 billion levee improvement project in the

Central Valley of California. Most importantly however, after years of assisting SJAFCA's engagement with the ACOE and continual repositioning with Department of the Army leadership, Mr. Perkins is proud of the fact that SJAFCA received \$10.2 million in the FY2018 ACOE Work Plan as reimbursement.

Borough of Point Pleasant Beach, New Jersey

Success Story: In 2012 Hurricane Sandy hit Point Pleasant Beach, NJ particularly hard, tearing down jetties, dunes, piers, homes and businesses. The storm also stunted the development of the ACOE beachfill project, the Manasquan Inlet to Barnegat Inlet Coastal Storm Damage Reduction Project ("Northern Ocean County" project), which was authorized for construction by Congress in the Water Resources Development Act of 2007.

The project is the result of a 2002 feasibility study that investigated flood and coastal storm damage effects between the two inlets. The study involved extensive engineering, environmental, and economic analyses and recommended the construction of a dune and berm system with the intent of reducing impacts from coastal erosion and storms. The plan calls for beachfill construction along the oceanfront between Point Pleasant, New Jersey and the northern boundary of the Island Beach State Park utilizing sand from an offshore borrow source and periodic nourishment on a 4-year interval for the life of the project. The project includes the following municipalities: Point Pleasant Beach; Bay Head; Mantoloking; Brick Township; Toms River Township; Lavallette; Seaside Heights; Seaside Park; and Berkeley Township.

Though the project was authorized in 2007, no federal funding had been appropriated before Hurricane Sandy hit in 2012, leaving the surrounding areas vulnerable to the Super Storm's power. In the aftermath of the storm, LobbyIt pursued a strategy with the City, in consultation with other local stakeholders, to include full project funding in the 2013 Disaster Relief Appropriations Act (Hurricane Sandy Relief Act). We worked with the City's elected officials, administrative and finance staff, the New Jersey congressional delegation, the New Jersey State Department of Environmental Protection, and the ACOE in a coordinated effort to include the project in the appropriations bill. Ultimately, we were successful and a contract award for the construction of the berms and dunes was finally announced in January 2017. We are proud to report that construction activities are ongoing, providing coastal flood protection and resiliency to Point Pleasant Beach.

County of San Diego, CA

Success Story: In 2012, Mr. Perkins played a significant role in reducing administrative fees taken by the State of California under the Operation Stonegarden program, a border security program authorized under the Department of Homeland Security. Operation Stonegarden funds are intended to enhance cooperation and coordination among local, tribal, territorial, state, and federal law enforcement agencies in a joint mission to secure the United States' borders along routes of ingress from international borders to include travel corridors in states bordering Mexico and Canada, as well as states and territories with international water borders.

Prior to the issuance of the FY2012 Operation Stonegarden Notice of Funding Announcement (NOFA), the San Diego County Sheriff's Department received notice from the State that the anticipated pass-through amount to the County would be smaller than previous years. The reason given was that the State was intending to use additional funds to coordinate more work at the state level, a decision that is inconsistent with the authorities delegated to grant recipients by DHS. Upon learning of the proposed funding cut, Mr. Perkins worked closely with Sen. Dianne Feinstein (D-CA) and her staff to inform DHS to include language in the FY2012 NOFA that explicitly limited the amount of administrative assistance eligible to state governments under the program, as was the historical practice of the program. Since the FY2012 NOFA, states have been limited to 5% of grant funds for administrative expenses, delivering more resources to the County and various City partners conducting the difficult work on the ground.

Orange County Fire Authority

Success Story: The Orange County Fire Authority (OCFA), located in Orange County, CA, is a sponsoring agency for one of the nation's twenty-eight Urban Search and Rescue teams. Since the early 1990s, Urban Search and

Rescue (USAR) Task Forces have been certified, trained, and funded by the federal government. The task forces are spread across 19 states. Department of Homeland Security officials may call out the task force (or forces) in closest proximity to a disaster to help locate and extricate victims from collapsed buildings and structures. The task forces represent a partnership involving federal, local government, and private sector experts. Most recently, USAR teams received extensive media coverage for their missions to Haiti after the earthquakes of early 2010. USAR Teams were also activated in response to the recent earthquakes in Mexico City, Mexico.

In 2010, Mr. Perkins helped to organize several meetings for OCFA officials at the White House's Office of Management and Budget to provide information and insight into how the Urban Search and Rescue program works, and the importance of increased funding levels to the nation. As a result of the meetings, OMB officials better understood how the Urban Search and Rescue program works, and more importantly, began to recommend increased funding levels for the program in the President's annual budget.

In addition to increasing the programmatic funding levels for the Urban Search and Rescue program, Mr. Perkins was instrumental in assisting OCFA with their successful Assistance to Firefighters Grant (AFG) applications. AFG is administered by the Federal Emergency Management Agency (FEMA) and seeks to improve firefighter safety by funding local projects in the categories of training, personal protective and firefighting equipment, wellness and fitness programs and interoperability. OCFA was a recipient of FY2011 and FY2012 AFG grant funds. The local firefighting agency was awarded \$1,742,317 in FY2011 to purchase 385 Self Contained Breathing Apparatus (SCBAs). In FY2012, the agency was awarded \$172,000 for 16 Thermal Imaging Cameras.

Mission Springs Water District

Success Story: In 2000, Mission Springs Water District (MSWD) received a U.S. Army Corps of Engineers (ACOE) Section 219 project authorization when Congress passed the FY2001 Omnibus appropriations bill. MSWD, located in Desert Hot Springs, CA, is situated above both a natural hot spring aquifer and a cold spring aquifer, It is also located within the Salton Sea watershed, a vital water resource for the Inland Empire of California. The authorized project seeks to uninstall leaking residential septic tanks and convert those neighborhoods to wastewater service lines in order to protect the local economy's greatest resource, its award-winning natural spring water. Specifically, MSWD, in coordination with the ACOE, proposed to construct approximately 57 miles of wastewater pipelines that would facilitate the removal of approximately 4,000 individual septic tanks to meet the current and future long-term water supply, and protect groundwater quality.

During the years immediately following the project's authorization, MSWD was unsuccessful in obtaining appropriated funds from the ACOE annual budget. The Congressional earmark ban, beginning in FY2010, also placed additional barriers in front of MSWD. However, the Great Recession and the multiple recent episodes of drought in California presented an opportunity to highlight MSWD's project with federal officials. Mr. Perkins worked with the elected board members at MSWD and Senator Feinstein's office to include additional funding in the ACOE's annual budget for the Section 219 program, as well as include language in the annual spending bill to heavily weight drought and a community's economic demographics within the Section 219 cost/benefit analysis. In combination, the additional money and policy inclusions made MSWD more competitive for ACOE funds. As a result, MSWD has received almost \$2 million from the ACOE since FY2014 to convert septic tanks into sewer service, including over \$1.2 million in the FY2018 ACOE Work Plan.

Eastern Municipal Water District

Success Story: The United States Bureau of Reclamation (USBR) is today the largest water wholesaler in the country. The federal agency delivers water to more than 31 million people across 17 western states. USBR is also a contemporary water management agency seeking to balance the diverse water needs of western states, tribal governments, and individual water districts. In recent years, the agency has placed a greater emphasis on water conservation, water recycling, and water reuse as recent prolonged droughts in the west have stressed traditional water delivery systems.

USBR's Title XVI program identifies and investigates opportunities to reclaim and reuse wastewaters and naturally impaired ground and surface water. Title XVI includes funding for the planning, design, and construction of water recycling and reuse projects on a project specific basis. However, in recent years the program's scope has been limited to only those projects that have previously received Congressional authorization. Since 2010, the program has been unable to fund new projects, or even assist successful on-going projects, due to the Congressional earmark ban.

From 2013 until 2016, Mr. Perkins and officials from Eastern Municipal Water District (EMWD), located in Riverside, CA, worked to change the program's structure to make Title XVI funding available on a competitive basis. In coordination with EMWD, the Association of California Water Agencies, and the National Water Resources Association, Max worked with the offices of Sen. Feinstein (D-CA) and former Senator Barbara Boxer (D-CA), as well as House Majority Leader Kevin McCarthy (R-CA), to include language in the Water Infrastructure Improvements for the Nation Act of 2016 to allow USBR to offer funds through the Title XVI program on a merit basis. With the programmatic changes enacted into law, EMWD was able to receive funding for their impaired groundwater water recycling project. The project would provide an additional 8,375 acre-feet per year of recycled water to drought-prone southern California. The project received \$1.2 million in FY2016.

Examples of Grant Funding Successes for Municipal Governments:

- **Water Resources:**
 - \$90 million annually in operation and maintenance funding through the U.S. Army Corps of Engineers (ACOE)
 - \$500 million in funding through the ACOE for the construction of a levee improvement/flood control project
 - \$90 million in funding through the ACOE for a northeast beach nourishment project
 - Over \$7 million in ACOE Section 219 construction funds for a groundwater desalination program and septic-to-sewer conversion project
 - \$3 million in pre-construction funds through the Bureau of Reclamation for preparations for a dam safety fix and raise
 - \$1.2 million in funding from the Bureau of Reclamation for a water recycling project
- **Housing and Economic Development:**
 - \$1.2 million in Economic Development Initiative funds through the Department of Housing and Urban Development
- **Public Safety and Homeland Security**
 - \$10 million in Operation Stonegarden funding through the Department of Homeland Security
 - \$2 million in funding through the Assistance to Firefighters Grant program at the Department of Homeland Security
 - \$1.5 million in funding through the COPS program at the Department of Justice

Experience with Entities Similar to the Columbia Memorial Space Science Learning Center

The Minerals, Metals & Materials Society - Lobbyit currently represents The Minerals, Metals & Materials Society (TMS), which is a professional society that connects minerals, metals, and materials scientists and engineers who work in industry, academia, and government positions around the world. They create networking, publication, and professional development opportunities by convening international conferences, publishing books and journals, administering awards, conducting short courses and training, and bringing together the professional and student community to address issues of common concern. They also provide leadership in the professional licensing of engineers and in the accreditation of university programs in metallurgical, materials, and similarly named engineering programs. TMS currently supports more than 14,000 professional and student members on six continents.

Over the years, TMS has grown and expanded, engaging in initiatives to further promote the minerals, metals, and materials professions. The society has taken a lead in advancing diversity and inclusion issues within the field, holding its inaugural summit on Diversity in the Minerals, Metals, and Materials Professions (DMMM1) in 2014 and establishing two awards that recognize individuals who have overcome adversity—or helped others to overcome adversity—to pursue careers in materials science and engineering.

Lobbyit has assisted TMS with accessing our federal leaders in the STEM education arena, regularly scheduling meetings for TMS members with officials at the Department of Energy (DOE), the Department of Education, the National Science Foundation, the Office of Science and Technology Policy in the White House, and the National Aeronautics and Space Administration, as well as STEM leaders in Congress. Most recently, Lobbyit has assisted TMS in advocating for additional programmatic funding through the Office of Science at DOE which would allow for additional scientific research into the materials and minerals that help produce energy in America, especially those connected to space exploration and nuclear power.

Experience with Minority, Middle-Class Communities

Johnson C. Smith University - Johnson C. Smith University (JCSU) is a private, co-ed, historically black, accredited four-year research university in the heart of Charlotte, North Carolina. JCSU offers a liberal education in conjunction with concentrated study in a specialized field in preparation for advanced study and specific careers. The University endeavors to produce graduates who are able to communicate effectively, think critically, learn independently as well as collaboratively, and demonstrate competence in their chosen fields. Further, it provides an environment in which students can fulfill their physical, social, cultural, spiritual, and other personal needs and in which they can develop a compelling sense of social and civic responsibility for leadership and service in a dynamic, multicultural society. Likewise, JCSU embraces its responsibility to provide leadership, service, and lifelong learning to the larger community.

Lobbyit has partnered with JCSU since 2013 and has helped the university access critical funding through the Department of Education and the National Science Foundation. We have assisted in raising the university's profile among congressional leaders, and as a result, have recently promoted a JCSU research professor as a subject matter expert before the Senate Committee on Health, Education, Labor, and Pensions on minority maternity health and wellness to help inform the committee's legislation on the subject. As a connected advocacy strategy, Lobbyit is assisting the university in accessing grant funds through the Office of Minority Health at the Department of Health and Human Services for a peer-to-peer counseling program focused on increasing maternity health in the African-American community.

Experience with Technology/Innovation Incubators

DocBox, Inc. - DocBox is developing an innovative clinical process management solution for hospitals that promises to help clinicians eliminate medical mistakes, improve clinical work flow and processes, and free up much of the time spent on administrative duties so that they, and particularly nurses, can focus on providing care. DocBox is exploring the integration of innovative technology with medical devices. One of DocBox's primary goals is to save the valuable time of the most important asset in health care, the clinical staff. By working towards eliminating manual documentation of many standardized health care processes, clinical staff can spend less time transcribing data and more time taking care of patients.

DocBox has been a client at Lobbyit since 2011. We have stood beside the company since its early days as a technology start-up and have helped it navigate through the complicated maze of small business assistance at the federal level. In the early years, Lobbyit focused on SBIR grants and Innovation grants from the Department of Commerce's Economic Development Administration and the Defense Department. After some time, Lobbyit found a willing funding partner through the Department of the Army and in total have obtained over \$13 million in DoD small business grant funds for the development of DocBox's medical device interoperability platform.

Staff Assignment

For this project, we have identified LobbyIt Vice President Max Perkins as the Project Team Leader. Mr. Perkins brings nearly a decade worth of experience representing California state and local government agencies in Washington. He even offers a Downey track record of success in Los Angeles County, having represented the Cities of Norwalk and Long Beach for over almost a decade.

Should Downey choose to engage LobbyIt, Mr. Perkins will serve as the Project Team Leader and will primarily assist the City with the formulation of strategy, outreach, and advocacy initiatives. Mr. Kanitra will assist in those duties and will spend roughly 10% of his time on the project. Mr. Ortega, Senior Director of Government Affairs will handle legislative and regulatory tracking, research and analysis, as well as federal grant research. Mr. Ortega may spend roughly 20% of his time working with the City.

Max Perkins, Vice President, Project Team Leader

Mr. Perkins began his career on Capitol Hill in 2008 as a non-partisan staffer for the U.S. Senate Committee on Rules and Administration. While serving the Rules Committee, Mr. Perkins worked under the direction of distinguished leaders in Congress, such as Senator Dianne Feinstein (D-CA) and current Senate Minority Leader Charles Schumer (D-NY), as well as former-Senator Robert Bennett (R-UT). Mr. Perkins' responsibilities at the Committee included research and analysis of Senate rules and procedure, including legal research of the Senate's filibuster rules; assisting in the management of Committee operations, serving as a staff liaison to Senators assigned to the Committee; and coordinating and moderating the annual Summer Intern Lecture Series, which brings high-profile lecturers from politics and pop culture to Capitol Hill. He fondly recalls successful engagements with former Defense Secretary Robert Gates, Supreme Court Justices Sonia Sotomayor and Ruth Bader Ginsburg, U.S. Army General (Ret.) Colin Powell, famed political prognosticator Charlie Cook, political journalist Cokie Roberts, and MSNBC Political Contributor Chris Cillizza.

Before joining LobbyIt as its Vice President in 2017, Mr. Perkins spent 7 years at Van Scoyoc Associates, the largest independently-owned lobbying firm in Washington, D.C., representing state, county, and local government agencies. Mr. Perkins continued his non-partisan professional development while at VSA, assisting state and local agencies with issue development and advocacy before Congress and the Executive Branch. Mr. Perkins covered a broad swath of domestic policy areas including appropriations and budget initiatives, natural resources management, transportation and water infrastructure policy and funding, public health and safety initiatives, floodplain management policy, and regulatory intervention. Most notably, Mr. Perkins successfully advocated for National Flood Insurance Program reform, which prevented the federal government from mandating flood insurance coverage and local building restrictions for communities already protected by resilient flood control structures. The elimination of the problematic language from the 2012 NFIP policy reauthorization legislation saved individuals, businesses, and governments nationwide hundreds of millions of dollars in unnecessary flood insurance premiums and protected community redevelopment initiatives nationwide. Max has also been successful in advocating for federal funding for gray and green flood control infrastructure, water desalination plant construction, community engagement programs for Alzheimer's patients, community redevelopment projects, and wildfire resiliency initiatives.

As LobbyIt's newest team member, Mr. Perkins serves a diverse client roster, including industry associations, professional societies, municipal governments, non-profits, and privately-owned corporations. He brings a non-partisan approach to advocacy; seeking to build lasting relationships in government for his clients. Mr. Perkins offers strategic intelligence and advice that allows LobbyIt's partners to successfully navigate the often-treacherous waters of the Federal City.

Mr. Perkins is especially honored to have had the unique opportunity to serve as a Staff Assistant to the Joint Congressional Committee on Inaugural Ceremonies in preparation of the 2009 swearing-in ceremony of

President Barak Obama. He was trusted with organizing and coordinating over 100 volunteers on Inauguration day and will forever remember spending time that day with Barbara Bush, Henry and Jenna Hager, and former Heavyweight Champion Muhammed Ali.

Mr. Perkins received his Bachelor of Arts in Political Science from The Catholic University of America in Washington, D.C., and lives in Alexandria, VA with his wife, Caitlyn, and son, Luke.

CAREER HIGHLIGHTS

- Prepare and edit testimony for clients testifying before Congress, including hearings before the Senate Committee on Environment and Public Works, Senate Committee on Energy and Natural Resources, and the House Subcommittee on Indian, Insular, and Alaska Native Affairs
 - Protect over \$90 million annually for flood control infrastructure projects in CA through the U.S. Army Corps of Engineers' (USACE) annual Work Plan; attain approval of 3x3x3 policy waivers from the Assistant Secretary of the Army for Civil Works to allow a northern CA project to remain eligible for federal assistance
 - Successfully advocated for the inclusion of a brackish groundwater desalination project in the annual USACE Work Plan; received \$10.85 million in funding since FY2014
 - Worked with the OR delegation on the inclusion of the Safety of Dams (SOD) reauthorization into the FY2015 Energy and Water Appropriations bill; to the benefit of the client the reauthorization language included reforms to allow the Bureau of Reclamation to consider joint project benefits, such as water supply, simultaneous to SOD modifications; received over \$3 million for preconstruction activities since FY2015
 - Collaborated with House and Senate offices to remove the residual risk policy provision from the 2012 reauthorization of the National Flood Insurance Program, saving residents and businesses protected by flood control infrastructure mandatory and perpetual insurance premiums and building restrictions
 - Worked with CA Representative and the U.S. Forest Service to relocate firefighting assets to benefit a southern CA county
 - Altered regulation, on behalf of a client, under the Clean Water Act to allow for permit exemptions for water recycling project features
-

Paul Kanitra, Founder and President

Paul Kanitra, Founder and President of Lobbyit.com, is a prominent, nationally recognized leader and innovator at the forefront of a groundbreaking movement in the lobbying industry. Paul brings with him over a decade of unique and varied legislative experience and a political background that includes work in Congress, on behalf of large and small corporations, non-profit associations, municipalities and Native American reservations.

After many successes in the lobbying industry, Paul has leveraged his contacts, expertise, resources, and reputation to establish a dynamic, cutting-edge lobbying firm with a revolutionary business model. His firm, Lobbyit.com provides comprehensive, professional, and affordable representation to a diverse clientele. By making lobbying services accessible to a broader client population, Lobbyit.Com provides a voice to companies and organizations that have had little or no representation in the past.

Featured in prominent national publications such as The Washington Post, WallStreetJournal.com, and Worth Magazine, Lobbyit.Com has quickly become a major player in the lobbying industry. Since founding the company early in 2009, Paul has scored significant victories for a wide range of clients in appropriations, taxes, licensing, data access, consumer protections and land usage. He has led efforts and built alliances that have resulted in regulatory changes, widespread Congressional support, and numerous legislative successes.

As the leader of this new class of lobbying firms, Paul is especially proficient at building coalitions and mobilizing grassroots efforts to strengthen his clients' voices. His prowess at government relations ensures he can meet his

client's numerous legislative and regulatory goals. Paul believes strongly in running a lobbying firm for the rest of us.

Paul graduated from Texas Christian University in Fort Worth, Texas, with a Bachelor's Degree in Political Science. He is originally from Point Pleasant Beach, NJ, where, at the age of 22 he won a primary election for a city council seat.

A member of the American League of Lobbyists and active in multiple philanthropic organizations such as Hoops For Hope, Paul currently lives in Washington, DC, just steps from the Capitol.

Jason Ortega, Senior Director of Legislative and Regulatory Affairs

Jason Ortega is a licensed attorney and MBA from Columbus, Ohio. Jason joined Lobbyit in the summer of 2015 as Manager of Legislative & Regulatory Analysis. Previously, Jason's policy positions include a Fellowship with Monument Policy Group, a government relations firm in Washington, DC, as well as working as a senior aide for an at-large DC Council seat campaign.

At Lobbyit, Jason monitors a wide variety of legislative and regulatory activity relevant to our clients' needs, conducting in-depth analysis on such issues, and preparing necessary written analyses. Jason also works closely with other Lobbyit personnel in incorporating such analyses into advocacy documents and strategy advice. With Jason's mixed legal and business administration background, he is uniquely suited to assist clients in measuring the bottom-line impact of Hill action.

Mr. Ortega hails from Chattanooga, TN, earned his BS in Business from Southern Adventist University, and an MBA and JD from The Ohio State University's Colleges of Business and Law, respectively. He is currently licensed to practice law in Ohio.

Approach to Scope of Work

In recent years, there has been a paradigm shift in Washington, D.C.-based advocacy. Securing federal funding or affecting legislation and regulations requires a deep understanding of the new environment. Gone are the days of simply driving through an earmark request through Congress. The City's federal advocates need to understand every aspect of working with Congress, including working through individual Member offices, accessing leadership of congressional committees, and managing and identifying political pitfalls wherever they may be. The new environment also requires that federal advocates coordinate with federal agency staff – political and career officials. Your lobbyist must have the ability to access a Senator's office, understand program requirements, prepare detailed legislative submissions, and be aware of how policy proposals will affect the City.

Writ large, Lobbyit's strategic approach to successful government affairs activity predominantly involves: (1) understand the client and their issues through an intensive orientation process (SWOT analysis), communicating with City leadership and staff as necessary; (2) understand the legislative, regulatory and political atmospheres that envelope each issue for which the client has interest in order to tailor a targeted advocacy strategy; (3) development of overall advocacy messaging and strategy, including via Lobbyit's "E-Advocacy hubs"; (4) develop advocacy materials, in partnership with the City, based on knowledge gained in steps 1-3; (5) production of a prioritized list of targets in government and the private sector to leverage our positions and create cohesive, multi-front advocacy; (6) implementation of this strategy, with regular updates to the client, and adjustments/augmentations when and where appropriate.

1. Understanding the client - Lobbyit conducts a comprehensive "on-boarding" process with clients, wherein we engage in extensive discussions/meetings with client leadership to familiarize ourselves with client operations, personalities, goals, and priorities. Lobbyit will examine the City's Strengths, Weaknesses, Opportunities, and Threats, (SWOT analysis) and use those findings to inform the City's federal agenda and advocacy priorities.

2. Understanding the environment - We will then work with the Mayor, the City Council, and City department executives and staff to formulate a federal agenda that compliments the Downey's federal legislative, regulatory, and funding objectives. Lobbyit will formalize its understanding of the current political climate within Downey's federal agenda. We anticipate updating the agenda each calendar year in January, though we often build in flexible policy to allow Lobbyit to engage with emerging trends and threats within the federal government.

3. Strategy development and messaging - With respect to the development of a specific advocacy plan, Lobbyit employs a rigorous process which is foundational to the strategic approach delineated above. Generally, Lobbyit's advocacy plan minimally involves the following steps, and is often augmented to match the needs of the client:

- ↓ Identify allies in each of the prospective areas of engagement, i.e. Congress, the Executive Branch, the academic, think tank and non-profit communities, and any other groups with similar interests or activities.
- ↓ Cross-reference this list with Lobbyit's and the client's personnel/contacts/members/advocates to determine synergies and connections;
- ↓ Work through the client to identify other contacts and/or avenues to be leveraged;
- ↓ Conduct necessary legislative, regulatory and political research and assessments;
- ↓ Develop the necessary advocacy materials;
- ↓ Construct and implement a specific, detailed advocacy plans; and
- ↓ Communicate regularly with the client regarding what was learned and plans next steps.

Once the key steps are in place, Lobbyit then engages in personal advocacy in Congress, the Executive Branch, and with other organizations and entities identified as allies (and, on occasion, as potential adversaries). In the case of Downey, Lobbyit would focus immediately, but not exclusively, on Members of the California Congressional Delegation, specifically Senators Dianne Feinstein (D) and Kamala Harris (D) and Congresswoman Lucille Roybal-Allard, as well as the committees of jurisdiction of federal infrastructure policy, the House and Senate Appropriations Committees, the Economic Development Administration, the Federal Emergency Management Administration, the Department of Justice, and the Department of Transportation.

In addition to Lobbyit's "traditional" strategies, we offer our clients access to an innovative "e-advocacy hub" which offers our clients, and their stakeholders, the chance to participate in modern, cutting-edge grass roots e-advocacy campaigns in support of their federal legislative, regulatory, and funding goals. Our e-advocacy hubs are built to seamlessly match with your existing web page and branding, providing an area on your website that demonstrates a sophisticated and coordinated approach to government affairs. The hub contains advocacy materials developed in concert with the leadership of each client to complement our traditional lobbying activities; users can access relevant material such as form letters, talking points, call scripts, position papers, etc. Hub users can then leverage their carefully cultivated knowledge to share your story directly with their federal, state, and local officials via email, Twitter, Facebook, and Amazon's Alexa. Not only can users access the hub through the client's desktop website, but our technology is also mobile accessible, offering stakeholders the chance to engage in the advocacy process from wherever and whenever they chose.

Most importantly, our web-based platform allows for real-time data analysis. Our after-action reports offer clients a chance to learn more about their supporters and how to more effectively engage them in the future. Ultimately, this affords Lobbyit the ability to enhance future grassroots campaigns and expand our clients' base of support.

4. Document production - A critical part of our service includes the development of all the materials used during our advocacy of the City's federal agenda. Whether we are producing fact sheets and white papers to aid the Council's trip to Washington or drafting letters to Members of Congress, Lobbyit has the skill to create almost

any publication in-house. Our staff has experience writing testimony for clients to be presented before congressional committees, legislative and regulatory text, comments on proposed rules, appropriations requests, invites for project site visits, etc. However, we do often ask that our clients engage in the process to ensure the technical aspects of our documents are truthful and accurate. For grant proposals, we anticipate a deeper level of engagement from City staff to ensure grant applications are as strong as possible.

5. Coalition building - No matter the issue area, there is a community of individuals and organizations in the state and in Washington, D.C., dedicated to the topic, such as the California League of Cities and the U.S. Conference of Mayors. Lobbyit stays engaged with these communities and abreast of all new developments within these organizations. Through such activity, we regularly identify allies who can help us magnify our voice and/or buttress our position. We also identify forces or entities counter to our interests, developing full situational awareness for our clients.

Additionally, Lobbyit's broad client base gives us the ability to connect industries and issues in a way that other small lobbying firms cannot. We can share with our newest clients our strategic intelligence and past successes gleaned from our current workload to affect positive outcomes into the future. For instance, Lobbyit has assisted our current client, the City of Plano, TX, in positioning their Mayor within the leadership structure of the U.S. Conference of Mayors (USCM). Plano Mayor, Harry LaRosiliere, currently serves as the Chair of the Transportation and Telecommunications Subcommittee of the USCM. With infrastructure funding and policy at the fore in Washington, Lobbyit would immediately propose to connect officials from Plano with Downey officials to provide the City with a complete situational awareness on to the development of new federal infrastructure initiatives.

6. Implement, inform, and innovate (I3) - Each month, the City will receive a detailed description of the meetings taken, topics discussed, and important take-aways. These reports will also include all the legislative and regulatory initiatives that we are tracking on daily basis for the City, as well as a high-level discussion of the prior month's headline news from Washington. Lobbyit will use these reports as a baseline to gauge progress. We will refine our strategy, adjust our targets, and augment our messaging, as necessary once the City has read and digested our monthly reports.

A crucial component of our I3 strategy will be to visit Downey at least twice per year to meet with City officials and staff to discuss the work we have completed, and the progress made toward the goals contained in the City's federal agenda. Visits to Downey by Lobbyit team members will require reimbursement of long-distance expenses, including airfare, lodging, meals, and transportation costs, as Lobbyit's pricing tiers do not include an allowance for billable expenses.

Prioritized Course of Action

Dates	Key Project Milestones
September 2018	<p>Execution of contract with Lobbyit.com. Lobbyit will proceed with the onboarding process and the identification of issues for the City. Lobbyit to complete SWOT analysis by 30th of the month. Lobbyit will also introduce ourselves as Downey's federal representatives to the City's Congressional Delegation and relevant congressional committees. Monthly reporting will begin.</p> <p>Opportunities Prior to Election: Water Resources Development legislation, the reissuance of regulation concerning "waters of the U.S.," SNAP reform included in Farm bill, NFIP reform legislation.</p>
October 2018	<p>Lobbyit proposes to make a trip to visit the City. Congress is scheduled to be in recess for most of the month to allow those Members up for re-election to campaign in the</p>

	home states/districts, which will give Lobbyit an additional opportunity to dive deeper in the City's federal agenda. This will also present an opportunity for the City to meet with Congresswoman Roybal-Allard and Senator Feinstein.
November 2018	Monitor election outcomes and provide the City with relevant information regarding changes in congressional leadership. Identify key themes and legislation to be addressed during the Lame Duck Session of Congress. The City will have the opportunity to evaluate the contract; passed the 90-day mark the contract will continually renew itself until the end of the City's performance period included in the original RFP.
December 2018	Continue working on all priorities identified by the City, especially those involved with the congressional appropriations process. Provide updates on relevant meetings, legislative initiatives, and regulatory actions. Prepare for post-election changes. Grant Funding: begin work on E-Rate Program application for discounted broadband technology for City schools, libraries, and parks. Application to be filed in 1 st quarter of the next calendar year.
January 2019	Lobbyit will continue to activate relevant coalitions and like-minded organizations to benefit the City's position. Prepare information for engagement with the Economic Development Administration. Grant Funding: Monitor the release of information related to federal grant opportunities for FY2019, including FEMA's AFG and SAFER grants and DOJ's COPS Hiring and Body Camera Initiatives. (Assumption is that Congress will have passed the FY19 appropriations bills in December.)
February 2019	Monitor the release of the President's FY2019 Budget Request to Congress. Update the City on opportunities and threats embedded in the proposal. Provide analysis of the proposal and evaluate its chances in Congress. Coordinate with the National League of Cities, U.S. Conference of Mayors, and the California League of Cities on their annual legislative conferences and meetings.
March 2019	March signifies the beginning of appropriations season. Lobbyit will monitor Congressional action related to the City's appropriations priorities. We will work with the City's delegation to identify trends and advocate that they engage with the relevant committees to protect the City's interest. Lobbyit will continue to work toward a successful outcome for the City's federal agenda. Lobbyit will continue to cultivate a community of officials supportive of Downey's policy priorities. Utilize officials where appropriate. Work to address any opposition to the City's agenda.

References:

City of Plano, TX
 POC: Bruce Glasscock, City Manager
 Address: 1520 K Avenue, Plano, TX 75074
 Telephone: 972-941-7000

Email: brucea@plano.gov

City of Point Pleasant Beach, NJ

POC: Stephen Reid, Mayor

Address: 416 New Jersey Avenue, Point Pleasant Beach, NJ 08742

Telephone: 732-740-6514

Email: sreid@pointbeach.org

The World Floor Covering Association

POC: Scott Humphrey, CEO

Address: 855 Abutment Road, Ste. 1, Dalton, GA 30721

Phone: (855) 330-1183

Email: shumphrey@wfca.org

Conflicts

LobbyIt does not currently represent a client that may potentially pose a conflict of interest with the City of Downey. We are free to enter into a contract with the City without such a potential limitation.

RECEIVED

City of South Gate Item No. 15

SEP 18 2019

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

4:55pm

For the Regular Meeting of: September 24, 2019

Originating Department: Public Works

Department Director:

Arturo Cervantes

City Manager:

Michael Flad

SUBJECT: AMENDMENT NO. 5 TO CONTRACT NO. 3131 WITH WILLDAN ENGINEERING, INC., EXTENDING AS-NEEDED ENGINEERING SERVICES FOR TWO MONTHS

PURPOSE: Willdan Engineering, Inc. (Willdan) provides as-needed engineering services to the Public Works Department, Engineering Division, under Contract No. 3131. The contract expires on September 30, 2019. Amendment No. 5 extends the contract two months, to provide time to award a new contract.

RECOMMENDED ACTIONS:

- a. Approve Amendment No. 5 to Contract No. 3131 with Willdan Engineering, Inc., extending the term through November 30, 2019, for as-needed engineering services under the existing contract budget, and to allow time to award a new contract; and
- b. Authorize the Mayor to execute Amendment No. 5 in a form acceptable to the City Attorney.

FISCAL IMPACT: There is no fiscal impact to the General Fund. There are sufficient funds in the budgeted accounts to fund services through November 30, 2019, as noted below:

Contract No. 3131		General Fund 100-701-31-6101	Gas Tax 212-713-31-6101	Various CIP Funds	Total
1	Miscellaneous Engineering Services	\$200,000			\$200,000
2	CIP Services			\$400,000	\$400,000
3	Grant Writing Services	\$112,796	\$240,000		\$352,796
Contract Amount		\$312,796	\$240,000	\$400,000	\$952,796

ANALYSIS: The Public Works Department is finalizing a competitive selection process to award a new as-needed engineering services contract. Staff needs additional time to complete the process. Amendment No. 5 to Contract No. 3131 with Willdan Engineering extends the contract term by two months through November 30, 2019. This provides adequate time to complete the RFP process and award a contract.

BACKGROUND: Since 2004, the Public Works Department has used as-needed engineering services to provide the Engineering Division with specialized engineering services, expertise, and staffing support. The following is a summary of the services provided by Willdan under Contract No. 3131:

- As-needed Engineering Services – Common services include execution of miscellaneous technical assignments, plan check, development review, surveying, structural reviews, legal descriptions and tract map reviews.

- As-needed CIP Project Services - Common services include performing plan checks of CIP Projects, reviewing technical studies, reviewing or preparing prevailing wage compliance documents, State and Federal funding compliance and staff augmentation services.
- As-needed Grant Writing Services – Common services include preparing grant applications, researching and analyzing available grants, meeting with granting agencies, preparing needed plans and maps, and staff coordination.

On July 14, 2015, the City Council approved Contract No. 3131 with Willdan for a two-year term, in the amount of \$300,000. On June 14, 2016, the City Council approved Amendment No. 1 to Contract No. 3131 to increase funds for additional grant writing services, in the amount of \$88,199. On June 27, 2017, the City Council approved Amendment No. 2 to Contract No. 3131, to extend through June 30, 2018, to continue to provide the same services in the amount of \$238,199. On May 8, 2018, the City Council approved Amendment No. 3 to Contract No. 3131 through June 30, 2019, in the amount of \$238,199. On June 11, 2019, the City Council approved Amendment No. 4 to Contract No. 3131 through September 30, 2019, to continue to provide the same services within the existing budget.

- ATTACHMENTS:**
- A. Proposed Amendment No. 5
 - B. Amendment No. 4
 - C. Amendment No. 3
 - D. Amendment No. 2
 - E. Amendment No. 1
 - F. Contract No. 3131

VHC/GD:lc

**AMENDMENT NO. 5
TO AGREEMENT FOR AS-NEEDED PROFESSIONAL
CONSULTING SERVICES WITH WILLDAN ENGINEERING**

THIS AMENDMENT NO. 5 ("Amendment No. 5") TO AGREEMENT FOR AS-NEEDED PROFESSIONAL CONSULTING SERVICES WITH WILLDAN ENGINEERING, Contract No. 3131 ("Agreement") effective as of the date specified in paragraph 5 hereof, is made and entered into by and between the CITY OF SOUTH GATE ("CITY"), and WILLDAN ENGINEERING ("ENGINEER").

RECITALS:

WHEREAS, CITY and ENGINEER have previously executed the above-referenced Agreement for Professional Services dated July 24, 2015, Contract No. 3131 ("Agreement") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed the Amendment No. 1 to Contract No. 3131, dated June 14, 2016, ("Amendment No. 1") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed the Amendment No. 2 to Contract No. 3131 dated July 17, 2017, ("Amendment No. 2") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed the Amendment No. 3 to Contract No. 3131 dated May 8, 2018, ("Amendment No. 3") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed the Amendment No. 4 to Contract No. 3131 dated June 11, 2019, ("Amendment No. 4") relating to professional services in the City of South Gate; and

WHEREAS, CITY and Engineer desire to execute Amendment No. 5 to Contract No. 3131, the Agreement ("Amendment No. 5") extending the services for two additional months, through November 30, 2019, for as-needed professional consulting services; provided that the current hourly rates schedule remains unchanged;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. EXTENSION OF TERM.

The term of the Agreement is hereby amended to extend the term of this Agreement for two additional months for as-needed professional consulting services, for the

period from October 1, 2019 through November 30, 2019, inclusive.

2. EFFECT OF AMENDMENTS.

Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

3. COMPENSATION.

Without limiting the generality of the foregoing, the hourly compensation payable by the City to the Engineer under the Agreement shall remain unchanged during the term of the Agreement as extended by Section 1 above. Furthermore, the CITY reserves the right to augment or reduce the scope of work as the CITY deems necessary.

The amount authorized by this Amendment No. 5 shall not cause an exceedance of the City Council approved total contract amount of \$952,796.

4. INDEPENDENT CONTRACTOR.

Engineer is hereby retained as an independent contractor for the sole purpose of rendering professional and/or special services described herein. Engineer nor its employees are agents or employees of the CITY. Engineer shall be solely responsible for the payment of all federal, state and local income tax, social security tax, Workers' Compensation insurance, state disability insurance, and any other taxes or insurance. Engineer, as an independent contractor, is responsible for paying under federal, state or local law. Engineer and its employees are thus not eligible to receive workers' compensation, medical, indemnity or retirement benefits, including but not limited to enrollment in CalPERS. Unless, expressly provided herein, Engineer is not eligible to receive overtime, vacation or sick pay. Engineer shall not represent or otherwise hold out itself or any of its directors, officers, partners, employees, or agents to be an agent or employee of CITY. Engineer shall have the sole and absolute discretion in determining the methods, details and means of performing the services required by CITY. Engineer shall furnish, at his/her own expense, all labor, materials, equipment and transportation necessary for the successful completion of the services to be performed under this Agreement. CITY shall not have any right to direct the methods, details and means of the services; however, Engineer must receive prior written approval from CITY before using any sub-consultants for services under this Agreement.

5. INDEMNIFICATION OF CALPERS DETERMINATION.

In the event that Engineer or any employee, agent, or subcontractor of Engineer providing services under the Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of the CITY, Engineer shall indemnify, defend, and hold harmless CITY

**Amendment No. 5
to Contract No. 3131**

for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Engineer or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of CITY.

6. EFFECTIVE DATE.

This Amendment No. 5 shall become effective as of the date set forth below on which the last of the parties, whether CITY or Engineer, executes this Amendment No. 5.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 5 to be executed and attested by their respective officers hereunto duly authorized.

**"CITY"
CITY OF SOUTH GATE**

, Mayor

Dated: _____

ATTEST:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

Raul F. Salinas, City Attorney

**"ENGINEER"
WILLDAN ENGINEERING, INC.**

Title: _____

Dated: _____

**AMENDMENT NO. 4
TO AGREEMENT FOR AS-NEEDED PROFESSIONAL
CONSULTING SERVICES WITH WILLDAN ENGINEERING**

THIS AMENDMENT NO. 4 ("Amendment No. 4") TO AGREEMENT FOR AS-NEEDED PROFESSIONAL CONSULTING SERVICES WITH WILLDAN ENGINEERING, Contract No. 3131 ("Agreement") effective as of the date specified in paragraph 5 hereof, is made and entered into by and between the CITY OF SOUTH GATE ("CITY"), and WILLDAN ENGINEERING ("ENGINEER").

RECITALS:

WHEREAS, CITY and ENGINEER have previously executed the above-referenced Agreement for Professional Services dated July 24, 2015, Contract No. 3131 ("Agreement") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed the Amendment No. 1 to Contract No. 3131, dated June 14, 2016, ("Amendment No. 1") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed the Amendment No. 2 to Contract No. 3131 dated July 17, 2017, ("Amendment No. 2") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed the Amendment No. 3 to Contract No. 3131 dated May 8, 2018, ("Amendment No. 3") relating to professional services in the City of South Gate; and

WHEREAS, CITY and Engineer desire to execute Amendment No. 4 to Contract No. 3131, the Agreement ("Amendment No. 4") extending the services for three additional months, through September 30, 2019, for as-needed professional consulting services; provided that the current hourly rates schedule remains unchanged;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. EXTENSION OF TERM.

The term of the Agreement is hereby amended to extend the term of this Agreement for three additional months for as-needed professional consulting services, for the period from July 1, 2019 through September 30, 2019, inclusive.

2. EFFECT OF AMENDMENTS.

Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

3. COMPENSATION.

Without limiting the generality of the foregoing, the hourly compensation payable by the City to the Engineer under the Agreement shall remain unchanged during the term of the Agreement as extended by Section 1 above. Furthermore, the CITY reserves the right to augment or reduce the scope of work as the CITY deems necessary.

The amount authorized by this Amendment No. 4 shall not cause an exceedance of the City Council approved total contract amount of \$952,796.

4. INDEPENDENT CONTRACTOR.

Engineer is hereby retained as an independent contractor for the sole purpose of rendering professional and/or special services described herein. Engineer nor its employees are agents or employees of the CITY. Engineer shall be solely responsible for the payment of all federal, state and local income tax, social security tax, Workers' Compensation insurance, state disability insurance, and any other taxes or insurance. Engineer, as an independent contractor, is responsible for paying under federal, state or local law. Engineer and its employees are thus not eligible to receive workers' compensation, medical, indemnity or retirement benefits, including but not limited to enrollment in CalPERS. Unless, expressly provided herein, Engineer is not eligible to receive overtime, vacation or sick pay. Engineer shall not represent or otherwise hold out itself or any of its directors, officers, partners, employees, or agents to be an agent or employee of CITY. Engineer shall have the sole and absolute discretion in determining the methods, details and means of performing the services required by CITY. Engineer shall furnish, at his/her own expense, all labor, materials, equipment and transportation necessary for the successful completion of the services to be performed under this Agreement. CITY shall not have any right to direct the methods, details and means of the services; however, Engineer must receive prior written approval from CITY before using any sub-consultants for services under this Agreement.

5. INDEMNIFICATION OF CALPERS DETERMINATION.

In the event that Engineer or any employee, agent, or subcontractor of Engineer providing services under the Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of the CITY, Engineer shall indemnify, defend, and hold harmless CITY

**Amendment No. 4
to Contract No. 3131**

for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Engineer or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of CITY.

6. EFFECTIVE DATE.

This Amendment No. 4 shall become effective as of the date set forth below on which the last of the parties, whether CITY or Engineer, executes this Amendment No. 4.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 4 to be executed and attested by their respective officers hereunto duly authorized.


**"CITY"
CITY OF SOUTH GATE**



Jorge Morales, Mayor

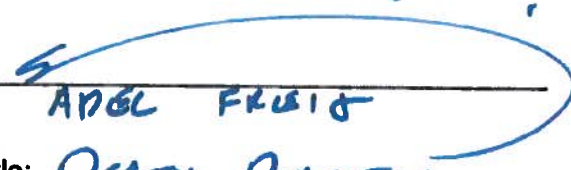
Dated: 7/23/19

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

**"ENGINEER"
WILLDAN ENGINEERING, INC.**



ANGEL F. RUIZ
Title: DEPUTY DIRECTOR

Dated: July 3, 2019

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

**AMENDMENT NO. 3
TO AGREEMENT FOR PROFESSIONAL SERVICES
WITH WILLDAN ENGINEERING, INC.**

THIS AMENDMENT NO. 3 TO AGREEMENT FOR PROFESSIONAL SERVICES WITH WILLDAN ENGINEERING, INC. ("Amendment 2"), effective as of the date specified in paragraph 3 hereof, is made and entered into by and between the CITY OF SOUTH GATE ("CITY"), and WILLDAN ENGINEERING, INC. ("ENGINEER").

RECITALS:

WHEREAS, CITY and ENGINEER have previously executed that certain Agreement for Professional Services dated July 24, 2015, Contract No. 3131 ("Agreement") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed Amendment No. 1 to Contract No. 3131 dated June 14, 2016, ("Amendment No. 1") relating to professional services in the City of South Gate; and

WHEREAS, CITY and Engineer executed Amendment No. 1 covering said as-needed engineering services for an amount not to exceed \$88,199 under the terms and conditions of Agreement; and

WHEREAS, CITY and ENGINEER have previously executed Amendment No. 2 to Contract No. 3131 dated July 17, 2017, ("Amendment No. 1") relating to professional services in the City of South Gate; and

WHEREAS, CITY requests Engineer to perform additional as-needed engineering services and other services related to preparing and submitting grant applications; and

WHEREAS, CITY and Engineer desire to execute Amendment No. 3 to the Agreement ("Amendment No. 3") extending the expiration date of said as-needed engineering services from June 30, 2018 to June 30, 2019 under the terms and conditions of Agreement;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. COMMENCEMENT AND COMPLETION OF WORK

The City hereby exercises its option under Section 4 of the Agreement to extend the term of the Agreement to June 30, 2019.

2. COMPENSATION

The City hereby amends Section 9.A to increase the amount of the Agreement from \$626,398 to \$864,597.

3. EFFECT OF AMENDMENTS.

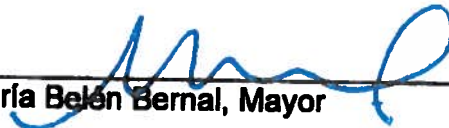
Except as expressly amended herein, all other terms and conditions of the Agreement and its Amendments, Attachments, and Exhibits thereto, shall remain in full force. The CITY reserves the right to augment or reduce the scope of work as the CITY deems necessary.

4. EFFECTIVE DATE.

Unless otherwise specified herein, this Amendment No. 3 shall become effective as of the date set forth below on which the last of the parties, whether CITY or ENGINEER, executes this Amendment No. 3.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment 3 to be executed and attested by their respective officers hereunto duly authorized.


"CITY"
CITY OF SOUTH GATE



Maria Belen Bernal, Mayor


Dated: 05/08/18

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

"ENGINEER"
WILLDAN ENGINEERING, INC.



Adel M. Fretz
Title: Deputy Director

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

Dated: May 22, 2018

**AMENDMENT NO. 2
TO AGREEMENT FOR PROFESSIONAL SERVICES
WITH WILLDAN ENGINEERING, INC.**

THIS AMENDMENT NO. 2 TO AGREEMENT FOR PROFESSIONAL SERVICES WITH WILLDAN ENGINEERING, INC. ("Amendment 2"), effective as of the date specified in paragraph 3 hereof, is made and entered into by and between the CITY OF SOUTH GATE ("CITY"), and WILLDAN ENGINEERING, INC. ("ENGINEER").

RECITALS:

WHEREAS, CITY and ENGINEER have previously executed that certain Agreement for Professional Services dated July 24, 2015, Contract No. 3131 ("Agreement") relating to professional services in the City of South Gate; and

WHEREAS, CITY and ENGINEER have previously executed Amendment No. 1 to Contract No. 3131 dated June 14, 2016, ("Amendment No. 1") relating to professional services in the City of South Gate; and

WHEREAS, CITY and Engineer executed Amendment No. 1 covering said as-needed engineering services for an amount not to exceed \$88,199 under the terms and conditions of Agreement; and

WHEREAS, CITY requests Engineer to perform additional as-needed engineering services related to preparing and submitting grant applications; and

WHEREAS, CITY and Engineer desire to execute Amendment No. 2 to the Agreement ("Amendment No. 2") extending the expiration date of said as-needed engineering services from June 30, 2017 to June 30, 2018 under the terms and conditions of Agreement;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. COMMENCEMENT AND COMPLETION OF WORK

The City hereby exercises its option under Section 4 of the Agreement to extend the term of the Agreement to June 30, 2018.

2. COMPENSATION

The City hereby amends Section 9.A to increase the amount of the Agreement from \$150,000 to \$626,398.

3. EFFECT OF AMENDMENTS.

Except as expressly amended herein, all other terms and conditions of the Agreement and its Amendments, Attachments, and Exhibits thereto, shall remain in full force. The CITY reserves the right to augment or reduce the scope of work as the CITY deems necessary.

4. EFFECTIVE DATE.

Unless otherwise specified herein, this Amendment No. 2 shall become effective as of the date set forth below on which the last of the parties, whether CITY or ENGINEER, executes this Amendment No. 2.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment 2 to be executed and attested by their respective officers hereunto duly authorized.

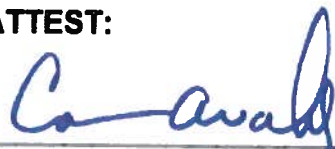
"CITY"
CITY OF SOUTH GATE



Maria Davila, Mayor

Dated: 7-11-17

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

"ENGINEER"
WILLDAN ENGINEERING, INC.



ADEL M. FAGIO

Title: Deputy Director

Dated: 7.24.17

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

**AMENDMENT NO. 1
TO AGREEMENT FOR PROFESSIONAL SERVICES
WITH WILLDAN ENGINEERING, INC.**

THIS AMENDMENT NO. 1 TO AGREEMENT FOR PROFESSIONAL SERVICES WITH WILLDAN ENGINEERING, INC. ("Amendment 1"), effective as of the date specified in paragraph 3 hereof, is made and entered into by and between the CITY OF SOUTH GATE ("CITY"), and WILLDAN ENGINEERING, INC. ("ENGINEER").

RECITALS:

WHEREAS, CITY and ENGINEER have previously executed that certain agreement for Professional Services dated July 24, 2015, Contract No. 3131 ("Agreement") relating to professional services in the City of South Gate; and

WHEREAS, CITY requests Engineer to perform additional as-needed engineering services related to preparing and submitting grant applications; and

WHEREAS, CITY and Engineer desire to execute Amendment No. 1 covering said as-needed engineering services for an amount not to exceed \$88,199 under the terms and conditions of Agreement No. 3131;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. EFFECT OF AMENDMENTS.

Except as expressly amended herein, all other terms and conditions of the Agreement and its Amendments, Attachments, and Exhibits thereto, shall remain in full force. The CITY reserves the right to augment or reduce the scope of work as the CITY deems necessary.

[Remainder of page left blank intentionally]

2. EFFECTIVE DATE.

Unless otherwise specified herein, this Amendment No. 1 shall become effective as of the date set forth below on which the last of the parties, whether CITY or ENGINEER, executes this Amendment No. 1.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment 1 to be executed and attested by their respective officers hereunto duly authorized.

"CITY"
CITY OF SOUTH GATE

W.H. (Bill) De Witt, Mayor

Dated: _____

ATTEST:


"ENGINEER"
WILLDAN ENGINEERING, INC.

Carmen Avalos, City Clerk
(SEAL)

Title: _____

APPROVED AS TO FORM:

Dated: _____



Paul F. Salinas, City Attorney

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT FOR PROFESSIONAL SERVICES ("Agreement") is made and entered into by and between the City of South Gate ("City"), and Willdan Engineering, a California Corporation ("Consultant") identified in Section 1 hereof.

RECITALS

WHEREAS, City desires to engage Consultant to perform certain technical and professional engineering services, as provided herein, in connection with that certain project identified as: **AS-NEEDED PROFESSIONAL CONSULTING SERVICES;**

NOW, THEREFORE, the parties agree as follows:

1. **Parties to the Agreement.**

The parties to the Agreement are:

City: The City of South Gate, a municipal corporation, having its principal office at 8650 California Avenue, South Gate, California 90280.

Consultant: Willdan Engineering
13191 Crossroads Parkway North, Suite 405
Industry, CA 91746-3497

2. **Representatives of the Parties and Service of Notices.**

The representatives of the parties who are primarily responsible for the administration of this Agreement, and to whom formal notices, demands and communications shall be given, are as follows:

A. The principal representative of the City shall be:

Arturo Cervantes, P.E.
City Engineer/ Public Works Director
Public Works Department
City of South Gate
8650 California Avenue
South Gate, CA 90280
Telephone: (323) 563-9512
Fax: (323) 563-9572
Email: acervantes@sogate.org

B. The principal representative of the Consultant shall be:

William C. Pagett, P.E.
Senior Vice President
Willdan Engineering
13191 Crossroads Parkway North, Suite 405
Industry, CA 91746-2120
Telephone: (562) 908-6214
Fax: (562) 695-2120
Email: bpagett@willdan.com

C. Formal notices, demands and communications to be given hereunder by either party shall be made in writing and may be affected by personal delivery or by mail.

D. If the name of the principal representative designated to receive the notices, demands or communications, or the address of such person, is changed, written notice shall be given within five (5) working days of said change.

3. Description of Work.

City hereby engages Consultant, and Consultant accepts such engagement, on an as-needed basis to perform technical and professional services in accordance with the "Request for Qualifications (RFQ)" attached hereto as Exhibit "A" and the "Statement of Qualifications, dated June 1, 2015 (SOQ) on file with the City. Consultant shall perform and complete, in a manner satisfactory to City, all work and services requested in accordance with Exhibit "A" and the hourly rates schedules in the SOQ, and attached hereto as Exhibit "B." The Director of Public Works, or the Director of Public Works' designee, shall have the right to review and inspect the work during the course of its performance at such times as may be specified by the Director of Public Works.

4. Commencement and Completion of Work.

The execution of this Agreement by the parties does not constitute an authorization to proceed. The services of Consultant in accordance with Exhibit "A" and Exhibit "B" shall be for a term of two (2) years beginning July 1, 2015 and ending on June 30, 2017, with an option to extend the agreement for an additional year ending June 30, 2018. Consultant shall have no claim for compensation for any additional services or work, which has not been preauthorized in writing by the Director of Public Works.

5. Extension of Time for Completion of Work.

A. If, at any time, the work is delayed due to suspension order by the City, or due to any other cause which, in the reasonable opinion of the City is unforeseeable and beyond the control and not attributable to the fault or negligence of Consultant, then Consultant shall be entitled to an extension of time equal to said delay, subject to the City's right to terminate this Agreement pursuant to Section 11.

B. Consultant shall submit to the Director of Public Works a written request for an extension of time within ten (10) days after the commencement of such delay, citing the reason for such delay. Failure to submit the written request within such time period shall constitute a waiver thereof. The Director of Public Works shall, in his sole discretion, determine whether and to what extent any extensions of time shall be permitted. If the Director of Public Works approves such request, he shall do so in writing.

C. No extension of time requested or granted hereunder shall entitle Consultant to additional compensation unless, as a consequence of such extension, additional work must be performed. In such event, the City shall in good faith consider any request for additional compensation submitted by Consultant.

6. Data Provided to Consultant.

City shall provide to Consultant, without charge, all data, including reports, records, maps and other information, now in the City's possession, which may facilitate the timely performance of the work requested in accordance with Exhibit "A" and Exhibit "B."

7. Independent Contractor.

Consultant is an independent contractor and shall have no power or authority to incur any debt, obligation or liability on behalf of the City.

8. Consultant's Personnel.

A. All services required under this Agreement will be performed by Consultant, or under Consultant's direct supervision, and all personnel shall possess the qualifications, permits and licenses required by State and local law to perform such services, including, without limitation, a City of South Gate business license as required by the South Gate Municipal Code.

B. Consultant shall be solely responsible for the satisfactory work performance of all personnel engaged in performing services required by this Agreement, and compliance with all reasonable performance standards established by City.

C. Consultant shall be responsible for payment of all employees' and subcontractor's wages and benefits, and shall comply with all requirements pertaining to employer's liability, workers' compensation, unemployment insurance, and Social Security.

D. Each project proposal shall disclose sub-consultants and the estimated cost of work. All sub-consultant services shall require prior approval of the Public Works Department.

E. Consultant shall indemnify and hold harmless the City and all other related entities, officers, employees, and representatives, from any liability, damages, claims, costs and expenses of any nature arising from alleged violations of personnel practices, or of any acts or omissions by Consultant and/or its employee, independent contractors, agents, or representatives in connection with the work performed arising from this Agreement, to the extent resulting from their

negligent or other wrongful conduct.

9. Compensation.

A. The total compensation to be paid by City to Consultant for all work and services requested shall be in accordance with the hourly fee schedule (Exhibit "B") and shall be as submitted pursuant to the written budget proposal submitted for as-needed work with costs identified for each such project, program, or activity; but shall not exceed One-Hundred and Fifty Thousand Dollars (\$150,000) per fiscal year. All requests by the City for supporting documentation is required for payment of invoiced services. The City reserves the right to withhold payment until said documentation is provided. Consultant's fees and charges for the work and services performed shall in no event exceed those set forth in Exhibit "B" attached hereto and made a part hereof. Travel expenses (time, mileage, etc.) to attend business meetings and/or any other business associated with as-needed services shall be waived and shall not be shown on the Consultant and sub-consultant's compensation submittal to the City.

B. On or before the fifth day of each calendar month following commencement of the work, Consultant may cause to be made and submitted to City a written detailed estimate of the value of all work completed and materials incorporated into the project up to the first day of the month in which the estimate is made. In reviewing and approving such estimate, the City may consider, in addition to other facts and circumstances, the relationship of the work completed to the work remaining to be done. The City shall have the right to retain ten percent (10%) of the estimated cost of the work as partial security for Consultant's performance of this Agreement. Within thirty (30) days after approval of Consultant's estimate, City shall pay to Consultant the balance of such estimated value after deducting there from all prior payments and all sums to be retained as partial security under the terms of this Agreement.

C. Upon satisfactory completion of all work and services requested in accordance with Exhibit "A" and Exhibit "B," and City's approval thereof, City shall pay to Consultant the total amount remaining due for each increment or phase of the work, including all funds retained as partial security. Final payment shall be made by City to Consultant within sixty (60) days after City's written acceptance of the work.

D. No payment made hereunder by City to Consultant, other than the final payment, shall be construed as an acceptance by City of any work or materials, nor as evidence of satisfactory performance by Consultant of its obligations under this Agreement.

10. Indemnity and Insurance.

A. Consultant agrees to indemnify, hold harmless and defend the City, its officers and employees, from and against any and all claims, losses, obligations, or liabilities whatsoever incurred in or in any manner arising out of or related to Consultant's and/or its employees, independent contractors, agents, or representatives negligent or wrongful acts, errors or omissions. Consultant will deliver to City a certificate of insurance evidencing professional liability insurance coverage in an amount not less than \$1,000,000.

Contract No.

B. In addition to paragraph A, above, (1) The Consultant, at its expense, shall maintain in effect at all times during the performance of work under this Agreement not less than the following coverage and limits of insurance, which shall be maintained with insurers listed "A" or better in the Best's Insurance Guide and authorized to do business in the State of California.

(a) Workers' Compensation and Employer's Liability

- Workers' Compensation-coverage as required by law.
- Employer's Liability-limits of at least \$1,000,000 per occurrence.

(b) Comprehensive General Liability

- Combined Single Limit-\$1,000,000.

The automobile and comprehensive general liability policies may be combined in a single policy with a combined single limit of \$1,000,000. All of the Consultant's policies shall contain an endorsement providing that written notice shall be given to City at least thirty (30) calendar days prior to, cancellation of the policy, ten (10) days notice if cancellation is due to nonpayment of premium.

(2) Policies providing for bodily injury and property damage coverage shall contain the following:

(a) An endorsement extending coverage to City as an additional insured, in the same manner as the named insured, as respects liability arising out of the performance of any work under the Agreement. Such insurance shall be primary insurance as respects the interest of City, and any other insurance maintained by City shall be considered excess coverage and not contributing insurance with the insurance required hereunder.

(b) "Severability of Interest" clause.

(c) Provision or endorsement stating that such insurance, subject to all of its other terms and conditions, applies to the liability assumed by Consultant under the Agreement, including without limitation that set forth in Section 10.A.

(3) Promptly on execution of this Agreement and prior to commencement of any work Consultant shall deliver to City copies of all required policies and endorsements to the required policies.

(4) The requirements as to the types and limits of insurance to be maintained by the Consultant are not intended to and shall not in any manner limit or qualify Consultant's liabilities and obligations under this Agreement.

(5) Any policy or policies of insurance that Consultant elects to carry as insurance against loss or damage to its equipment and tools or other personal property used in the performance of this Agreement shall include a provision waiving the insurer's right of subrogation against the City.

11. Termination for Convenience.

The governing board of the City may terminate this Agreement at any time without cause by giving fifteen (15) days written notice to Consultant of such termination and specifying the effective date thereof. In that event, all finished or unfinished documents and other materials shall, at the option of City, become its property. If this Agreement is terminated by City as provided herein, Consultant will be paid a total amount equal to its actual costs as of the termination date, plus ten percent (10%) of that amount for profit. In no event shall the amount payable upon termination exceed the total maximum compensation provided for in this Agreement.

12. Termination for Cause.

A. The governing board of the City may, by written notice to Consultant, terminate the whole or any part of this Agreement in any of the following circumstances:

(1) If Consultant fails to perform the services required by this Agreement within the time specified herein or any authorized extension thereof; or

(2) If Consultant fails to perform the services called for by this Agreement or so fails to make progress as to endanger performance of this Agreement in accordance with its terms, and in either of these circumstances does not correct such failure within a period of ten (10) days (or such longer period as City may authorize in writing) after receipt of notice from City specifying such failure.

B. In the event City terminates this Agreement in whole or in part as provided above in paragraph A of this Section 12, City may procure, upon such terms and in such manner as it may deem appropriate, services similar to those terminated.

C. If this Agreement is terminated as provided above in paragraph A, City may, at its election, require Consultant to provide all finished or unfinished documents, data, studies, drawings, maps, photographs, reports, etc., prepared by Consultant. Upon such termination, Consultant shall be paid an amount equal to the value of the work performed. In ascertaining the value of the work performed up to the date of termination, consideration shall be given to both completed work and work in progress, to complete and incomplete drawings, and to other documents whether delivered to City or in possession of Consultant, and to authorized reimbursement expenses.

D. If, after notice of termination of the Agreement under the provisions of this Section 12, it is determined, for any reason, that Consultant was not in default, or that the default was excusable, then the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to Section 11.

13. Non-Discrimination and Equal Employment Opportunity.

A. In the performance of this Agreement, Consultant shall not discriminate against any employee, subcontractor, or applicant for employment because of race, color, religion, ancestry, sex, national origin, handicap or age. Consultant will take affirmative action to ensure that subcontractors and applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, sex, national origin, handicap or age. Affirmative action relating to employment shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment; layoff or termination; rates of pay or other forms of compensation; and selection for training including apprenticeship.

B. The provisions of subsection A above shall be included in all solicitations or advertisements placed by or on behalf of Consultant for personnel to perform any services under this Agreement. City shall have access to all documents, data and records of Consultant and its subcontractors for purposes of determining compliance with the equal employment opportunity and non-discrimination provisions of this Section, and all applicable provisions of Executive Order No. 11246 which is incorporated herein by this reference. A copy of Executive Order No. 11246 is available for inspection and on file with the Public Works Department.

14. Consultant's Warranties and Representations.

Consultant warrants and represents to City as follows:

A. Consultant has not employed or retained any person or entity, other than a bona fide employee working exclusively for Consultant, to solicit or obtain this Agreement.

B. Consultant has not paid or agreed to pay any person or entity, other than a bona fide employee working exclusively for Consultant, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the execution of this Agreement. Upon such breach or violation of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without further liability, or, in the alternative, to deduct from any sums payable hereunder the full amount or value of any such fee, commission, percentage or gift.

C. Consultant has no knowledge that any officer or employee of the City has any interest, whether contractual, non contractual, financial, proprietary, or otherwise, in this transaction or in the business of the Consultant, and that if any such interest comes to the knowledge of Consultant at any time, a complete written disclosure of such interest will be made to City, even if such interest would not be deemed a prohibited "conflict of interest" under applicable laws.

D. Upon the execution of this Agreement, Consultant has no interest, direct or indirect, in any transaction or business entity which would conflict with or in any manner hinder the performance of services and work required by this Agreement, nor shall any such interest be acquired during the term of this Agreement.

15. Subcontracting, Delegation and Assignment.

A. Consultant shall not delegate, subcontract or assign its duties or rights hereunder, either in whole or in part, without the prior written consent of the City; provided, however, that claims for money due or to become due to Consultant from City under this Agreement may be assigned to a bank, trust company or other financial institution without such approval. Any proposed delegation, assignment or subcontract shall provide a description of the services to be covered, identification of the proposed assignee, delegee or subcontractor, and an explanation of why and how the same was selected, including the degree of competition involved. Any proposed agreement with an assignee, delegee or subcontractor shall include the following:

(1) The amount involved, together with Consultant's analysis of such cost or price.

(2) A provision requiring that any subsequent modification or amendment shall be subject to the prior written consent of the City.

B. Any assignment, delegation or subcontract shall be made in the name of the Consultant and shall not bind or purport to bind the City and shall not release the Consultant from any obligations under this Agreement including, but not limited to, the duty to properly supervise and coordinate the work of employees, assignees, delegees and subcontractors. No such assignment, delegation or subcontract shall result in any increase in the amount of total compensation payable to Consultant under this Agreement.

16. Ownership of Documents.

All plans, specifications, reports, studies, tracings, maps and other documents prepared or obtained by Consultant in the course of performing the work required by this Agreement shall be the property of the City. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by Consultant under this Agreement shall, upon request, be made available to City without restriction or limitation on their use. City's reuse of such materials on any project other than the project, which is the subject of this Agreement, shall be at City's sole risk.

17. Entire Agreement and Amendments.

A. This Agreement supersedes all prior proposals, agreements, and understandings between the parties and may not be modified or terminated orally.

B. No attempted waiver of any of the provisions hereof, nor any modification in the nature, extent or duration of the work to be performed by Consultant hereunder, shall be binding unless in writing and signed by the party against whom the same is sought to be enforced.

18. Resolution of Disputes.

Disputes regarding the interpretation or application of any provisions of this Agreement shall, to the extent reasonably feasible, be resolved through good faith negotiations between the parties. In the event that the parties cannot reach agreement, parties agree to submit their

Contract No.

dispute to non-binding arbitration prior to the commencement of any legal action or suit. The parties are free to choose a mutually agreeable arbitrator; however, in the event of a lack of agreement between the parties, the matter shall be submitted to the American Arbitration Association and be subject to its Commercial Arbitration Rules. Each party shall bear its own costs and fees, and share equally in the cost of the arbitration fee.

19. Severability

If any provision of this Agreement is held by court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions nevertheless will continue in full force and effect without being impaired or invalidated in any way.

20. Exhibits.

The following exhibits to which reference is made in this Agreement are deemed incorporated herein in their entirety:

Exhibit "A" Request for Qualifications (RFQ)
Exhibit "B" Hourly Rate Schedule

21. Governing Law.

This Agreement shall be governed by the laws of the State of California. Venue shall be within the County of Los Angeles.

22. Effective Date.

Unless otherwise specified herein, this Agreement shall become effective as of the date set forth on which the last of the parties, whether City or Consultant, executes said Agreement. Agreement for as-needed professional services is approved for two years ending June 30, 2017. At the City's sole discretion, and with the consent of the Consultant, the Agreement may be renewed for one additional year provided, however, that the rate schedule remains unchanged.

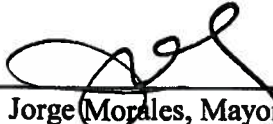
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Contract No.

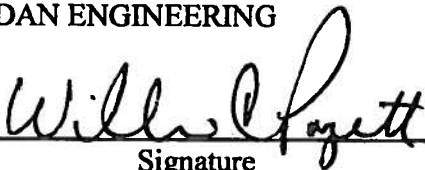
**AGREEMENT FOR AS-NEEDED PROFESSIONAL SERVICES BETWEEN THE CITY
OF SOUTH GATE AND WILLDAN ENGINEERING**


IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

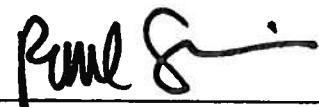
"CITY"
CITY OF SOUTH GATE

By: 
Jorge Morales, Mayor
Dated: 07/14/2015

"CONSULTANT"
WILLDAN ENGINEERING

By: 
Signature
Sr. Vice Pres.
Title
Dated: 7/29/2015

ATTEST:

Carmen Avalos, City Clerk

APPROVED AS TO FORM:

Raul F. Salinas, City Attorney

June 1, 2015

Mr. Clint Herrera, PE
Assistant City Engineer
Public Works Department
City of South Gate
8650 California Avenue
South Gate, CA 90280-3075

Subject: Statement of Qualifications for As-Needed Professional Services

Dear Mr. Herrera:

Willdan Engineering is pleased to submit this Statement of Qualifications (SOQ) to the City of South Gate to provide as-needed professional services. As a multidisciplinary firm, we have a full complement of resources under one roof, enabling us to provide a complete range of services to the City of South Gate. Willdan has assembled a team of highly qualified and deeply experienced individuals who are fully committed to the successful completion of assignments under this contract.

Our firm has over five decades of experience providing a wide range of support services to local government agencies throughout Southern California and the Western United States, including civil and traffic engineering, water/wastewater engineering, structural design, landscape architectural, planning, building and safety services, assessment district engineering, special funding administration, geotechnical services, and construction management. Because we focus solely on the needs of the public sector, we have a perspective on public agency issues that is unique among private consulting firms.

We believe there are several reasons why Willdan is uniquely qualified to undertake this important assignment for the City of South Gate:

- **Knowledge of the City** – Willdan's knowledge of the City of South Gate and our experience in providing a wide range of services to the City will enable us to initiate work quickly and to respond appropriately to issues that arise during the course of this contract. We currently provide general engineering, design, and construction management services to the City of South Gate. For this reason, we have an established working relationship with City staff and a familiarity with City procedures and requirements.
- **51+ - Year Track Record** – Willdan has extensive experience providing a complete range of engineering services to local agencies on an "as-needed" basis and for specific projects. The firm's capabilities encompass streets and highways, drainage, water/wastewater, signals, traffic programs, bridges and structures, airports, landscaping, and mapping. We provide professional services in all phases of project development, including site analysis and conceptual development; preliminary and final design; and construction observation and administration. Since 1979, Willdan's Building and Safety Division has provided building department plan review and inspections for numerous public jurisdictions throughout the

June 1, 2015

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Western United States. Our Building and Safety Division offers services such as building and safety inspection, grading and right-of-way inspection, plan check, permit technician, construction management, code enforcement, building official, disaster recovery services, and assistance in the development permit process. Our services also include environmental planning and facility financing, and we employ state-of-the-art computer-aided design. We have direct experience with county, state, and federal processes, regulations, and requirements.

- **Close Proximity to the City** – Willdan's Los Angeles office is just 15 miles from the City of South Gate.
- **Extensive Resources** – Willdan's over 500 employees are available to meet the City's current needs and to provide a quick response in times of heavy workloads, emergencies, and disasters, such as earthquakes and flooding.
- **Experienced Staff** – Willdan's comprehensive engineering, planning, and building and safety services take projects from inception to completion. We will assign appropriately trained and highly qualified individuals to each project. Our staff has extensive experience in providing professional services for design engineering and architecture, construction management, inspection, geotechnical, surveying, special funding administration, grant writing, plan check, right-of-way acquisition (with legal descriptions and appraisals), assessment district engineering, transportation services, building and safety management (including public counter and field inspection), building and safety development plan review and consultant services, and community development services. Public contact positions will be filled with staff members who are bilingual in English and Spanish.
- **Grant Writing and Management** – Willdan has assisted in obtaining outside funding totaling over \$270 million for our client cities over the past 20 years.
- **Knowledge of Government Agencies** – Willdan's knowledge of and familiarity with the requirements of Caltrans, Los Angeles County Department of Public Works (LACDPW), Los Angeles County Community Development Commission (CDC), Department of Housing and Urban Development (HUD), and Los Angeles County Metropolitan Transportation Authority (Metro) are unmatched. In addition, Willdan is highly experienced in implementing the requirements of the National Pollutant Discharge Elimination System (NPDES) Permit, the Americans with Disabilities Act (ADA), and the Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (WDR).

We very much appreciate this opportunity to submit our SOQ to the City of South Gate and look forward to working with you. This SOQ is valid for a period of one-hundred and twenty (120) calendar days.

This SOQ is submitted by Willdan's Los Angeles (City of Industry) Regional office, which is located adjacent to the Crossroads Parkway interchange with the Pomona (Route 60) Freeway. Our address and telephone number are: 13191 Crossroads Parkway North, Suite 405, Industry, California 91746-3497, (562) 908-6200. Mr. William C. Pagett, PE, is the Senior Vice President and will have overall responsibility as Principal-in-Charge for the services provided to the City of South Gate.

June 1, 2015
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If you have any questions, please contact Mr. Bill Pagett at (562) 368-4850 or e-mail bpagett@willdan.com, or Mr. Adel Freij, PE, Principal Project Manager at (562) 364-8486 or e-mail afreij@willdan.com.

Respectfully submitted,

WILLDAN ENGINEERING



William C. Pagett, PE
Senior Vice President



Adel M. Freij, PE
Principal Project Manager

91005-11\06-130S15-001_11157

Executive Summary

Willdan Group, Inc.

Founded in 1964 and headquartered in Anaheim, California, Willdan Engineering (Willdan), a California corporation, is a subsidiary of Willdan Group, Inc., (WGI) a publicly-traded Delaware corporation. Throughout its 51-year history, Willdan has dedicated itself to providing public agencies with reliable engineering and consulting services. Combining depth of staffing, state-of-the-art technical resources, and local offices rooted in their communities, Willdan has earned its reputation as a problem solver across a wide range of client interests. We understand the concerns of government agencies – especially those of local government. Willdan offers a broad scope of expertise that uniquely qualifies us to serve the needs of cities, counties, special districts, and state and federal agencies.

Willdan has historically concentrated our efforts in the area of public works engineering for cities and counties. Since its establishment, Willdan has expanded in size, location, and service capabilities. We have evolved into a professional consulting firm offering a broad array of services that provide a comprehensive and integrated approach to our clients' needs. The firm has been a consistent industry leader in providing all aspects of municipal and infrastructure engineering, public works contracting, construction management, planning, building safety, public financing, homeland security, environmental investigation and remediation, and energy efficiency and management. WGI's corporate-wide capabilities include:

Engineering

- Construction Management & Inspection
- NPDES/TMDL Compliance and Admin
- Planning/Environmental Compliance Services
- Grant Funding Acquisition/Admin
- Contract Staff Augmentation
- Landscape Architecture
- Disaster Recovery
- FHWA and Caltrans' LAPM Project Assistance
- Pavement Management
- Building & Safety Plan Check & Inspection
- Labor Compliance Services
- CEQA/NEPA/EIR Document Preparation
- Project Management
- Civil Design
- Land Development Plan Review
- City Engineering
- Water/Wastewater and Drainage Design
- Survey/Mapping/GIS/ROW Engineering

Geotechnical/Material Testing

- Soils Testing
- Geotechnical/Foundation Testing/Inspection
- Forensic Investigation
- Materials Testing
- Deputy Inspections
- Seismic Hazard

Financial Services

- Assessment District Administration
- Cost Allocation/ Study
- Development Fee Study
- Fiscal Impact Analysis
- Utility Rate Analysis
- Arbitrage/Rebate

Homeland Solutions

- Infrastructure Protection
- Needs Assessment
- Large Event Security

Energy Solutions

- Demand Side Energy Management
- Energy Efficiency
- Renewable Resources/Sustainability
- Water Conservation

Firm Disciplines

Willdan possesses expertise in all facets of the public sector. The services required for the City of South Gate are directly related to our core competencies. No other firm matches Willdan's combined breadth of directly relevant technical and operational expertise and depth of experience. We are truly the City's one-stop shop to meet virtually any municipal service need. Willdan's engineering disciplines include:

City Engineering and Contract Staff Support	
▪ Capital Improvements Planning	▪ Funding Application Assistance
▪ User Rate Studies	▪ Special Assessments
▪ Planning Commission Services	▪ Contract Administration
▪ Construction Project Management and Inspection	▪ Roadway Design, Inventory, and Rehabilitation
▪ Impact Studies	▪ Community Outreach
PM/CM	
Program Management Services	
▪ Design Management	▪ Planning Approval Assistance
▪ Agency Approval Assistance	▪ Funding Assistance
Construction Management Services	
▪ Cost Estimating	▪ Constructability Review
▪ Bid Administration	▪ Resident Engineering
▪ Contract Administration	▪ Construction Observation
▪ Claims Review and Investigation	▪ Utility Coordination
▪ Federal Labor Compliance	▪ Material Sampling and Testing
Construction Inspection Services	
▪ Public Relations	▪ Meetings
▪ Documentation of Pre-Construction Conditions	▪ Reporting and Documenting
▪ Field Inspection	▪ Punch List Preparation
▪ Testing Oversight	▪ Project Closeout
▪ Preparation of As-Built Plans	
Civil Plan Review	
Development Plan Review	
▪ Grading Plans	▪ Certificates of Compliance
	▪ Street Lighting and Traffic Signal Plans
▪ Erosion Control Plans	▪ Storm Drain Plans
▪ Street Improvement Plans	▪ Sewer, Water, and Utility Plans
▪ Tentative and Final Subdivision Maps	
Transportation Engineering	
Airport Engineering	
▪ Runway Modifications	▪ Runway and Taxiway Design
▪ Drainage On-site/Off-site	▪ Drainage Improvements
▪ Signing and Striping	▪ Geology and Geotechnical
	▪ Pavement Management and Rehabilitation

Transportation Engineering	
▪ Roadway and Parking Lot Lighting Design	▪ Roadway Design
▪ Taxiway and Apron Improvements	▪ T-Hangers
▪ Utilities	Airport Planning and Entitlements
▪ Circulation and Traffic Studies	▪ Financial Management
▪ Grant Administration	▪ Grant Procurement
▪ Master Plans	Highway Engineering
▪ Project Approval Documents	▪ Freeway Interchanges
▪ HOV Lanes	▪ Highway and Bridge Design
▪ Local Streets and Roads	▪ Pavement Management and Reconstruction
▪ Noise Barriers	▪ Seismic Retrofitting
▪ Transportation Planning	Rail Engineering
▪ Railroad Grade Separations	▪ Transit Engineering
Water Resources	
Water Supply	
▪ Planning	▪ Master Plans
▪ Inspection	▪ Design
▪ Water System Improvements	▪ Evaluation and Studies
	▪ Water and Energy Conservation
Wastewater	
▪ Planning	▪ Master Plans
▪ Inspection	▪ Design
▪ Sewer System Management	▪ Evaluation and Rehabilitation of Sewage Systems
▪ Stormwater Program Management	▪ Sewage Lift Stations
▪ Master Plans	Flood Control and Stormwater/NPDES
▪ Feasibility Studies	▪ Hydrology Reports
	▪ Federal Insurance Studies (LOMR, CLOMR)
▪ Storm Water and Drainage Design	▪ Channel Improvements
▪ Financial, Legal, Political, Regulatory, and Technical Requirements	▪ Pollution Discharge Requirements(NPDES)/Permit Processing
▪ Hydraulic Models	▪ Scour and Sediment Transport Analysis
▪ Debris Dam and Side Weir Design	
Disaster Recovery Services	
▪ Operation of One-Stop Building Permit Centers	▪ FEMA Public Assistance
▪ Replacement or Repair of Damaged Storm Drains, Streets, and Bridges	▪ Guaranteed Plan Check and Inspection Turn-Around Performance
▪ Hazard Mitigation Plans	▪ Ability to Staff Up and Staff Down with the Workload
▪ Street and Storm Drain Clean-Up	▪ Removal of Burned Vehicles
▪ Preparation and Implementation of a Near-Term Erosion and Sediment Control Program	▪ Establishment and Management of Citywide Debris Removal Program
▪ Fast Mobilization Response	

Mapping		
<ul style="list-style-type: none"> Easements and Legal Descriptions 	<ul style="list-style-type: none"> Expert Witness 	
GIS		
<ul style="list-style-type: none"> Water Distribution System Mapping and Modeling 	<ul style="list-style-type: none"> Wastewater Collection System Mapping and Modeling 	
<ul style="list-style-type: none"> Stormwater Collection System Mapping and Modeling 	<ul style="list-style-type: none"> Field Data Collection 	
<ul style="list-style-type: none"> Hydrologic and Hydraulic Modeling 	<ul style="list-style-type: none"> Pavement Management 	
<ul style="list-style-type: none"> Municipal Planning and Zoning 	<ul style="list-style-type: none"> Land Subdivision 	
<ul style="list-style-type: none"> Building Permits 	<ul style="list-style-type: none"> Transportation Planning and Traffic Analysis 	
<ul style="list-style-type: none"> Vehicle Routing 	<ul style="list-style-type: none"> Public Safety – Police, Fire 	
<ul style="list-style-type: none"> Disaster Management 	<ul style="list-style-type: none"> NPDES IC/ID Reporting 	
<ul style="list-style-type: none"> GASB 34 Asset Inventory 	<ul style="list-style-type: none"> Assessment District Management 	
<ul style="list-style-type: none"> Maintenance District Mapping 	<ul style="list-style-type: none"> Housing Inventory/Blight Analysis 	
<ul style="list-style-type: none"> Street Address Assignment 		
Planning		
Community Development		
<ul style="list-style-type: none"> Property Rehabilitation Programs 	<ul style="list-style-type: none"> Grant Applications/Administration 	
<ul style="list-style-type: none"> Redevelopment 	<ul style="list-style-type: none"> Housing Studies and Programs 	
<ul style="list-style-type: none"> Labor Standards Compliance 	<ul style="list-style-type: none"> Economic Development 	
Contract Staff Services		
<ul style="list-style-type: none"> Interim City/County Staff Assignments 	<ul style="list-style-type: none"> Overload Case Processing 	
<ul style="list-style-type: none"> On-Call Support 	<ul style="list-style-type: none"> Expedited Permit Processing 	
<ul style="list-style-type: none"> Expert/Specialized Staff 	<ul style="list-style-type: none"> Project Management 	
<ul style="list-style-type: none"> Staff Training 	<ul style="list-style-type: none"> Evaluation of Department Staffing and Operations 	
<ul style="list-style-type: none"> Start-Up of New Planning Departments 	Environmental Planning	
<ul style="list-style-type: none"> CEQA/NEPA Compliance/Document Preparation 	<ul style="list-style-type: none"> Technical Studies/Resource Assessments 	
<ul style="list-style-type: none"> Mitigation Monitoring Programs 	<ul style="list-style-type: none"> Agency and Process Coordination 	
<ul style="list-style-type: none"> Third-Party Environmental Review 	<ul style="list-style-type: none"> Legal Challenge Assistance 	
Urban Planning and Design		
<ul style="list-style-type: none"> Specific Plans 	<ul style="list-style-type: none"> General Plan Elements 	
<ul style="list-style-type: none"> Land-Use Plans and Studies 	<ul style="list-style-type: none"> Zoning Ordinances/Development Codes 	
<ul style="list-style-type: none"> Design Manuals and Guidelines 	<ul style="list-style-type: none"> Community Plans 	
<ul style="list-style-type: none"> GIS Databases and Mapping 	<ul style="list-style-type: none"> Site Planning and Analysis 	
<ul style="list-style-type: none"> Smart Growth Programs 	<ul style="list-style-type: none"> Urban Design Plans 	
Landscape Architecture		
Landscape Design		
<ul style="list-style-type: none"> Parks and Sports Field Design 	<ul style="list-style-type: none"> Recreation Facility Design 	
<ul style="list-style-type: none"> Construction Documents and Bidding 	<ul style="list-style-type: none"> Urban Beautification 	
<ul style="list-style-type: none"> Recreational Trails Design 	<ul style="list-style-type: none"> Design Manuals and Guidelines 	
<ul style="list-style-type: none"> Native Vegetation Mitigation 	<ul style="list-style-type: none"> Photographic View Simulations 	
Landscape Management		
<ul style="list-style-type: none"> Construction Management and Administration 	<ul style="list-style-type: none"> Landscape Maintenance Contract Updates 	

Landscape Architecture	
<ul style="list-style-type: none"> Plan Check Services 	<ul style="list-style-type: none"> Assessment Districts/Homeowners Associations Inventories
<ul style="list-style-type: none"> Irrigation Systems Auditing 	Urban Forestry
<ul style="list-style-type: none"> Street Tree Inventories 	<ul style="list-style-type: none"> Policy and Procedure Developments
<ul style="list-style-type: none"> Management Contract Documentation and Administration 	<ul style="list-style-type: none"> Landscape Planning
<ul style="list-style-type: none"> Site Planning 	<ul style="list-style-type: none"> Resource and Cost Analysis Services
<ul style="list-style-type: none"> Master Planning 	
Structural Engineering	
Consulting Services	
<ul style="list-style-type: none"> Bridge Advance Planning Studies 	<ul style="list-style-type: none"> Study and Analysis
<ul style="list-style-type: none"> Bridge Evaluations 	<ul style="list-style-type: none"> Bridge Planning/Feasibility Studies
<ul style="list-style-type: none"> Bridge Sufficiency Rating Analysis 	<ul style="list-style-type: none"> Bridge Inventory and Operating Rating Study
Bridge Preliminary Engineering	
<ul style="list-style-type: none"> Bridge Preliminary Design 	<ul style="list-style-type: none"> HBRR (now HBP) Funding Application
Design and Construction	
<ul style="list-style-type: none"> Freeway Overcrossing, Undercrossing, and Ramp 	<ul style="list-style-type: none"> Bridge Type Selection Report
<ul style="list-style-type: none"> Railroad Bridge and Grade Separation 	<ul style="list-style-type: none"> Seismic Retrofit Strategy Report
	<ul style="list-style-type: none"> Local Bridge Replacement/Rehabilitation
	<ul style="list-style-type: none"> High-Occupancy Vehicle (HOV) Bridge Widening
	<ul style="list-style-type: none"> Bridge Seismic Retrofit.
Building and Safety	
Plan Review and Inspection	
<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Commercial
<ul style="list-style-type: none"> Medical 	<ul style="list-style-type: none"> Industrial
<ul style="list-style-type: none"> Casinos 	<ul style="list-style-type: none"> Schools
<ul style="list-style-type: none"> Solar Installations 	<ul style="list-style-type: none"> Correctional Facilities
<ul style="list-style-type: none"> Plan Reviewers 	Contract Staffing
<ul style="list-style-type: none"> Counter Support 	<ul style="list-style-type: none"> Inspectors
<ul style="list-style-type: none"> Code Enforcement 	<ul style="list-style-type: none"> Permit Technicians
Staff Certifications	
<ul style="list-style-type: none"> Architectural 	<ul style="list-style-type: none"> Building Official
<ul style="list-style-type: none"> Electrical 	<ul style="list-style-type: none"> ADA
<ul style="list-style-type: none"> Fire 	<ul style="list-style-type: none"> CASp
<ul style="list-style-type: none"> Mechanical 	<ul style="list-style-type: none"> Energy
<ul style="list-style-type: none"> Structural 	<ul style="list-style-type: none"> Green Building
	<ul style="list-style-type: none"> Plumbing
Code Enforcement	
<ul style="list-style-type: none"> Review, Study, and Analysis of Existing Programs 	<ul style="list-style-type: none"> Vehicle Abatement and Parking Enforcement
<ul style="list-style-type: none"> Neighborhood Cleanup and Improvement Programs 	<ul style="list-style-type: none"> Community Education Programs
<ul style="list-style-type: none"> Development of Educational Materials 	<ul style="list-style-type: none"> Provide Project Managers and/or Supervisors as On-Site Employees
<ul style="list-style-type: none"> Provide Full-Time, Part-Time, Interim and/or Weekend Staff as On-Site Employees 	<ul style="list-style-type: none"> Development, Implementation, and Staffing of Graffiti Abatement Programs

Code Enforcement	
<ul style="list-style-type: none"> Development of Ordinances and Writing of Grant Proposals 	<ul style="list-style-type: none"> Assist in Enforcement, including Prosecution by City and District Attorneys
Traffic Engineering	
Studies and Analysis	<ul style="list-style-type: none"> Traffic Impact Analysis
<ul style="list-style-type: none"> Traffic Impact Fee Development 	<ul style="list-style-type: none"> Parking, Circulation, Crosswalk and School-Area Safety
<ul style="list-style-type: none"> Suggested Route to School Studies 	<ul style="list-style-type: none"> Pedestrian
<ul style="list-style-type: none"> Engineering and Traffic Surveys 	City Traffic Engineering
<ul style="list-style-type: none"> City Traffic Engineer Staffing 	<ul style="list-style-type: none"> Grant Applications to State and Federal Agencies
<ul style="list-style-type: none"> Operation and Roadway Improvements 	<ul style="list-style-type: none"> Work Area Traffic Control Training
Traffic Design and Operations	<ul style="list-style-type: none"> Geometric Design
<ul style="list-style-type: none"> Signal Interconnect Design 	<ul style="list-style-type: none"> Computer-Assisted Traffic Signal Coordination Timing
<ul style="list-style-type: none"> Engineering and Traffic Surveys 	<ul style="list-style-type: none"> Traffic Signal, Signing and Striping, Design
<ul style="list-style-type: none"> Commuter Rail Projects 	<ul style="list-style-type: none"> Transportation Modeling
<ul style="list-style-type: none"> Bus Transit Systems 	<ul style="list-style-type: none"> Traffic Signal Control System Design, Implementation, and Operation
<ul style="list-style-type: none"> Street Lighting Systems 	

For any project to be successful, organization and positive management of the consultant team is essential. That is why we assign a senior member of our staff, **Mr. William C. Pagett, PE, Senior Vice President**, to serve as **Principal-in-Charge**. He will have overall responsibility for coordination and administration of services to be provided by Willdan. **Mr. Adel Freij, PE, Principal Project Manager**, will act as the primary contact with the City's staff and is responsible for ensuring that the City's needs are met, that work efforts are fully coordinated, and that work performance is at the highest technical level.

Willdan currently provides municipal services to the following cities through our Los Angeles, Orange County, and San Bernardino County offices, with each listed service being directly comparable to those included in this proposal to the City of South Gate:

On-Going Engineering Services

Barstow
 Calimesa
 Grand Terrace
 Hawaiian Gardens
 Highland
 Indian Wells
 Inglewood
 La Puente

Lakewood
 Lawndale
 Los Alamitos
 Maywood
 Norwalk
 Paramount
 Placentia

Rosemead
 South Gate
 Westlake Village

Current Traffic Engineering Services

Arcadia	Lawndale	Rolling Hills
Camarillo	Los Angeles County	Rolling Hills Estates
Hawaiian Gardens	Norwalk	Rosemead
Inglewood	Paramount	
La Puente	Rancho Palos Verdes	
La Cañada-Flintridge	Rialto	
Lakewood		

On-Call Traffic Engineering Services

Arcadia	Los Angeles County
Brea	South Gate
La Puente	South Pasadena
Lakewood	
Long Beach	

Engineering Plan Check

Agoura Hills	La Puente	Rosemead
Calabasas	La Cañada Flintridge	Thousand Oaks
Calimesa	Lakewood	Westlake Village
Cerritos	Malibu	West Covina
Covina	Paramount	
Compton	Placentia	
Hawaiian Gardens	Rialto	

Engineering Design

Covina	Los Angeles County
Fontana	Maywood
Hawaiian Gardens	Norwalk
Highland	Paramount
La Puente	Pico Rivera
La Canada Flintridge	Placentia
Lakewood	Pomona
La Mirada	Rancho Palos Verdes
Long Beach	Rolling Hills Estates
	South Gate

Building and Safety Services

Cudahy	Rialto
El Monte	Rolling Hills
Goleta	Rolling Hills Estates
La Puente	Rosemead
Los Angeles County	Sierra Madre
Maywood	UCLA
	UCSB

Rate Schedule



WILLDAN ENGINEERING
Schedule of Hourly Rates
Effective July 1, 2015 to June 30, 2018

ENGINEERING	
Technical Aide	90.00
Drafter I	101.00
Drafter II	106.00
Senior Drafter	117.00
GIS Analyst I	122.00
GIS Analyst II	138.00
GIS Analyst III	155.00
Design Engineer I	122.00
Design Engineer II	127.00
Designer I	122.00
Designer II	127.00
Senior Design Engineer I	133.00
Senior Design Engineer II	138.00
Senior Designer	138.00
Associate Engineer	143.00
Design Manager	143.00
Senior Design Manager	154.00
Senior Engineer	154.00
Supervising Engineer	165.00
Program Manager	185.00
Project Manager	185.00
City Engineer	185.00
Principal Project Manager	185.00
Deputy Director	185.00
Director	185.00
Principal Engineer	185.00
CONSTRUCTION MANAGEMENT	
Labor Compliance Specialist	101.00
Labor Compliance Manager	127.00
Utility Coordinator	133.00
Assistant Construction Manager	127.00
Construction Manager	154.00
Senior Construction Manager	160.00
Project Manager	185.00
Deputy Director	185.00
Director	185.00

INSPECTION SERVICES	
Assistant Public Works Observer*	106.00/116.00
Public Works Observer*	106.00/116.00
Senior Public Works Observer	117.00
Supervising Public Works Observer	127.00
MAPPING AND EXPERT SERVICES	
Survey Analyst I	106.00
Survey Analyst II	122.00
Calculator I	106.00
Calculator II	117.00
Calculator III	128.00
Senior Survey Analyst	138.00
Supervisor - Survey & Mapping	160.00
Principal Project Manager	185.00
LANDSCAPE ARCHITECTURE	
Assistant Landscape Architect	106.00
Associate Landscape Architect	122.00
Senior Landscape Architect	133.00
Principal Landscape Architect	155.00
Principal Project Manager	185.00
BUILDING AND SAFETY	
Assistant Code Enforcement Officer	74.00
Plans Examiner Aide	80.00
Assistant Construction Permit Specialist	90.00
Construction Permit Specialist	85.00
Code Enforcement Officer	85.00
Assistant Building Inspector*	101.00/116.00
Senior Code Enforcement Officer	101.00
Senior Construction Permit Specialist	106.00
Supervising Construction Permit Specialist	111.00

BUILDING AND SAFETY (cont.)	
Building Inspector*	111.00/116.00
Supervisor Code Enforcement	122.00
Senior Building Inspector	122.00
Plans Examiner	122.00
Supervising Building Inspector	133.00
Senior Plans Examiner	133.00
Inspector of Record	149.00
Deputy Building Official	149.00
Plan Check Engineer	149.00
Building Official	155.00
Supervising Plan Check Engineer	155.00
Principal Project Manager	185.00
Deputy Director	185.00
Director	185.00
PLANNING	
Community Development Technician	80.00
Planning Technician	90.00
Assistant Planner	111.00
Assistant Community Development Planner	111.00
Associate Community Development Planner	122.00
Associate Planner	122.00
Senior Community Development Planner	138.00
Senior Planner	138.00
Principal Community Development Planner	155.00
Principal Planner	155.00
Deputy Director	185.00
Director	185.00
ADMINISTRATIVE	
Computer Data Entry	69.00
Clerical	69.00
Word Processing	69.00

Mileage reimbursement will be charged at the current Federal guideline rate at the time of billing. Vehicles will be charged at a monthly rate of \$500.00.
* Prevailing Wage Project, Use \$116.00

Additional billing classifications may be added to the above listing during the year as new positions are created. Consultation in connection with litigation and court appearances will be quoted separately. The above schedule is for straight time. Overtime will be charged at 1.5 times, and Sundays and holidays, 2.0 times the standard rates. Blueprinting, reproduction, messenger services, and printing will be invoiced at cost plus fifteen percent (15%). A sub consultant management fee of fifteen percent (15%) will be added to the direct cost of all sub consultant services to provide for the cost of administration, consultation, and coordination. Valid July 1, 2015 thru June 30, 2018, thereafter, the rates may be raised once per year to the value of change of the Consumer Price Index for the Los Angeles/Orange County/Sacramento/San Francisco/San Jose area, but not more than five percent per year.

Rev. 12/1/14

Fee Schedule - Personnel

July 2015- June 2018
City of Southgate

TECHNICAL STAFF	
GEOTECHNICAL	
Soil Technician (Non-prevailing Wages)	75
Soil Technician (Prevailing Wages)	110
Sr. Soil Technician (Non-prevailing Wages)	85
Sr. Soil Technician (Prevailing Wages)	110
Staff Engineer/Geologist	120
Senior Staff Engineer/Geologist	135
Project Engineer/Geologist	165
Senior Geotechnical Engineer/Geologist	185
Principal/Chief Engineer/Geologist	210
SPECIAL INSPECTION (Concrete, Structural Steel, Welding)	
Special Inspection (Non-Prevailing Wages)	70
Special Inspection (Prevailing Wages)	110
Concrete Test Report	10
Supervisor	120
Construction Material Engineer	165

ADMINISTRATIVE	
Computer Data Entry	80.00
Clerical	80.00
Word Processing	70.00
Computer Time	15.00
CAD Operator	125.00
EXPERT WITNESS	
Principal Engineer/Geologist	350.00

Staff assignments depend on availability of personnel, site location, and the level of experience that will satisfy the technical requirements of the project and meet the prevailing standard of professional care. The above schedule is for straight time. Overtime will be charged at 1.5 times, and Sundays and holidays, 2.0 times the standard rates. Travel time to and from the job site will be charged at the hourly rates for the appropriate personnel. Blueprinting, reproduction, messenger services, and printing will be invoiced at cost plus fifteen percent (15%). A subconsultant management fee of fifteen percent (15%) will be added to the direct cost of all subconsultant services to provide for the cost of administration, consultation, and coordination. Mileage/Field Vehicle usage will be charged at the rate of \$.56/mile or \$5 per hour, subject to negotiation. The rates will be subjected to a 4% annual escalation and will be automatically adjusted in the invoices.

Fee Schedule - Laboratory

July 2015- June 2018
City of Southgate

Identification and Index Properties

In-Situ Moisture and Density (ASTM D2937).....	22.00
Grain Size Analysis (ASTM D422)	
Sieve Only (3" to #200)	75.00
Sieve and Hydrometer	125.00
Percent Passing #200 Sieve (ASTM D1140).....	65.00
Atterberg Limits (ASTM D4318)	
Multi Point.....	115.00
One Point.....	80.00
Specific Gravity (ASTM D854).....	80.00
Sand Equivalent (ASTM D2419).....	80.00

Compaction and Bearing Strength

Modified Proctor Compaction (ASTM D1557)	
Method A or B (4" Mold).....	175.00
Method A or B (6" Mold).....	185.00
Compaction, California 218.....	185.00
California Bearing Ratio CBR (ASTM D1883)	
3 points.....	4650.00
R-Value	280.00

Shear Strength

Torvane/Pocket Penetrometer	18.00
Direct Shear - per point	
Consolidated-Drained per pt. (ASTM D3080).....	95.00
Residual per pt.	130.00
Unconfined Compression (ASTM D2166).....	140.00
Unconsolidated-Undrained (UU).....	160.00

Asphalt Tests

Extraction/Asphalt	195
Hveem/Marshall Maximum Density	230
Wash Gradation	110

Unit rates presented are for routinely performed geotechnical and construction material laboratory tests. Other tests can be performed in our laboratory, including rock core, soil cement, and soil lime tests. Additional tests will be quoted on request. The rates will remain firm for a period of 120 days from the date of this submittal. Unit rates presented herein assume samples are uncontaminated and do not contain heavy metals, acids, carcinogens, or volatile organic compounds that can be measured by an OVA or PID with concentrations greater than 50 ppm. Willdan will not accept contaminated samples. Uncontaminated samples will be disposed of 30 days after presentation of test results.

Consolidation/Collapse and Swell Tests

Consolidation (ASTM D2435)	
8 load increments w/one time-rate.....	170.00
Additional load increment	30.00
Additional Time rate per load increment	55.00
Single point (collapse test)	60.00
Single Load Swell (ASTM D4546)	
Ring sample, field moisture	75.00
Ring sample, air dried.....	75.00
Remolded sample per specimen	55.00
Expansion Index (ASTM D4829/UBC 29-2).....	130.00

Laboratory Permeability

Constant Head (ASTM D2434).....	255.00
Falling Head Flexible Wall (ASTM D5084).....	295.00
Triaxial Permeability (EPA 9100).....	350.00

Chemical Tests

Corrosivity (pH, resistivity, sulfates, chlorides)	175.00
Organic content (ASTM D2974)	80.00

Construction Material Testing

6 X12 Concrete Cylinder (C39).....	30.00
2", 4", 6" Diameter Concrete Cores (Test Only).....	30.00
Mortar and Grout, Cylinder and Cubes	30.00
Reinforcing Steel, Tensile and Bend Tests	65.00
Cylinders Pick-up	55.00

Willdan Financial Services Hourly Rate Schedule Effective July 1, 2015 to June 30, 2018	
Position	Hourly Rate
Support Staff	\$ 50
Property Owner Services Representative	55
Analyst Assistant	75
Analyst	100
Senior Analyst	120
Senior Project Analyst	130
Project Manager	145
Senior Project Manager	165
Principal Consultant	200
Group Manager	210

Notes:

- Our fee is not contingent upon the outcome of the special district formation or annexation.
- WFS will invoice the City of South Gate monthly based on percentage of project completed.
- Any additional expenses for outside services, including mailing costs (printing, processing and postage) for notices and ballots, will be billed to the City of South Gate at our cost, plus a 10% markup for coordinating the mailings. Additionally, any costs associated with the printing and mailing that are requested in advance by the outside vendor will be paid in advance by the City.

RECEIVED

SEP 18 2019

City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

3:55pm

For the Regular Meeting of: September 24, 2019

Originating Department: City Clerk

City Clerk: Carmen Avalos

City Manager: Michael Flad

SUBJECT: OPTIONS AND PROCEDURES FOR FILLING THE VACANCY ON THE CITY COUNCIL.

PURPOSE: To decide how to fill the former Mayor’s unexpired term of office.

RECOMMENDED ACTION: The City Council will discuss and select from one of the two statutory options proposed below to fill the City Council vacancy until a newly elected City Council Member is installed:

- a. Direct the City Clerk to accept applications, in a sealed envelope, from qualified residents interested to fill the City Council vacancy until October 7, 2019, to conduct a Special City Council meeting on October 15, 2019, to interview, select and appoint a qualified resident to serve the remainder of the unexpired City Council Member’s term until a new City Council Member is elected at the March 3, 2020, General Municipal Election, and installed, and administer the oath of office to the appointee at the regularly scheduled City Council meeting of October 22, 2019; **OR**
- b. Direct staff and the City Clerk to conduct a Special Municipal Election within 120 days of the calling of a Special Municipal Election to fill said vacancy.

FISCAL IMPACT: There is no fiscal impact to the City if the City Council appoints a qualified resident to fill the remainder of the unexpired City Council Member term. Should the City Council decide to conduct a Special Municipal Election, staff anticipates the cost to be approximately \$235,000, inclusive of costs charged by the County of Los Angeles. These costs would be expended from General Fund.

ANALYSIS: On September 10, 2019, at the conclusion of the regularly scheduled City Council meeting, former Mayor Jorge Morales resigned his post as Mayor/City Council Member, thereby creating a vacancy on the City Council. By statue, the City Council may either appoint his replacement or conduct a Special Municipal Election to fill his unexpired term as a City Council Member, which expires on March 3, 2020, when the City’s next General Municipal Election is scheduled to occur.

BACKGROUND: Government Code § 36502 states that a Council Member’s office becomes vacant when he or she “moves his place of residence outside of the city limits.” The City Council is authorized by law to appoint a qualified resident of the City to fill a vacancy left by the

departure of a City Council Member. Alternatively, the City Council may direct that a special election be held for purposes of filling the unexpired term of the departing City Council Member. The City Clerk's Office anticipates that conducting a Special Municipal Election will take approximately 120 days and the cost to the City will be at least \$235,000, inclusive of costs incurred by the County of Los Angeles which will be ultimately passed on to the City for reimbursement.

There are no relevant provisions under the City's Municipal Code that relate to filling vacancies on the City Council.

Government Code Section 36512(b) reads:

If a vacancy occurs in an elective office provided for in this chapter, the council shall, within 60 days from the commencement of the vacancy, either fill the vacancy by appointment or call a special election to fill the vacancy. The special election shall be held on the next regularly established election date not less than 114 days from the call of the special election. A person appointed or elected to fill a vacancy holds office for the unexpired term of the former incumbent.

If the City Council chooses to call for a Special Municipal Election, it may be held on the next regularly established election date, but not less than 114 days from the call of the Special Municipal Election. The person elected at this Special Municipal Election will hold the office for the unexpired term of the former incumbent.

There are at least three considerations which suggest that conducting a Special Municipal Election is not in the City's best interest. These considerations are: (1) the relatively short period of the unexpired term of office (five months); (2) the amount of time required before the election may be conducted; and (3) the cost of conducting such an election.

Former Mayor's term expires March 3, 2020, concurrent with the City's next General Municipal Election. At least 114 days are required before the City may hold a special election. If the City Council were to call the election as soon as September 25, 2019 (the day after the instant City Council meeting) no election could be held sooner than January 16, 2020 (114 days from September 25). The newly elected could be sworn in as early as January 17, 2020, but would then be forced to run again for the March 3, 2020 General Municipal Election. In essence, any candidate winning the special election would hold office for only 46 days. The same candidate would also be running as a candidate in the General Municipal election by reason of overlapping election schedules in order to stay in office beyond March 3, 2020.

A Special Municipal Election will require the City to expend funds of at least \$235,000, based on current Los Angeles County costs, according to the County Clerk's office. Thus, the City would incur significant costs associated with holding a special election that will yield the successful candidate approximately 46 days before the candidate's term expires.

Alternatively, if the City Council chooses the appointment process, in lieu of a Special Municipal Election, the City Clerk/Elections Official recommends that the City Council adopt the following procedure:

1. Open the application process for candidate appointment during the period of September 25, 2019 through October 7, 2019.
2. Direct that all candidate application packets be filed with the City Clerk and maintained in a sealed envelope.
3. Direct that the application process end at 5:00 p.m. on October 7, 2019, and not allow the City Clerk to accept any late filed applications.
4. Direct that copies of the qualifying candidate applications be provided to the City Council on October 8, 2019.
5. Direct that a Special City Council meeting be scheduled on October 15, 2019, to interview, select and appoint a qualified resident to serve the remainder of the unexpired City Council Member's term.
6. Direct that the oath of office to the newly appointed City Council Member be scheduled for the regularly scheduled City Council meeting of October 22, 2019.

The City Council is thus requested to take into account the above considerations in determining whether and in what manner to fill the City Council vacancy, by appointment or with a Special Municipal Election.

ATTACHMENT: None.

RECEIVED

SEP 18 2019

Item No. 19

City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER
12:40pm

AGENDA BILL

For the Regular Meeting of: September 24, 2019

Originating Department: Office of the City Clerk

City Clerk: Carmen Avalos
Carmen Avalos

City Manager: Michael Flad
Michael Flad

SUBJECT: CITY COUNCIL RE-ORGANIZATION AND OATH OF OFFICE

PURPOSE: This item allows the City Council to select a new Mayor and new Vice Mayor for a term expiring March 2020.

RECOMMENDED ACTION:

- a. The City Council will re-organize by nominating and selecting a new Mayor and new vice Mayor for a term expiring March 2020, the selection will be ratified by a majority vote of the City Council; and
- b. The Oath of Office will be administered to the newly selected Mayor and Vice Mayor.

FISCAL IMPACT: None

ANALYSIS: Mayor Morales announced his resignation effective at the conclusion of the City Council meeting held on September 10, 2019. Mayor Morales's resignation leaves a vacant position for the Mayor's office. In the interim the Vice Mayor acts in the place of the Mayor until a new Mayor is selected. However, if the current Vice Mayor is selected by the majority of the City Council to become Mayor that will leave the Vice Mayor position vacant, hence requiring the appointment of a new Vice Mayor as well. The need to re-organize and appoint new officers is necessitated by the appointment to outside agencies, wherein some are specific to the office of Mayor.

BACKGROUND: Traditionally every year the City Council re-organizes. The annual nomination and selection of a new Mayor and Vice Mayor typically occurs during the first City Council meeting in April. However, if a vacancy occurs by a member of the City Council leaving the position of Mayor or Vice Mayor vacant then re-organization takes place at a non-traditional time. The selection must be ratified by a majority vote of the City Council and the Oath of Office will be administered immediately upon ratification.

ATTACHMENT: None

WARRANT REGISTER FOR COUNCIL MEETING 9/24/2019 RECEIVED PART I

Item No. 20

apChkLst
09/17/2019 4:48:59PM

Final Check List
City of South Gate

SEP 18 2019
3:45pm

Page: 1

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84759	9/11/2019	00004865 SO CALIF EDISON Voucher:	09/11/2019	9/11/2019	BILLING PRD - AUGUST, 2019 & E	146,561.98	146,561.98
84761	9/16/2019	00003701 LOS ANGELES UNIFIED SCHOOL T0040-REISSUE Voucher:		9/12/2019	SEP, OCT 2019 - USE OF LAUSD	5,857.00	5,857.00
84771	9/24/2019	00003502 ABC BATTERY INC. Voucher:	101491	8/19/2019	BATTERY FOR NEW SIDE WALK	46.50	46.50
84772	9/24/2019	00003766 ABEL GLASS & SCREEN Voucher:	30616	8/6/2019	MATERIALS FOR PARKS FACILIT	459.00	
			30583	7/24/2019	REPLACE BROKEN WINDOW AT	84.92	543.92
84773	9/24/2019	00004372 AIRGAS USA, LLC Voucher:	9092165468	8/20/2019	INVENTORY PO/ SAFETY SUPPL	492.38	
			9092209753	8/21/2019	INVENTORY PO/ SAFETY SUPPL	171.59	
			9092163652	8/20/2019	INVENTORY PO/ SAFETY SUPPL	1,257.40	2,094.97
84774	9/24/2019	0007802 AIS SPECIALTY PRODUCTS, INC Voucher:	9091685643	8/6/2019	CARBON DIOXIDE FOR POOL	173.60	932.18
				7/26/2019	GRAFFITI REMOVER SPRAY CAN	932.18	
84775	9/24/2019	0012193 ALEXANDER AUTO SALES INC Voucher:	Ref000255867	8/15/2019	UB Refund Cst #00060747	155.99	155.99
84776	9/24/2019	00002376 ALL AMERICAN ASPHALT Voucher:	186078	7/31/2019	RELEASE RETENTION (PO #5014	665.00	665.00

Yellow highlights indicate prepaid checks.

Page: 1

WARRANT REGISTER FOR COUNCIL MEETING 9/24/2019

PART I

apChkLst

09/17/2019 4:48:59PM

Final Check List
City of South Gate

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84759	9/11/2019	00004865 SO CALIF EDISON	09/11/2019	9/11/2019	BILLING PRD - AUGUST, 2019 & E	146,561.98	146,561.98
		Voucher:					
84761	9/16/2019	00003701 LOS ANGELES UNIFIED SCHOOL T0040-REISSUE		9/12/2019	SEP, OCT 2019 - USE OF LAUSD	5,857.00	5,857.00
		Voucher:					
84771	9/24/2019	00003502 ABC BATTERY INC.	101491	8/19/2019	BATTERY FOR NEW SIDE WALK	46.50	46.50
		Voucher:					
84772	9/24/2019	00003766 ABEL GLASS & SCREEN	30616	8/6/2019	MATERIALS FOR PARKS FACILIT	459.00	
		Voucher:	30583	7/24/2019	REPLACE BROKEN WINDOW AT	84.92	543.92
84773	9/24/2019	00004372 AIRGAS USA, LLC	9092165468	8/20/2019	INVENTORY PO/ SAFETY SUPPL	492.38	
		Voucher:	9092209753	8/21/2019	INVENTORY PO/ SAFETY SUPPL	171.59	
			9092163652	8/20/2019	INVENTORY PO/ SAFETY SUPPL	1,257.40	
			9091685643	8/6/2019	CARBON DIOXIDE FOR POOL	173.60	2,094.97
84774	9/24/2019	0007802 AIS SPECIALTY PRODUCTS, INC	PSI300026	7/26/2019	GRAFFITI REMOVER SPRAY CAN	932.18	932.18
		Voucher:					
84775	9/24/2019	0012193 ALEXANDER AUTO SALES INC	Ref000255867	8/15/2019	UB Refund Cst #00060747	155.99	155.99
		Voucher:					
84776	9/24/2019	00002376 ALL AMERICAN ASPHALT	186078	7/31/2019	RELEASE RETENTION (PO #5014	665.00	665.00
		Voucher:					

Yellow highlights indicate prepaid checks.

Page: 1

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84777	9/24/2019	00003399 ALVARADOSMITH Voucher:	337509	8/31/2019	ATTEND SPECIAL/REGULAR CIT	1,687.50	
			337510	8/31/2019	ATTEND TUESDAYS, AGENDAS &	10,850.00	
			337488	8/31/2019	COMMUNITY DEVELOPMNET MA	3,025.00	
			337513	8/31/2019	RE: GENERAL - SRV THRU 8/31/1	1,025.50	
			337495	8/31/2019	COSG RE JERRY TORREZ - THR	33.95	
			337503	8/31/2019	RE: COSG ADV MARIA D OSORIC	2,600.00	
			337504	8/31/2019	DALILA CASTILLO ADV. COSG - T	300.00	
			337496	8/31/2019	RE: COSG ADV ALMA GONZALEZ	267.60	
			337505	8/31/2019	RE: TUPIUA V. COSG PROJECT#1	131.41	
			337497	8/31/2019	COSG ADV MARIO CESAR PURIZ	7,200.00	
			337498	8/31/2019	COSG ADV CARMEN GONZALEZ	400.00	
			337499	8/31/2019	COSG ADV ANA DELEON, ET AL.	2,748.00	
			337500	8/31/2019	COSG ADV ANGELINA CASTRO -	5,059.27	
			337501	8/31/2019	RE: COSG RE CITY TRADEMARK	100.00	
			337502	8/31/2019	RE: COSG ADV BETSAIDA SANTA	475.00	
			337489	8/31/2019	COSG RE: MISC. PUBLIC WORKS	8,360.00	
			337487	8/31/2019	EMPLOYMENT MATTERS, THRU	1,815.00	
			337492	8/31/2019	RE: SILVIA LAINEZ V. COSG, ET F	2,288.61	
			337493	8/31/2019	RE: COSG ADV CITY OF GARDEF	2,056.00	
			337494	8/31/2019	RE: COSG ADV GEORGINA BECE	800.00	
			337506	8/31/2019	RE: COSG ADV. JAH HEALING KE	44,068.90	
			337507	8/31/2019	RE: ARELY SANTAMARIA ADV CO	1,045.00	
			337508	8/31/2019	RE: LUZ MARINA PAZ CANTERO:	137.50	96,474.24
84778	9/24/2019	0012230 ALVAREZ, ARMANDO Voucher:	Ref000256875	8/29/2019	UB Refund Cst #00054424	123.20	123.20
84779	9/24/2019	00000018 AMERICAN RENTAL INC. Voucher:	441428	8/1/2019	STREET LIGHT POLE KNOCKDO	191.06	191.06
84780	9/24/2019	0012215 ANDRADE, JOSE Voucher:	Ref000256859	8/12/2019	UB Refund Cst #00034217	58.23	58.23
84781	9/24/2019	0009798 ANIMAL FRIENDS PET HOTEL Voucher:	386590	8/19/2019	BOARDING SERVICES-MAIKO/CX	87.00	87.00

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84782	9/24/2019	0007290 APW KNOX-SEEMAN Voucher:	14469250	8/28/2019	BLOWER ASSEMBLY AND RESIS	74.30	
			14470995	8/28/2019	2- HEADLIGHT ASSEMBLIES FOF	139.04	
			14451568	8/22/2019	ANTIFREEZE AND OIL FILTERS F	91.22	
			14471724	8/28/2019	BLOWER ASSEMBLY FOR UNIT €	38.24	
			14447952	8/20/2019	CONTROL ARMS AND FUEL HOS	238.34	
			14447954	8/21/2019	CONTROL ARM FOR UNIT 122	63.33	644.47
84783	9/24/2019	0012223 ARIAS, VANESSA Voucher:	Ref000256867	8/12/2019	UB Refund Cst #00059292	168.47	168.47
84784	9/24/2019	00003529 AT&T Voucher:	960-449-6558-09/-	9/1/2019	BILLING PRD- 09/01/19-09/30/19	256.19	
84785	9/24/2019	00004313 AT&T Voucher:	24813432742342-1	9/7/2019	BILLING PRD- 09/07/19 - 10/06/19	7.36	263.55
84786	9/24/2019	00005075 AT&T Voucher:	6262030504	9/5/2019	BILLING PRD 08/05/19-09/04/19 IT	3,758.62	3,758.62
			13481999	8/13/2019	BAN: 9391034765 - BP - 07/13/19-	1,530.81	
			13405547	8/1/2019	BAN: 9391034759- BP-07/01/19-0;	39.61	
			13333405	7/13/2019	BAN: 9391034760- BP- 06/13/19-0	35.79	
			13482001	8/13/2019	BAN: 9391034760- BP- 07/13/19-0	36.49	
			13333408	7/13/2019	BAN: 9391034761- BP-6/13/19-07/	80.87	
			13482004	8/13/2019	BAN: 9391034761- BP-7/13/19-08/	83.15	
			13333404	7/13/2019	BAN: 9391034762- BP-06/13/19-0;	2,852.43	
			13482000	8/13/2019	BAN: 9391034762- BP-07/13/19-0€	2,577.11	
			13481998	8/13/2019	BAN: 9391034763- BP-06/13/19-0;	2,385.04	
			13333401	7/13/2019	BAN: 9391034764- BP-06/13/19-0;	2,629.96	
			13481997	8/13/2019	BAN: 9391034764- BP-07/13/19-0€	2,657.15	
			13333406	7/13/2019	BAN: 9391034766- BP-06/13/19-0;	105.12	
			13482002	8/13/2019	BAN: 9391034766- BP-07/13/19-0€	107.26	
			13333403	7/13/2019	BAN: 9391034765 - BP - 06/13/19-	1,522.42	
			13333402	7/13/2019	BAN: 9391034763- BP-06/13/19-0;	2,213.65	18,856.86
84787	9/24/2019	00003692 AT&T MOBILITY Voucher:	87963643X08162€	8/8/2019	BILLING PRD- 07/09/19-08/08/19 (2,190.93	2,190.93
84788	9/24/2019	00000201 ATLANTIC LOCK & KEY Voucher:	17164	8/21/2019	CREATE A KEY FOR CABINET IN	36.00	
			17119	7/16/2019	REPLENISH KEYS	250.93	
			17165	8/26/2019	SPECIALIZED KEYS FOR THE DE	271.30	558.23

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84789	9/24/2019	0010585 AUTOZONE STORES, INC. Voucher:	5488758180	8/27/2019	IGNITION WIRES AND SPARK PL	101.55	
			5488758258	8/27/2019	3SETS. BRAKE PADS FOR SHOP	95.88	
			5488758380	8/27/2019	IGNITION WIRES FOR UNIT 220	41.88	
			5488759415	8/28/2019	BRAKE PEDAL PAD FOR UNIT 20	5.42	
			5488759480	8/28/2019	POWER WINDOW SWITCH FOR I	174.18	
			5488759511	8/28/2019	4- WIRE HARNESES FOR UNIT	60.59	
			5488750079	8/20/2019	BLOWER MOTOR AND RESISTOI	82.67	
			5488752666	8/22/2019	DRAIN PLUG ASSORTMENT	88.19	
			5488757422	8/26/2019	POWER WINDOW SWITCH FOR I	151.03	
			5488749067	8/19/2019	RADIATOR FOR UNIT 166	143.31	
			5488758379		CREDIT FOR RETURNED PART	-36.37	
			5488749957	8/20/2019	TOW HITCH BALL FOR NEW SIDI	42.98	
			5488752687	8/22/2019	3- BRAKE ROTORS FOR UNIT 14	249.68	
			5488744385	8/15/2019	AXLE SHAFT FOR UNIT 122	87.09	
			5488749267	8/19/2019	RADIATOR FOR UNIT 725	155.44	
			5488750457	8/20/2019	STEERING SHAFTS FOR UNIT 20	86.85	
			5488752628	8/22/2019	3- BRAKE ROTORS FOR UNIT 14	100.88	
			5488752656	8/22/2019	HOSE CLAMPS AND OIL FILTERS	35.64	
			5488744311	8/15/2019	RIGHT INSIDE DOOR HANDLE FC	108.03	
			5488757528	8/26/2019	SPARK PLUGS AND FLOOR MAT:	47.11	1,822.03
84790	9/24/2019	0012191 BERNAL, JOE Voucher:	Ref000255865	8/15/2019	UB Refund Cst #00049082	40.00	40.00
84791	9/24/2019	00000651 BSN SPORTS, LLC Voucher:	905733808	8/6/2019	ADULT SPORTS SUPPLIES	1,055.27	1,055.27
84792	9/24/2019	0009651 CALIFORNIA CRANE SCHOOL, IN 3371RI Voucher:		12/17/2018	RI CK# 81742 - CALIFORNIA CRA	3,885.00	3,885.00
84793	9/24/2019	0011469 CALIFORNIA DENTAL NETWORK, SEP 2019 Voucher:		9/17/2019	SEP 2019- ADJ FOR MISC & SWC	324.08	324.08
84794	9/24/2019	00000759 CALIFORNIA FRAME & AXLE Voucher:	55407	8/1/2019	FRONT WHEEL ALIGNMENT- UNI	45.00	
			55494	8/7/2019	REPL. REAR UPPER CONTROLA	1,283.58	1,328.58
84795	9/24/2019	00004433 CARPENTER, ROTHANS & DUMO33460 Voucher:		8/14/2019	PROF. SRV THRU 07/31/19 - RE:	37.00	37.00

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84796	9/24/2019	0006239	340314		CREDIT FOR RETURNED PART. I	-71.50	
		Voucher:	340469		CREDIT FOR RETURNED PART. I	-82.69	
			340539		CREDIT FOR RETURNED PART. I	-271.62	
			341591		CREDIT FOR RETURNED PART. I	-995.20	
			341923	8/27/2019	BLOWER MOTOR FOR UNIT 602	143.88	
			341518	8/19/2019	1KIT. SIDE STEP FOR UNIT 243	334.69	
			341334	8/15/2019	HANDLE FOR UNIT 210	75.81	
			341648	8/21/2019	BRAKE PADS FOR UNIT 160	155.86	
			C47924	7/31/2019	DIAGNOSE STALLS AND REPLAC	477.49	
			340258	7/26/2019	SHIFTER BUSHINGS AND RELAT	71.50	
			340521	7/31/2019	THROTTLE BODY AND SENSOR	271.62	
			341485	8/19/2019	2SET. SIDE STEPS FOR UNIT 64	995.20	1,105.04
84797	9/24/2019	0012227	Ref000256871	8/12/2019	UB Refund Cst #00060143	215.65	215.65
		Voucher:	Ref000256870	8/22/2019	UB Refund Cst #00063155	70.93	70.93
84798	9/24/2019	0012196					
		Voucher:					
84799	9/24/2019	0011922					
		Voucher:					
				8/14/2019	08/07/19-08/13/19 BOOKING EXA	239.00	
				8/21/2019	08/14/19-08/15/19 BOOKING EXA	166.00	
				8/7/2019	08/02/19-08/06/19 BOOKING EXA	104.00	
				8/27/2019	8/22/19 - 8/27/19 DOT RECERTIFI	398.00	
				8/20/2019	8/15/19 - 8/20/19 HEP A & B, NEW	836.50	1,743.50
84800	9/24/2019	00005061		8/5/2019	HAZARDS MATRLS DSLSR PRGF	458.00	458.00
		Voucher:					
84801	9/24/2019	00001423		8/29/2019	HRG NOTICE OF HEARING- FY 2	117.60	
		Voucher:		8/29/2019	HRG NOTICE OF HEARING- LIVE	226.80	344.40
84802	9/24/2019	0005392		8/6/2019	DESIGN SERVICES FOR CIRCLE	25,600.00	25,600.00
		Voucher:					
84803	9/24/2019	00001782		7/31/2019	EQUIPMENT REPAIR PARTS	742.31	
		Voucher:		8/7/2019	KABOTA EQUIPMENT REPAIR AN	1,497.47	
				8/12/2019	EQUIPMENT REPLACEMENT PAF	445.96	
				7/30/2019	GROUPS MAINTENANCE EQUII	1,465.44	4,151.18
84804	9/24/2019	00004746		8/28/2019	AUGUST 2019- UMS SOFTWARE	350.00	350.00
		Voucher:					
84805	9/24/2019	0005555		8/5/2019	SUMP PUMP	1,318.19	1,318.19
		Voucher:					

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84806	9/24/2019	0012214 EMP: AVALOS, CARMEN	09/04/2019	9/4/2019	REMB. REGISTERING FEE "BEC"	478.90	478.90
		Voucher:					
84807	9/24/2019	0012132 EMP: GUERRERO, SONIA	412802	9/4/2019	NOTARY SUPPLIES FOR SONIA	235.75	235.75
		Voucher:					
84808	9/24/2019	00001917 ENTENMANN - ROVIN CO.	0146091-IN	8/28/2019	BADGES REPAIR/REFINISH/REP	414.56	414.56
		Voucher:					
84809	9/24/2019	0012219 EQUIHUA, JOSE J.	Ref000256863	8/12/2019	UB Refund Cst #00055906	84.51	84.51
		Voucher:					
84810	9/24/2019	00000619 FALCON FUELS, INC.	11896	8/12/2019	REGULAR UNLEADED FUEL	3,704.49	3,704.49
		Voucher:					
84811	9/24/2019	00002026 FEDERAL EXPRESS CORPORATI	6-702-52241	8/9/2019	MAILING SERVICES-HOUSING	22.28	
		Voucher:	6-722-61106	8/30/2019	STANDARD-GROUND BROWN B	5.49	27.77
84812	9/24/2019	0012233 FELDMAN, SILVIO	Ref000256878	8/29/2019	UB Refund Cst #00059699	204.28	204.28
		Voucher:					
84813	9/24/2019	0009042 FORTEL TRAFFIC, INC.	9915-2	6/24/2019	FORTEL - 1 YEAR AGREEMENT -	7,975.00	7,975.00
		Voucher:					
84814	9/24/2019	0010237 FRONTIER COMMUNICATIONS	209-057-1084-09/	9/1/2019	BILLING- 09/01/19-09/30/19	54.13	
		Voucher:	562-869-7582 09/1	9/4/2019	BILLING- 09/04/19-10/03/19	61.11	
			562-806-9232 09/1	9/4/2019	BILLING- 09/04/19-10/03/19	61.11	
			562-928-0039-09/	8/25/2019	BILLING- 08/25/19-09/24/19	54.51	
			562-923-9514-09/	9/10/2019	BILLING - 09/10/19-10/09/19	123.23	
84815	9/24/2019	0012222 GARCIA, ALFONSO	Ref000256866	8/12/2019	UB Refund Cst #00062581	167.20	354.09
		Voucher:					167.20
84816	9/24/2019	0006890 GARVEY EQUIPMENT COMPANY	122301	8/27/2019	GROUNDS MAINTENANCE EQUI	711.12	
		Voucher:	122302	8/28/2019	GROUNDS MAINTENANCE EQUI	814.36	1,525.48
84817	9/24/2019	00004934 GAS COMPANY	102 000 8100 7-05	9/12/2019	BILLING PRD- 08/09/19 -09/10/19	50.52	
		Voucher:	013-900-7300-3-01	9/13/2019	BILLING PRD- 08/12/19-09/11/19	351.21	
			045-400-7300-6-01	9/13/2019	BILLING PRD- 08/12/19 -09/11/19	20.78	
			130-500-9400-5-01	9/12/2019	BILLING PRD- 08/09/19 -09/10/19	70.96	
			113 798 0362 7 09	9/6/2019	BILLING PRD- 08/01/19 -09/01/19	4,371.89	
			134-700-9400-7-01	9/12/2019	BILLING PRD- 08/09/19 -09/10/19	52.57	
			126 300 9600 1-05	9/13/2019	BILLING PRD- 08/12/19 -09/11/19	14.92	
			115 800 9600 3-09	9/13/2019	BILLING PRD- 08/12/19 -09/11/19	1,094.46	
			132 600 9400 1-05	9/12/2019	BILLING PRD- 08/09/19 -09/10/19	44.40	
			186 100 7200 3-05	9/13/2019	BILLING PRD- 08/12/19 -09/11/19	170.30	6,242.01

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84818	9/24/2019	00004869	GOLDEN STATE WATER COMPAN33744100000-09/C	9/5/2019	BILLING PRD- 08/05/2019 - 09/04/	319.45	
		Voucher:	53744100008-09/C	9/5/2019	BILLING PRD-08/02/2019 - 09/04/	213.87	
			63744100007-09/C	9/5/2019	BILLING PRD- 08/02/2019 - 09/04/	1,707.07	
			73744100006-09/C	9/5/2019	BILLING PRD- 08/05/2019 -09/04/	158.26	
			32809400008-09/C	9/5/2019	BILLING PRD-08/02/2019 - 09/04/	44.50	2,524.28
			29007447310-09/C	9/6/2019	BILLING PRD- 08/01/2019 - 09/05/	81.13	
84819	9/24/2019	0008109	GOODIE'S UNIFORM	8/23/2019	UNIFORM AND ACCESSORIES F	101.78	
		Voucher:	2019-15712	8/23/2019	PATCH REPLACEMENT FOR UNII	6.57	108.35
			2019-15837	8/23/2019	REPLACE SOLENCIO VALVE AT F	532.91	
84820	9/24/2019	00002890	GRAINGER	8/5/2019	TRAFFIC REPAIR COMMUNICATI	39.33	
		Voucher:	9251524030	8/2/2019	TRAFFIC SIGNALS-TMC	20.94	593.18
			9249655953	7/31/2019	CEILING PLATE MODIFICATION F	55.13	55.13
84821	9/24/2019	00000534	GRANDE VISTA STEEL	8/26/2019	7/16/19-8/15/19 - PROF SVCS FOI	552,678.29	552,678.29
		Voucher:	019	8/23/2019	ENHANCER HOUSING/ HOSE CC	939.70	
84822	9/24/2019	0009528	GRIFFITH COMPANY	8/22/2019	CREDIT FOR RETURNED PART	-336.52	
		Voucher:	C52417	8/12/2019	CREDIT FOR RETURNED PART	-376.83	226.35
			C52449	8/12/2019	UB Refund Cst #00059825	65.90	65.90
84824	9/24/2019	0012216	HERNANDEZ, MARIA	8/29/2019	3RD QUARTER SALES TAX-CON	13,408.01	13,408.01
		Voucher:	Ref000256860	8/29/2019	SALT LAKE STATION - SOMEONE	135.76	
84825	9/24/2019	00002529	HINDERLITER DE LLAMAS & ASS 0031933-IN	7/30/2019	MATERIALS FOR FLEAS IN MAIN	62.82	
		Voucher:	2351810	7/30/2019	FACILITY MAINTENANCE SUPPL	62.92	
			2351932	8/1/2019	SPORTS CENTER-PAINT FOR RA	81.40	
			0360033	8/26/2019	GROUPS MAINTENANCE SUPP	185.90	
			5242007	8/20/2019	GROUPS MAINTENANCE SUPP	32.91	
			1360082	8/24/2019	GROUPS MAINTENANCE SUPP	199.58	
			4231714	8/20/2019	GROUPS MAINTENANCE SUPP	145.10	
			1360083	8/28/2019	GROUPS MAINTENANCE SUPP	54.82	961.21
			3351926	8/15/2019	STAMP FORM PARKS	39.01	39.01
84827	9/24/2019	00002832	HUNTINGTON PARK RUBBER ST/RGC020250	8/27/2019	LEGACY HIGH SCHOOL FIELD M	418.53	
		Voucher:	48534/3	8/22/2019	GROUPS MAINTENANCE EQUI	224.92	643.45
			48514/3				

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84829	9/24/2019	0011585	21134279	8/15/2019	JOHNSON CONTROLS FIRE	1,510.50	
		Voucher:	21137155	8/19/2019	JOHNSON CONTROLS-ANNUAL :	651.75	
			21137154	8/19/2019	JOHNSON CONTROLS-ANNUAL :	867.50	
			21137156	8/19/2019	JOHNSON CONTROLS-ANNUAL :	640.75	3,670.50
84830	9/24/2019	00003387	SI214771	8/13/2019	PULSAR BRIQUETTES FOR POO	1,455.30	1,455.30
		Voucher:	104205	8/31/2019	TAP BUS PASSES - JUL2019	4,568.00	4,568.00
84831	9/24/2019	00005175	104205	8/31/2019	TAP BUS PASSES - JUL2019	4,568.00	4,568.00
		Voucher:	104205	8/31/2019	TAP BUS PASSES - JUL2019	4,568.00	4,568.00
84832	9/24/2019	00002870	104205	7/31/2019	PITCHESS MOTION- AARON QU/	2,400.00	2,400.00
		Voucher:	104205	7/31/2019	PITCHESS MOTION- AARON QU/	2,400.00	2,400.00
84833	9/24/2019	0012220	Ref000256864	8/12/2019	UB Refund Cst #00062482	143.85	143.85
		Voucher:	Ref000256864	8/12/2019	UB Refund Cst #00062482	143.85	143.85
84834	9/24/2019	0012192	Ref000255866	8/15/2019	UB Refund Cst #00058859	90.00	90.00
		Voucher:	Ref000255866	8/15/2019	UB Refund Cst #00058859	90.00	90.00
84835	9/24/2019	0010423	2420775	8/8/2019	PROF. SRV THRU 07/31/19 RE: IN	275.00	275.00
		Voucher:	2420775	8/8/2019	PROF. SRV THRU 07/31/19 RE: IN	275.00	275.00
84836	9/24/2019	00003754	1483988	7/31/2019	RE: GENERAL - SRV THRU 07/31,	909.50	909.50
		Voucher:	1483988	7/31/2019	RE: GENERAL - SRV THRU 07/31,	909.50	909.50
84837	9/24/2019	0012231	Ref000256876	8/29/2019	UB Refund Cst #00059747	127.06	127.06
		Voucher:	Ref000256876	8/29/2019	UB Refund Cst #00059747	127.06	127.06
84838	9/24/2019	0012224	Ref000256868	8/12/2019	UB Refund Cst #00063114	194.74	194.74
		Voucher:	Ref000256868	8/12/2019	UB Refund Cst #00063114	194.74	194.74
84839	9/24/2019	0012225	Ref000256869	8/12/2019	UB Refund Cst #00063115	194.74	194.74
		Voucher:	Ref000256869	8/12/2019	UB Refund Cst #00063115	194.74	194.74
84840	9/24/2019	0012226	Ref000256870	8/12/2019	UB Refund Cst #00063116	194.74	194.74
		Voucher:	Ref000256870	8/12/2019	UB Refund Cst #00063116	194.74	194.74
84841	9/24/2019	0012232	Ref000256877	8/29/2019	UB Refund Cst #00063015	176.30	176.30
		Voucher:	Ref000256877	8/29/2019	UB Refund Cst #00063015	176.30	176.30
84842	9/24/2019	00004060	12418180	8/7/2019	REPLACE BROKEN MIRRORS AT	208.37	208.37
		Voucher:	12418180	8/7/2019	REPLACE BROKEN MIRRORS AT	208.37	208.37
84843	9/24/2019	0012195	Ref000255869	8/22/2019	UB Refund Cst #00052829	55.44	55.44
		Voucher:	Ref000255869	8/22/2019	UB Refund Cst #00052829	55.44	55.44
84844	9/24/2019	0011575	538412	7/15/2019	7/11/19 - STRIP AND WAX FLOOR	566.72	566.72
		Voucher:	538412	7/15/2019	7/11/19 - STRIP AND WAX FLOOR	566.72	566.72

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84845	9/24/2019	00003356	19-16-30 LAZO, O	8/6/2019	CLAIM# 19-16-30 OMAR/ELIZABE	5,922.91	5,922.91
	Voucher:						
84846	9/24/2019	00003356	19-48-30 CARRILI	8/6/2019	CLAIM# 19-48-30 GRACIELA CAR	1,965.72	1,965.72
	Voucher:						
84847	9/24/2019	00000170	173004	8/2/2019	REFUND: REFUNDABLE DEPOSIT	999.00	999.00
	Voucher:						
84848	9/24/2019	00000170	187011	9/3/2019	REFUND OF DEPOSIT (AFTER E)	277.00	277.00
	Voucher:						
84849	9/24/2019	00000170	176035 BARR, R-J	4/2/2019	RI CK# 82651 - RI CK# 82380 176	43.00	43.00
	Voucher:						
84850	9/24/2019	00000170	205003	8/26/2019	REFUND: DEPOSIT (AFTER EVEI	24.00	24.00
	Voucher:						
84851	9/24/2019	00004335	16065175	8/9/2019	MOTOROLA CHARGER, SINGLE	1,455.30	1,455.30
	Voucher:						
84852	9/24/2019	0007720	41272193	8/14/2019	AUDIO ACCESSORY-HEADSET P	3,602.97	5,058.27
	Voucher:						
84853	9/24/2019	0008506	US-INV864395	8/20/2019	IVR PHONE CHARGES - 7/20/201	6.48	6.48
	Voucher:						
84854	9/24/2019	0008506	129445	8/23/2019	8/5/19-8/15/19 - HR ANALYST- TA)	3,302.25	3,302.25
	Voucher:						
84855	9/24/2019	00004620	MUNITEMPS	8/20/2019	PROPANE GAS AND COMPLIANC	435.61	435.61
	Voucher:						
84856	9/24/2019	00004620	MUTUAL LIQUID GAS & EQUIPME	8/13/2019	PROPANE GAS AND COMPLIANC	508.70	944.31
	Voucher:						
84857	9/24/2019	0009426	415530	9/3/2019	AUG 2019 - INTERIM SR ACCOU	12,110.00	12,110.00
	Voucher:						
84858	9/24/2019	0010683	MV CHENG & ASSOCIATES, INC.	8/21/2019	POLO UNIFORM SHIRTS FOR CC	104.72	104.72
	Voucher:						
84859	9/24/2019	0012228	967666	8/8/2019	POLO UNIFORM SHIRTS FOR RE	308.63	413.35
	Voucher:						
84860	9/24/2019	0010924	966202	8/29/2019	UB Refund Cst #00063117	69.87	69.87
	Voucher:						
84861	9/24/2019	0009786	Ref000256873	7/31/2019	PROF. SRVS THRU 07/31/19 - RE	725.00	725.00
	Voucher:						
84862	9/24/2019	0009786	OLIVAREZ MADRUGA LEMIEUX	9/9/2019	EMS SAFETY SERVICES:CPR, AF	1,920.00	1,920.00
	Voucher:						
84863	9/24/2019	0010924	190611-12	8/22/2019	4- TIRES FOR UNIT 341	514.86	514.86
	Voucher:						
84864	9/24/2019	00004582	1010693265	8/1/2019	PETTY CASH RECEIPTS - 08/01/1	178.32	178.32
	Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84862	9/24/2019	00004714	AA 6/10/19-8/24/19	9/3/2019	PETTY CASH-POLICE DEPT-AA-	409.83	409.83
		Voucher:					
84863	9/24/2019	0011257	08/07/19-08/30/19	9/16/2019	YOGA CLASSES - 08/07/19-08/30/19	360.00	360.00
		Voucher:					
84864	9/24/2019	00003691	09/04/19-09/26/19	9/4/2019	KARATE - 09/04/19-09/26/19	495.00	495.00
		Voucher:					
84865	9/24/2019	00003720	08/01/19-08/29/19	9/4/2019	OVER EASY CLASSES- 08/01/19-	186.12	186.12
		Voucher:					
84866	9/24/2019	0010624	08/05/19-08/31/19	9/3/2019	ZUMBA - 08/05/19-08/31/19	675.00	675.00
		Voucher:					
84867	9/24/2019	0008743	08/08/19-09/03/19	9/3/2019	YOGA CLASSES - 08/08/19-09/03/19	360.00	360.00
		Voucher:					
84868	9/24/2019	0009567	08/05/19-08/16/19	9/3/2019	ZUMBA - 08/05/19-08/16/19	300.00	300.00
		Voucher:					
84869	9/24/2019	00000339	P. O. BOX 1429-20	9/3/2019	P. O. BOX 1429 FEES-THROUGH	178.00	178.00
		Voucher:					
84870	9/24/2019	0011466	PRINCIPAL LIFE INSURANCE CO. SEP 2019	8/28/2019	SEP 2019 ADJ FOR MISC & SWO	3,057.84	3,057.84
		Voucher:					
84871	9/24/2019	00000343	PUBLIC EMPLOYEES RETIREMENT100000015779550	8/1/2019	GASB 68 REPORTING SERVICE	700.00	700.00
		Voucher:					
84872	9/24/2019	00001322	PVP COMMUNICATIONS INC.	8/30/2019	MOTORCYCLE SPEAKERMIC WI	1,406.36	1,406.36
		Voucher:					
84873	9/24/2019	00000168	QUETEL CORP.	7/1/2019	RENEWAL- QUETEL EVIDENCE	6,634.00	6,634.00
		Voucher:					
84874	9/24/2019	00004773	RET: ALMANZA, JOSEPH A	SEPTEMBER 2019	RETREE MEDICAL INS. - SEPT	250.00	250.00
		Voucher:					
84875	9/24/2019	0005570	RET: ALONZO, ANTHONY	SEPTEMBER 2019	RETREE MEDICAL INS. - SEPT	1,072.30	1,072.30
		Voucher:					
84876	9/24/2019	0009815	RET: AMEY, ISAAC D	SEPTEMBER 2019	RETREE MEDICAL INS. - SEPT	150.00	150.00
		Voucher:					
84877	9/24/2019	0008275	RET: AROCHA, FRANCIS X.	SEPTEMBER 2019	RETREE MEDICAL INS. - SEPT	1,100.86	1,100.86
		Voucher:					
84878	9/24/2019	0005813	RET: AVILA, VINCENT	SEPTEMBER 2019	RETREE MEDICAL INS. - SEPT	1,100.86	1,100.86
		Voucher:					

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84879	9/24/2019	00001840	RET: BLASKA, WILLIAM MIKE	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00	250.00
	Voucher:						
84880	9/24/2019	00001265	RET: BRASSFIELD, CHARLES R	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00	250.00
	Voucher:						
84881	9/24/2019	0006324	RET: BURBACH, MAUREEN	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	150.00	150.00
	Voucher:						
84882	9/24/2019	00004776	RET: CARTER, LLOYD B	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00	250.00
	Voucher:						
84883	9/24/2019	00000495	RET: CHAVEZ, ANTHONY A	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	150.00	150.00
	Voucher:						
84884	9/24/2019	00000817	RET: CHRIST, DOUGLAS F	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	241.60	241.60
	Voucher:						
84885	9/24/2019	00002460	RET: COMSTOCK, JOSEPH E	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	200.00	200.00
	Voucher:						
84886	9/24/2019	0006505	RET: CORBET, RONALD	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	1,100.86	1,100.86
	Voucher:						
84887	9/24/2019	00003408	RET: DAMRON, ROGER V	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00	250.00
	Voucher:						
84888	9/24/2019	00004777	RET: DAY, ROBERT A	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00	250.00
	Voucher:						
84889	9/24/2019	0008746	RET: DELEON, RUBEN	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	150.00	150.00
	Voucher:						
84890	9/24/2019	00001776	RET: EADE, JOANN	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	187.74	187.74
	Voucher:						
84891	9/24/2019	00003973	RET: EADS, KENNETH P.	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	1,100.86	1,100.86
	Voucher:						
84892	9/24/2019	00003853	RET: FANNIN, ZONA	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	150.00	150.00
	Voucher:						
84893	9/24/2019	0008820	RET: FERNANDEZ, CARLOS	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTE	1,100.86	1,100.86
	Voucher:						
84894	9/24/2019	00004403	RET: FIELD, GARY	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	150.00	150.00
	Voucher:						
84895	9/24/2019	0006507	RET: FIGUEROA, GLORIA.A.	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTE	150.00	150.00
	Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84896	9/24/2019	00000605	RET: FORRESTER, BOB L	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTEI	250.00	250.00
			Voucher:				
84897	9/24/2019	0005355	RET: GALBREATH, RUSSELL	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTEI	1,100.86	1,100.86
			Voucher:				
84898	9/24/2019	0011326	RET: GALVAN, RAY A.	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				
84899	9/24/2019	0011186	RET: GAMBOA, OSCAR	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				
84900	9/24/2019	00000496	RET: GEORGE, RONALD P	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTI	250.00	250.00
			Voucher:				
84901	9/24/2019	0006508	RET: GOMEZ, JOSEPH C.	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				
84902	9/24/2019	00003940	RET: GONZALEZ, HIRAM	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				
84903	9/24/2019	0006328	RET: GUTIERREZ, MANUEL	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTI	1,100.86	1,100.86
			Voucher:				
84904	9/24/2019	0006509	RET: HAMMOND, DONNA	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				
84905	9/24/2019	0006510	RET: HERNANDEZ, MARIA	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				
84906	9/24/2019	0008059	RET: HILL, GARY	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				
84907	9/24/2019	0006329	RET: HOMSHER, HUGH	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTI	1,100.86	1,100.86
			Voucher:				
84908	9/24/2019	00004784	RET: HUNTRODS, RICHARD F	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTI	209.80	209.80
			Voucher:				
84909	9/24/2019	0009521	RET: HUPP, KEITH	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTI	1,100.86	1,100.86
			Voucher:				
84910	9/24/2019	0008058	RET: INMAN, RONALD	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTI	1,100.86	1,100.86
			Voucher:				
84911	9/24/2019	00004785	RET: IRISH, TERRY F	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS. - SEPTI	250.00	250.00
			Voucher:				
84912	9/24/2019	0011110	RET: JOHNSON, GERALD	SEPTEMBER 201: 9/24/2019	RETIREE MEDICAL INS.- SEPTEN	150.00	150.00
			Voucher:				

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Check #	Date	Vendor	Invoice	Inv Date	Description	Check Total
84913	9/24/2019	00004787	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00
		Voucher:	RET: KENNEDY, GARY E			
84914	9/24/2019	0005356	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	1,100.86
		Voucher:	RET: KEY, ANDREW			
84915	9/24/2019	0011111	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	150.00
		Voucher:	RET: KOOMEN, SHERI L.			
84916	9/24/2019	0010881	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	150.00
		Voucher:	RET: KOOPMANS, WILLIAM O.			
84917	9/24/2019	00004788	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00
		Voucher:	RET: LANE JR, EDWARD W			
84918	9/24/2019	0009946	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	200.00
		Voucher:	RET: LEFEVER, STEVEN A.			
84919	9/24/2019	0010410	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	150.00
		Voucher:	RET: LEO, FRANK			
84920	9/24/2019	00004789	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	250.00
		Voucher:	RET: LILLEY, RAYMOND E			
84921	9/24/2019	0005633	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	590.37
		Voucher:	RET: LOPEZ, ALFONSO			
84922	9/24/2019	0006511	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	150.00
		Voucher:	RET: LOPEZ, RAMON A.			
84923	9/24/2019	0009453	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	150.00
		Voucher:	RET: LOPEZ, VERONICA			
84924	9/24/2019	0007656	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	1,100.86
		Voucher:	RET: MATSUKIYO, DAVID			
84925	9/24/2019	00003833	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	518.00
		Voucher:	RET: MOOMEY, STEVEN			
84926	9/24/2019	00003328	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	187.74
		Voucher:	RET: MOSBY, DOROTHEA S			
84927	9/24/2019	0011895	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	1,100.86
		Voucher:	RET: MUNOZ, ALFREDO			
84928	9/24/2019	00003239	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	200.00
		Voucher:	RET: NASSAR, SAM R			
84929	9/24/2019	0011522	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPTE	1,100.86
		Voucher:	RET: PELLERIN, ROBERT			

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84930	9/24/2019	00005237 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPTE	150.00	150.00
84931	9/24/2019	0010733 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	1,100.86	1,100.86
84932	9/24/2019	00004794 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	250.00	250.00
84933	9/24/2019	0006326 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84934	9/24/2019	00003798 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84935	9/24/2019	0006327 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84936	9/24/2019	00003630 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84937	9/24/2019	0011967 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	482.64	482.64
84938	9/24/2019	0011978 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	482.64	482.64
84939	9/24/2019	0011112 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	1,100.86	1,100.86
84940	9/24/2019	00001867 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84941	9/24/2019	0009865 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	1,100.86	1,100.86
84942	9/24/2019	0011521 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	1,100.86	1,100.86
84943	9/24/2019	00000458 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84944	9/24/2019	00000459 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84945	9/24/2019	0006513 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS.- SEPT	150.00	150.00
84946	9/24/2019	00000869 Voucher:	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	250.00	250.00

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
84947	9/24/2019	00004796	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	250.00	250.00	
			Voucher: RET: SPEELMAN, PATRICIA L					
84948	9/24/2019	00002147	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	250.00	250.00	
			Voucher: RET: SPROWLS, KENNETH C					
84949	9/24/2019	0008313	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	1,100.86	1,100.86	
			Voucher: RET: SULLIVAN, DARREN					
84950	9/24/2019	0006512	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	150.00	150.00	
			Voucher: RET: TATTI, WILLIAM P.					
84951	9/24/2019	0005357	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	1,100.86	1,100.86	
			Voucher: RET: TODD, ROBERT M.					
84952	9/24/2019	00003573	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	518.00	518.00	
			Voucher: RET: VANLIEROP, MARTIN G					
84953	9/24/2019	00003959	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	306.00	306.00	
			Voucher: RET: WADE, RICHARD					
84954	9/24/2019	0007655	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	509.70	509.70	
			Voucher: RET: WELLS, GREGORY					
84955	9/24/2019	00004379	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	150.00	150.00	
			Voucher: RET: WHALEN, HARVEY					
84956	9/24/2019	00000498	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	250.00	250.00	
			Voucher: RET: WILLIAMS, GALE M					
84957	9/24/2019	0008821	SEPTEMBER 201:	9/24/2019	RETIREE MEDICAL INS. - SEPT	1,100.86	1,100.86	
			Voucher: RET: WILLIAMS, TIMOTHY					
84958	9/24/2019	0012197	Ref000255871	8/22/2019	UB Refund Cst #00062858	86.11	86.11	
			Voucher: REYES, AGUSTIN					
84959	9/24/2019	0012194	Ref000255868	8/22/2019	UB Refund Cst #00061297	51.40	51.40	
			Voucher: RIOS, ANGELA					
84960	9/24/2019	0010872	0320	9/2/2019	Q3 FALL POLE BANNERS- ROLL	2,500.00	2,500.00	
			Voucher: RIVAL CREATIVE, LLC					
84961	9/24/2019	0012217	Ref000256861	8/12/2019	UB Refund Cst #00061436	74.08	74.08	
			Voucher: RODRIGUEZ, DILLON					
84962	9/24/2019	00004814	0719358-IN	7/16/2019	INTERNAL MASTER LOCK & OVE	3,265.30	4,823.49	
			Voucher: ROYAL TRUCK BODY					
84963	9/24/2019	0007637	0719400-IN	7/18/2019	OVER CAB RACK	1,558.19	1,926.25	
			Voucher: RSG, INC					
			100507	8/29/2019	JOB #RSG2111 PROJECT NAME :	1,926.25	1,926.25	

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84964	9/24/2019	0009447	71760H	8/21/2019	ENGINE OIL AND FILTER FOR UN	317.16	
	Voucher:	RWC GROUP	72159H	8/24/2019	AIR BRAKE AIR VALVE FOR UNIT	303.19	
			72215H	8/19/2019	AIR BRAKE AIR MANIFOLD FOR I	274.98	895.33
84965	9/24/2019	00003882	429453	8/8/2019	REBUILT RADIATOR AND A RADIA	490.60	490.60
	Voucher:	S A RENTERIA AUTO PARTS	19-093855	8/19/2019	OC SPRAY REPLACEMENT BOTI	538.53	538.53
84966	9/24/2019	0006697		8/27/2019	GOLF COURSE CONCESSIONS	234.27	234.27
	Voucher:	SAFARILAND	4712	8/27/2019			
84967	9/24/2019	00000322		8/12/2019	UB Refund Cst #00060339	144.51	144.51
	Voucher:	SAM'S CLUB	Ref000256865	8/12/2019			
84968	9/24/2019	0012221		8/22/2019	UB Refund Cst #00060672	135.47	135.47
	Voucher:	SANCHEZ, LOURDES	Ref000255872	8/22/2019			
84969	9/24/2019	0012198		8/27/2019	EVAP SENSOR FOR UNIT 152	19.29	
	Voucher:	SANTILLAN-MARTINEZ, MONICA	Ref000255872	8/27/2019			
84970	9/24/2019	0008973		8/13/2019	ACCELERATOR PEDAL FOR UNIF	130.80	
	Voucher:	SCOTT ROBINSON CHRYSLER D149616	148825	8/13/2019			
			149410	8/19/2019	BRAKE PADS AND HOOD RELEA	283.54	433.63
84971	9/24/2019	00004857	SF0021255	7/25/2019	FASTENERS	24.12	
	Voucher:	SMITH FASTENER COMPANY	SF0021097	7/17/2019	FASTENERS MISC	39.33	63.45
84972	9/24/2019	0012190	Ref000255864	8/15/2019	UB Refund Cst #00044772	37.90	37.90
	Voucher:	SORENSEN, RICK		8/15/2019			
84973	9/24/2019	00002639		8/22/2019	PROF. SRVS THRU 07/31/19 RE:!	5,250.39	5,250.39
	Voucher:	STRADLING YOCCA CARLSON & 356947-0026		8/22/2019			
84974	9/24/2019	0009140		9/24/2018	REPLACEMENT BEND ARMS FOI	420.22	420.22
	Voucher:	SUPERIOR INTL INDUSTRIES, IN(INV0138953		9/24/2018			
84975	9/24/2019	0011468		8/23/2019	SEP 2019- ADJ FOR ACTIVE SWK	-1.41	
	Voucher:	SUPERIOR VISION SERVICES, IN306056	293473	7/23/2019	AUG 2019- ADJ FOR ACTIVE SWK	27.33	25.92
				8/13/2019	GROUPS MAINTENANCE SUPP	906.89	906.89
84976	9/24/2019	00004921		8/19/2019	SRV THRU 7/26/19- DESIGN SER	8,575.00	8,575.00
	Voucher:	TARGET SPECIALTY PRODUCTS PI1018896	51478313	8/19/2019			
84977	9/24/2019	0009039		8/1/2019	JULY 2019- WEST INFORMATION	405.82	405.82
	Voucher:	TETRA TECH	840729370	8/1/2019			
84978	9/24/2019	00003851		8/20/2019	ACCT# 844830 017 0439993- 8/20	134.99	134.99
	Voucher:	THOMSON REUTERS	049993082019	8/20/2019			
84979	9/24/2019	0008153					
	Voucher:	TIME WARNER CABLE-					

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84980	9/24/2019	0010408	TOURCOACH CHARTER AND TOI37579	8/28/2019	TRIP ON 08/23/19 - MARCIANO AI	598.99	
		Voucher:	37567	8/19/2019	TRIP ON 08/14/19 - SANTA MONIK	400.00	
			37568	8/28/2019	TRIP ON 08/15/19 - SANTA MONIK	837.09	
			38196	8/19/2019	TRIP ON 08/17/19 - SANTA CLARI	1,173.93	
			37578	8/28/2019	TRIP 08/14/19 - 3RD STREET PRG	789.47	3,799.48
84981	9/24/2019	00000493	U.S. BANK	8/23/2019	2014A TARB ANNUAL TRUSTEE F	1,000.00	
		Voucher:	5469264	8/23/2019	2014B TAB ANNUAL TRUSTEE FE	1,000.00	
			5467845	8/23/2019	2012 WATER REVENUE BOND TF	2,700.00	4,700.00
84982	9/24/2019	00004964	UNDERGROUND SERVICE ALER1720190193	8/1/2019	DIGALERT TICKETS	359.80	
		Voucher:	18dsbfee3797	8/1/2019	DIG ALERT REGULATORY COST;	228.48	588.28
			Ref000256862	8/12/2019	UB Refund Cst #00053437	76.21	76.21
84984	9/24/2019	00000379	VERIZON BUSINESS	9/10/2019	BILLING -08/01/2019 - 08/31/2019	81.41	81.41
		Voucher:	74856516				
84985	9/24/2019	00001848	VERIZON WIRELESS	8/23/2019	BILLING PRD- 07/24/19-08/23/19	8,033.10	
		Voucher:	9836721138	8/2/2019	BILLING PRD- 07/22/19-08/21/201	2,863.06	10,896.16
			9836577074	8/28/2019	RENEWAL- VIGILANT LEARN LIC	8,050.00	8,050.00
84986	9/24/2019	0009794	VIGILANT SOLUTIONS				
		Voucher:	26460 RI				
84987	9/24/2019	0012183	WE WILL TRANSPORT IT CORP	8/2/2019	TRANSPORTATION OF MILITARY	5,450.00	5,450.00
		Voucher:	639131-MW				

Final Check List
City of South Gate

apChkLst
09/17/2019 4:48:59PM

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
Bank : botw BANK OF THE WEST (Continued)							
84988	9/24/2019	00000058 XEROX CORP	097834976	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	446.07	
		Voucher:	097834977	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	424.77	
			097834974	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	424.90	
			097834982	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	424.90	
			097834981	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	450.28	
			097699452	8/27/2019	COPIER LEASE AGRMNT-JULY 2	283.01	
			097699458	8/27/2019	COPIER LEASE AGRMNT-JULY 2	154.07	
			097834975	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	446.07	
			097699459	8/27/2019	COPIER LEASE AGRMNT-JULY 2	263.69	
			097699455	8/27/2019	COPIER LEASE AGRMNT-JULY 2	263.54	
			097699453	8/27/2019	COPIER LEASE AGRMNT-JULY 2	263.69	
			097699454	8/27/2019	COPIER LEASE AGRMNT-JULY 2	399.17	
			097699456	8/27/2019	COPIER LEASE AGRMNT-JULY 2	376.59	
			097699450	8/27/2019	COPIER LEASE AGRMNT-JULY 2	172.19	
			097834980	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	297.90	
			097834973	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	1,095.22	
			097834978	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	445.93	
			097834983	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	622.62	
			097834979	8/27/2019	COPIER LEASE AGRMNT-JUNE/J	566.02	
			097699451	8/27/2019	COPIER LEASE AGRMNT-JULY 2	223.11	8,043.74
84989	9/24/2019	00003442 YOUNGBLOOD & ASSOCIATES	3958A	8/30/2019	POLYGRAPH EXAMINATION POL	600.00	600.00
		Voucher:	Ref000256874	8/29/2019	UB Refund Cst #00040374	95.00	95.00
84990	9/24/2019	0012229 ZAVALA, ADRIANA		8/1/2019	BUILDING ELECTRICAL REPAIR	6.59	6.59
		Voucher:	ZIEGLER'S HARDWARE & SUPPLY08290	8/28/2019	SEP 2019- PMT ACTIVE EMPLYS	17,276.25	17,276.25
84991	9/24/2019	00000062 ZIEGLER'S HARDWARE & SUPPLY08290					
		Voucher:	SEP 2019				
01397784	9/3/2019	00004708 PERS HEALTH PLAN					
		Voucher:					
Sub total for BANK OF THE WEST:						1,107,007.16	1,107,007.16
Grand Total All Checks:						1,107,007.16	1,107,007.16

224 checks in this report.

Bank code: botw
(none)

WARRANT REGISTER FOR COUNCIL MEETING 9/24/2019

PART II

apChkLst
09/17/2019 4:06:47PM

Final Check List
City of South Gate

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84762	9/24/2019	00005075 AT&T	13250735	7/1/2019	BAN: 9391034759- BP- 06/01/19-0	39.61	39.61
		Voucher:					
84763	9/24/2019	00002304 GENERAL PUMP COMPANY	27315	8/12/2019	CONSTRUCTION SERVICES FOF	32,846.25	32,846.25
		Voucher:					
84764	9/24/2019	0012152 OK PRINTING DESING &	0012152	9/3/2019	VINYL BANNER FOR PARKING S	83.80	83.80
		Voucher:					
84765	9/24/2019	0005368 PRINTCO DIRECT	81937	6/6/2019	BUSINESS CARDS, COMMUNITY	826.88	
		Voucher:					
			82084	7/23/2019	448-24X36 PRINTS	617.40	
			81724	9/3/2019	PVC BOARD #0005247	441.00	
			81683	6/12/2019	6FT TABLE THROW #0005248	220.50	
			81852	5/10/2019	6FT TABLE THROW FOR CITY TR	220.50	
			82111	7/23/2019	FOAM BOARD	148.02	2,474.30
			19037A	9/3/2019	OUTSIDE C 10 ELECTRICIAN PAI	6,628.63	6,628.63
84766	9/24/2019	0010270 STUDIO SPECTRUM, INC.					
		Voucher:					
84767	9/24/2019	0011201 TELECOM LAW FIRM, P.C.	6687	7/10/2019	WTP 18-009(CROWN CASTLE T-A	181.80	181.80
		Voucher:					
84768	9/24/2019	0012096 TNT ELECTRIC SIGN COMPANY	5236-IT	6/30/2019	COMMERCIAL FACADE IMPROVI	9,141.79	9,141.79
		Voucher:					
84769	9/24/2019	00005245 TWEEDY MILE ASSOCIATION	03113	5/20/2019	4000 "A" TWEEDY BLVD 2-57X11C	2,000.00	
		Voucher:					
			30105	4/15/2019	4000 "B" 1-31X37 1-100X32 ETCH	2,000.00	
			3109	5/2/2019	4004 TWEEDY BLVD 2-54X109, 1-	2,000.00	
			3116	5/22/2019	4355 TWEEDY BLVD 1-61X115, 1-4	2,000.00	
			3115	5/22/2019	4359 TWEEDY 1-38X71 WITH MA	2,000.00	
			3118	5/30/2019	3426 TWEEDY 1-36X82, 2-42X86 C	2,000.00	
			3108	5/2/2019	4010 TWEEDY 21-34X109, 2-35X1	2,000.00	
			3066	12/21/2018	3929 TWEEDY 2- 42X94 ETCHGU	2,000.00	
			3090	3/5/2019	3479 TWEEDY-3 ETCHGUARD RE	2,000.00	
			3089	3/5/2019	4369 TWEEDY-2-48X78, 1-22X48,	2,000.00	
			3117	5/30/2019	3336 TWEEDY BLVD-NEW STORI	2,000.00	
			3122	1/18/2019	4008 TWEEDY BLVD-2-53X109, 1-	2,000.00	
			3075	1/18/2019	3433 TWEEDY 1-47 7/8X65 1/2, 1-	1,324.00	25,324.00
			005-16784	7/26/2019	PROFESSIONAL SERVICES REN	50,871.00	50,871.00
84770	9/24/2019	00001280 WILLDAN					
		Voucher:					

Final Check List
City of South Gate

apChkLst
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Sub total for BANK OF THE WEST: 127,591.18

Grand Total All Checks: 127,591.18

9 checks in this report.

Void Checks

Bank code: botw
(none)

WARRANT REGISTER FOR COUNCIL MEETING 9/24/2019

PART IIIa

Final Check List
City of South Gate

Page: 1

apChkLst
09/05/2019 11:21:11AM

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84743	9/5/2019	00000437	AFLAC	9/5/2019	AMERICAN FAMILY LIFE INS.: PA	635.82	635.82
	Voucher:						
84744	9/5/2019	00002417	AMERICAN FIDELITY ASSURANC	9/5/2019	AMERICAN FIDELITY (ABT): PAY	421.42	421.42
	Voucher:						
84745	9/5/2019	0011469	CALIFORNIA DENTAL NETWORK, Ben256560	9/5/2019	CALIFORNIA DENTAL NETWORK	3,213.18	3,213.18
	Voucher:						
84746	9/5/2019	0012107	CALIFORNIA STATE DISBURSEM	9/5/2019	CA STATE DISB. UNIT: PAYMENT	59.00	59.00
	Voucher:						
84747	9/5/2019	0011535	CDTFA	9/5/2019	CA DEPT OF TAX & FEE ADMIN: f	386.68	386.68
	Voucher:						
84748	9/5/2019	00000438	COLONIAL INSURANCE CO.	9/5/2019	COLONIAL INSURANCE CO: PAY1	3,391.48	3,391.48
	Voucher:						
84749	9/5/2019	00002138	FRANCHISE TAX BOARD	9/5/2019	GARNISHMENT - FRANCHISE TA	75.00	75.00
	Voucher:						
84750	9/5/2019	0009920	OCSE CLEARINGHOUSE SDU	9/5/2019	GARNISHMENT - AR CHILD SUP	324.00	324.00
	Voucher:						
84751	9/5/2019	00002421	POLICE MANAGEMENT ASSOCIA	9/5/2019	POLICE MANAGEMENT ASSOC. I	1,700.00	1,700.00
	Voucher:						
84752	9/5/2019	00000335	POLICE OFFICERS ASSOCIATION	9/5/2019	POLICE ASSOCIATION DUES: PA	5,500.00	5,500.00
	Voucher:						
84753	9/5/2019	0011466	PRINCIPAL LIFE INSURANCE CO.	9/5/2019	PRINCIPAL DENTAL PPO (MISC):	30,314.65	30,314.65
	Voucher:						
84754	9/5/2019	0011467	RELIANCE STANDARD	9/5/2019	LONG TERM DISABILITY: PAYME	3,921.22	3,921.22
	Voucher:						
84755	9/5/2019	0008951	SENCION, CARMEN	9/5/2019	SPOUSAL SUPPORT-E. SENCION	553.85	553.85
	Voucher:						
84756	9/5/2019	0011468	SUPERIOR VISION SERVICES, IN	9/5/2019	SUPERIOR VISION MISC.: PAYME	4,031.59	4,031.59
	Voucher:						
84757	9/5/2019	0008005	U.S. BANK-PARS ACCT#67460225	9/5/2019	PARS 11.87%: PAYMENT	775.92	775.92
	Voucher:						
84758	9/5/2019	00000334	UNITED WAY OF GREATER LOS	9/5/2019	UNITED WAY: PAYMENT	34.33	34.33
	Voucher:						

Final Check List
City of South Gate

apChkLst
09/05/2019 11:21:11AM

Sub total for BANK OF THE WEST: 55,338.14

Grand Total All Checks: 55,338.14

16 checks in this report.

Void Checks

Bank code: botw
(none)

WARRANT REGISTER FOR COUNCIL MEETING 9/24/2019

PART IIIb

apChkLst
09/09/2019 12:37:54PM

Final Check List
City of South Gate

Page: 1

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
1737	8/8/2019	00004708	PERS HEALTH PLAN Ben2553334	8/8/2019	MEDICAL HMO ANTHEM SELECT (ABT): 558 MEDNET	358,110.61	358,110.61
1747	9/5/2019	00000004	NATIONWIDE RETIREMENT SOLL Ben256582	9/5/2019	DEF COMP NATIONWIDE: PAYME	50,641.82	50,641.82
1748	9/5/2019	00004836	SEIU LOCAL 721 CTW CLC-23900 Ben256584	9/5/2019	SEIU DUES: PAYMENT	3,115.01	3,115.01
1749	9/5/2019	00002370	INTERNAL REVENUE SERVICE Ben256586	9/5/2019	MEDICARE: PAYMENT	160,626.58	160,626.58
1751	9/5/2019	00000343	PUBLIC EMPLOYEES RETIREMENT Ben256590	9/5/2019	PERS RETIREMENT: PAYMENT	221,592.15	221,592.15
1752	9/5/2019	00001186	EMPLOYMENT DEVELOPMENT D Ben256592	9/5/2019	SDI: PAYMENT	51,821.04	51,821.04
1753	9/5/2019	00004996	SEIU-COPE LOCAL 721, LAVOC C Ben256594	9/5/2019	SEIU- COPE LOCAL 721 DEDUCT	49.00	49.00
1754	9/5/2019	00004988	CHILD SUPPORT ON-LINE, STATE Ben256596	9/5/2019	CHILD SUPPORT-ONLINE: PAYMI	2,167.85	2,167.85

8 checks in this report.

Sub total for BANK OF THE WEST: 848,124.06
Grand Total All Checks: 848,124.06

Void Checks

Bank code: botw
(none)

WARRANT REGISTER FOR COUNCIL MEETING 9/24/2019

PART IV

Page: 1

apChkLst
09/04/2019 4:30:43PM

Final Check List
City of South Gate

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84742	9/4/2019	0008914		8/1/2019	AUGUST 2019- 263-1669: RESDT	312,518.00	
		00004000	1203618-2684-1	8/1/2019	AUGUST 2019- 263-1669: RESDT	312,518.00	
		00004000	1201540-2684-9	7/1/2019	JULY 2019- 263-1669: RESDTL TF	304,896.00	
		00004000	1203078-2684-8	7/16/2019	7/1/19-7/15/19 - HOMELESS ENC/	416.99	
		00004000	1205083-2684-6	8/1/2019	7/16/19-7/31/19 - HOMELESS ENC	129.64	
		00004000	1203007-2684-7	7/1/2019	6/16/19-6/30/19 - HOMELESS ENC	119.85	
					Sub total for BANK OF THE WEST:	618,080.48	618,080.48

1 checks in this report.

Grand Total All Checks: 618,080.48

Void Checks

Bank code: botw
(none)

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
84760	9/16/2019	00003701	LOS ANGELES UNIFIED SCHOOL PERMIT # T0040	9/16/2019	SEP, OCT 2019 - USE OF LAUSD	5,857.00	5,857.00

Voucher:

Sub total for BANK OF THE WEST: 5,857.00

1 checks in this report.

Grand Total All Checks: 5,857.00

Void Checks

Bank code: botw
(none)

**WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING 9/24/2019**

TOTAL PART I - ACCOUNTS PAYABLE (FY 2019/20)	1,107,007.16
TOTAL PART II - ACCOUNTS PAYABLE (FY 2018/19)	127,591.18
TOTAL PART IIIa - PAYROLL-RELATED CHECKS - 9/5/2019	55,338.14
TOTAL PART IIIb - PAYROLL WIRE TRANSFERS - 9/5/2019	848,124.06
TOTAL PART IVa- PREPAID - 9/4/2019	618,080.48
TOTAL PART IVb- PREPAID - 9/16/2019	5,857.00
	<hr/>
SUB - TOTAL	2,761,998.02
LESS: VOIDS	(3,928.00)
LESS: EMPLOYEE PAYROLL DEDUCTIONS	(307,378.95)
	<hr/>
GRAND TOTAL	2,450,691.07

