



SOUTH GATE CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, October 22, 2019 at 6:30 p.m.

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

CALL TO ORDER	M. Belen Bernal, Mayor
INVOCATION	Pastor Ernesto Trejo, South Gate Church of Christ
PLEDGE OF ALLEGIANCE	Alexis Hernandez, Police Property Specialist
ROLL CALL	Carmen Avalos, City Clerk

II. 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.

III. City Officials

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

IV. Proclamations, Certificates, Introductions And Ceremonial Actions

1. Oath Of Office For Newly Appointed City Council Member William H. De Witt

The Oath of Office will be administered to William H. De Witt as the newly appointed City Council Member. (CLERK)

Documents:

[ITEM 1 REPORT 102219.PDF](#)

2. Proclamation Declaring October 2019 As National Bullying Prevention Month

The City Council will issue a Proclamation declaring October 2019 as National Bullying Prevention Month to raise awareness about the devastating and often long-term effects that bullying can cause. (ADMIN)

Documents:

[ITEM 2 REPORT 102219.PDF](#)

3. Certificates Of Appreciation To South Gate Businesses For Being Recognized As “Good Corporate Citizens”

The City Council will present Certificates of Appreciation to Anadite, Inc., Astro Aluminum Treating Co., Inc., Brenntag Pacific, Inc., CJ Foods Manufacturing Corp., Cooper Drum Cooperating Parties Group, Lunday-Thagard Company dba World Oil Refining, Marquez Marquez Food Products, Inc., Pacific Fruit Processors, Inc., Qualawash Holdings, LLC, Rainbow Powder Coating, Inc., and Shultz Steel Company for being in full compliance with the Sanitation Districts' industrial waste requirements in 2018. (ADMIN)

Documents:

[ITEM 3 REPORT 102219.PDF](#)

4. Introduction Of The City's New And Promotional Full-Time Employees

The City Council will allow staff to introduce the new and promotional full-time employees hired or promoted between July 1, 2019 and September 30, 2019. (ADMIN SVCS)

Documents:

V. Public Hearings

5. Ordinance Adding The Gateway District Specific Plan To The South Gate Municipal Code, Amending The Zoning Map To Include Overlay Boundary Designation And Adopting The Initial Study And Negative Declaration

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 102219.PDF](#)

6. Acceptance Of Fiscal Year 2019/20 Bulletproof Vest Partnership Grant Funds

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

- a. Accepting Fiscal Year 2019/20 Bulletproof Vest Partnership Grant Funds, in the amount of \$7,596.18, from the U.S. Department of Justice, Office of Justice Programs, for the purchase of bulletproof vests for sworn personnel; and
- b. Increase the Fiscal Year 2019/20 General Fund revenue projection in Account Number 100-4699 (General Fund -- Other Intergovernmental Grants) by \$3,596.18, from \$4,000.00 to \$7,596.18.

Documents:

[ITEM 6 REPORT 102219.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 **7, 8, 9, 10, and 11** 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.

7. Resolution Creating The Senior Financial Analyst Position In The Administrative Services Department

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 7 REPORT 102219.PDF](#)

8. Agreement With Vital Medial Services, Inc., To Provide Medical Services For People In Police Custody In The Amount Of \$100,200

The City Council will consider (PD)

a. Approving an Agreement (**Contract No. _____**) with Vital Medical Services, Inc., to provide medical services for people in police custody in an amount not to exceed \$100,200 for a one-year term; and

b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney.

Documents:

[ITEM 8 REPORT 102219.PDF](#)

9. Amendment No. 2 To Contract No. 3379 With Telecom Law Firm, P.C., Extending Specialized Legal Services On Wireless And Wired Telecommunication Law For An Additional Year

The City Council will consider: (PW)

a. Approving Amendment No. 2 to Contract No. 3379 with the Telecom Law Firm, P.C., extending specialized legal services on wireless and wired telecommunication law through October 10, 2020; and

b. Authorizing the Mayor to execute Amendment No. 2 in a form acceptable to the City Attorney.

Documents:

[ITEM 9 REPORT 102219.PDF](#)

10. Purchase Order With Stotz Equipment For A Utility Tractor For The Parks & Recreation Department In The Amount Of \$53,096.36

The City Council will consider approving a Purchase Order with Stotz Equipment for the purchase of a John Deere Model 4066R Compact Utility Tractor to replace an aging utility tractor for the Parks & Recreation Department in the total amount of \$53,096.36. (PARKS)

Documents:

[ITEM 10 REPORT 102219.PDF](#)

11. Minutes

The City Council will consider: (CLERK)

a. Approving the Regular and Special Meeting minutes of September 24, 2019; and

b. Approving the Regular and Special Meeting minutes of October 8, 2019.

Documents:

[ITEM 11 REPORT 102219.PDF](#)

IX. Reports, Recommendations And Requests

12. Agreement With LPA, Inc., For Architectural Design Services For The Girls Club House Replacement Project In The Amount Of \$1,403,955

The City Council will consider: (PARKS)

- a. Approving an Agreement (**Contract No.** _____) with LPA, Inc., for design services for a new community center to replace the existing Girls Club House building at South Gate Park, in the amount of \$1,446,074;
- b. Authorizing the Mayor to execute the Agreement in a form acceptable to the City Attorney;
- c. Authorizing the Director of Parks & Recreation to approve related services, change orders, required surveys and studies, contingency and reproduction expenses with the remainder of the budgeted amount of \$253,926 for this Project in a manner consistent with the City's purchasing ordinance; and
- d. Authorizing the Director of Parks & Recreation to execute any additional documents as may be required to properly implement and manage this Agreement.

Documents:

[ITEM 12 REPORT 102219.PDF](#)

13. Report Regarding Staff's Efforts To Address Homelessness And Maintenance Issues Along The Union Pacific Railroad Rights-Of-Way

The City Council will: (CD)

- a. Discuss staff's efforts to address homeless encampments, trash and illegal dumping along Union Pacific Railroad rights-of-way; and
- b. Receive and file report.

Documents:

[ITEM 13 REPORT 102219.PDF](#)

14. Warrant Register For October 22, 2019

The City Council will consider approving the Warrants and Cancellations for October 22, 2019. (ADMIN SVCS)

Total of Checks: \$2,289,705.54
Voids \$ (10,393.93)
Total of Payroll Deductions: \$ (352,390.98)
Grand Total: \$1,926,920.63

Cancellations: 82867, 83070, 84871

Documents:

[ITEM 14 REPORT 102219.PDF](#)

X. Adjournment

I, Carmen Avalos, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda was posted October 17, 2019 at 2:47 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.

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Item No. 1

OCT 16 2019

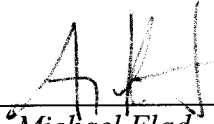
City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER
1:50pm

AGENDA BILL

For the Regular Meeting of: **October 22, 2019**
Originating Department: **City Clerk**

City Clerk: 
Carmen Avalos

City Manager:  FOR MICHAEL FLAD

SUBJECT: INSTALLATION OF NEWLY APPOINTED CITY COUNCIL MEMBER

PURPOSE: To fill vacant City Council position due to the resignation of Jorge Morales.

RECOMMENDED ACTION: The Oath of Office will be administered to William H. De Witt as the newly appointed City Council Member.

FISCAL IMPACT: None

ANALYSIS: None

BACKGROUND: During the Special City Council meeting of October 15, 2019, City Council interviewed candidates that submitted applications to fill the unexpired term of City Council Member Jorge Morales. The candidates were Bishop Juan Carlos Mendez, Gilberto Luprecio Hurtado, Fabiola Inzunza Armenta, William H. De Witt, Armando Velasquez, Irving Pacheco, John Robert Montalvo and Melissa Peralta Alvarado.

William H. De Witt was appointed as City Council Member. The City Council term expires in March 2020.

ATTACHMENT: None

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City of South Gate

Item No. 2

CITY COUNCIL

OCT 10 2019

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

4:30pm

AGENDA BILL

For the Regular Meeting of: **October 22, 2019**

Originating Department: **Administration**

Department Director: _____

M. R. Z.
Marina R. Urias

City Manager: _____

M. Flad
Michael Flad
MICHAEL FLAD

SUBJECT: PROCLAMATION DECLARING OCTOBER 2019 AS NATIONAL BULLYING PREVENTION MONTH

PURPOSE: Mayor Belén Bernal added this item to the Agenda to declare October 2019 as National Bullying Prevention Month.

RECOMMENDED ACTION: Mayor Belén Bernal will issue a Proclamation declaring October 2019 as National Bullying Prevention Month to raise awareness about the devastating and often long-term effects that bullying can cause.

FISCAL IMPACT: None.

ANALYSIS: None.

BACKGROUND: Every October, schools, communities and organizations across the country observe National Bullying Prevention Month to raise awareness about bullying and encourage everyone to act with kindness, acceptance, and inclusion.

One out of every five students reports being bullied each year. Students affected by bullying are at greater risk for both mental health and behavioral problems. They often experience learning problems, sleep difficulties, anxiety, depression, loss of self-confidence and self-esteem. Consequences of bullying can be tragic. The majority of school shootings are a result of bullying, and some students resort to suicide to escape the painful effects of being bullied by classmates.

With education and awareness building, parents, decision- makers, education personnel, and students can create a school environment that does not tolerate bullying and that teaches students and adults how to effectively address bullying situations. The City Council encourages schools, students, parents, recreation programs, religious institutions, and community organizations to engage in a variety of awareness and prevention activities designed to make our community safer for everyone.

ATTACHMENT: Proclamation.



From the Honorable
Mayor

P R O C L A M A T I O N

**Declaring October 2019 as
National Bullying Prevention Month**

- WHEREAS*, bullying is physical, verbal, sexual, emotional harm and intimidation intentionally directed at a person or group of people; and
- WHEREAS*, bullying occurs in neighborhoods, playgrounds, schools and through technology, such as the Internet and cell phones; and
- WHEREAS*, various researchers have concluded that bullying is the most common form of violence, affecting millions of American children and adolescents annually; and
- WHEREAS*, thousands of children and adolescents are affected by bullying annually; and
- WHEREAS*, targets of bullying are more likely to acquire physical, emotional and learning problems, and students who are repeatedly bullied often fear taking the bus, going to school, and attending community activities; and
- WHEREAS*, children who bully are at greater risk of engaging in more serious violent behaviors; and
- WHEREAS*, children who witness bullying often feel less secure, more fearful and intimidated;

NOW, THEREFORE, be it proclaimed on this 22nd day of October 2019, that I, **Belén Bernal, Mayor of the City of South Gate**, on behalf of the City Council, do hereby declare October 2019 as National Bullying Prevention Month and encourage schools, students, parents, recreation programs, religious institutions, and community organizations to engage in a variety of awareness and prevention activities designed to make our communities safer for all children and adolescents.

/s/

Mayor Belén Bernal

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City of South Gate

Item No. 3

CITY COUNCIL

OCT 16 2019

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

1:40pm

AGENDA BILL

For the Regular Meeting of: October 22, 2019

Originating Department: Administration

Management Assistant:


Giselle Mares

City Manager:


Michael Flad

SUBJECT: CERTIFICATES OF APPRECIATION TO SOUTH GATE COMPANIES FOR COMPLYING WITH WASTEWATER DISCHARGE REQUIREMENTS

PURPOSE: This item was added to the Agenda at the request of Council Member Maria Davila to recognize South Gate companies that were honored by the Sanitation Districts of Los Angeles County as “Good Corporate Citizens” under their Certificate of Recognition Program.

RECOMMENDED ACTION: Mayor Belén Bernal will present Certificates of Appreciation to Anadite, Inc., Astro Aluminum Treating Co., Inc., Brenntag Pacific, Inc., CJ Foods Manufacturing Corp., Cooper Drum Cooperating Parties Group, Lunday-Thagard Company dba World Oil Refining, Marquez Marquez Food Products, Inc., Pacific Fruit Processors, Inc., Qualawash Holdings, LLC, Rainbow Powder Coating, Inc., and Shultz Steel Company for being in full compliance with the Sanitation Districts’ industrial waste requirements in 2018.

FISCAL IMPACT: None.

ANALYSIS: The Sanitation Districts of Los Angeles County (Sanitation Districts) has a special Certificate of Recognition Program which honored 389 industries that were in full compliance with the Sanitation Districts’ industrial waste discharge requirements. The South Gate businesses named above were among those honored by the Sanitation Districts on August 28, 2019 for their compliance in 2018. These companies not only met their requirements, but often exceeded expectations in the limits for wastewater discharge for at least a year, maintained their environmental equipment and fulfilled all permit requirements.

BACKGROUND: The Sanitation Districts are regional public agencies consisting of 24 independent special districts serving over 5.6 million people in 78 cities and the unincorporated territory within Los Angeles County. The Sanitation Districts protect public health and the environment through innovative and cost-effective wastewater and solid waste management and, in doing so, convert waste into resources such as recycled water, energy and recycled materials.

For 22 years, the Sanitation Districts have awarded the “Good Corporate Citizens” recognition which aims to incentivize Southern California industries in Los Angeles County to achieve consistent compliance with regulations, and save water and energy. The recipients of these awards take pride in environmental stewardship and are eager to work with the Sanitation Districts in its mission to protect the environment.

ATTACHMENTS: None.

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City of South Gate
CITY COUNCIL

Item No. 4

OCT 16 2019

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

3:20pm

AGENDA BILL

For the Regular Meeting of: October 22, 2019
Originating Department: Administrative Services

Department Director:

Jackie Acosta
Jackie Acosta

City Manager:

Michael Plad
Michael Plad
~~TER~~ MICHAEL
FLAD

SUBJECT: INTRODUCTION OF THE CITY'S NEW AND PROMOTIONAL FULL-TIME EMPLOYEES

PURPOSE: To introduce to the City Council the City's new and promotional full-time employees recently hired or promoted.

RECOMMENDED ACTION: Allow staff to introduce the new and promotional full-time employees hired or promoted between July 1, 2019 and September 30, 2019.

FISCAL IMPACT: None

ANALYSIS: None

BACKGROUND: Following is a list of new and promotional full-time city employees who were hired or promoted between July 1, 2019 and September 30, 2019:

Employee	Title	Department	Division	Original Hire Date	Promotion Date
Guillermo Espinoza	Park Facilities Maintenance Worker	Parks & Recreation	Facilities Maintenance	08/04/19	
Jorge Silva	Grounds Maintenance Worker	Parks & Recreation	Grounds Maintenance	09/16/19	
Yasmeen Carrera	Police Records Specialist	Police	Police Services	08/05/17	07/07/19
Gabriela Funes	Police Records Specialist	Police	Police Services	07/08/19	
Alexis Hernandez	Police Property Specialist	Police	Police Services	03/28/14	07/22/19
Michelle Soto	Police Officer	Police	Patrol	01/07/19	07/29/19

ATTACHMENTS: None

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City of South Gate

Item No. 5

OCT 9 - 2019

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

8:15am


For the Regular Meeting of: October 22, 2019

Originating Department: Community Development

Department Director:


Joe Perez

City Manager:


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 SOUTH GATE MUNICIPAL CODE, AMENDING THE SOUTH GATE ZONING MAP TO INCLUDE AN OVERLAY BOUNDARY DESIGNATION, AND ADOPTING THE INITIAL STUDY AND NEGATIVE DECLARATION

PURPOSE: At its regularly scheduled meeting of September 24, 2019, the City Council conducted a duly noticed public hearing regarding the proposed Gateway District Specific Plan (Specific Plan). After receiving public testimony, the City Council continued the item and the public hearing to the regularly scheduled City Council meeting of October 22, 2019 in order to obtain additional public input.

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, the City Council held a duly noticed public hearing on September 24, 2019, and October 22, 2019, to take public testimony concerning this matter; 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.

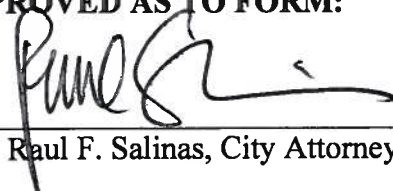
CITY OF SOUTH GATE:

By: _____
María Belén Bernal, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
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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Table of Contents

Chapter 01 Introduction

1.1. Overview.....	2
1.2. Location.....	2
1.3. Existing Setting.....	3
1.4. Specific Plan Purpose.....	3
1.5. Relationship to Other Planning Documents.....	4
1.6. Community Engagement.....	6
1.7. Environmental Review.....	7

Chapter 02 Vision and Goals

2.1. District Vision.....	10
2.2. Goals.....	10

Chapter 03 Land Use and Zoning

3.1. Overview.....	14
3.2. District Land Use Designation.....	14
3.2.1. Zoning Designations.....	14
3.2.2. Density and Intensity.....	14
3.3. Parcelization and Access.....	14
3.4. Zoning Modifications.....	16
3.4.1. Use Restrictions.....	16
3.4.2. Stepbacks and Setbacks.....	18
3.4.3. Active Use Requirements.....	18
3.4.4. Frontage Regulations.....	18
3.5. Parking.....	18
3.6. Easements.....	19

Chapter 04 Transit and Mobility

4.1. Overview.....	22
4.2. Multi-modal Street Network.....	22
4.3. LRT Alignment and Station Location.....	24
4.4. Station Access.....	26
4.4.1. Bus Access and Transfer.....	26
4.4.2. Vehicular and Parking Access.....	26
4.5. Station Lighting and Safety Considerations.....	28
4.6. Bicycle and Pedestrian Access.....	28
4.6.1. Bicycle-supportive Infrastructure.....	30
4.6.2. Pedestrian Access.....	30
4.6.3. Sidewalks.....	30
4.6.4. Crosswalks.....	30
4.6.5. Mid-block Crossings.....	31

Chapter 05 Development

5.1. Overview.....	34
5.2. Development Program and Mix.....	34
5.2.1. Mixed-use Development.....	35
5.2.2. Residential Development.....	35
5.2.3. South of Firestone.....	36
5.3. Building and Site Design.....	36
5.3.1. General Building Character.....	36
5.3.2. Frontage Design.....	36
5.3.3. Non-Residential Uses.....	37
5.3.4. Outdoor Dining.....	37
5.4. Lighting.....	37
5.5. Service and Loading.....	37

Chapter 06 Public Realm Design

6.1. Overview	40
6.2. Primary Public Realm	40
6.2.1. Gateway Plaza	40
6.2.2. Station Plaza	40
6.2.3. Couplet Parkway	42
6.3. Secondary Common Realm	42
6.4. Trees and Landscaping	44
6.4.1. General Guidelines	44
6.4.2. Planting Selection	44
6.4.3. Streetscape Planting	48
6.4.4. Median Planting	48
6.4.5. Low-Impact Development (LID) Design Options	49
6.5. Paseos	49
6.6. Street Furniture	49
6.7. Lighting Design	50
6.8. Signage and Wayfinding	50
6.8.1. General Guidelines	50
6.8.2. Signage as Branding	51
6.9. Public Art	51
6.10. Utilities and Equipment	52

Chapter 07 Utilities and Public Facilities

7.1. Overview	54
7.2. Infrastructure	54
7.2.1. Water System	54
7.2.2. Sewer System	57
7.2.3. Storm Drain System	57
7.2.4. Electric System	61

7.2.5. Natural Gas System	61
7.2.6. Telecommunications and Cable Television Systems	63
7.2.7. Fuel Systems	63

Chapter 08 Implementation Strategies and Financing

8.1. Overview	66
8.2. Development Incentives & Partnerships	66
8.2.1. Development Project Review	66
8.2.2. Parking Incentives and Management	66
8.2.3. Foster Public Private Partnerships	66
8.3. Financing Measures	66
8.3.1. Explore New Financing and Investment Structures	67
8.3.2. Revisit Existing City Program, Funds, and Measures	68
8.3.3. Evaluate Engagement with Existing, New, and Future Resources and Policies	69
8.4. Description of Selected Funding Sources	71
8.4.1. Local Fees, Taxes, and Revenues	72
8.4.2. State Funds and Revenues	73
8.4.3. Regional Funds and Revenues	73
8.4.4. Other Selected Public Fund Revenues	74
8.5. Community Benefits	74
8.5.1. Reducing Greenhouse Gas Reductions	74
8.5.2. Providing Transit-Oriented Housing	75
8.5.3. Fostering Job Growth	75
8.5.4. Healthy Communities	75

List of Figures and Tables

Figure 1-1: Gateway District LRT Station Location.....	2
Figure 1-2: Specific Plan Area (District) Location.....	3
Figure 1-3: Related Documents Timeline.....	5
Figure 2-1: Vision Diagram.....	10
Figure 3-1: Zoning and Parcel Map.....	15
Table 3-1: Use, Stepback, and Setback Requirements.....	16
Figure 3-2: Regulating Plan.....	17
Table 4-1: Multi-modal Street Network.....	22
Figure 4-1: Transit and Mobility Framework Plan.....	23
Figure 4-2: Station Plaza Access and Drop-Off Locations.....	24
Figure 4-3: Station Plaza and 1st Street Cross Section.....	25
Figure 4-4: Firestone Boulevard Future Improvements Cross Section.....	27
Figure 4-5: Atlantic Avenue Future Improvements Cross Section.....	27
Figure 4-6: Couplet Parkway and 3rd Street Couplet Cross Section.....	29
Figure 4-7: New Street Cross Section (Tertiary).....	29

Table 5-1: Conceptual District Development Program ...	34
Figure 6-1: Public and Common Realm Concept.....	41
Figure 6-2: Gates Conceptual Theme.....	42
Figure 6-3: Bioswale Corridor Conceptual Theme.....	43
Figure 6-4: Container Yard Conceptual Theme.....	43
Figure 6-5: Urban Tree Canopy Plan.....	45
Figure 6-6: Street Tree Palette.....	46
Table 6-1: Recommended Street Tree Designations.....	48
Figure 7-1: Existing and Planned Water System.....	56
Figure 7-2: Existing and Planned Sewer System.....	58
Figure 7-3: Existing and Planned Storm Drain System.....	60
Figure 7-4: Existing and Planned Electric System.....	62
Figure 7-5: Existing and Planned Fuel System.....	64
Table 8-1: Applicable Cap-and-Trade Funding Programs.....	70
Figure 8-1: New Residential Demand.....	74
Figure 8-2: Secondary Market Flex Demand.....	75

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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.

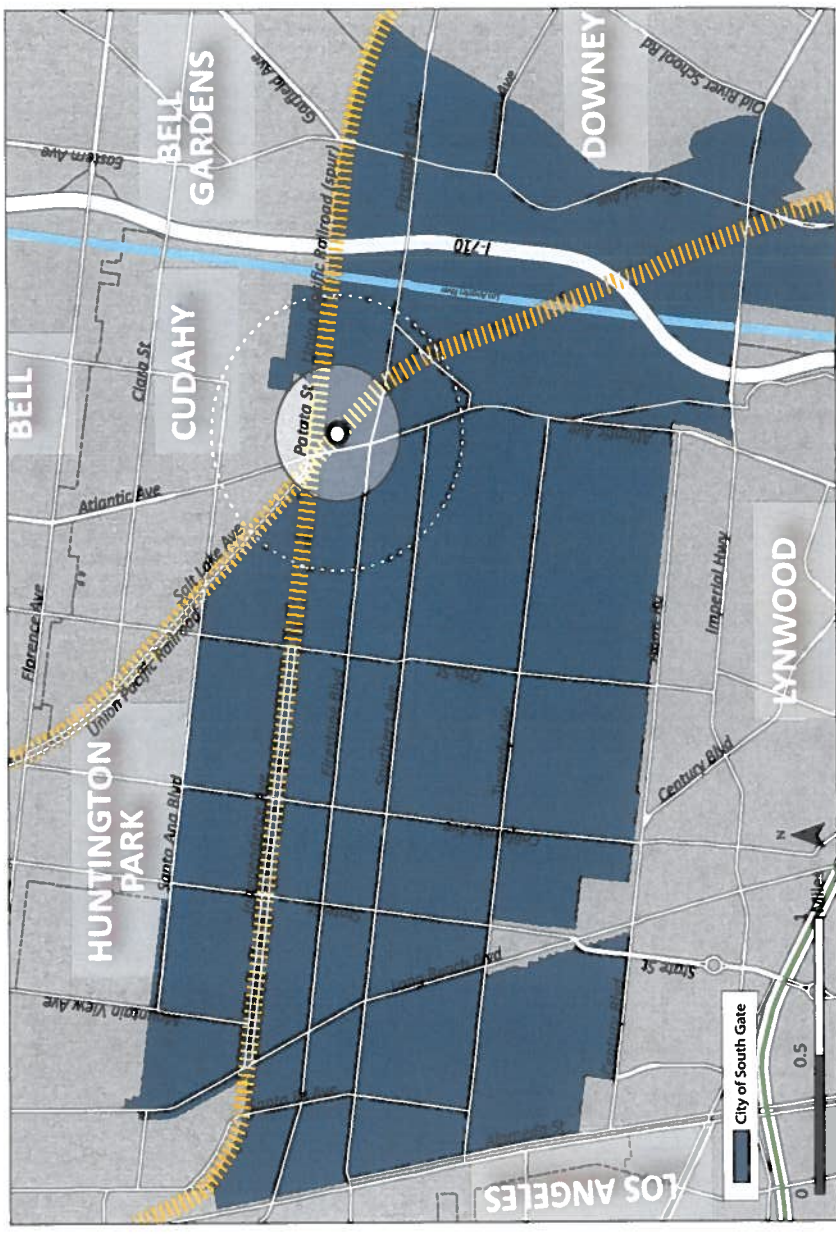


Figure 1-1: Gateway District LRT Station Location

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

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

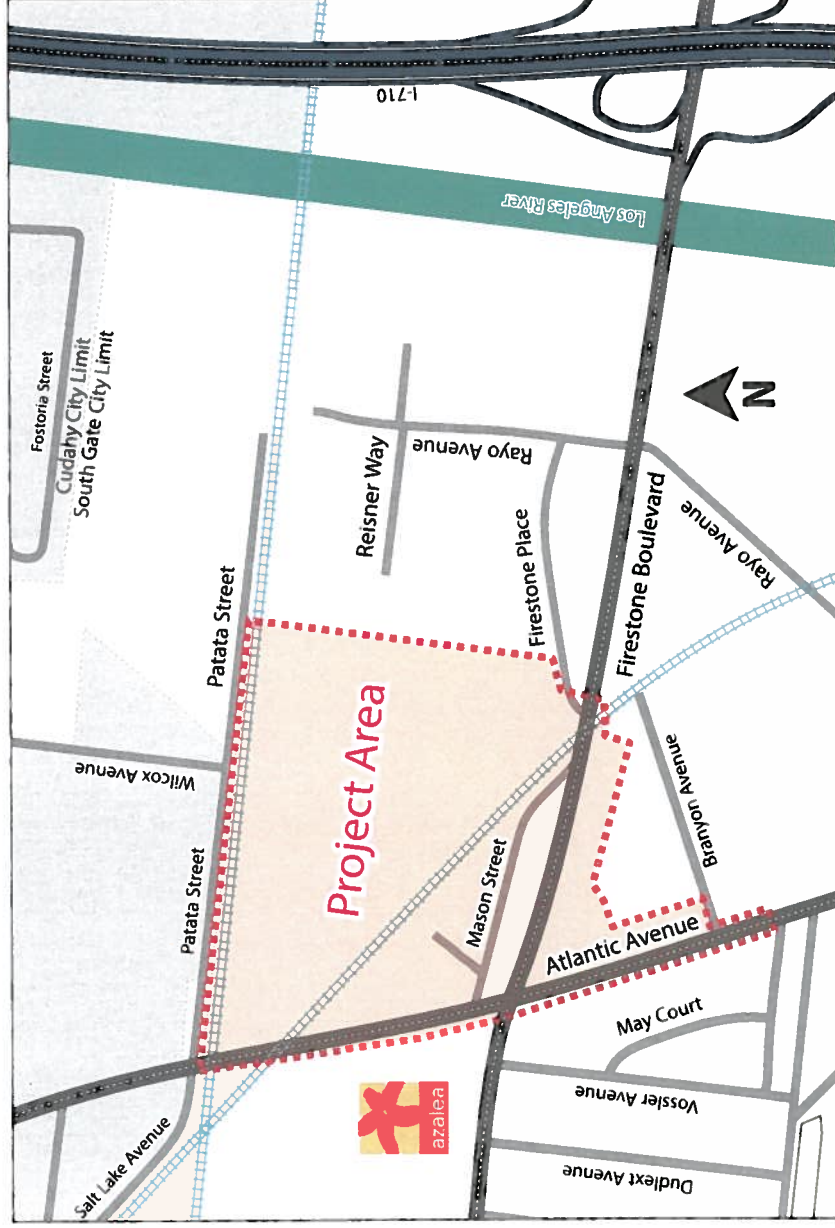


Figure 1-2: Specific Plan Area (District) Location

1.5. Relationship to Other Planning Documents

A. City of South Gate General Plan [2009]

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

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

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

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

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

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

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

D. Related Rail Studies and Station Area Planning

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

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

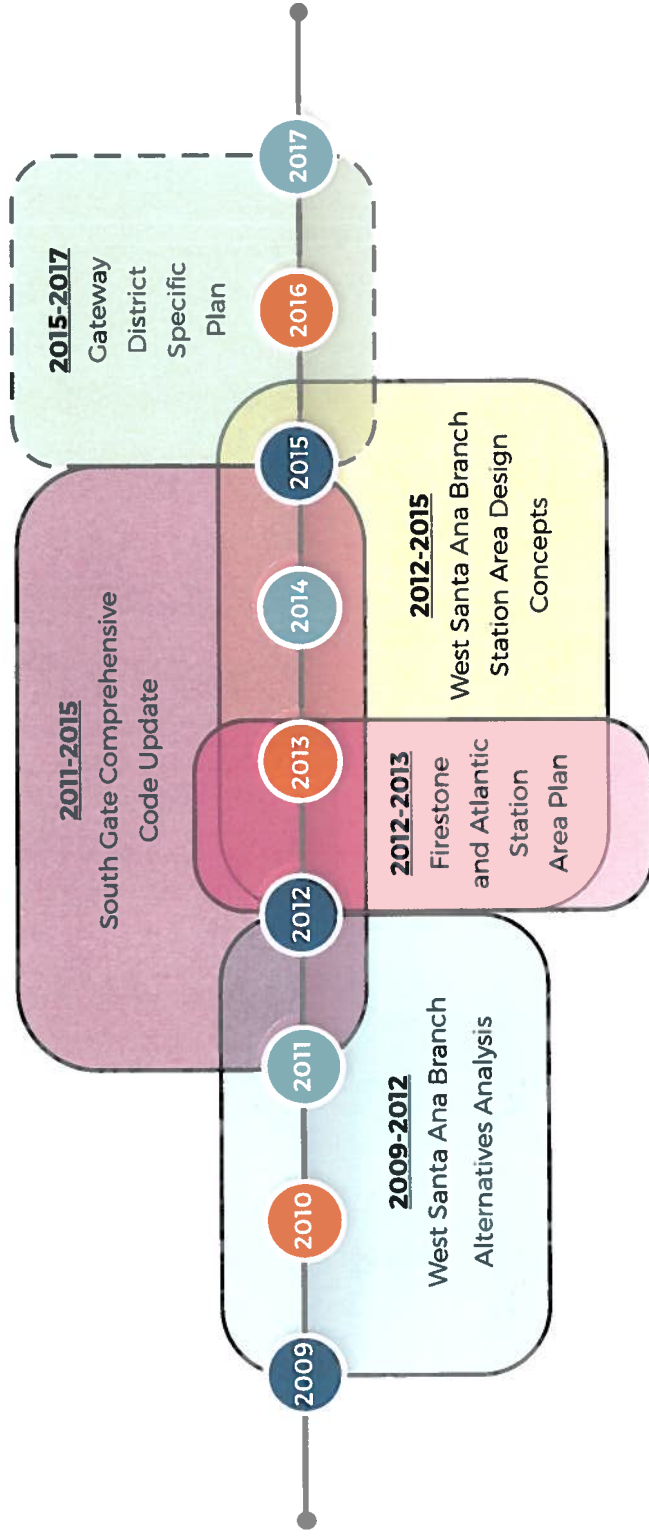
1. South Gate Rail Station Study [2012]
2. Pacific Electric Right-of-Way / West Santa Ana Branch Alternatives Analysis Report [2012]
3. Firestone & Atlantic Station Area Plan [2013]
4. West Santa Ana Branch Station Area Design Concepts [2016]

E. SCAG 2012-2035 RTP/SCS

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

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

Figure 1-3: Related Documents Timeline



1.6. Community Engagement

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

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

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

The following events were hosted by the City:

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

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

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

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

Planning Commission Workshop: July 19, 2016

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

Planning Commission Meeting: November 1, 2016

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

City Council Meeting: November 22, 2016

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

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

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



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

Steering Committee 4: Public Review Draft August 16, 2017

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

1.7. Environmental Review

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

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

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

Adoption of the Plan as a Transit-Oriented Development (TOD) within a Transit Priority Area (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.

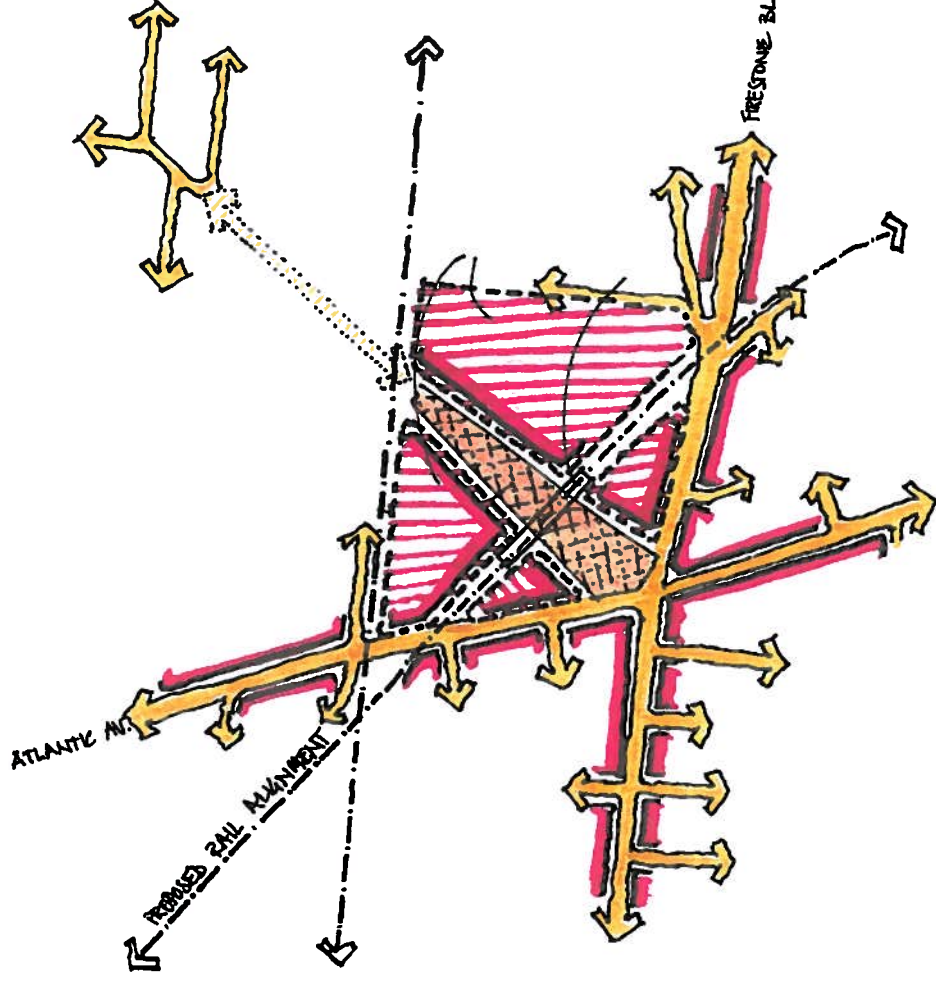
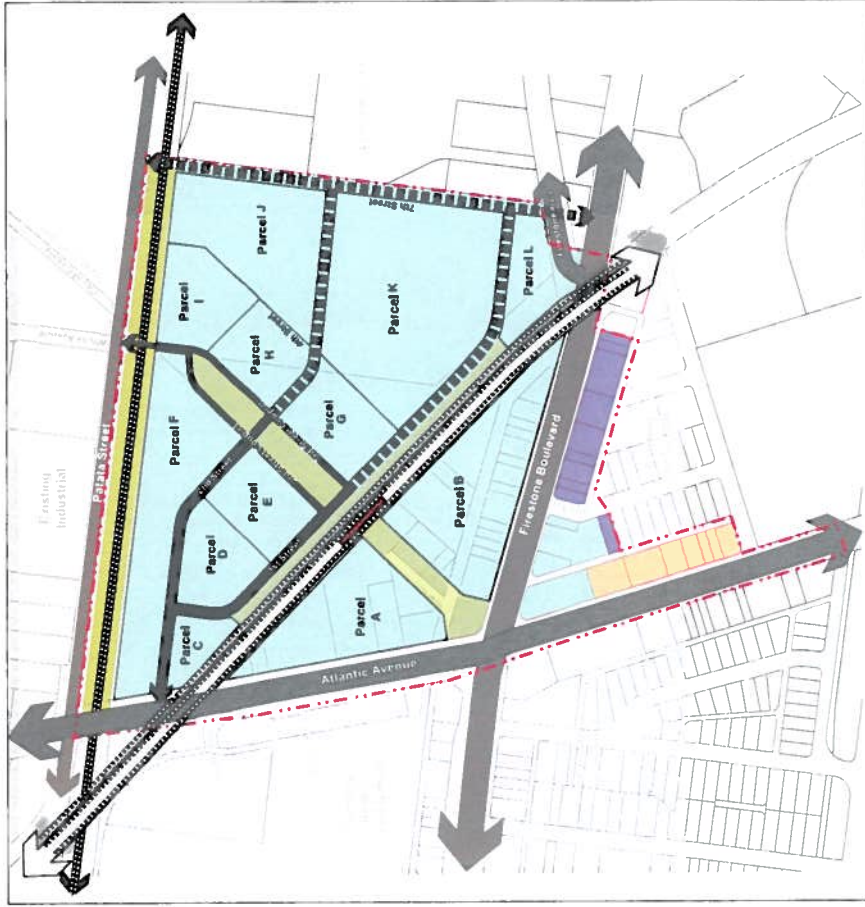


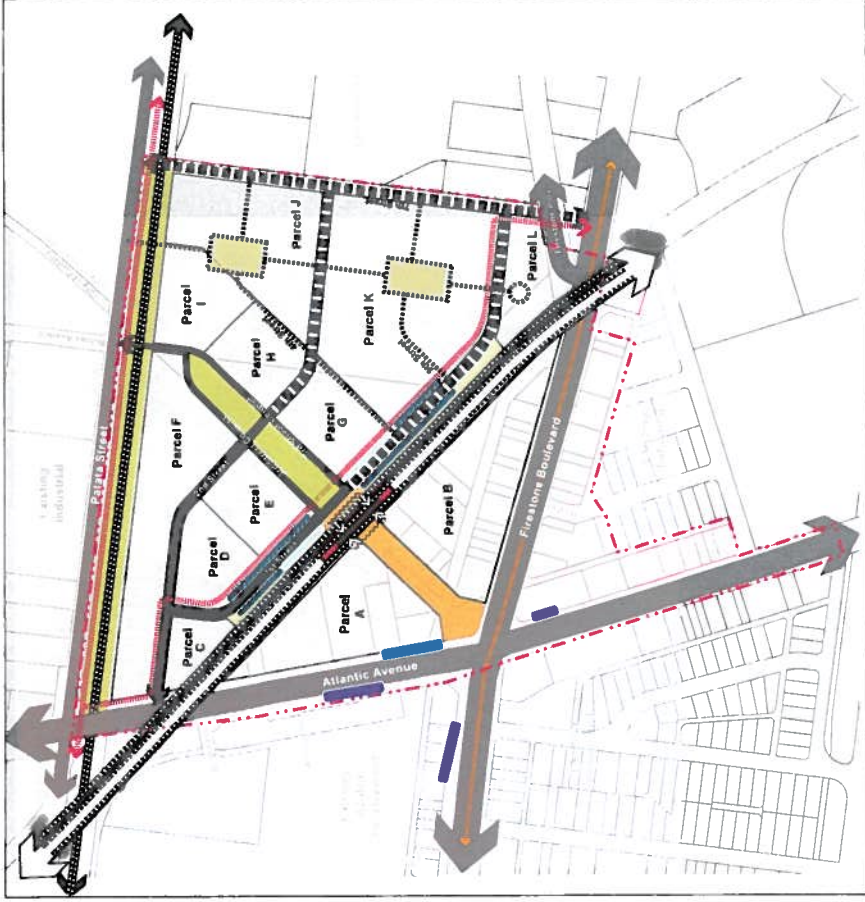
Figure 2-1: Vision Diagram

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



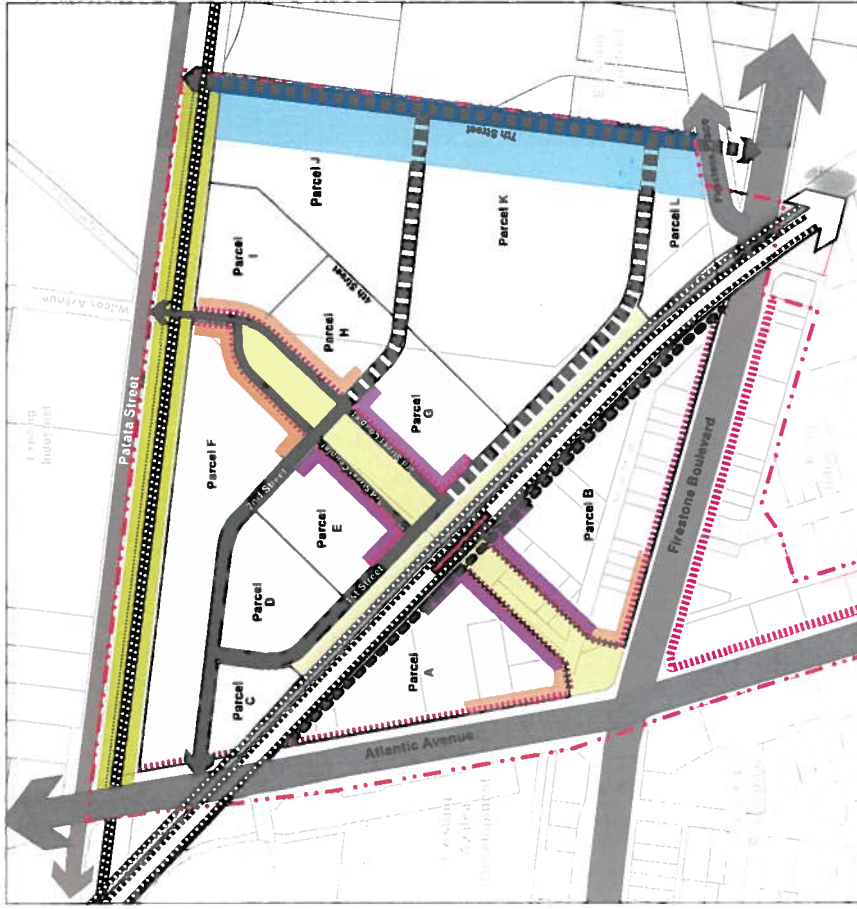
Goal 1: Encourage mixed-use, transit-oriented development to support a healthy, sustainable community.

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



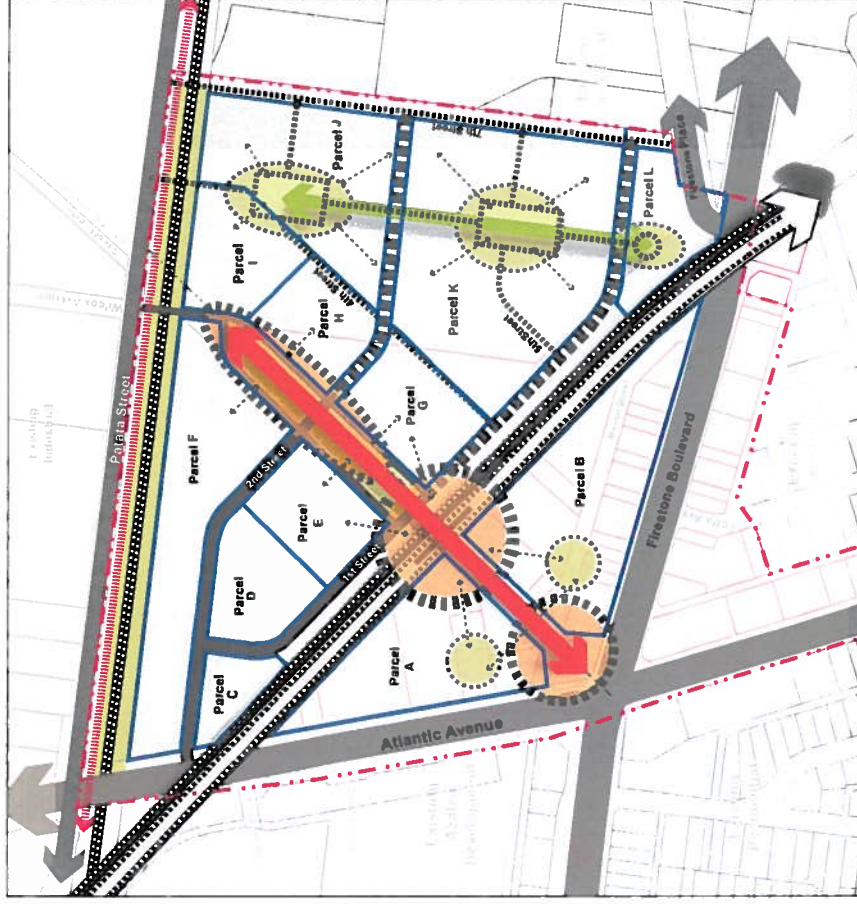
Goal 2: Promote efficient movement of people (walking, biking, bus, and transit use) to reduce vehicle miles travelled.

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 (VMT), 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

- 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

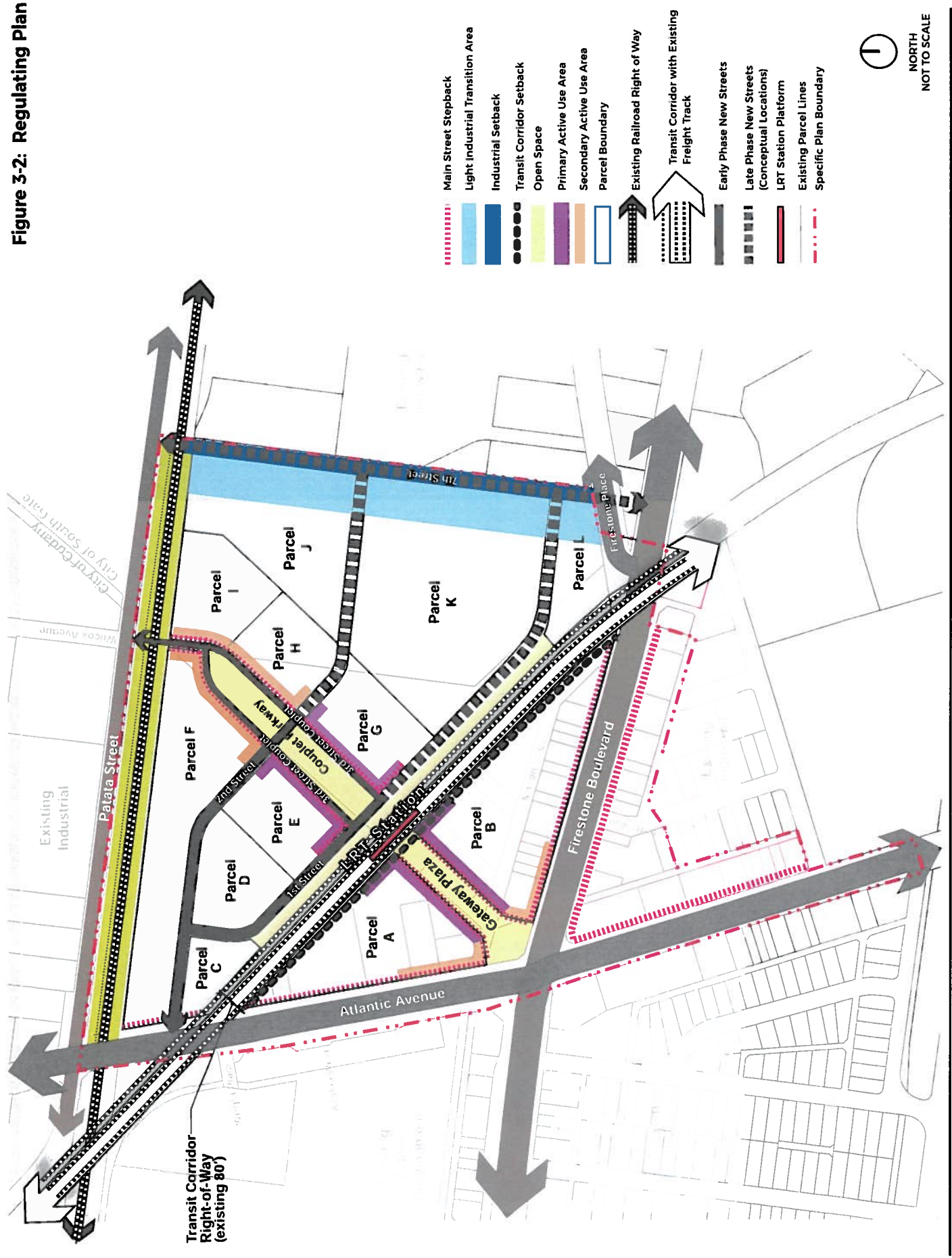
dimension of 50 feet wide between the 3rd Street Couplet. See Chapter 4 Transit & Mobility for proposed cross section.

- 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



- Main Street Stepback
- Light Industrial Transition Area
- Industrial Setback
- Transit Corridor Setback
- Open Space
- Primary Active Use Area
- Secondary Active Use Area
- Parcel Boundary
- Existing Railroad Right of Way
- Transit Corridor with Existing Freight Track
- Early Phase New Streets
- Late Phase New Streets (Conceptual Locations)
- LRT Station Platform
- Existing Parcel Lines
- Specific Plan Boundary

NORTH
NOT TO SCALE

3.4.2. Stepbacks and Setbacks

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

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

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

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

3.4.3. Active Use Requirements

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

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

3.4.4. Frontage Regulations

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

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

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

3.5. Parking

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

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

1. Consistent with Zoning Code Section 11.33.110, all uses and Development Area Parcels shall:
 - a. Establish a shared parking district or plan to calculate and provide parking utilizing a mixed-use 'shared parking' approach.
 - b. Implement other supportive Trip Reduction Measures
2. Parking, structured and/or surface, should be located internal to the block for Parcels A, B, E, F, C 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.

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.

- 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.

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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.

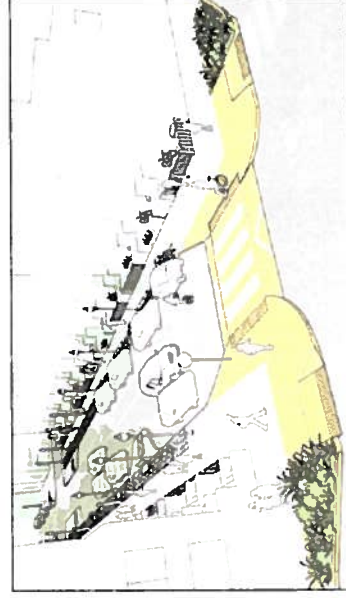
4.2. Multi-modal Street Network

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.

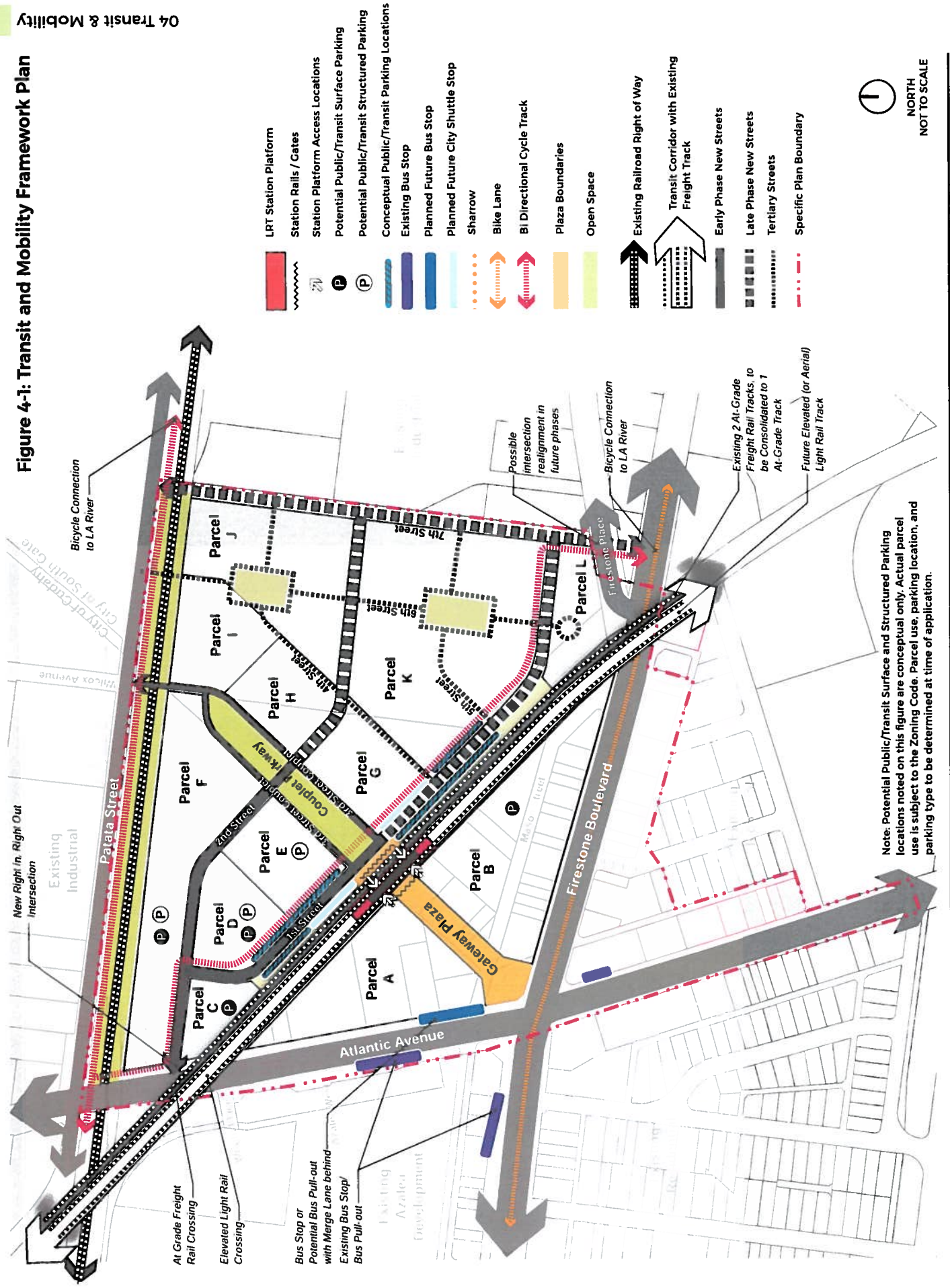


NACTO Multi-modal Street Diagram. Multi-modal streets incorporate pedestrians, bicycles, and vehicles. Image Credit: Urban Street Design Guide, National Association of City Transportation Officials (NACTO)

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

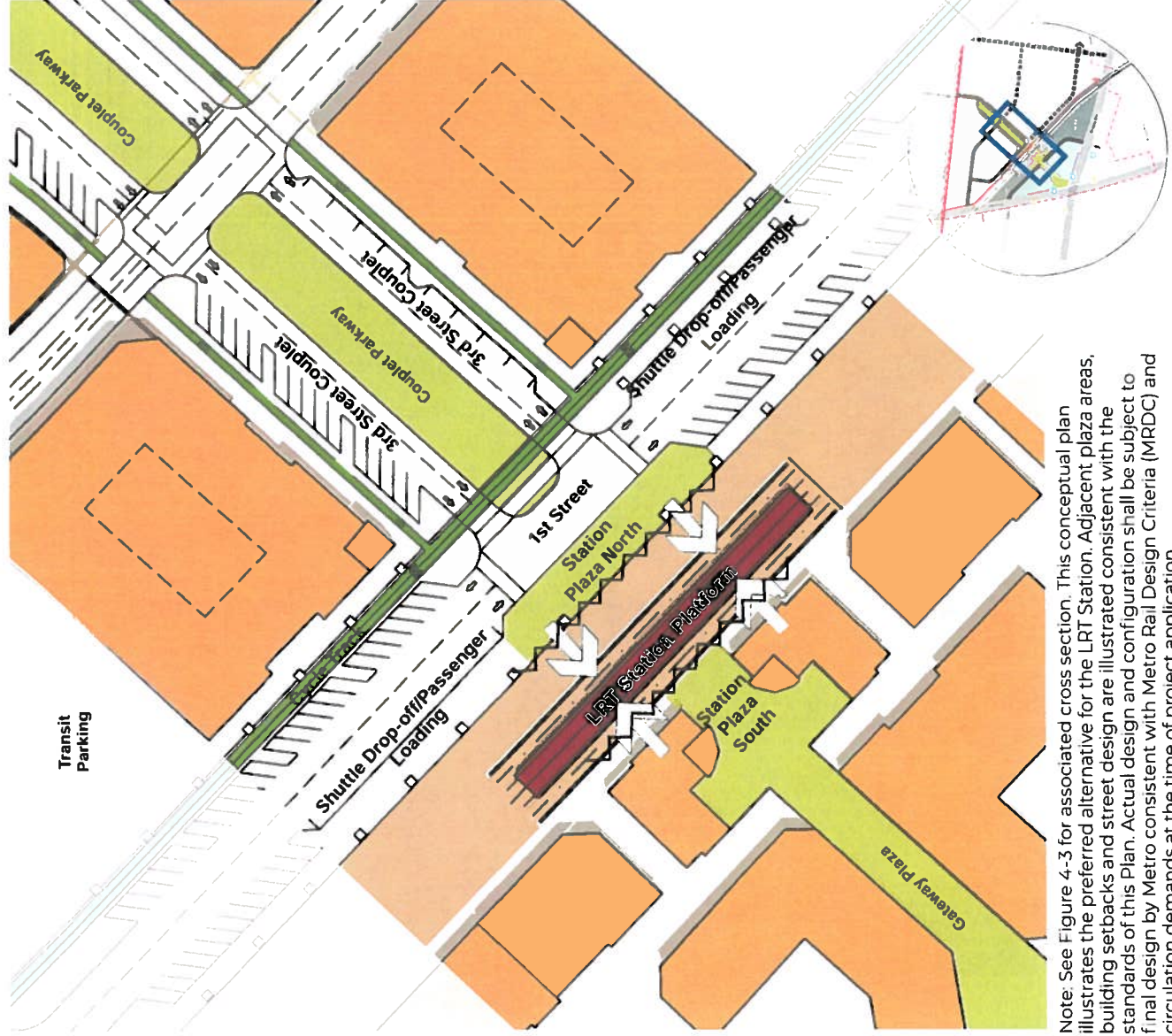
The LRT alignment will parallel the existing Ports-owned and Union Pacific (UP) operated railroad freight right-of-way, known as the San Pedro Subdivision. The LRT alignment will be an aerial configuration, to minimize impacts to street and freight rail operations, while maximizing the safety and speed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

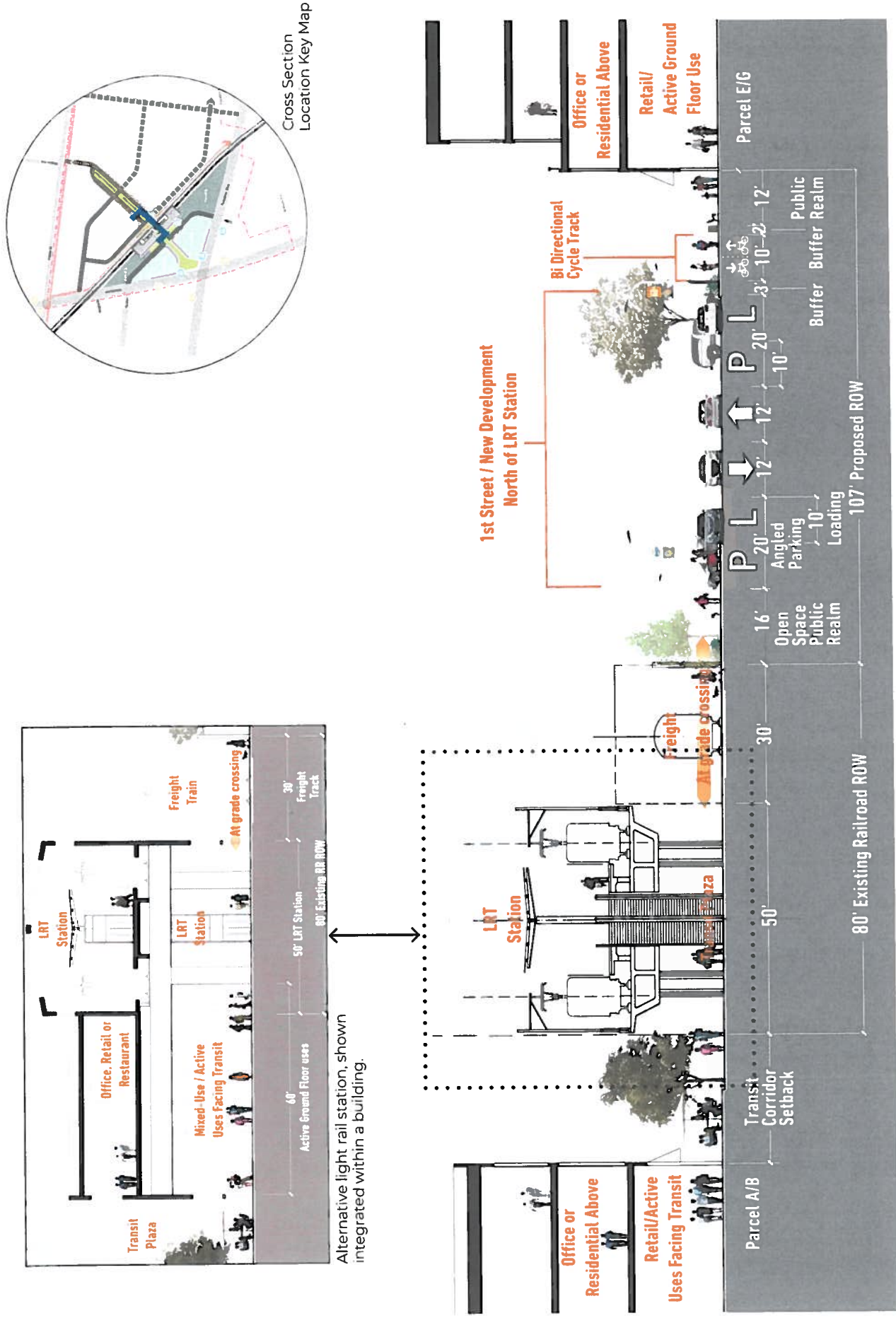


Figure 4-3: Station Plaza and 1st Street Cross Section

Note: This cross section illustrates the preferred alternative for an elevated, center loaded LRT Station. Adjacent plaza areas, building setbacks, 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.

- 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.

- 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.
- 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.

- Bus access shall be coordinated with site design to link the LRT Station to Firestone Boulevard and Atlantic Avenue.
 - 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.
 - Design bus pull-outs in accordance with guidance provided in Metro's Transit Service Policy.

- 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

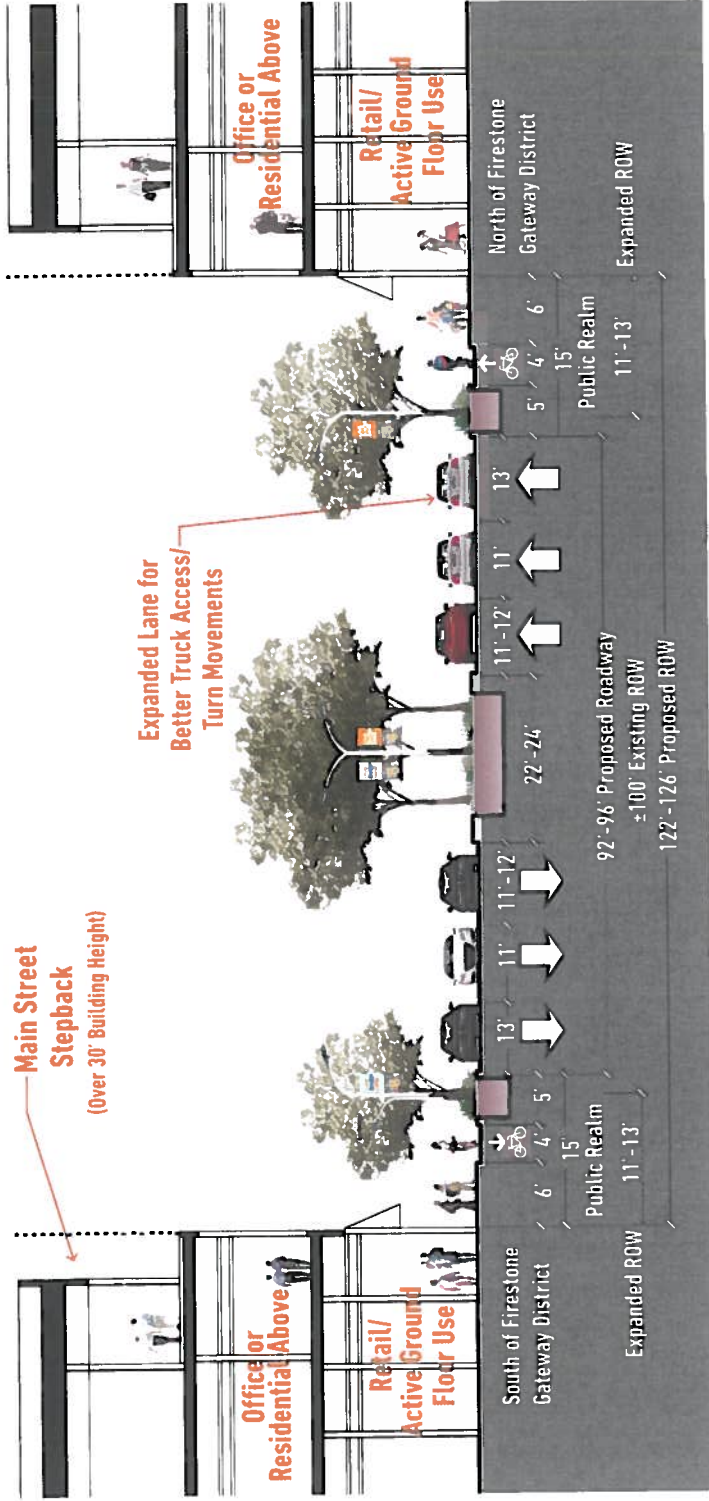
The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. See Section 3.5 Parking for further details.

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

To achieve this, the following policies apply.

- Provide adequate vehicular access; see Figure 4-1: Transit and Mobility Framework Plan.
 - 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; see Figure 4-1: Transit and Mobility Framework Plan.
 - Provide vehicular passenger drop-off/pick-up space on 1st Street adjacent to the LRT Station.

- Incorporate on-street parking on 1st Street, adjacent to the railroad right-of-way for transit users.
 - 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.
 - 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.
 - 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.



*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*

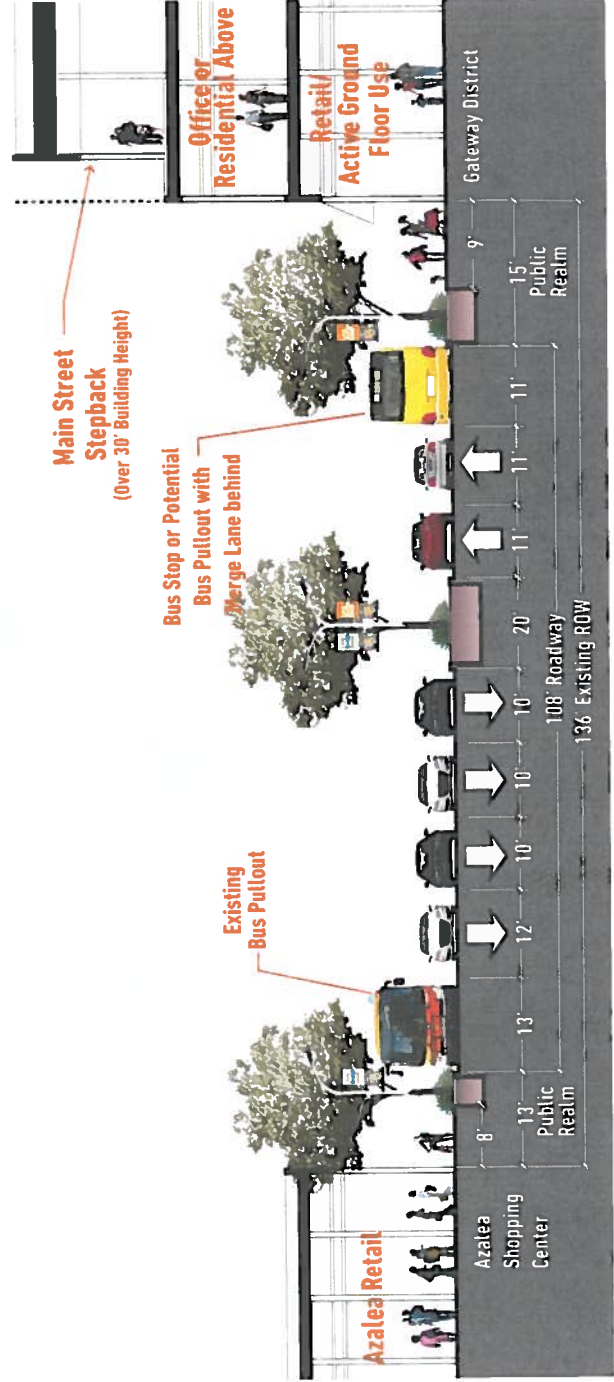


Figure 4-5: Atlantic Avenue Future Improvements Cross Section

- 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.
 - 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.

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

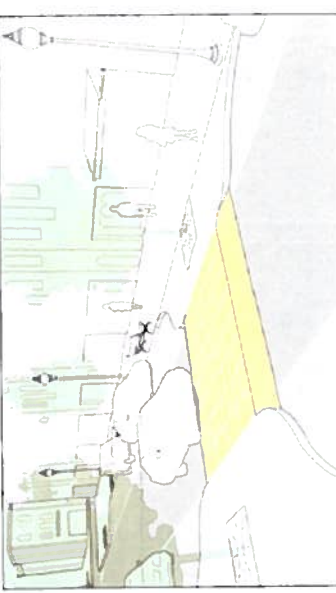
Sidewalks are a key feature of the pedestrian network; the following policies apply:

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.



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)



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

4.6.5. Mid-block Crossings

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

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

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

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05 Development

5.1. Overview

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

5.2. Development Program and Mix

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

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

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

Table 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		Surface parking lot.	Landscaping, per Code.
C	0.5	Initial Phase: Construction Lay-Down Area. Later-Phase: Transit Parking.	Parking structure w/at-grade active uses.	Plaza or green space area integrated with development.
D	1.0	Initial Phase: Construction Lay-Down Area. Later-Phase: Mixed-use with transit parking.	Podium or "wrap" building, with integrated structured parking.	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.	Surface parking lot, and/or 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.	Podium or "wrap" 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.	Surface parking lot, and/or podium or "wrap" building, 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 and/or structured parking.	Open space amenity within campus courtyard(s) or green(s).
J	3.9	Mixed-use, office and industrial flex; and/or community facilities.	Surface parking lot.	Landscaping, per Code.
K	6.3		Surface parking lot.	
L	1.2	Mixed-use, office and industrial flex; parking.	Surface parking lot.	
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.
3. The ground floor level of new buildings shall be at-grade to the adjacent sidewalk and parallel streets. This makes the



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

- a. 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.

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

5.3.3. Non-Residential Uses

- Design non-residential street facing façades to be primarily composed of clear, non-reflective glass that allow views of the indoor space.
- Retail and active uses should be designed with a minimum ground-floor height of 15 feet.
- Each ground floor tenant space should incorporate active land uses, storefront bays, and displays that create articulation and provide ground floor entrances.
- 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.
- 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.

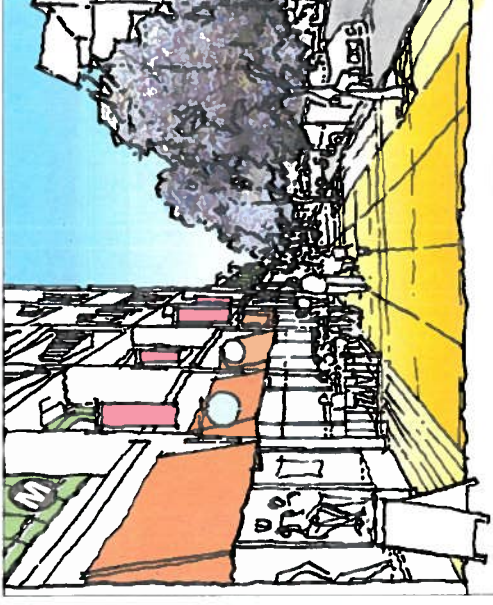
5.3.4. Outdoor Dining

- 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

1. 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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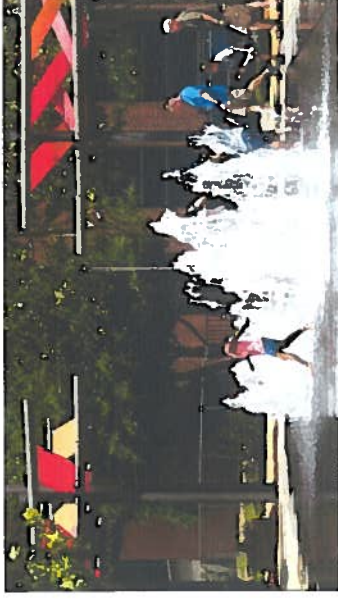
06 Public Realm Design

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.

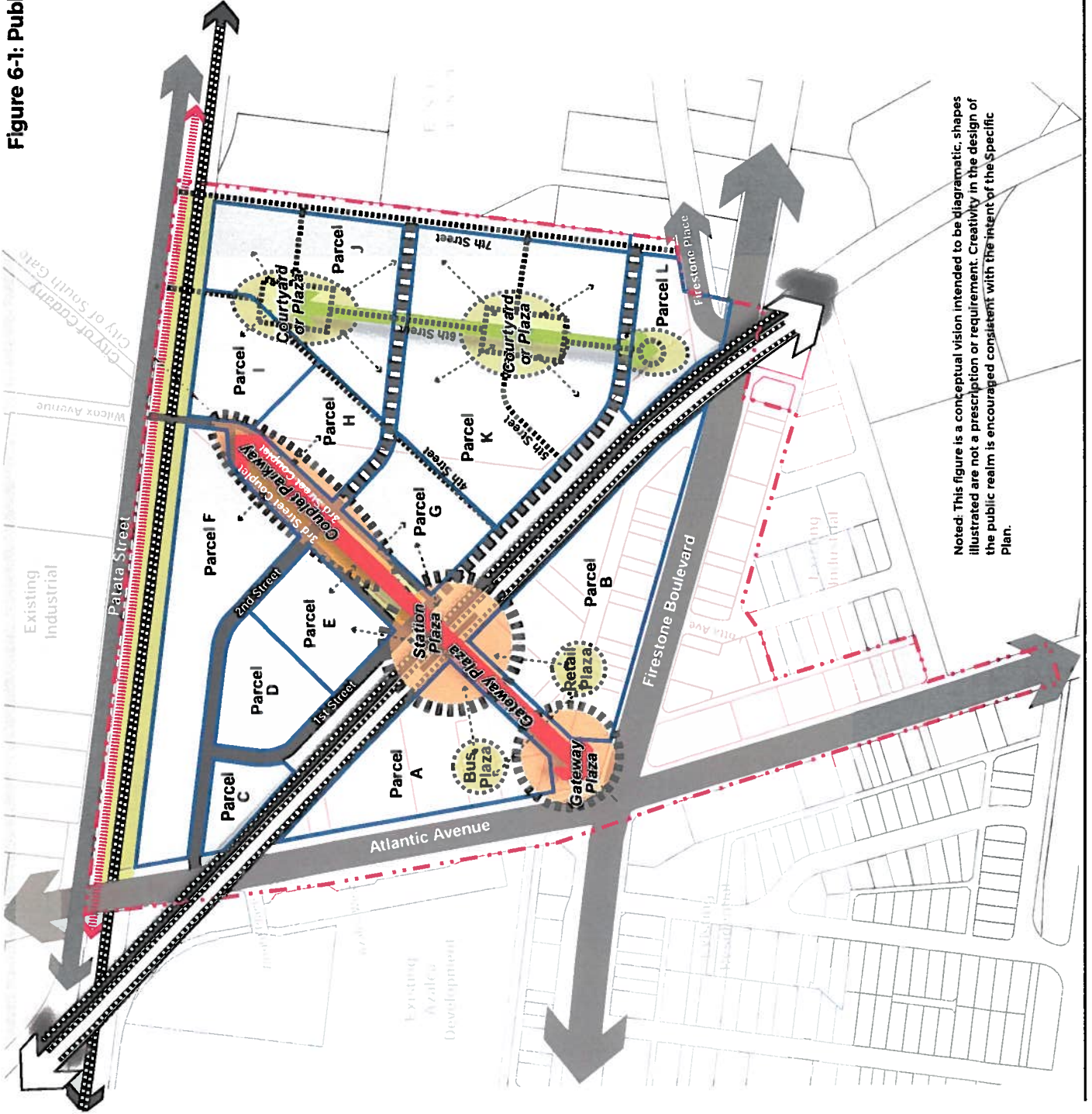
2. The focal point of the plaza should be an interactive water fountain with colorful lighting to provide both day and night interest.
3. The water feature should be surrounded by seating areas serving adjacent retail and restaurants.
4. The Gateway Plaza will incorporate high-quality paving materials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



Noted: This figure is a conceptual vision intended to be diagrammatic. Shapes illustrated are not a prescription or requirement. Creativity in the design of the public realm is encouraged consistent with the intent of the Specific Plan.

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

6.2.3. Couplet Parkway

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

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

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.

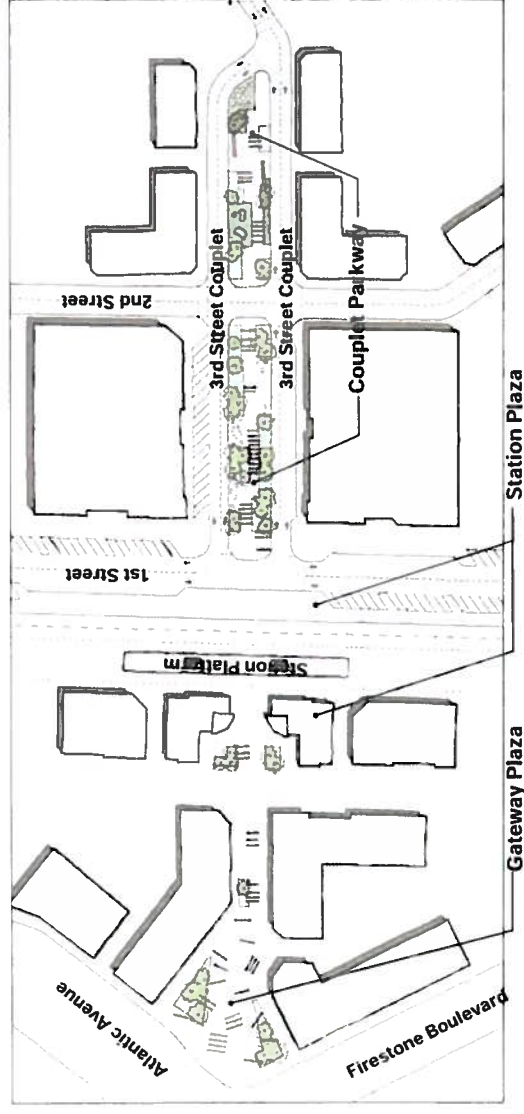
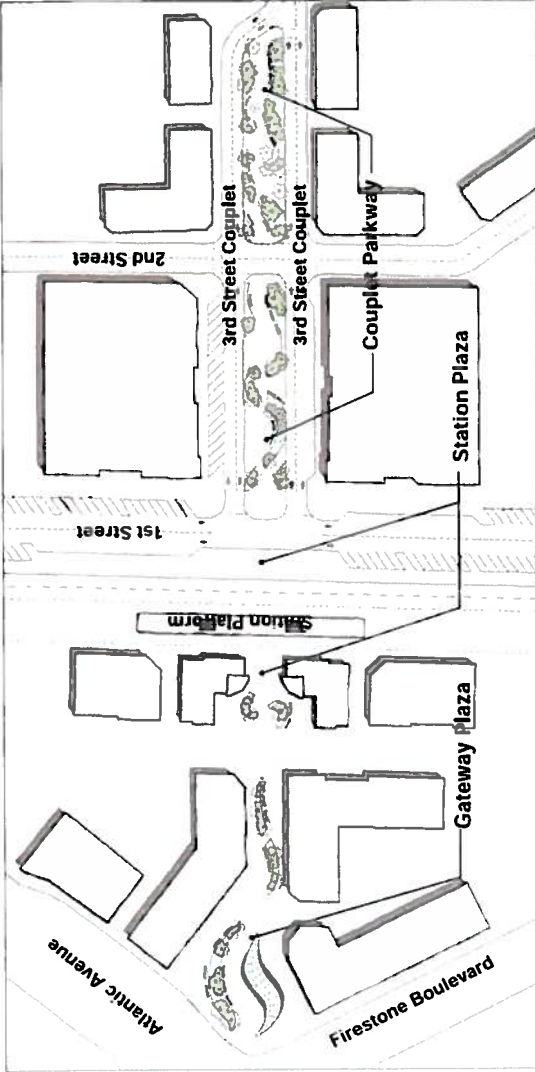


Figure 6-2: Gates Conceptual Theme
Industrial-inspired steel gates frame spaces throughout the public realm. In the Gateway Plaza, the steel gates are played to reflect traffic coming from multiple directions. Gates can be outfitted with misters or motion activated water features as a centralized attraction. 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.

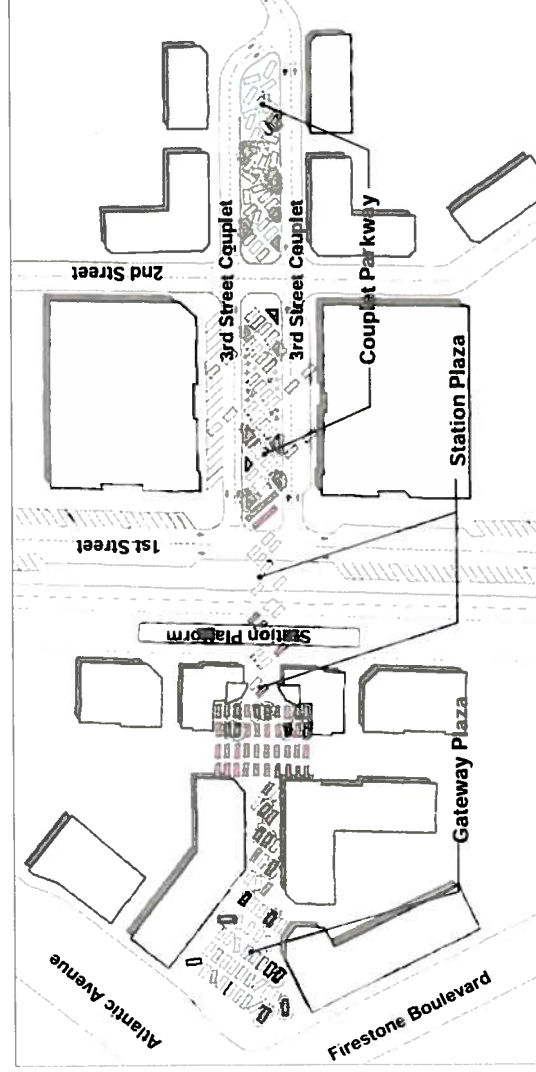
**Figure 6-3:
Bioswale Corridor
Conceptual Theme**

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 seawall 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 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 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

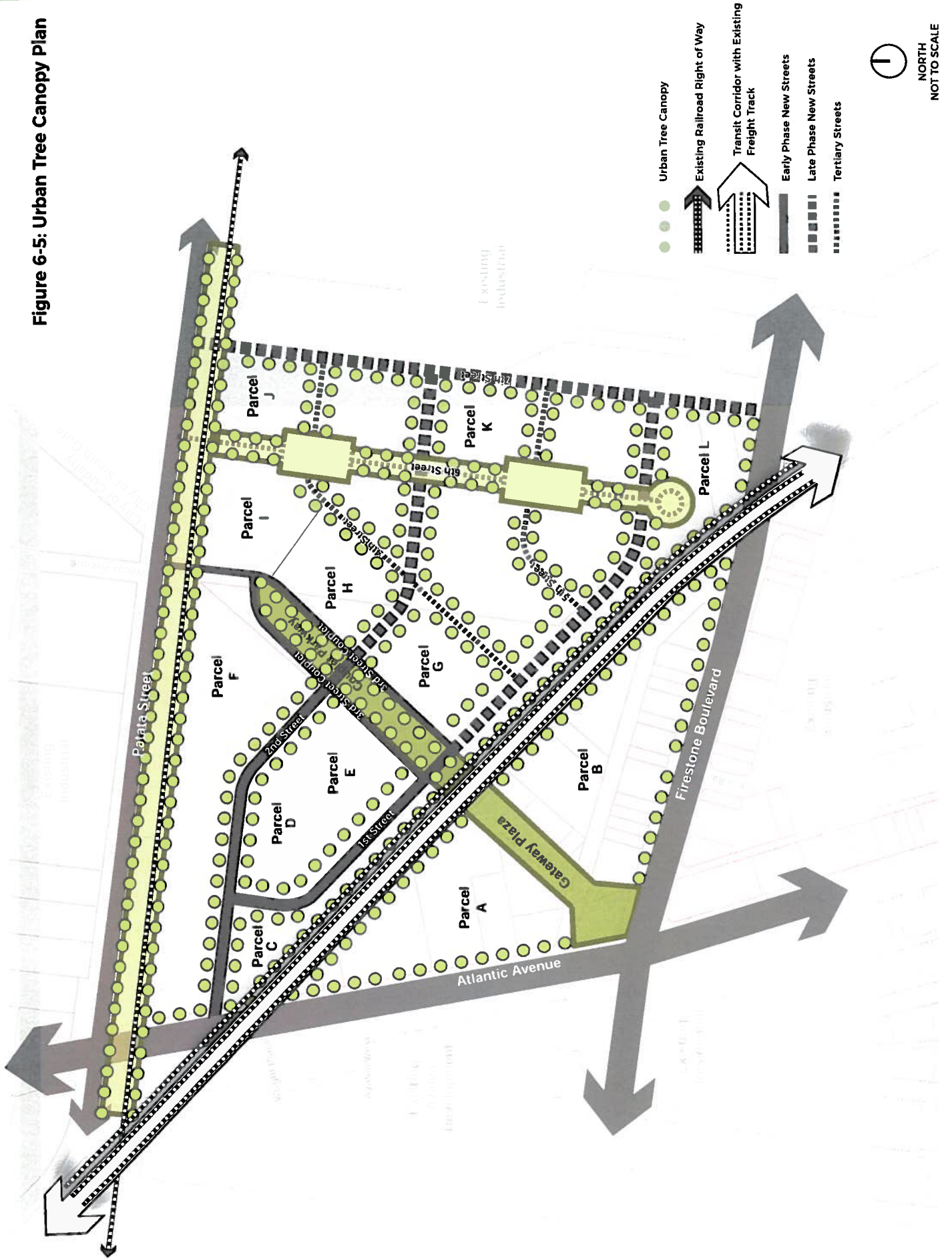


Figure 6-6: Street Tree Palette

Primary Public Realm	Secondary Common Realm	Public Realm Improvement
		
<p>London Plane Tree <i>Platanus x acerifolia</i></p> <p>Height: 40 -80 ft. Canopy Cover: 40 ft. + Spacing: 30-40 ft. Water Use: Moderate</p>	<p>Southern Magnolia <i>Magnolia grandiflora</i></p> <p>Height: 60-80 ft. Canopy Cover: 40-60 ft. Spacing: 40-60 ft. Water Use: Moderate</p>	<p>Pink Trumpet Tree <i>Tabebuia avellanedae</i></p> <p>Height: 30-50 ft. Canopy Cover: 30-40 ft. Spacing: 30-35 ft. Water Use: Moderate</p>

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 x 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 'Raywood'</i>	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.



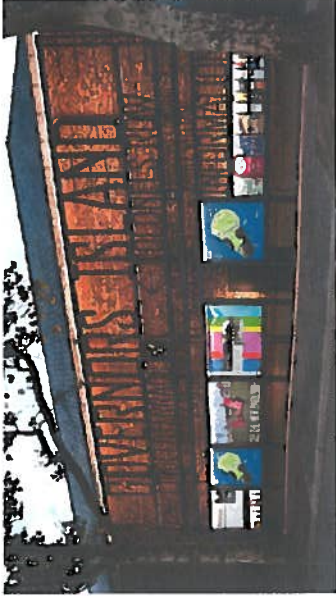
Memorial Park, Houston, TX. Consistent and cohesive lighting elements are not only functional, but also offer wayfinding and character to a design.

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 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

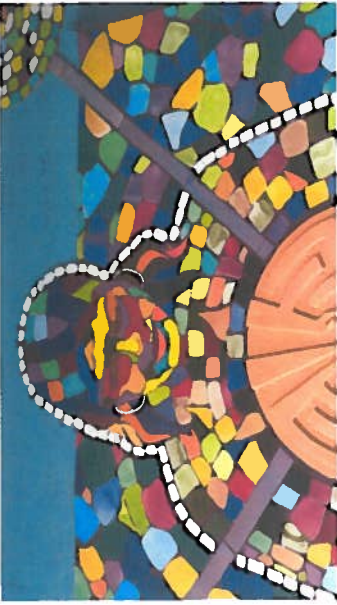
The following recommendations apply to the design of all signage and way-finding in the project area. These include signs of all types, and for all audiences, within the public right-of-way. These recommendations do not supersede the requirements of the Zoning



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.

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.

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

- 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.

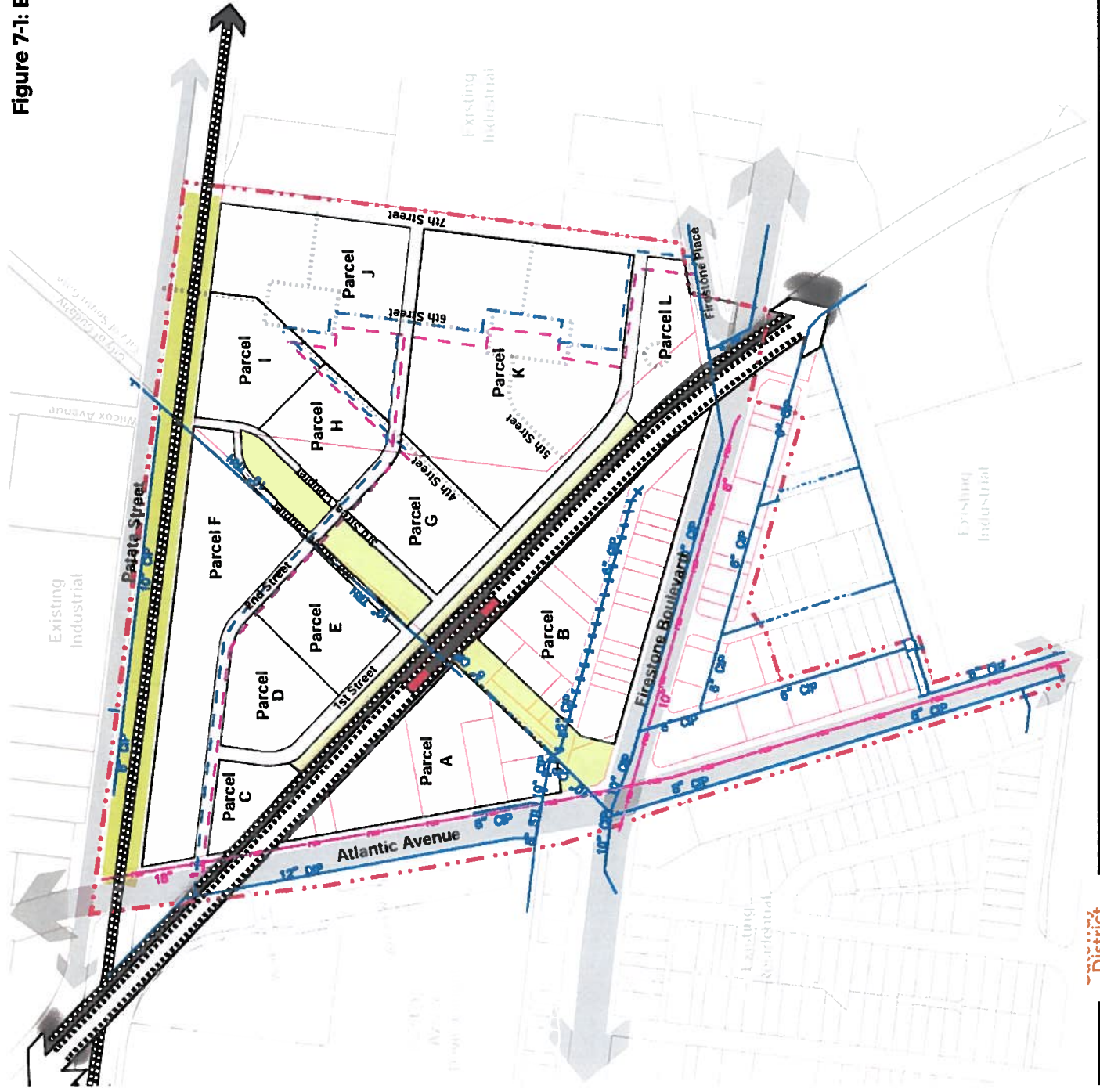
Potable water lines are located in the public right of way under existing streets. Most existing water lines found in this subarea are Cast Iron Pipe (CIP), with some Ductile Iron Pipe (DIP) and Transite (TRN) pipe. The pipe diameters range from 6-inch to 18-inch. Figure 7-1: Existing and Planned Water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

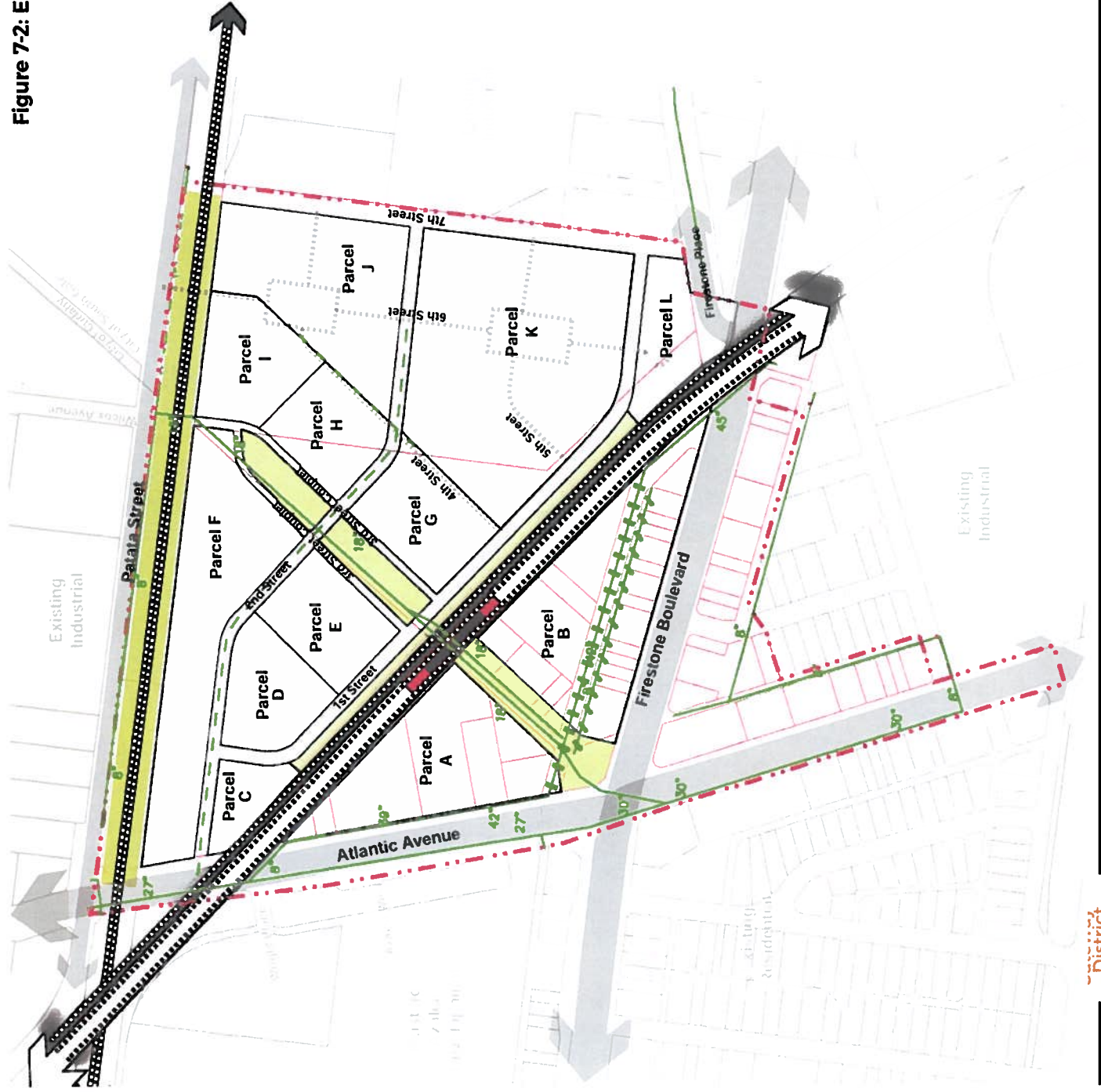
7.2.3. Storm Drain System

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

NORTH
NOT TO SCALE

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

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

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

Low Impact Development (LID) Practices and Project Requirements

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

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

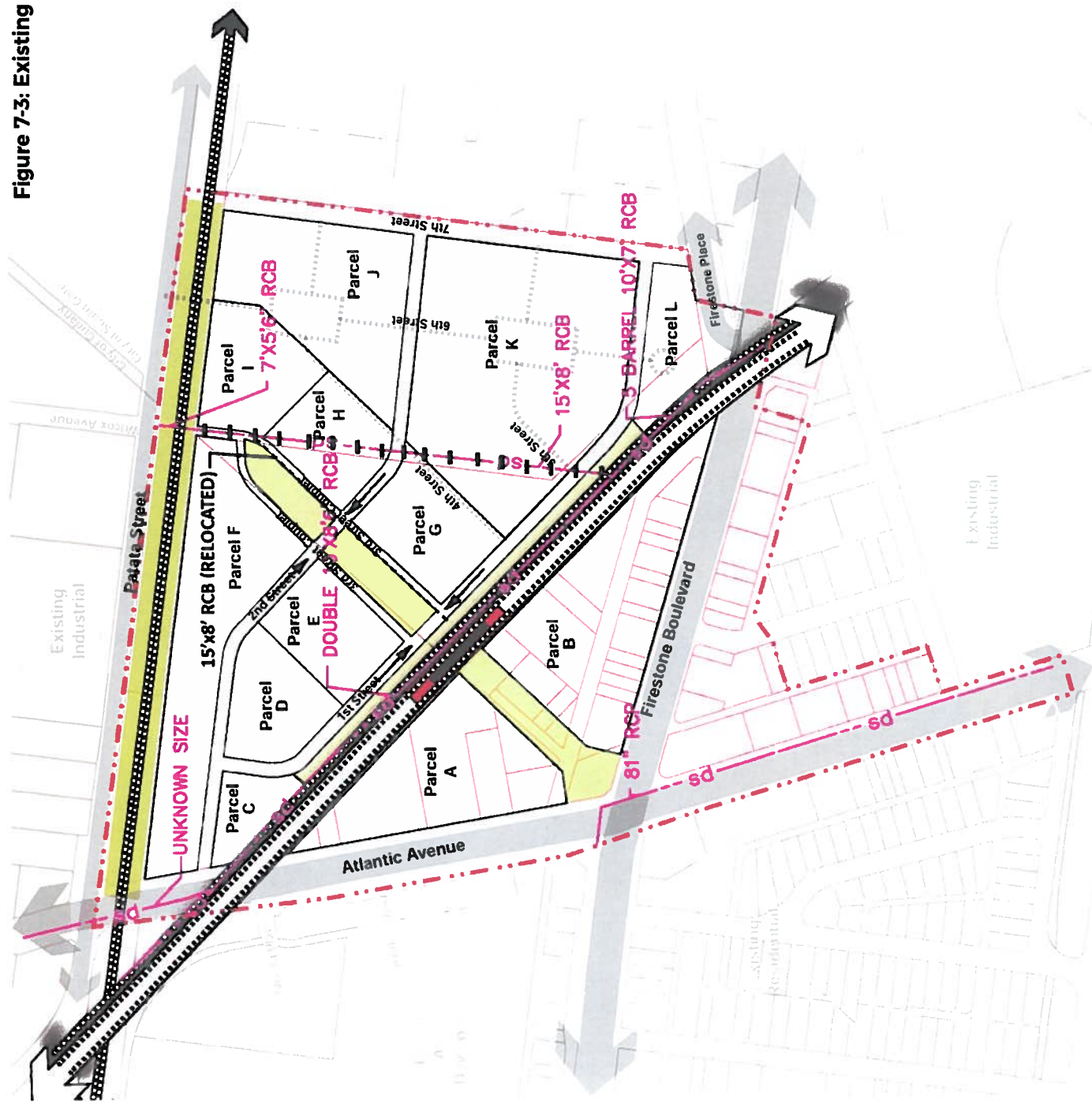
LID practices or storm water quality control measures can be categorized into the following types:

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

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

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

Figure 7-3: Existing and Planned Storm Drain System



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



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,

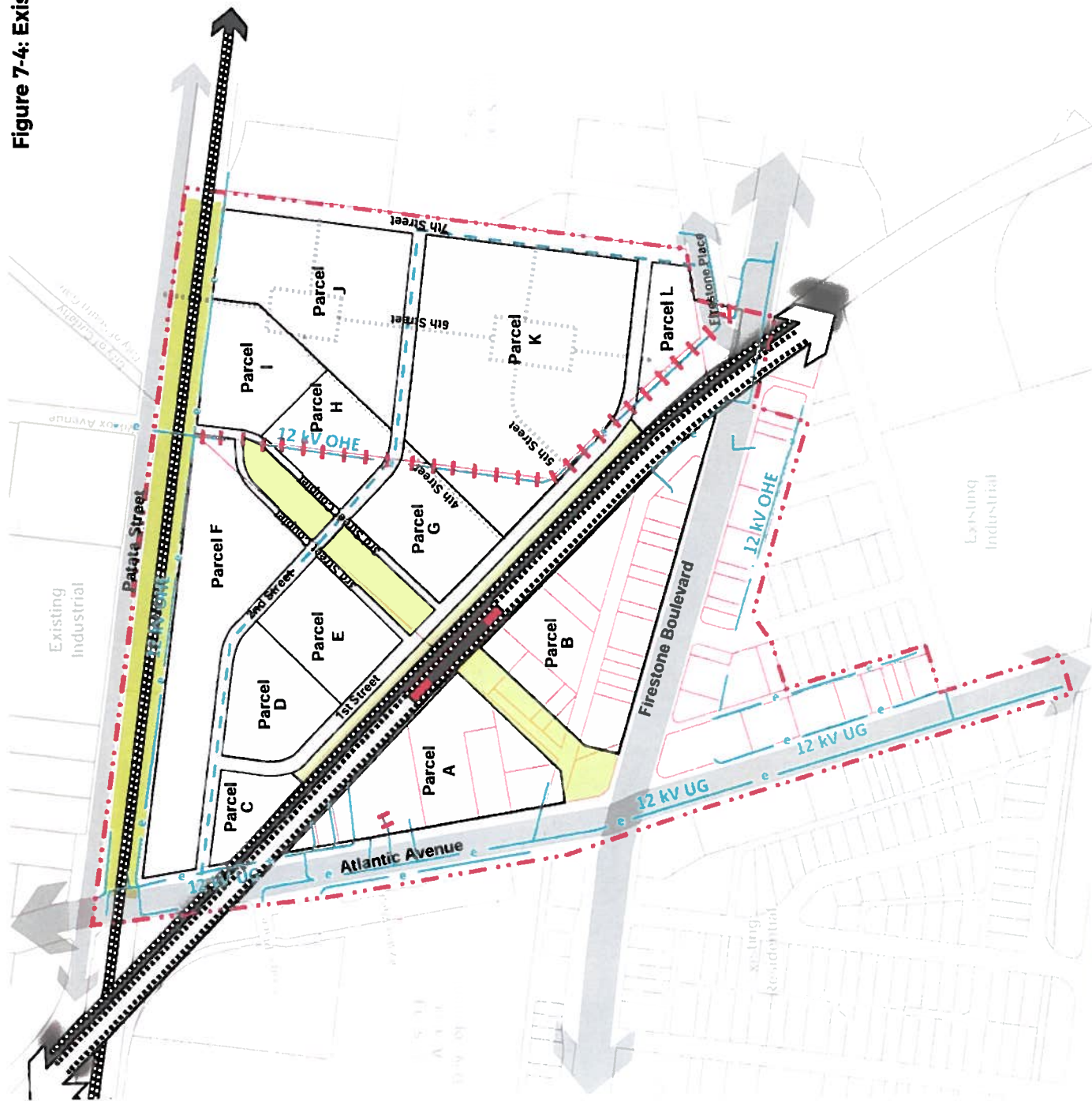
SCG owns and operates transmission mains, distribution pipelines and service laterals.

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-inch 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
- - - Future 12kV OHE 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.

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). CRIsAs 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 CRIsAs 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 impact 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
Natural Resources and Waste Diversion Funding	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	
	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 (OEHA) 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 (RMIRA). In addition to formula funding earmarked for road maintenance and rehabilitation, complete streets, traffic signals, and drainage improvements a portion of funds will be deposited in other competitive funding pots, such as the Active Transportation Program (ATP) and the Transit and Intercity Rail and Capital Program (TIRCP) that cities can apply for.

Active Transportation Program (ATP) Grants

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

8.4.3. Regional Funds and Revenues

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



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

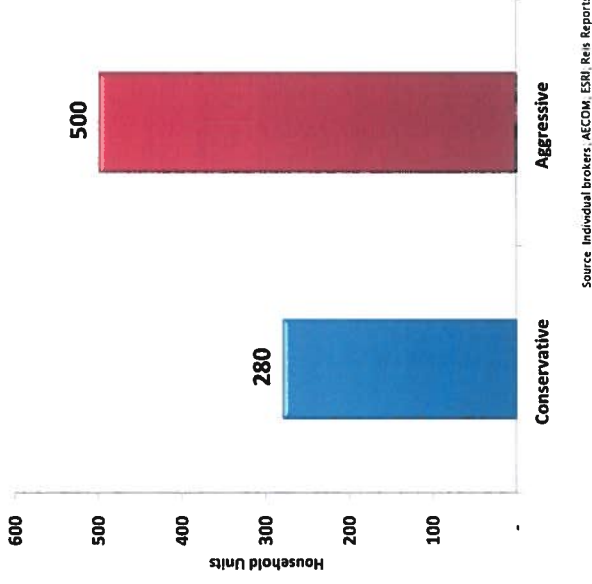
8.4.4. Other Selected Public Fund Revenues

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

8.5. Community Benefits

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

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



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.

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.

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

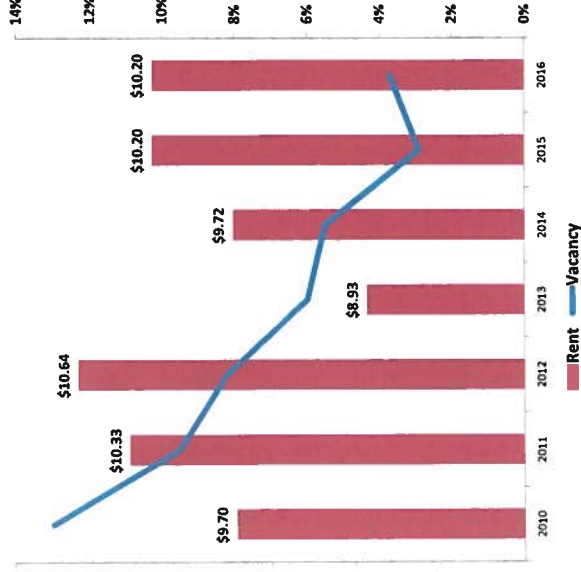
The market analysis investigated the potential demand for flex space in the City and the District. Flex buildings are designed to be versatile, which may be used in combination with office (corporate headquarters), research and development, quasi-retail sales, and including but not limited to industrial, 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

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

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INITIAL STUDY & NEGATIVE DECLARATION

GATEWAY DISTRICT SPECIFIC PLAN

SOUTH GATE, CALIFORNIA



LEAD AGENCY:

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

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

APRIL 30, 2019

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



TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 Introduction.....	7
1.1 Purpose of Initial Study	7
1.2 Initial Study's Organization	8
1.3 Initial Study Checklist.....	9
2.0 Project Description	17
2.1 Project Overview	17
2.2 Project Location	17
2.3 Environmental Setting.....	21
2.4 Project Description	24
2.5 Project Purpose	31
2.6 Discretionary Actions.....	31
3.0 Environmental Analysis	33
3.1 Aesthetics Impacts	34
3.2 Agricultural & Forestry Resources Impacts	36
3.3 Air Quality Impacts	37
3.4 Biological Resources Impacts	41
3.5 Cultural Resources Impacts.....	43
3.6 Energy	45
3.7 Geology & Soils Impacts	46
3.8 Greenhouse Gas Emissions Impacts	49
3.9 Hazards & Hazardous Materials Impacts.....	51
3.10 Hydrology & Water Quality Impacts	55
3.11 Land Use & Planning Impacts	57
3.12 Mineral Resources Impacts	60
3.13 Noise Impacts	61
3.14 Population & Housing Impacts	63
3.15 Public Services Impacts	64
3.16 Recreation Impacts	66
3.17 Transportation & Circulation Impacts	66
3.18 Tribal Cultural Resources Impacts	69
3.19 Utilities & Service Systems Impacts	70
3.20 Wildfire	73
3.21 Mandatory Findings of Significance.....	74
4.0 Conclusions.....	77
4.1 Findings.....	77
5.0 References	79
5.1 Preparers.....	79
5.2 References	79

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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

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

**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

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

**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. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground-borne vibration or ground-borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
SECTION 3.14 POPULATION & HOUSING IMPACTS. Would the project:				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
SECTION 3.15 PUBLIC SERVICES IMPACTS. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:				
a) Fire department services?				X
b) Law enforcement services?				X
c) School services?				X
d) Other governmental services?				X
SECTION 3.16 RECREATION IMPACTS. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
SECTION 3.17 TRANSPORTATION & CIRCULATION IMPACTS. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X

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

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* [Pubic Review Draft], February, 2019.

⁸ Ibid.

⁹ Google Earth. Website Accessed June 9, 2017.

¹⁰ Quantum GIS and the Southern California Association of Governments.

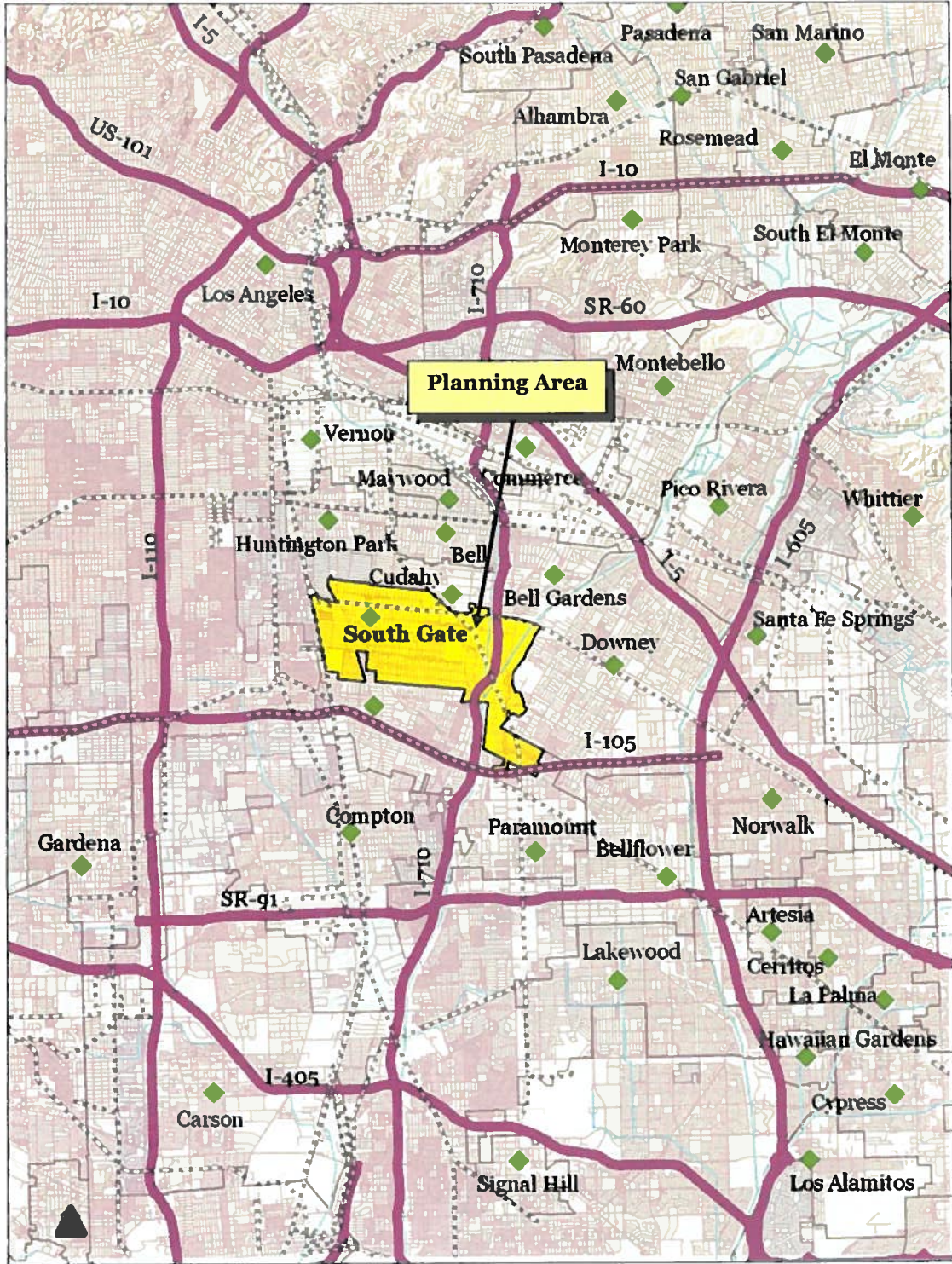


EXHIBIT 2-1
REGIONAL LOCATION
Source: Gateway District [Draft] Specific Plan

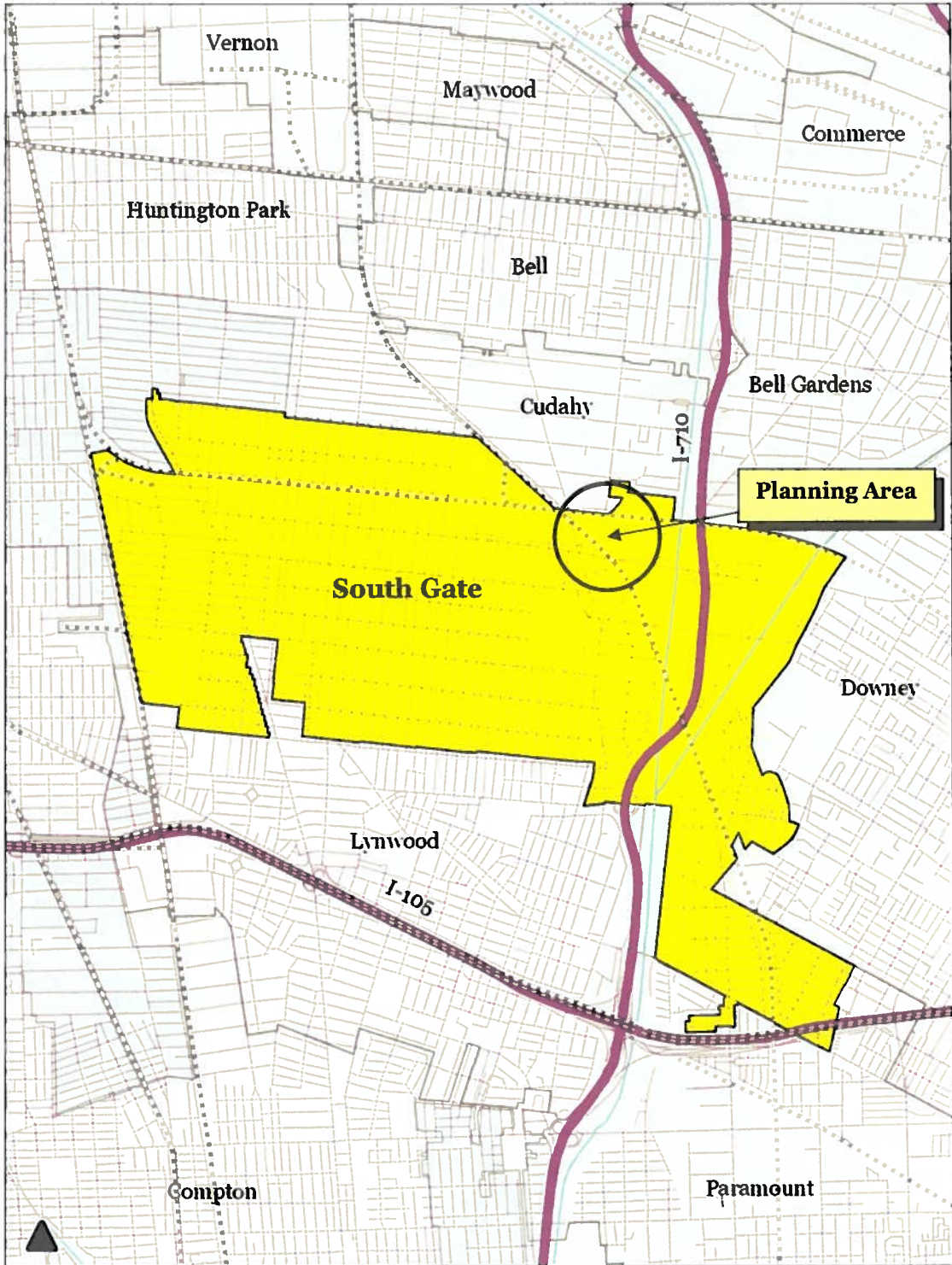


EXHIBIT 2-2
CITYWIDE MAP

Source: Gateway District [Draft] Specific Plan

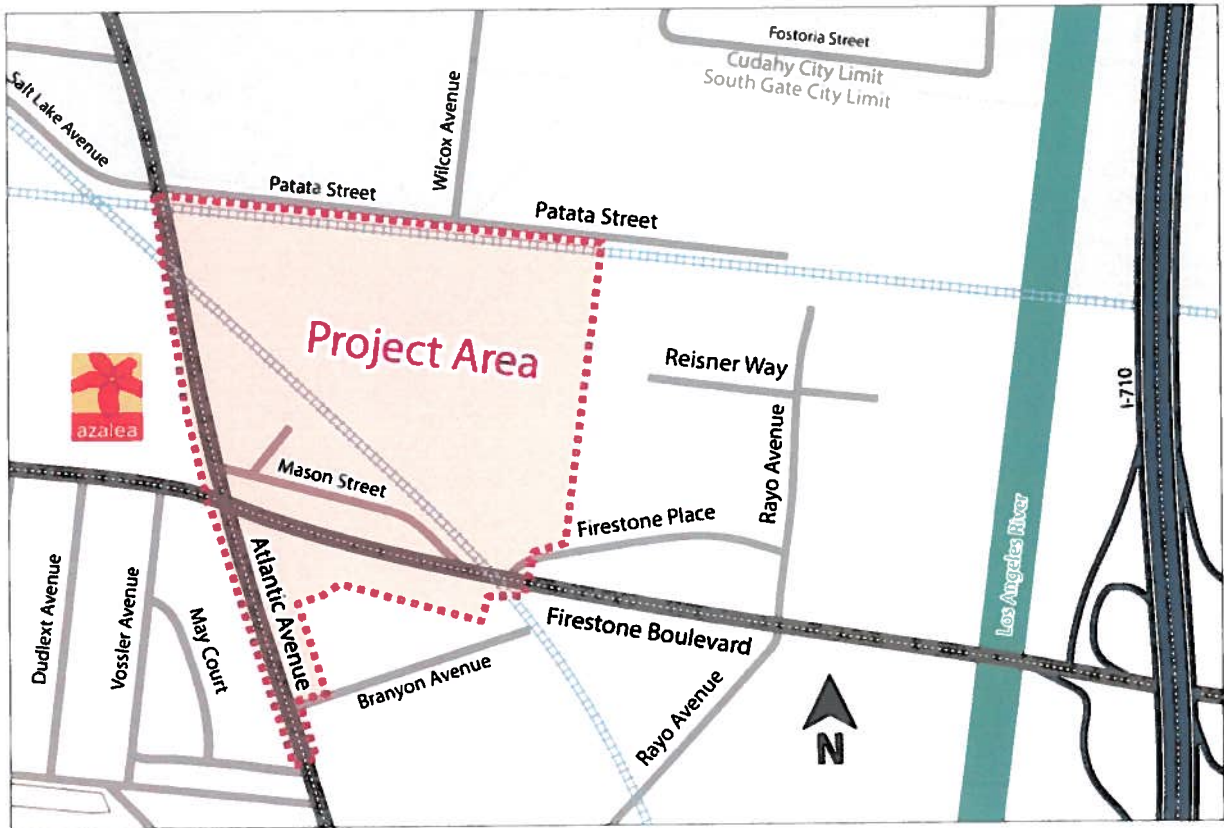


EXHIBIT 2-3
PLANNING AREA
Source: Gateway District [Draft] Specific Plan

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.

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

**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

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

**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.

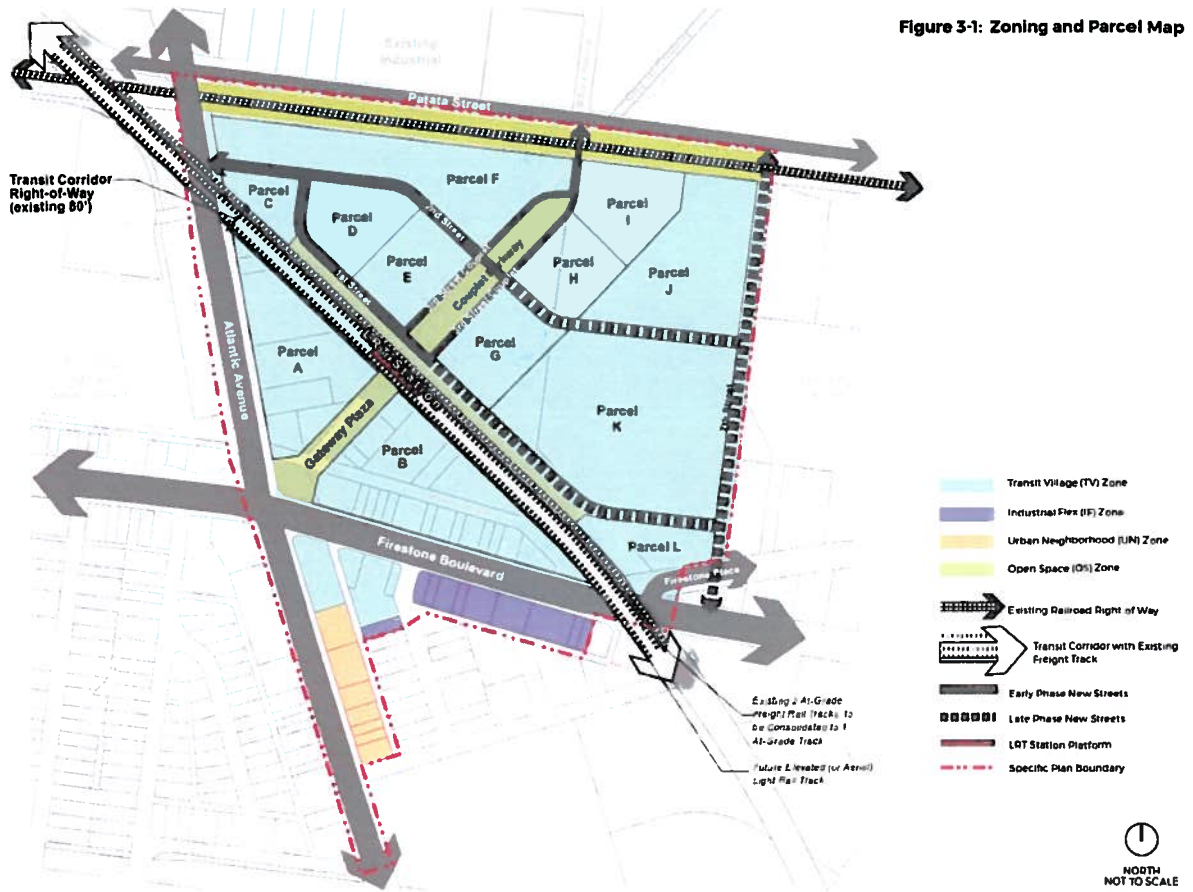
The General Plan vision and policies identify the Gateway District as a potential multi-modal station ("South Gate Station"), which should become a dense transit village, including new residential and/or office uses. This area is envisioned as a major destination for the City, which should be designed 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.



031 and 1 Use & 7min

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*. 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*. 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 Baylous 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>

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

- 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.subsidencesupport.co.uk/what-causes-subsidence.htm>

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

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

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

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

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

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

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

MITIGATION MEASURES

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

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&zl=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* [Pubic 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* [Pubic 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

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

- *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.*

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

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

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 South Hacienda Boulevard, Suite 107
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(626) 336-0033

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

5.2 REFERENCES

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

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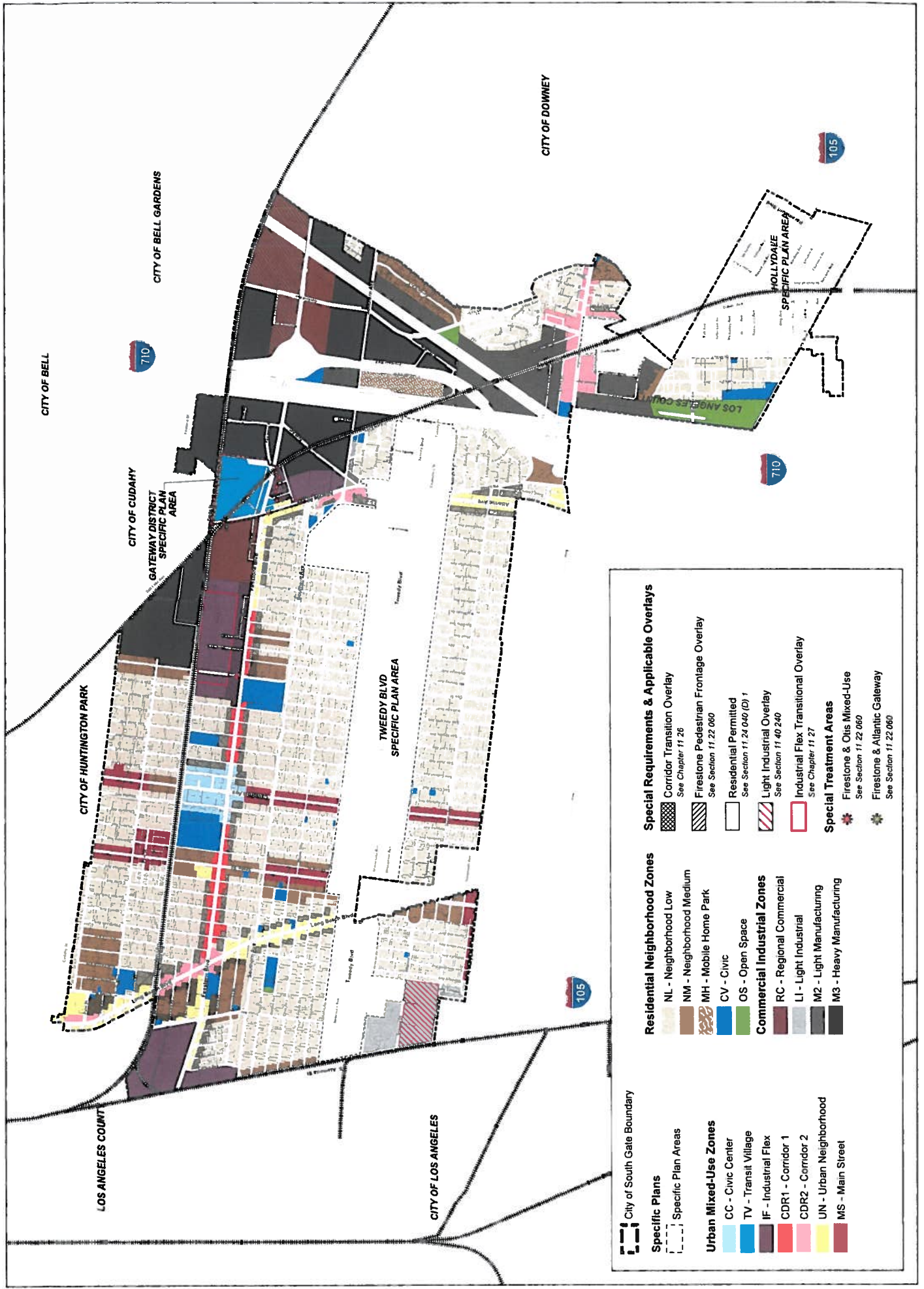
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City of South Gate Boundary

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

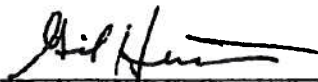
NOT VOTING: None

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



Joe Perez
Secretary
City Planning Commission

APPROVED:



Gil Hurtado
Chairperson, City Planning Commission

RECEIVED

City of South Gate

Item No. 6

CITY COUNCIL

OCT 16 2019

11:55am

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

For the Regular Meeting of: October 22, 2019

Originating Department: Police

Department Director: Randall Davis

City Manager: Michael Flad FOR MICHAEL FLAD

SUBJECT: ACCEPTANCE OF U.S. DEPARTMENT OF JUSTICE, OFFICE OF JUSTICE PROGRAM'S FY 2019/20 BULLETPROOF VEST PARTNERSHIP (BVP) GRANT FUNDS

PURPOSE: To accept the Office of Justice Programs (OJP) Bulletproof Vest Partnership (BVP) grant funds, in the amount of \$7,596.18, for the purchase of bulletproof vests for sworn personnel.

RECOMMENDED ACTIONS: Following the conclusion of a public hearing:

- a. Accept Fiscal Year 2019/20 Bulletproof Vest Partnership Grant Funds, in the amount of \$7,596.18, from the U.S. Department of Justice, Office of Justice Programs, for the purchase of bulletproof vests for sworn personnel; and
- b. Increase the Fiscal Year 2019/20 General Fund revenue projection in Account Number 100-4699 (General Fund -- Other Intergovernmental Grants) by \$3,596.18, from \$4,000.00 to \$7,596.18.

FISCAL IMPACT: The grant funds may be used to pay 50% of every vest purchased up to a total of \$7,596.18. The current Fiscal Year 2019/20 General Fund Budget includes \$13,615.00 for the replacement of 25 expiring vests and \$3,813.00 for the purchase of seven new vests for recently hired police recruits in Account Number 100-502-21-6204 (General Fund – Police Department (Patrol) – Small Tools & Equipment). The receipt of these funds will reduce the net impact on the General Fund by \$7,596.18 for the purchase of the bulletproof vests.

PUBLIC NOTICE: A legal notice was published in the *Los Angeles Wave* newspaper on October 3, 2019.

ANALYSIS: None

BACKGROUND: The Bulletproof Vest Partnership Grant Act of 1998 is a unique U.S. Department of Justice initiative designed to provide a critical resource to state and local law enforcement agencies. Since 1999, the BVP program has awarded more than 13,000 jurisdictions a total of \$467 million in federal funds for the purchase of over one million vests, 1,349,813, as of January 2019, for sworn field personnel.

The Office of Justice Programs BVP provides funding to law enforcement agencies to pay up to 50% of the cost of a vest for sworn personnel. On September 24, 2019, the Office of Justice

Programs notified the South Gate Police Department that it was awarded \$7,596.18, which will reimburse half of the cost for 28 vests for sworn police officers.

ATTACHMENTS: Public Hearing Notice
Allocation List

SEP 25 2019

FILED

CITY OF SOUTH GATE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of South Gate, California will conduct a public hearing for the purpose of discussing and considering the use of the Fiscal Year 19/20 Department of Justice-Office of Justice Program's Bulletproof Vest Partnership Grant Funds.

The Office of Justice Program's Bulletproof Vest Partnership Grant to the South Gate Police Department is in the amount of \$7,596.18. A copy of the City Council Agenda Bill with the summary report of the program may be reviewed in the City Clerk's office during normal business hours. The Public Hearing is scheduled for:

DATE: TUESDAY, October 22, 2019
TIME: 6:30 P.M.
LOCATION: COUNCIL CHAMBERS
SOUTH GATE CITY HALL
8650 CALIFORNIA AVE
SOUTH GATE, CA 90280

NOTICE IS HEREBY GIVEN that any and all persons interested in the matter hereinabove set forth the privilege to attend said hearing and then and there testify or present evidence upon any matter relating thereto.

THIS NOTICE IS GIVEN by order of the City Clerk of said City and is dated this October 3, 2019.



Carmen Avafos, City Clerk

Publication date: October 3, 2019

CA	PALM SPRINGS CITY	\$20,831.65
CA	PALO ALTO CITY	\$9,245.58
CA	PARADISE TOWN	\$3,295.26
CA	PARLIER CITY	\$1,388.41
CA	PETALUMA CITY	\$5,520.39
CA	PIEDMONT CITY	\$1,784.07
CA	PITTSBURG CITY	\$3,949.34
CA	PLACENTIA CITY	\$5,485.32
CA	PLACERVILLE CITY	\$5,379.78
CA	PLEASANT HILL CITY	\$5,254.90
CA	PLUMAS COUNTY	\$3,935.47
CA	PORTERVILLE CITY	\$10,541.65
CA	RED BLUFF CITY	\$3,522.07
CA	REDDING CITY	\$4,510.33
CA	REDLANDS CITY	\$6,277.19
CA	REDONDO BEACH CITY	\$2,658.20
CA	REDWOOD CITY	\$9,142.06
CA	REEDLEY CITY	\$3,376.47
CA	RIDGECREST CITY	\$2,597.68
CA	RIO VISTA CITY	\$1,719.15
CA	RIPON CITY	\$1,768.52
CA	ROCKLIN CITY	\$5,963.93
CA	ROHNERT PARK CITY	\$11,031.38
CA	SAN BERNARDINO CITY UNIF SCHOOL DIST	\$8,108.07
CA	SAN GABRIEL CITY	\$6,594.35
CA	SAN LEANDRO CITY	\$11,344.57
CA	SAN LUIS OBISPO CITY	\$4,168.17
CA	SAN PABLO CITY	\$9,179.85
CA	SAN RAFAEL CITY	\$9,382.92
CA	SAN RAMON CITY	\$8,586.97
CA	SAND CITY	\$1,710.29
CA	SANGER CITY	\$2,711.75
CA	SANTA BARBARA CITY	\$10,017.85
CA	SANTA CRUZ CITY	\$12,716.96
CA	SANTA MONICA CITY	\$8,649.48
CA	SANTA PAULA CITY	\$5,794.48
CA	SEAL BEACH CITY	\$4,540.70
CA	SEASIDE CITY	\$4,513.53
CA	SELMA CITY	\$2,363.46
CA	SIGNAL HILL CITY	\$4,227.01
CA	SISKIYOU COUNTY	\$4,253.13
CA	SOUTH GATE CITY	\$7,596.18
CA	SOUTH SAN FRANCISCO CITY	\$7,517.39
CA	ST HELENA CITY	\$1,356.01
CA	STALLION SPRINGS CMTY SERV DT	\$1,735.98
CA	SUISUN CITY	\$1,323.39
CA	SUSANVILLE CITY	\$2,033.80

RECEIVED

Item No. 7

OCT 8 - 2019

City of South Gate

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

9:50pm

AGENDA BILL

For the Regular Meeting of: October 22, 2019
Originating Department: Administrative Services

Department Director:


Jackie Acosta

City Manager:


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: This item was continued from the September 24, 2019 City Council meeting at the request of staff. 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.

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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 October 22, 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 22nd day of October 2019.

CITY OF SOUTH GATE:

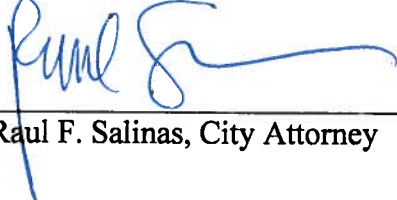
By: _____
Belén Bernal, Mayor

ATTEST:

By: _____
Carmen Avalos, City Clerk

(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

City of South Gate
CLASS SPECIFICATIONS AND ATTRIBUTES

SENIOR FINANCIAL ANALYST

DESCRIPTION

Under direction of the Director of Administrative Services, provides complex professional and technical support to the financial, budgeting and administrative functions of assigned programs or operations; performs related duties as required.

CLASS CHARACTERISTICS

The Senior Financial Analyst's primary function is to perform complex budget and financial analysis required to administer the City budgetary programs. Incumbent is responsible for the full scope of assigned projects, including managing special projects as assigned.

SUPERVISION RECEIVED

Works under the general supervision of the Deputy Director of Administrative Services/Finance.

SUPERVISION EXERCISED

None

ESSENTIAL FUNCTIONS

The following functions are typical for this classification. The incumbent may not perform all of the listed functions and/or may be required to perform additional or different functions from those set forth below to address business needs and changing business practices.

- Coordinates the preparation and administration of the operating budget, the capital improvement budget, the mid-year budget review, and any amendments as required.
- Determines the accuracy and completeness of department budget calculations.
- Assists in developing budget proposals that support City goals; recommend courses of action as needed.
- Assists the Director with preparing the City's revenue projections and expenditure estimates based on current economic and historical trends. Performs fund analysis.
- Anticipates, identifies and quantifies critical financial issues confronting departments; monitors resolution of short-term issues; participates in development of solutions to long-term issues.
- Assists in the creation of finance-related PowerPoint presentations.
- Prepares the Adopted Budget book, which includes creating budget charts and graphs.
- Monitors and reviews budget to actual revenue and expenditure data for accuracy. Identifies variances and coordinates corrective action with departments or finance staff. Prepares adjusting journal entries as needed to correct.
- Participates in the development and maintenance of internal controls for budget transactions;
- Prepares monthly, quarterly, annual, and ad hoc financial reports for the Director using Eden financial software.

- Assists in the preparation of quarterly financial status reports for the City Council.
- Conducts surveys and research regarding financial, accounting and budgeting issues.
- Analyzes, evaluates and summarizes complex and technical financial and management records for accuracy and conformance to procedures, rules and regulations.
- Maintains financial (i.e. fixed assets) and statistical databases and prepares statistical reports.
- Keeps up to date and informed regarding California statutory items, GASB and GFOA pronouncements, which may impact the City's financial reporting.
- Assists with Accounting duties, as needed, such as year-end closing, various GL reconciliations, bank reconciliations, other financial reports and the completion of the annual audit and the City's Comprehensive Annual Financial Report (CAFR)
- Assists with Accounting software transition and future updates.
- May perform duties of the Deputy Director of Administrative Services/Finance in his/her absence.
- Other duties as assigned.

QUALIFICATIONS

Education and Experience

Any combination of education and/or experience that has provided the knowledge, skills, and abilities necessary. A typical way of obtaining the knowledge and abilities would be: graduation from an accredited college or university with a Bachelor's degree in finance, business, accounting or related field and four (4) years of progressively responsible analytical, budget administration, accounting and finance experience. Possession of a CPA or a Master's Degree is preferred.

License/Certification/Special Requirements

Possession of a valid California Class C Driver's License and a satisfactory driving record is required at time of appointment and throughout employment in this position.

Knowledge, Skills, and Abilities

Knowledge of: principles and practices of governmental budgeting, accounting and public finance; capital and operating budget procedures; federal, state and local laws, rules and regulations governing public sector budget preparation;

Skill and Ability to: interpret and follow City and departmental policies, rules and regulations; assess the potential impact of social and economic trends on City programs; prioritize emerging issues and handle multiple tasks concurrently; apply a variety of policies and procedures where specific guidelines may not exist; maintain accurate filing and indexing systems; assess and effectively present the relative advantages and disadvantages of alternative courses of action; analyze and effectively present revenue and expenditure data and take effective action to resolve problems; assume responsibility and demonstrate initiative and follow-through; communicate effectively both orally and in writing; establish and maintain cooperative working relationships.

ADDITIONAL INFORMATION:

CALIFORNIA DEPARTMENT OF MOTOR VEHICLE (DMV) PULL NOTICE SYSTEM:

An incumbent appointed to this position is subject to enrollment in the California DMV Pull Notice Program. The Pull Notice Program provides information on the incumbent's driving record and Driver's License status on a periodic basis to the City of South Gate. An employee assigned a City vehicle must acknowledge receipt and understanding of the City's Administrative Regulations covering the use of City vehicles.

PHYSICAL DEMANDS AND WORK ENVIRONMENT

The physical demands and work environment described here are representative of those that an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to sit and talk or hear. The employee is occasionally required to walk; use hands to operate, finger, handle, or feel objects, tools, or controls; and reach with hands and arms. The employee must occasionally lift and/or move up to 25 pounds. Specific vision abilities required by this job include close vision and the ability to adjust focus. The noise level in the work environment is usually quiet in the office and moderately loud when outdoors. Incumbents are not substantially exposed to adverse environmental conditions.

SENIOR FINANCIAL ANALYST
Created, 10/22/19

Salary Pay Table
South Gate Professional and Mid-Management Employees
Effective 10-22-2019

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

OCT 16 2019
11:55 am

City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

AGENDA BILL

For the Regular Meeting of: October 22, 2019
Originating Department: Police Department

Department Director: Randall Davis City Manager: Michael Flad
FOR MICHAEL FLAD

SUBJECT: AGREEMENT WITH VITAL MEDICAL SERVICES, INC., TO PROVIDE MEDICAL SERVICES FOR PEOPLE IN POLICE CUSTODY

PURPOSE: To approve an agreement with Vital Medical Services, Inc., for in-custody medical services. The twenty-four hour medical services will include transportation for mental health evaluations, medical examination clearances and blood draws for drug and/or alcohol intoxication.

RECOMMENDED ACTIONS:

- a. Approve Agreement with Vital Medical Services, Inc., to provide medical services for people in police custody in an amount not to exceed \$100,200 for a one-year term; and
- b. Authorize the Mayor to execute the Agreement in a form acceptable to the City Attorney.

FISCAL IMPACT: There is no fiscal impact to the General Fund. Funds for this Agreement, in the amount of \$100,200, were included in the Fiscal Year 2019/20 budget in Account Number 235-570-21-6103 (Asset Forfeiture Fund - Health Services).

ANALYSIS: A great concern to police officers when dealing with persons in custody (subject) who need medical clearance, blood draws, or are suffering from mental illness, is the length of time the officer spends out of the field and in various medical facilities. The time that is required for the officer to stay with the subject awaiting treatment can be problematic and unsafe for the officer, hospital staff, and other citizens. The admitting procedures, over crowdedness and the frequent shortage of beds, turn the police officer into a caregiver for upwards of three or more hours at a time, or much longer. In a time of fiscal restraint and an increased complexity of service, it is incumbent on police agencies to leverage available services to maximize efficiency.

BACKGROUND: Police officers respond on a regular basis to calls for service involving people in need of physical and mental health service. Officers responding to these calls for service are tasked with staying with the subject until they are transported and evaluated at a medical or mental health facility. Vital Medical Services, Inc., (Vital) will provide medical transport services for persons who are taken into custody pursuant to Welfare and Institution Code section 5150, mental health evaluation. This service will allow for police officers to respond back to field activities at a much quicker pace that will contribute to an increased level of efficiency in police service.

In addition, the proposed Agreement provides for on-site medical clearances and blood draws in the South Gate Jail facility. The overwhelming majority of in-custody complaints can be handled by Vital medical providers via a Medical Screening/Pre-Booking Exam and will not require ancillary hospital services. Vital medical staff will conduct pre-booking exams to determine if the subject/arrestee can be medically cleared for booking. Officers will then complete the entire booking process and medical clearance will take place. This service will eliminate the expense, liability, and time required to transport subjects to the hospital because these clearances will be done in our jail facility.

Vital's onsite services also allow for Legal Specimen Collection and Chemical Tests (Blood Draws) to be done in the safe and secure environment of our jail facility or at a department sponsored DUI-related enforcement activity. Blood draws can become labor intensive and often times require more than one officer to transport the subject/arrestee to the hospital. This service will be performed at the South Gate Jail facility which will increase the police officers' availability for service calls at a more efficient rate. Vital will absorb the cost of any medical equipment used in the conversion of an underutilized South Gate jail cell for these services.

The staff at Vital consists of medical professionals from emergency departments, who have undergone an extensive licensing and accreditation procedure and who are experienced, highly qualified, and service oriented. Vital follows all evidence-based medical practice procedures, along with guidelines set forth by the American Academy of Emergency Physicians, American Medical Association and the Emergency Nurses Association with Board Certified Emergency Medicine Physician oversight. Their nursing staff are certified through the California Board of Registered Nursing and are trained and certified as Emergency Room Nurses. Vital Medical Services, Inc., carries medical malpractice, Automobile and Personal Liability Coverage. Their medical malpractice insurance coverage is consistent with that of licensed medical centers with a minimum of \$2,000,000/ \$4,000,000 per incident.

ATTACHMENTS: Proposed Agreement

AGREEMENT FOR PROFESSIONAL SERVICES FOR MEDICAL SERVICES BETWEEN THE CITY OF SOUTH GATE AND VITAL MEDICAL SERVICES, LLC.

This Agreement for Professional Services (“Agreement”) is made and entered into on October 22, 2019, by and between the City of South Gate, a municipal corporation (“City”), and Vital Medical Services, LLC (“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 Consultant to perform medical services for people in police custody; and

WHEREAS, Consultant warrants to City that it has the qualifications, and experience 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” and made part 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.” 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 October 22, 2019, and will remain in effect for a period of one (1) year unless otherwise expressly extended, agreed to by both Parties and approved by City Council, or terminated by either Party as provided herein. Renewal of Agreement will require City Council approval.
- 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 FOR SERVICES.** The amount of compensation paid by the City to the Consultant for its professional services rendered and reasonable costs incurred pursuant to Exhibit “A” shall not exceed the sum of One Hundred Thousand – Two Hundred Dollars (\$100, 200). No additional compensation shall be paid for any other expenses incurred unless

first approved in writing 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:
Vital Medial Services, LLC
Attn: Alex Ghazalpour, Chief Operating Officer
550 North Brand Blvd., Suite 1850
Glendale, California 91203
email: alex@vitalmedicalsolutions.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.

7. **EFFECTIVE DATE.** The effective date of this Agreement is October 22, 2019, and will remain in effect through and including one (1) year from said date unless terminated otherwise in accordance with the terms of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
M. Belén Bernal, Mayor

Dated: _____

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVE AS TO FORM:

By: _____
Raul F. Salinas, City Attorney

DRAFT

VITAL MEDICAL SERVICES, LLC:

By: _____
Alex G. Ghazalpour, Chief Operating Officer

Dated: _____

EXHIBIT A

A. SCOPE OF WORK:

- 1) Perform medical screening evaluations on an Arrestee to determine if the Arrestee is healthy enough to be discharged to the City's Police Department for booking and placement in the South Gate City Jail. A City police officer or other authorized representative of City should be present at all times during all medical screening evaluations. The assessment of an arrestee's medical condition shall be solely determined by the appropriate medical personnel engaged by Consultant. City shall bear no responsibility or liability for injuries or damages which occur as a result of this assessment. The fee for each medical screening evaluation is \$495.00.
- 2) Provide medically appropriate treatment for an Arrestee's minor injuries and health conditions, including the provision of non-prescription medications, when such person is booked and held in custody at the South Gate City Jail. With City's prior approval, Consultant may purchase prescription medications to have on hand at the Jail for use in the event they are medically necessary for an Arrestee or City employee. Consultant will bill the City at its cost for such prescription medications.
- 3) Perform blood withdrawals in a medically approved manner in connection with driving under the influence (DUI) investigation, DUI saturation operations, and DUI checkpoints. Warrant or forced blood draws count as both as one blood draw and one medical clearance for billing and service purposes as medical clearances are required for such blood draws. The fee for each blood withdrawal is \$168.00
- 4) Consultant shall use approved Los Angeles County Sheriff's Department Crime Laboratory vials for blood withdrawals. Said vials will be provided by City.
- 5) Consultant will gather, review, document and transport blood specimens to the Los Angeles Sheriff's Crime Laboratory on an as needed basis.
- 6) Provide medical transport services in connection with persons who are taken into custody pursuant to Welfare and Institution Code section 5150, mental health evaluation. The fee for each medical transport to a local medical facility where the distance to such facility is 10 miles or less is \$350.00. Transports to facilities where the distance is greater than 10 miles will be billed at \$7.00 each mile past the first 10 miles travelled. Upon arrival the first 30 minutes at the facility is included in the standard fee. If the wait time exceeds 30 minutes it will be billed at \$40.00 per each 15 minutes.
- 7) At times and locations agreed to in advance, Consultant will attend South Gate Police Department briefings at no additional charge.

- 8) Courtroom Testimony billed at no more than \$120.00 per hour per staff member (varies depending on rate of staff member)

B. CONSULTANT'S DUTIES AND RESPONSIBILITIES:

- 1) If the Consultant believes that an Arrestee needs a more in-depth procedure or test, Consultant shall inform City so that City may determine appropriate action to be taken including releasing an Arrestee from custody and/or transferring an Arrestee to the custody of another appropriate law enforcement agency and/or appropriate medical facility.
- 2) Consultant shall be responsible for providing all necessary medical and other equipment and supplies, except for blood draw vials, in order for it to perform blood withdrawals.
- 3) The Consultant shall not make changes in the Scope of Work, perform any additional work, or provide any additional material, without first obtaining written authorization from City. If Consultant provides additional services of materials without written authorization, or if Consultant exceeds the Maximum Cost of this Contract, Consultant proceeds at Consultant's own risk and without payment.

C. PROFESSIONAL STANDARDS OF CARE:

- 1) Consultant and its Subconsultants, subcontractors, employees, and agents (collectively, "Consultant Parties") shall perform all of the Services in this Agreement in an expeditious and professional manner, using professionals properly licensed and duly qualified to perform the Services.
- 2) Consultant Parties shall perform the work described in this Agreement in accordance with generally accepted professional practices and principles, and in a manner consistent with the level of care and skill ordinarily exercised under similar conditions by members of Consultant Parties' profession currently practicing in California. By delivering the completed work, Consultant Parties represent and certify that their work conforms to: the requirements of this Agreement; all applicable (federal, state, county, local, City) laws, rules, regulations, orders, and procedures; and the professional standard of care in California.
- 3) Consultant Parties are responsible for making an independent evaluation and judgment of all conditions affecting performance of the work, including without limitation: site conditions; existing facilities; seismic, geologic, soils, hydrologic, geographic, climatic conditions; applicable (federal, state, county, local, City) laws, rules, regulations, orders, and procedures; and all other contingencies or design considerations. Data, calculations, opinions, reports, investigations, or any other information or documents that City provides relating to site,

local, or other conditions are not warranted or guaranteed, either expressly or implied, by City.

- 4) Consultant represents and certifies that the work product, studies, reports, designs, drawings, and specifications that Consultant prepares under this Agreement fully conform to all applicable disability access and design laws, regulations, and standards—including, but not limited to, the Americans with Disabilities Act (42 U.S.C. Sections 12101 *et seq.*) and Title 24 of the California Code of Regulations— when the Scope of Work requires or calls for compliance with those laws, regulations, or standards.

D. PERSONNEL:

- 1) Each PARTY shall appoint a Project Manager. The Project Managers shall meet as needed to coordinate, review, and ensure Consultant's performance under this Contract. City's Project Manager will oversee the administration of Consultant's tasks under this Agreement. Consultant shall prepare and submit to City's Project Manager monthly reports which detail information regarding Services provided, including but not limited to number of blood draws performed, number of medical screening evaluations performed, Consultant's personnel involved, disposition of Arrestee, the number and type of other Services performed pursuant to this Agreement, and other information as reasonably requested by City.
- 2) Consultant's project team shall work under the direction of Alex G. Ghazalpour, COO and Angelique Campen, M.D., Chief Medical Officer. Consultant shall minimize changes to its key personnel. City may request key personnel changes, and City may review and approve key personnel changes proposed by Consultant. City will not unreasonably withhold approval of key personnel assignments and changes.
- 3) Consultant shall maintain a current list with the names, titles, and qualifications of its personnel who provide services under this Agreement. At any time, upon City's request, Consultant shall furnish that list to the Chief of Police or a designee.
- 4) Consultant shall provide City with the identifying information required to complete the "Applicant Information" section of the City provided Request for Live Scan Service form for Consultant's personnel assigned to perform services under this Agreement. City shall then provide Consultant with the form. Consultant shall ensure that its personnel submit the Request for Live Scan Service form to an authorized Live Scan service location and comply with Live Scan requirements. City will receive and review the Live Scan results for information that, in the City's sole determination, may impede, hinder, frustrate, delay, or affect this Agreement's performance or increase City's liability, risk or exposure. City shall notify Consultant of its personnel's eligibility or ineligibility. Upon City's notification to Consultant of its personnel's ineligibility, Consultant shall not use or dispatch the ineligible personnel to perform services under this Agreement. Consultant shall bear all costs

associated with the submission of the Request for Live Scan Service form and related requirements.

- 5) City reserves the right to determine, in its sole and absolute discretion, whether Consultant's personnel are suitable to perform the Services required in this Agreement. If City determines that Consultant's personnel are not-suitable for any reason, City shall notify Consultant of its determination. Upon City's notification to Consultant of its personnel's non-suitability, Consultant shall thereafter not use or dispatch the non-suitable personnel to perform services pursuant to this Agreement.
- 6) With City's prior written approval, Consultant may subcontract with or otherwise engage third parties ("Subconsultants") that Consultant may deem proper to aid or assist in the proper performance of Consultant's duties. City is an intended beneficiary of all work that the Subconsultants perform for purposes of establishing a duty of care between the Subconsultants and City. Consultant is as responsible for the performance of its Subconsultants as it would be if it had rendered the Services itself. All costs of the tasks performed or the expenses incurred by the Subconsultants are chargeable directly to Consultant. Nothing in this Agreement constitutes or creates a contractual relationship between City and anyone other than Consultant. City acknowledges and understands that, unless otherwise approved in writing by the City, Consultant's Chief Medical Officer (or his or her designee) or a professional medical corporation owned and controlled by such person shall provide all Services that constitute the practice of medicine and that certain other licensed professionals, such as physician assistants and phlebotomists, providing Services hereunder may be employed or otherwise engaged by Consultant's Chief Medical Officer or a professional medical corporation owned and controlled by such person.

E. FACILITIES:

- 1) City shall provide a room in its Jail facility, for Consultant to perform medical screening evaluation Services pursuant to this Contract. When Consultant's Services are required at DUI checkpoints, City may provide tables and chairs.
- 2) Consultant shall pay for any damage to City property, facilities, and/or structures arising out of Consultant's use, occupation, operation, or activities in, upon, under, or over any portion of them.
- 3) Consultant shall dispose of medical biohazards in an appropriate manner and as required by law.

F. PAYMENT:

- 1) Consultant shall submit an original, itemized invoice to City for approval, before receiving compensation. Consultant shall submit monthly invoices to the City for services rendered under this contract.
- 2) All invoices must include a summary of total costs, description of the Services performed, a brief itemization of costs associated with each task or phase, and the total phase or project costs to date.
- 3) When Consultant has billed 75% of the Maximum Cost, Consultant shall provide written notice to City's Project Manager that Consultant has expended 75% of the Maximum Cost
- 4) If City requires additional work not included in this Agreement, Consultant and City shall negotiate the additional work, mutually agree on the amount of additional compensation, and memorialize the terms in either a separate written contract or an amendment to this Agreement.
- 5) Work performed by Consultant at Office of Traffic Safety (OTS) Saturations and Checkpoints will be billed separately as a fee for service in the amount of \$440.00. This fee shall include blood withdrawals performed during a Saturation or Checkpoint event.
- 6) Consultant shall pay all applicable (federal, state, county, local, City) excise, sales, consumer use, possessory interest, or other similar taxes required by law that are levied upon this Agreement or upon Consultant's services under this Agreement.

G. DATA, RECORDS, PROPRIETARY RIGHTS

- 1) During this Agreement's Term and for a period of four (4) years after the expiration, cancellation, or termination of this Agreement, or any extension of it, Consultant shall keep and maintain, in their original form, all records, books, papers, or documents related to Consultant's performance of this Agreement; and permit City or its authorized representatives, at all reasonable times, to have access to, examine, audit, excerpt, copy, photocopy, photograph, or transcribe all records, books, papers, or documents related to Consultant's performance of this Agreement including, but not limited to: direct and indirect charges, and detailed documentation, for work Consultant has performed or will perform under this Agreement.
- 2) Consultant shall provide City with copies or originals of all data that Consultant generates, uses, collects, or stores in relation to all work associated with this Agreement. Data that Consultant generates, uses, collects, stores, or provides must be in a form acceptable to, and agreed upon by, City.

- 3) Unless City states otherwise in writing, each document—including, but not limited to, each report, draft, record, drawing, or specification (collectively, “work product”)— that Consultant prepares, reproduces, or causes its preparation or reproduction for this Agreement is City’s exclusive property.
- 4) Consultant acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work. Consultant makes no representation of the work product’s application to, or suitability for use in, circumstances not contemplated by the Scope of Work.

H. PUBLIC RECORDS ACT

- 1) Consultant acknowledges that this Agreement is a public record. This Agreement, its Exhibits, and all documents produced under this Agreement are subject to the California Public Records Act (Government Code Sections 6250 *et seq.*), including its exemptions. Consultant acknowledges that City has no obligation to notify Consultant when a request for records is received.
- 2) Consultant shall identify in advance all records, or portions of them, that Consultant believes are exempt from production under the Public Records Act.
- 3) If Consultant claims a privilege against public disclosure or otherwise objects to the records’ disclosure, then:
 - a) Consultant may, when notified by City of the request, seek protection from disclosure by timely applying for relief in a court of competent jurisdiction; or
 - b) City may either decline to produce the requested information, or redact portions of the documents and produce the redacted records.
- 4) If Consultant fails to identify one or more protectable documents, in City’s sole discretion, and without its being in breach of this Agreement or its incurring liability to Consultant, City may produce the records— in whole, in part, or redacted— or may decline to produce them.
- 5) Consultant shall indemnify, defend (including Consultant’s providing and paying for legal counsel for City), and hold harmless City, its officers, agents, employees, and representatives from and against all liability, claims, suits, demands, damages, fines, penalties, costs, or expenses arising out of or alleging City’s refusal to publicly disclose one or more records that Consultant identifies as protectable, or asserts is protectable.

I. CONFIDENTIALITY:

- 1) Consultant shall not use any information that it obtains from performing the Services for any purpose other than for fulfillment of Consultant's Scope of Work. Without City's prior written authorization, Consultant shall not disclose or publish— or authorize, permit, or allow others to disclose or publish— data, drawings, designs, specifications, reports, or other information relating to the Services or the work that City assigns to Consultant or to which Consultant has access. Notwithstanding the foregoing, Consultant may disclose the existence of this Agreement, its contents, and aggregated statistics regarding the Services provided.

[Remainder of page left blank intentionally.]

RECEIVED

OCT 16 2019

City of South Gate
CITY COUNCIL

Item No. 9

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

5:25pm

AGENDA BILL

For the Regular Meeting of: October 22, 2019

Originating Department: Public Works

Department Director:


Arturo Cervantes

City Manager:



Michael Flad

SUBJECT: AMENDMENT NO. 2 TO CONTRACT NO. 3379 WITH TELECOM LAW FIRM, P.C., EXTENDING SPECIALIZED LEGAL SERVICES FOR ONE ADDITIONAL YEAR

PURPOSE: To approve Amendment No. 2 to Contract No. 3379 with Telecom Law Firm, P.C., (Telecom Law) to extend specialized legal services on wireless and wired telecommunication law through October 10, 2020.

RECOMMENDED ACTIONS:

- a. Approve Amendment No. 2 to Contract No. 3379 with the Telecom Law Firm, P.C., extending specialized legal services on wireless and wired telecommunication law through October 10, 2020; and
- b. Authorize the Mayor to execute Amendment No. 2 in a form acceptable to the City Attorney.

 **FISCAL IMPACT:** There is no impact to the General Fund. The services rendered by Telecom Law will be paid by the applicant through the City's reimbursement Account No. 100-2207. As applicants submit applications, they will pay the City in advance for the necessary review and processing fees associated with the application. This will create a net-zero impact to the General Fund; meaning, that the applicant will continue to pay for all expenditures deriving from the request.

ANALYSIS: The City has received and processed over thirty wireless telecommunication applications from various telecommunication companies for a total service cost of \$87,997.75. Staff anticipates a higher application rate as demand for reliable wireless communication grows in the community. Staff recommends to continue engaging the specialized legal services of Telecom Law to provide wireless and wired telecommunication law services, as needed, during the review and permit application process.

BACKGROUND: On October 10, 2017, City Council approved Contract No. 3379, a one-year agreement with Telecom Law for specialized legal services. Under the agreement, there is the option to extend the agreement for a maximum of three one-year terms. On November 27, 2018, the City Council approved Amendment No. 1 to Contract No. 3379, extending services for an additional year. City staff and the City Attorney recommend that the City continue working with Telecom Law to provide legal representation in wireless and wired telecommunication services.

The terms of the agreement will remain the same, allowing for an annual fee adjustment for the flat fee application review process and staff hourly fees. The new rates will be \$2,450 per application and the hourly rate for partners, associates, paralegals and project assistants will be \$320, \$270, and \$200 and \$120, respectively.

- ATTACHMENTS:**
- A. Proposed Amendment No. 2
 - B. Amendment No. 1
 - C. Contract No. 3379

AM:lc

**AMENDMENT NO. 2 TO CONTRACT NO. 3379
FOR TELECOMMUNICATION CONSULTING SERVICES BETWEEN
THE CITY OF SOUTH GATE AND TELECOM LAW FIRM, P.C.**

This Amendment No. 2 to Agreement No. 3379 for Telecommunication Consulting Services ("Amendment No. 2"), is made and entered into on October 22, 2019, by and between the City of South Gate, California a municipal corporation ("City"), and Telecom Law Firm, P.C., a California professional corporation ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively as "Parties."

RECITALS:

WHEREAS, City and Consultant have previously executed Contract No. 3379 with Telecom Law Firm, P.C., ("Agreement"), for telecommunication consulting services on October 10, 2017; and

WHEREAS, City and Consultant have previously executed Amendment No. 1 to the agreement expanding the scope of work for an additional year, through and including October 10, 2019, Contract No. 3379 relating to telecommunication consulting services in the City of South Gate; and

WHEREAS, City requests Consultant to perform additional as-needed telecommunication consulting services and other services related to reviewing, evaluating and revising wireless telecommunication permit applications

WHEREAS, City and Consultant desire to execute Amendment No. 2 extending the expiration date of said as-needed telecommunication consulting services from October 10, 2019 to October 10, 2020 under the terms and conditions of the Agreement;

NOW, THEREFORE, the Parties hereby agree as follows:

1.0 TERM OF AGREEMENT.

The City hereby exercises its option under Section 6 of the Agreement to extend the term of the Agreement through and including October 10, 2020.

2.0 SCOPE OF WORK AND COPMENTSATION.

Consultant shall expand its services to the City as identified in its Scope of Services attached hereto as Exhibit "A" and made part of this Amendment No. 2. The amount of compensation paid by the City to the Consultant for its services rendered are identified in its Schedule of Fees attached hereto as Exhibit "B" and made part of this Amendment No. 2.

3.0 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.

4.0 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 Consultant, executes this Amendment No. 2.

[Remainder of page left blank intentionally]

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment 2 to be executed and attested by their respective officers hereunto duly authorized.

CITY OF SOUTH GATE:

By: _____
M. Belén Bernal, Mayor

Dated: _____

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:
DRAFT
By: _____
Raul F. Salinas, City Attorney

TELECOM LAW FIRM, P.C.:

By: _____
Jonathan Kramer, President

Dated: _____

EXHIBIT "A"
SCOPE OF SERVICES

Under the direction of the City, Consultant shall provide technical and regulatory advice to City concerning applications for telecommunications facilities as follows:

A. Wireless Siting Application Reviews:

1. **Application Reviews:** At the City's request and within Consultant's expertise as a wireless site application reviewer, Consultant will review wireless siting applications and provide the City with a written analysis as described below).

2. **Memorandum/Memoranda Content:**

a. **Incomplete Memorandum.** Upon receipt of an application by the Consultant directly from the City, Consultant will evaluate and identify whether any items that are required in the City's wireless application are not completed by the applicant. If there are incomplete items, the Consultant will send the City an "Incomplete Memorandum" by email or an attachment to an email within:

i. nine (9) calendar days for an initial review of a wireless application that is submitted by the applicant as a small wireless facility; or

ii. twenty-one (21) calendar days for an initial review of a wireless application that are submitted by the applicant in a category that is not a small wireless facilities; or

iii. nine (9) calendar days for a resubmittal review of a wireless application that was deemed incomplete.

b. **Project Memorandum:**

Once an application is determined by the City or deemed by law to be complete, Consultant will:

i. identify the regulatory classification under which the project should be processed (i.e., Section 6409(a); Small Wireless Facility; major modification; new site; etc.); and

ii. discuss design matters, if any, that may reduce the impact of the proposed site configuration;

iii. evaluate time, place, and manner considerations for wireless sites located in the Public Right of Way;

v. assess the planned compliance with federal radio frequency exposure guidelines established by the Federal Communications Commission, and;

vi. determine any other wireless site-related issues that Consultant, in its experience and opinion, believes to be relevant or helpful to the City's review of the wireless application.

3. **Memorandum Revision:** At City's option, without an additional fee, Consultant shall prepare one revision or follow-up to the Incomplete or Project Memorandum. All additional revisions or follow-ups are charged on an hourly basis.
4. **Consultation Time:**
 - i. Consultant will provide consultation by telephone and/or through e-mail with the City per project at no additional cost for the flat fee portion of any project.
 - ii. For any project where hourly charges apply (i.e., after the flat fee portion of a project), hourly fees for consultations via telephone and/or email will apply.

It is understood by the parties that every wireless project is unique as to location and design, and some projects may not proceed all the way to an approval or denial, or the project at a given location may be moved by an applicant to a different location necessitating an entirely new project review under a separate fee.

B. Attendance at Meetings: As requested by City, Consultant will attend in-person meetings subject to Consultant's availability. Meeting attendance includes travel time from Consultant's office to and from the City. Meeting attendance is billed at the hourly rates in this Agreement.

C. General Consultation: At the City's request, Consultant will engage with the City in regards to any non-privileged communications within the competence of Consultant as determined by Consultant in any form on a time available basis of Consultant, and invoiced on an hourly basis (including travel time from Consultant's office to and from the City if necessary).

[END OF EXHIBIT A]

EXHIBIT "B"

CONSULTANT'S SCHEDULE OF FEES

The Consultant consults with and is responsible to the City. The City is responsible payment of for Consultant invoices. Payment of Consultant's invoices is not contingent upon the City receiving any deposit or reimbursement from any party.

1. **Flat Fees:** Consultant shall perform all flat-rate services described in Exhibit A, Section A, Subsection 1 through 3 and 4(i) for a fixed fee of \$2,450.00 per project. Project hours are not reported by Consultant for flat fee portion of flat fee projects.

Due to FCC shot clock time limitations, all projects must be submitted to Consultant by the City in searchable PDF documents within one calendar day of receipt by the City from the Applicant. Accordingly, Consultant urges City to enforce a wireless application requirement that obligates the applicant to tender the entire wireless application, including all exhibits and attachments, in searchable PDF format, as well as in paper form.

Flat fee projects are billed to the City as a single unit on the first project invoice, which is issued upon submission of Consultant's first substantive project memorandum (that can include a memo regarding an incomplete application, a project review memo, or another substantive project-related memo).

The flat fee (and any subsequent hourly fees) are fully earned by and payable to Consultant once the Consultant has provided its first substantive memorandum to the City, even when the project is subsequently cancelled, abandoned, transferred to a different location. In the event that a project is tendered to the Consultant by the City but terminated for any reason prior to issuance of Consultant's first memorandum, City shall pay Consultant on the hourly basis set out in this Agreement for all time spent by Consultant on the project prior to Consultant's receipt of City's notice of termination.

2. **Hourly Fees:** Consultant shall perform all services described in Exhibit A, Section B and C and all other extra services not described in the Scope of Work but mutually agreed upon by City and Consultant, on an hourly fee basis as follows:

<u>Personnel</u>	<u>Rate</u>
Per Partner or Senior Project Manager	\$ 320
Per Associate/Of Counsel or Project Manager	\$ 270
Per Paralegal or Senior Project Assistant	\$ 200
Per Assistant or Project Assistant	\$ 120

All time is billed in 0.1-hour (6 minute) units rounded up to the next 0.1-hour unit.

3. Annual Fee Adjustments. The Flat Rate and Hourly Fees set out in this Agreement shall automatically increase by three percent (3%) on each anniversary of this Agreement.
4. Expenses: City will reimburse the Consultant for all ordinary costs and expenses reasonably incurred by Consultant in performance of the services provided by Consultant to City pursuant to this Agreement.
5. The City's designated point of contact for billing queries is:

Name and Title

Email Address

Telephone Number

The Consultant's designated point of contact for billing queries is:

Val Halvorsen, Business Manager

BManager@TelecomLawFirm.com

Name and Title

Email Address

(310) 312-9900 ext. 135

Telephone Number

Either party may change its designated point of contact for billing queries at any time upon ten (10) business days' written notice to the other.

[End of Exhibit B]

**AMENDMENT NO. 1
FOR TELECOMMUNICATION CONSULTING SERVICES**

THIS AMENDMENT NO. 1 TO AGREEMENT NO. 3379 FOR TELECOMMUNICATION CONSULTING SERVICES("Agreement"), effective as of the date specified in paragraph 3 hereof, is made and entered into by and between the CITY OF SOUTH GATE, CALIFORNIA a municipal corporation (herein referred to as "City"), and TELECOM LAW FIRM, P.C., a California professional corporation (herein referred to as "Consultant"), and jointly "Parties."

RECITALS:

WHEREAS, City and Consultant have previously executed Agreement for Telecommunication Consulting Services dated October 10, 2017, Contract No. 3379 relating to telecommunication consulting services in the City of South Gate; and

WHEREAS, City requests Consultant to perform additional as-needed telecommunication consulting services and other services related to reviewing, evaluating and revising wireless telecommunication permit applications

WHEREAS, City and Consultant desire to execute Amendment No. 1 extending the expiration date of said as-needed telecommunication consulting services from October 10, 2018 to October 10, 2019 under the terms and conditions of the Agreement;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. COMMENCEMENT AND COMPLETION OF WORK

The City hereby exercises its option under Section 6 of the Agreement to extend the term of the Agreement to October 10, 2019.

2. MODIFICATION OF FEES FOR SCOPE OF WORK TO BE PERFORMED BY CONSULTANT.

Consultant shall expand its fees and services to the City as shown in its proposal (Exhibit A). Said scope of work and fee proposal is made part of this Amendment No. 1.

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. 1 shall become effective as of the date set forth below on which the last of the Parties, whether City or Consultant, 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.

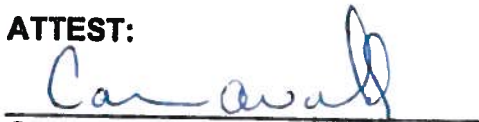
"CITY"
CITY OF SOUTH GATE



María Belén Bernal, Mayor


Dated: 11/27/2018

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

"CONSULTANT"
TELECOM LAW FIRM, P.C.



Title: President

Dated: 12-13-18

EXHIBIT "A"

SCOPE OF SERVICES

Under the direction of the City Manager, Planning Department, or Public Works Department, provide advice to City representatives concerning applications for telecommunications facilities as follows:

XXIX. Wireless Siting Application Reviews:

A. **Application Reviews:** At the City's request, Consultant will review wireless siting applications and provide the City with a written analysis (each a "Memorandum").

B. **Memorandum Content:** Each Memorandum will evaluate the following:

- i. application completeness;
- ii. actual or planned compliance with federal radio frequency exposure guidelines established by the Federal Communications Commission; and
- iii. any technical or regulatory issues pertaining to wireless facilities siting specifically requested by the City.

C. **Evaluations:** Depending on the nature of the particular proposal, the Memorandum may also evaluate the following:

- i. applicability and/or compliance with applicable federal and state regulations for wireless facilities siting;
- ii. whether the application involves a "significant gap" in the applicant's service;
- iii. whether the applicant proposes the "least intrusive means" to achieve the applicant's stated technical objectives;
- iv. compliance with applicable municipal code regulations;
- v. potentially feasible or available alternative locations and/or designs; and/or
- vi. any other issues that Consultant, in its expert experience and opinion, finds relevant or helpful to the City's review.

D. **Memorandum Revision:** At City's option, Consultant shall prepare one revision or follow-up to the Memorandum.

E. **Reasonable Consultation Time**: Consultant will provide reasonable consultation time on the telephone and through e-mail with the City and, if requested by the City or as Consultant's deems necessary the applicant, on matters related to the wireless siting application.

XXX. Attendance at Meetings.

At the City's request, and subject to Consultant's prior scheduling, Consultant will attend meetings at City Hall or any project site as requested by City.

(End of Exhibit "A")

EXHIBIT "B"

CONSULTANT'S SCHEDULE OF FEES

1. **Flat Fees:** Consultant shall perform all services described in Exhibit A, Section I, Subsection A through E, for a flat fee of \$2,350.00 per project. Project hours are not tracked by Consultant for any flat fee project.

2. **Hourly Fees:** Consultant shall perform all services described in Exhibit A, Section II, and all other services not described in Exhibit A but requested by the City and within Consultant's expertise as accepted by Consultant, on an hourly fee basis as follows:

<u>Personnel</u>	<u>Rate</u>
Per Partner	\$315
Per Associate/Of Counsel	\$265
Per Paralegal	\$175

4. **Expenses:** City will reimburse Consultant for all ordinary costs and expenses reasonably incurred by Consultant in performance of the services provided by Consultant to City pursuant to this Agreement. All reimbursements shall be limited to the actual cost, with no overhead.

5. **Annual Adjustment:** The flat fees and hourly fees set out in this Exhibit "B" all automatically escalate by three percent (3%) on each anniversary of this Agreement.

6. **Billing:** The City's designated point of contact for billing queries is:

Name and Title

Email Address

Telephone Number

The Consultant's designated point of contact for billing queries is:

<u>Val Halvorsen, Business Manager</u>	<u>BManager@TelecomLawFirm.com</u>
Name and Title	Email Address
<u>(310) 312-9900 ext. 123</u>	
Telephone Number	

The names and contact information for the persons named in this Section 6 may be changed upon 30 days written notice to the other party at the address set out in Section 28 ("Notices") of this Agreement.

(End of Exhibit "B")

**AGREEMENT FOR
TELECOMMUNICATIONS CONSULTING SERVICES**

THIS AGREEMENT, made and entered into this 10th day of October 2017, by and between the CITY OF SOUTH GATE, CALIFORNIA, a municipal corporation (herein referred to as "City"), and TELECOM LAW FIRM, P.C., a California professional corporation (herein referred to as "Consultant"), and jointly, "Parties."

City and Consultant agree as follows:

I. RETENTION AS CONSULTANT

City hereby retains Consultant, and Consultant hereby accepts such engagement, to perform the services described in Section 2. Consultant warrants it has the qualifications, experience, and facilities to properly and timely perform said services described in Section 2. The Parties intend that this Agreement does NOT create an Attorney-Client relationship between City and Consultant.

II. DESCRIPTION OF SERVICES

The services to be performed by Consultant are shown in Exhibit A attached hereto and made a part hereof by this reference are for cell site projects. Due to the public nature of the cell site projects, work performed by Consultant under this agreement is not privileged. Any work performed by Consultant related to the City's wireless ordinance or work of a privileged and confidential nature will require a separate agreement between the Parties.

III. COMPENSATION AND PAYMENT

The compensation and payment schedules to Consultant are shown in Exhibit B attached hereto and made a part hereof by this reference.

IV. ADDITIONAL SERVICES

City shall pay Consultant for those City-authorized extra services, not reasonably included within the services described in Section 2 Exhibit A, such amounts as mutually agreed to by the Parties in advance. Unless City and Consultant have agreed for the performance of extra services, no liability and no right to claim compensation for such extra services or expenses shall exist. The then applicable hourly rates for extra services shall be at the hourly rates set forth in in Section 3 of this Agreement.

V. PROJECT MANAGERS

The services to be performed by Consultant shall be accomplished under the general direction of, and coordinate with, City's "City Project Manager", as that staff person is

designated by City from time to time. The City under the direction and supervision of the City Attorney initially designates the Department of Public Works' Management Analyst as the City's Project Manager.

Within Consultant, the services to be performed by Consultant shall be accomplished under the direction and supervision of Dr. Jonathan Kramer, Esq. and Mr. Robert May III, Esq. who are designated as Consultant's Project Co-Managers. Dr. Kramer and Mr. May are solely responsible for the delegation of work tasks within Consultant.

VI. TERM, PROGRESS AND COMPLETION

The term of this Agreement is for one (1) year, from the date first written above unless term of this Agreement is extended or the Agreement is terminated as provided for herein. By mutual written consent annually, City and Consultant may extend the term of this Agreement for a maximum of three (1) one year terms.

Consultant shall not commence work on the services to be performed until City Project Manager gives written authorization to proceed.

VII. OWNERSHIP OF DOCUMENTS

All drawings, designs, data, photographs, reports and other documentation (other than Consultant's drafts, notes and internal memorandum), including duplication of same prepared by Consultant in the performance of these services, are the property of City. City shall be entitled to possession of the same upon completion of the work under this Agreement, or at any earlier or later time when requested by City. City agrees to hold Consultant harmless from all damages, claims, expenses, and losses arising out of any reuse of the plans and specifications for purposes other than those described in this Agreement, unless written authorization of Consultant is first obtained.

VIII. PERSONAL SERVICES/NO ASSIGNMENT/SUBCONTRACTOR

This Agreement is for professional services which are personal to City. Dr. Jonathan L. Kramer and Mr. Robert May III are deemed to be especially experienced and are key members of Consultant, and one or both shall be directly involved in performing, supervising, assisting, or reviewing the performance of this work. This key person shall communicate with, and periodically report to City on the progress of the work. Should Dr. Kramer and Mr. May be removed from assisting in this contracted work for any reason other than for temporary illness, travel, or vacation, City may terminate this Agreement.

This Agreement is not assignable by Consultant without City's prior consent in writing except as follows. During the term of this Agreement, Consultant anticipates reforming itself from a professional corporation to a limited liability partnership. As long as Dr. Jonathan Kramer and Mr. May are the managing partners of the surviving entity, the City permits the transfer of this Agreement to the new entity upon written notice from Consultant to City.

IX. HOLD HARMLESS AND INDEMNITY

Consultant holds City, its elected officials, officers, agents, and employees, harmless from all claims, demands, lawsuits, judgments, damages, losses, injuries or liability to Consultant, to Consultant's employees, to Consultant's contractors or subcontractors, or to the owners of Consultant's firm, which damages, losses, injuries or liability occur as a result of Consultant's negligence or uncorrected error during the work required under this Agreement.

X. INSURANCE

Consultant shall, at Consultant's sole cost and expense and throughout the term of this Agreement and any extensions thereof, carry workers' compensation statutory benefits as required by law. Consultant shall also, at Consultant's sole cost and expense and throughout the term of this Agreement and any extensions thereof, carry General Personal Injury/Property Damage Liability insurance and Automobile Liability insurance with liability limits of not less than \$1,000,000 each claimant, and \$1,000,000 each occurrence for the injury or death of a person or persons, and property damage (which policy may have an aggregate annual limit, but in an amount of no less than \$2,000,000).

The City, its elected officials, officers and employees, shall be named as additional insured except as to workers compensation insurance. Consultant shall provide City with copies of certificates on an Accord form or other form reasonably acceptable to City for all policies, with the appropriate named additional insured coverage and an endorsement that they are not subject to cancellation without endeavoring to provide 30 days prior written notice to City or endeavoring to provide 10 days for non-payment of premiums.

XI. RELATION OF THE PARTIES

The relationship of the Parties to this Agreement shall be that Consultant is an independent contractor to City, and that in no event shall Consultant be considered an officer, agent, servant or employee of City. Consultant shall have no authority to bind City in any matter or circumstance. Consultant shall be solely responsible for any workers compensation insurance, withholding taxes, unemployment insurance, and any other employer obligations associated with the described work.

XII. TERMINATION

A. City, by notifying Consultant in writing, may upon thirty (30) calendar days' notice, terminate without cause any portion or all of the services agreed to be performed under this Agreement.

City, by notifying Consultant in writing, may terminate for cause if such cause is provided to Consultant in writing, Consultant is given a reasonable opportunity to dispute or cure, and where not disputed Consultant does not thereafter cure any curable item.

B. Consultant, by notifying City in writing, may upon thirty (30) calendar days' notice terminate without cause. Consultant, by notifying City in writing, may immediately terminate with cause, which cause includes without limitation non-payment by City for non-disputed services, City's request that Consultant provide any service which in Consultant's sole opinion would create an ethical or legal conflict with the service provided to or directly with the City or to other clients of Consultant.

C. In the event of termination, Consultant shall have the right and obligation to immediately assemble work in progress for the purpose of closing out the job. All compensation for actual work performed and charges outstanding at the time of termination shall be payable by City to Consultant within 30 days following submission of a final statement by Consultant.

XIII. AUDIT OF RECORDS

At any time during normal business hours and scheduled at a mutually convenient time, Consultant shall make available to a representative of City for examination of all its records with respect to all matters covered by this Agreement and will permit City to audit, examine and/or reproduce such records. Consultant will retain such financial records, time sheets, work progress reports, invoices, bills and project records for at least two years after termination or final payment under this Agreement.

XIV. WAIVER

Failure by a party to insist upon the strict 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 strict 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 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.

XV. CONFLICT OF INTEREST

Consultant certifies that no City employee or official that has now or has ever had a financial interest in Consultant's business. During the term of this Agreement and for a minimum period of two years after the natural expiration or earlier termination of this Agreement, Consultant shall not offer, encourage or accept any financial interest or employment in Consultant's business by any City employee or official who was an official or employee at the natural expiration or earlier termination of this Agreement.

XVI. CONSTRUCTION OF LANGUAGE OF AGREEMENT

The provisions of this Agreement shall be construed as a whole according to its common meaning of purpose of providing a public benefit and not strictly for or against any party. It shall be construed consistent with the provisions hereof, in order to achieve the objectives and purposes of the parties. Wherever required by the context, the singular shall include the plural and vice versa, and the masculine gender shall include the feminine or neutral genders or vice versa.

XVII. MITIGATION OF DAMAGES

In all situations arising out of this Agreement, the parties shall make their best efforts to avoid and minimize the damages resulting from their conduct and the conduct of the other party.

XVIII. GOVERNING LAW

This Agreement, and the rights and obligations of the parties, shall be governed and interpreted in accordance with the laws of the State of California. Should litigation occur, venue shall be in Superior Court of Los Angeles County.

XIX. TAXPAYER IDENTIFICATION NUMBER

Consultant shall provide City with a complete Request for Taxpayer Identification Number and Certification, IRS Form W-9.

XX. NON-APPROPRIATION OF FUNDS

Payments due and payable to Consultant for current services are within the current budget and within an available, unexhausted and unencumbered appropriation of City funds. In the event City has not appropriated sufficient funds for payment of Consultant services beyond the current fiscal year, this Agreement shall cover only those costs incurred up to the conclusion of the current fiscal year. City shall promptly notify Consultant in writing of the unavailability or exhaustion of City funds for this Agreement Upon receipt of such notice Consultant shall not be obligated to start or continue work on any City assignment until such funds become available and City has provided Consultant with written notice of such funds availability.

XXI. MODIFICATION OF AGREEMENT

The tasks described in this Agreement and all other terms of this Agreement may be modified only upon mutual written consent of City and Consultant.

XXII. USE OF THE TERM "CITY"

Reference to "City" in this Agreement includes the City Manager, City Attorney, and any

authorized representative of the City acting on behalf of City.

XXIII. PERMITS AND LICENSES

Consultant, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate permits, licenses, and certificates that may be required in connection with the performance of services under this Agreement. No City of South Gate business license or business occupancy permit is required by City of Consultant.

XXIV. CAPTIONS

The captions or headings in this Agreement are for convenience only and in no other way are a part hereof, or define, limit or describe the scope or intent of any provision or section of the Agreement.

XXV. AUTHORIZATION

Each party has expressly authorized the execution of this Agreement on its behalf and bind said party and its respective administrators, officers, directors, shareholders, divisions, subsidiaries, agents, employees, successors, assigns, principals, partners, joint venturers, insurance carriers and any others who may claim through it to this Agreement.

XXVI. ENTIRE AGREEMENT BETWEEN PARTIES

Except for Consultant's proposals and submitted representations for obtaining this Agreement, this Agreement supersedes any other agreements, either oral or in writing, between the parties hereto with respect to the rendering of services, and contains all of the covenants and agreements between the parties with respect to said services.

XXVII. 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.

XXVIII. NOTICES

Any notice required to be given hereunder shall be deemed to have been given by depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY:

**CITY OF SOUTH GATE
Attention: RAUL F. SALINAS, CITY ATTORNEY
8650 California Avenue
South Gate, CA 90280**

TO CONSULTANT:

**TELECOM LAW FIRM, P.C.
Attention: LEGAL NOTICES
2001 S. Barrington Avenue, Suite 306
Los Angeles, CA 90025**

[Remainder of page left blank intentionally]

**AGREEMENT FOR CONSULTING SERVICES BETWEEN THE CITY AND
TELECOM LAW FIRM, P.C.**

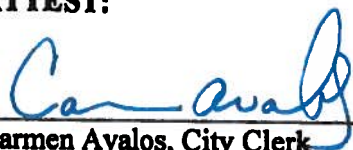
IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

**"CITY"
CITY OF SOUTH GATE:**

By: 
Maria Davila, Mayor

Dated: _____


ATTEST:


Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:


Raul F. Salinas, City Attorney

**"CONSULTANT"
TELECOM LAW FIRM, P.C.:**

By: 
Dr. Jonathan Kramer, Esq.,
Principal Attorney

Dated: 10-18-17

EXHIBIT "A"

SCOPE OF SERVICES

Under the direction of the City Manager, Planning Department, or Public Works Department, provide advice to City representatives concerning applications for telecommunications facilities as follows:

XXIX. Wireless Siting Application Reviews:

A. **Application Reviews**: At the City's request, Consultant will review wireless siting applications and provide the City with a written analysis (each a "Memorandum").

B. **Memorandum Content**: Each Memorandum will evaluate the following:

- i. application completeness;
- ii. actual or planned compliance with federal radio frequency exposure guidelines established by the Federal Communications Commission; and
- iii. any technical or regulatory issues pertaining to wireless facilities siting specifically requested by the City.

C. **Evaluations**: Depending on the nature of the particular proposal, the Memorandum may also evaluate the following:

- i. applicability and/or compliance with applicable federal and state regulations for wireless facilities siting;
- ii. whether the application involves a "significant gap" in the applicant's service;
- iii. whether the applicant proposes the "least intrusive means" to achieve the applicant's stated technical objectives;
- iv. compliance with applicable municipal code regulations;
- v. potentially feasible or available alternative locations and/or designs; and/or
- vi. any other issues that Consultant, in its expert experience and opinion, finds relevant or helpful to the City's review.

D. **Memorandum Revision**: At City's option, Consultant shall prepare one revision or follow-up to the Memorandum.

E. **Reasonable Consultation Time**: Consultant will provide reasonable consultation time on the telephone and through e-mail with the City and, if requested by the City or as Consultant's deems necessary the applicant, on matters related to the wireless siting application.

XXX. Attendance at Meetings.

At the City's request, and subject to Consultant's prior scheduling, Consultant will attend meetings at City Hall or any project site as requested by City.

(End of Exhibit "A")

EXHIBIT "B"

CONSULTANT'S SCHEDULE OF FEES

1. **Flat Fees:** Consultant shall perform all services described in Exhibit A, Section I, Subsection A through E, for a flat fee of \$2,350.00 per project. Project hours are not tracked by Consultant for any flat fee project.

2. **Hourly Fees:** Consultant shall perform all services described in Exhibit A, Section II, and all other services not described in Exhibit A but requested by the City and within Consultant's expertise as accepted by Consultant, on an hourly fee basis as follows:

<u>Personnel</u>	<u>Rate</u>
Per Partner	\$315
Per Associate/Of Counsel	\$265
Per Paralegal	\$175

4. **Expenses:** City will reimburse Consultant for all ordinary costs and expenses reasonably incurred by Consultant in performance of the services provided by Consultant to City pursuant to this Agreement. All reimbursements shall be limited to the actual cost, with no overhead.

5. **Annual Adjustment:** The flat fees and hourly fees set out in this Exhibit "B" all automatically escalate by three percent (3%) on each anniversary of this Agreement.

6. **Billing:** The City's designated point of contact for billing queries is:

Name and Title

Email Address

Telephone Number

The Consultant's designated point of contact for billing queries is:

<u>Val Halvorsen, Business Manager</u>	<u>BManager@TelecomLawFirm.com</u>
Name and Title	Email Address

<u>(310) 312-9900 ext. 123</u>
Telephone Number

The names and contact information for the persons named in this Section 6 may be changed upon 30 days written notice to the other party at the address set out in Section 28 ("Notices") of this Agreement.

(End of Exhibit "B")

RECEIVED

Item No. 10

OCT 1 8 2019

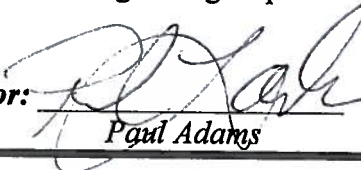
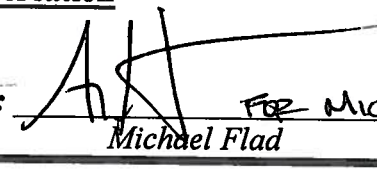
CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

4:20pm

City of South Gate
CITY COUNCIL

AGENDA BILL


For the Regular Meeting of: October 22, 2019
Originating Department: Parks & Recreation

Department Director:  Paul Adams City Manager:  Michael Flad FOR MICHAEL FLAD

SUBJECT: PURCHASE ORDER FOR A UTILITY TRACTOR

PURPOSE: To approve the purchase of a utility tractor to replace a 1997 utility tractor currently in the fleet.

RECOMMENDED ACTION: Approve Purchase Order with Stotz Equipment for the purchase of a John Deere Model 4066R Compact Utility Tractor to replace an aging utility tractor for the Parks & Recreation Department in the total amount of \$53,096.36.

 **FISCAL IMPACT:** Funds, in the amount of \$105,000, were included in the Fiscal Year 2019/20 budget for this purchase in Account Number 523-460-61-9003 (Capital Asset & Equipment Replacement Fund – Parks & Recreation Grounds Maintenance – Auto/Rolling Stock).

ANALYSIS: The existing tractor loader was manufactured in 1997. The Fleet Manager has recommended that the loader tractor be replaced due to ongoing mechanical failures. The current utility tractor has logged over 25,611 hours of service.

BACKGROUND: The purchase of the new utility tractor will be through the National Joint Purchasing Partners - NNP Lawn & Landscape (PG 5S CG 70) cooperative contract. South Gate Municipal Code Section 1.54.510 D permits the use of piggybacking onto a cooperative contract. Both the NJPA and the State of California have bid for this commodity, and any subsequent service, in a fair and competitive manner complying with the bid requirements, as stated in the City's Municipal Code, therefore, no further bidding or quotes need to be obtained for this purchase.

ATTACHMENT: Quote from Stotz Equipment.



JOHN DEERE

YOUR CONTRACT. YOUR QUOTE. YOUR HELP REQUESTED.

**Ensure your equipment arrives with no delay.
Issue your Purchase Order or Letter of Intent.**

To expedite the ordering process, please include the following information in Purchase Order or Letter of Intent:

For any questions, please contact:

- Shipping address
- Billing address
- Vendor: John Deere Company
- 2000 John Deere Run Cary,
NC 27513
- Contract name and/or number
- Signature
- Tax exempt certificate, if applicable

Zachary Moore

Stotz Equipment
4811 Brooks Street
Montclair, CA 91763

Tel: 909-626-8586
Mobile Phone: 909-664-3209
Fax: 909-626-3767
Email: zmoore@stotzeq.com

The John Deere Government Sales Team

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

Stotz Equipment
4811 Brooks Street
Montclair, CA 91763
909-626-8586
xx8699@stotzeq.com

Quote Summary

Prepared For:
City Of South Gate
CA

Delivering Dealer:
Stotz Equipment
Zachary Moore
4811 Brooks Street
Montclair, CA 91763
Phone: 909-626-8586
Mobile: 909-664-3209
zmoore@stotzeq.com

Customer agrees to read Operator's Manual before operation of equipment.

Quote ID: 20327513
Created On: 27 August 2019
Last Modified On: 04 September 2019
Expiration Date: 30 September 2019

Equipment Summary	Selling Price	Qty	=	Extended
JOHN DEERE 4066R Compact Utility Tractor (52 PTO hp) Contract: National Purchasing Partners-NPP Lawn & Landscape (PG 5S CG 70) Price Effective Date: August 27, 2019	\$ 44,352.39	1	=	\$ 44,352.39
Frontier DH1376 - 6 Ft. 4 In. 3-Point Disk Harrow with 16 Blades on 9 In. Spacing Contract: National Purchasing Partners-NPP Lawn & Landscape (PG 5S CG 70) Price Effective Date: September 4, 2019	\$ 3,801.22	1	=	\$ 3,801.22
Equipment Total				\$ 48,153.61

* Includes Fees and Non-contract items

Quote Summary

Equipment Total	\$ 48,153.61
Trade In	
SubTotal	\$ 48,153.61
Sales Tax - (10.25%)	\$ 4,935.75
ca tire fee	\$ 7.00
Est. Service Agreement Tax	\$ 0.00
Total	\$ 53,096.36

Salesperson : X _____

Accepted By : X _____



JOHN DEERE



ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

Stotz Equipment
4811 Brooks Street
Montclair, CA 91763
909-626-8586
xx8699@stotzeq.com

Down Payment	(0.00)
Rental Applied	(0.00)
Balance Due	\$ 53,096.36

Salesperson : X _____

Accepted By : X _____



Selling Equipment



Quote Id: 20327513 Customer Name:

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

Stotz Equipment
4811 Brooks Street
Montclair, CA 91763
909-626-8586
xx8699@stotzeq.com

JOHN DEERE 4066R Compact Utility Tractor (52 PTO hp)

Hours:

Stock Number:

Contract: National Purchasing Partners-NPP Lawn & Landscape (PG 5S CG 70)

Selling Price *
\$ 44,352.39

Price Effective Date: August 27, 2019

* Price per item - includes Fees and Non-contract items

Code	Description	Qty	List Price	Discount%	Discount Amount	Contract Price	Extended Contract Price
0382LV	4066R Compact Utility Tractor (52 PTO hp)	1	\$ 40,603.00	17.00	\$ 6,902.51	\$ 33,700.49	\$ 33,700.49
Standard Options - Per Unit							
0202	United States	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
0409	English Operator's Manual and Decal Kit	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
1520	eHydro	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
1795	Less Loader	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
2060	Deluxe Cab with Air Ride Seat	1	\$ 9,441.00	17.00	\$ 1,604.97	\$ 7,836.03	\$ 7,836.03
2650	Less Radio	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
4061	Less iMatch Quick Hitch Category 1	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
5090	Less Wheel Spacer	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
5243	44x18-20 (4PR, R3 Turf, 1 Position)	1	\$ -475.00	17.00	\$ -80.75	\$ -394.25	\$ -394.25
6243	27x10.50-15 (4PR, R3 Turf, 2 Position)	1	\$ 0.00	17.00	\$ 0.00	\$ 0.00	\$ 0.00
Standard Options Total			\$ 8,966.00		\$ 1,524.22	\$ 7,441.78	\$ 7,441.78
Dealer Attachments/Non-Contract/Open Market							
LUV32113	Quik-Tatch Weight, 70 lb (32 kg)	8	\$ 99.00	17.00	\$ 16.83	\$ 657.36	\$ 657.36
BLV10045	4th and 5th Selective Control Valve Kit (Cab Only)	1	\$ 999.90	17.00	\$ 169.98	\$ 829.92	\$ 829.92
BLV10967	Top and Tilt Field Kit (Cab Only)	1	\$ 1,318.90	17.00	\$ 224.21	\$ 1,094.69	\$ 1,094.69
LVB24852	Beacon Light Kit (Cab Only)	1	\$ 251.90	17.00	\$ 42.82	\$ 209.08	\$ 209.08
LVB24844	External Mirror Kit (Cab Only)	1	\$ 196.90	17.00	\$ 33.47	\$ 163.43	\$ 163.43



JOHN DEERE

Selling Equipment



Quote Id: 20327513 Customer Name:

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

Stotz Equipment
4811 Brooks Street
Montclair, CA 91763
909-626-8586
xx8699@stotzeq.com

BLV10442 Front Weight Bracket Extension Kit	1	\$ 246.40	17.00	\$ 41.89	\$ 204.51	\$ 204.51
BLV10359 Horn Kit	1	\$ 61.60	17.00	\$ 10.47	\$ 51.13	\$ 51.13
Dealer Attachments Total		\$ 3,174.60		\$ 539.68	\$ 3,210.12	\$ 3,210.12
Value Added Services Total		\$ 0.00			\$ 0.00	\$ 0.00
Suggested Price						\$ 44,352.39
Total Selling Price		\$ 52,743.60		\$ 8,966.41	\$ 43,777.19	\$ 44,352.39

Frontier DH1376 - 6 Ft. 4 In. 3-Point Disk Harrow with 16 Blades on 9 In.

Equipment Notes:

Hours:

Stock Number:

Selling Price *

Contract: National Purchasing Partners-NPP Lawn & Landscape (PG 5S CG 70)

\$ 3,801.22

Price Effective Date: September 4, 2019

* Price per item - includes Fees and Non-contract items

Code	Description	Qty	List Price	Discount%	Discount Amount	Contract Price	Extended Contract Price
3341XF	DH1376 - 6 Ft. 4 In. 3-Point Disk Harrow with 16 Blades on 9 In. Spacing	1	\$ 3,892.00	18.00	\$ 700.56	\$ 3,191.44	\$ 3,191.44
Standard Options - Per Unit							
1020	Notched Front and Smooth Rear Disk Blades	1	\$ 33.00	18.00	\$ 5.94	\$ 27.06	\$ 27.06
	Standard Options Total		\$ 33.00		\$ 5.94	\$ 27.06	\$ 27.06
Dealer Attachments/Non-Contract/Open Market							
5TLSK916 43	Scraper Kit with 9 In. Spacing (DH1376)	1	\$ 710.64	18.00	\$ 127.92	\$ 582.72	\$ 582.72
	Dealer Attachments Total		\$ 710.64		\$ 127.92	\$ 582.72	\$ 582.72
	Suggested Price						\$ 3,801.22
	Total Selling Price		\$ 4,635.64		\$ 834.42	\$ 3,801.22	\$ 3,801.22



JOHN DEERE

Selling Equipment



Quote Id: 20327513 Customer Name:

**ALL PURCHASE ORDERS MUST BE MADE OUT
TO (VENDOR):**

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

**ALL PURCHASE ORDERS MUST BE SENT
TO DELIVERING DEALER:**

Stotz Equipment
4811 Brooks Street
Montclair, CA 91763
909-626-8586
xx8699@stotzeq.com

RECEIVED

OCT 16 2019

City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

1:50pm

AGENDA BILL

For the Regular Meeting of: October 22, 2019
Originating Department: Office of the City Clerk

City Clerk: 
Carmen Avalos

City Manager:  TOE MICHAEL
Michael Flad FLAD

SUBJECT: APPROVAL OF CITY COUNCIL MEETING MINUTES.

PURPOSE: To historically preserve the events of the City Council Meetings.

RECOMMENDED ACTION:

- A. Approve the Regular Meeting and Special Meeting minutes of September 24, 2019
- B. Approve the Regular Meeting and Special Meeting minutes of October 8, 2019

FISCAL IMPACT: None.

ANALYSIS: The minutes are provided to the City Council on the Wednesday prior to their regular business meeting. Amendments should be provided to the City Clerk's Office within 24 hours of a City Council Meeting so that verification of the record and corrections are made accordingly. A revised document will be provided to the City Council prior to the Meeting.

BACKGROUND: The minutes typically describe the events of the meeting and may include a list of attendees, a statement of the issues considered by the participants, and related responses or decisions for the issues.

ATTACHMENTS: City Council Minutes

**CITY OF SOUTH GATE
SPECIAL CITY COUNCIL MEETING
MINUTES
TUESDAY, SEPTEMBER 24, 2019**

CALL TO ORDER Vice Mayor Denise Diaz called a Special City Council meeting to order at 5:33 p.m.

ROLL CALL Carmen Avalos, City Clerk

PRESENT Vice Mayor Denise Diaz, Council Member María Belén Bernal, Council Member Al Rios, and Council Member Maria Davila; City Manager Mike Flad, City Attorney Raul F. Salinas

ABSENT City Treasurer Greg Martinez

CLOSED SESSION The Council Members recessed into Closed Session at 5:35 p.m. and reconvened at 6:33 p.m. with four (4) Members of Council present. City Attorney Salinas reported the following:

1. CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION
Pursuant to Government Code Section 54956.9(a), 54954.9(b)(3)(C)
 - a. Maria Gomez, et al. v. City of South Gate
 - b. City of South Gate v. Jah Healing Kemetic Temple of the Divine Church, Inc.

For Item 1A the City Council received a report by the City Attorney with respect to the settlement of this matter. Upon the completion of the report and on a motion made by Council Member Rios and seconded by Council Member Davila the City Council approved the settlement. The vote was 4 to 0.

For Item 1B the City Council received a report by the City Attorney and upon completion of that report there was no action taken by the City Council.

2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Pursuant to Government Code Section 54956.9(c)

One (1) - Potential Case

For Item 2 there was a Closed Session discussion on potential litigation. The City Attorney did not participate in this discussion to avoid a possible

SPECIAL CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

conflict of interest. The City Manager led this discussion and upon completion of the report there was no action taken by the City Council.

ADJOURNMENT

Vice Mayor Diaz adjourned the meeting at 6:35 p.m. by motion of Council Member Davila and seconded by Council Member Bernal.

PASSED and **APPROVED** this 22nd day of October, 2019.

ATTEST:

M. Belén Bernal, Mayor

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, SEPTEMBER 24, 2019**

CALL TO ORDER Denise Diaz, Vice Mayor called a Regular City Council meeting to order at 6:38 p.m.

INVOCATION Council Member María Belén Bernal

PLEDGE OF ALLEGIANCE William Ruiz, GEAR UP 4 LA Academic Advisor

ROLL CALL Carmen Avalos, City Clerk

PRESENT Vice Mayor Denise Diaz, Council Member Al Rios, Council Member Maria Davila and Council Member María Belén Bernal; City Treasurer Gregory Martinez, City Manager Mike Flad, City Attorney Raul F. Salinas

**1
PROCLAMATIONS** The City Council presented a Proclamation declaring September 23 through 27, 2019, as National GEAR UP Week in the City of South Gate.

**2
PROCLAMATIONS** The City Council presented a Proclamation declaring October 2, 2019 as “California Clean Air Day.”

**3
PRESENTATIONS** The City Council presented 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.

**4
PRESENTATIONS** The City Council presented 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.

DEVIATE FROM THE AGENDA At this time, there being no objections, Vice Mayor Diaz stated that items 18 and 19 would be considered out of its regular agenda order.

**18
CITY COUNCIL** The City Council approved Item A to accept applications to fill the City Council vacancy by motion of Council Member Davila and seconded by Council Member Bernal.

a. Directed 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

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

18

CITY COUNCIL CONT'D

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.

ROLL CALL: Vice Mayor Diaz, yes; Council Member Davila, yes; Council Member Bernal, yes; Council Member Rios, yes.

19

CITY COUNCIL

The City Council approved A and B.

- a. Re-organized 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 was administered to the newly selected Mayor and Vice Mayor.

Vice Mayor Diaz motioned and Council Member Rios seconded to postpone selecting a new Mayor and new Vice Mayor until the appointment of a 5th Council Member.

ROLL CALL: Vice Mayor Diaz, yes; Council Member Davila, no; Council Member Bernal, no; Council Member Rios, yes.

Council Member Bernal was selected as Mayor for a term expiring March 2020 by motion of Vice Mayor Diaz and seconded by Council Member Davila.

ROLL CALL: Vice Mayor Diaz, yes; Council Member Davila, yes; Council Member Bernal, abstain; Council Member Rios, yes.

RECESS

The City Council recessed at 9:09 p.m. and reconvened at 9:25 p.m., with all Members of Council present.

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

5 GATEWAY SPECIFIC PLAN

The City Council conducted 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.

Council Member Davila motioned and Mayor Bernal seconded to continue this item to October 22nd.

Mike Flad, City Manager and Joe Perez, Director of Community Development, provided an overview on this item and stated that eminent domain is not a part on the Gateway District Specific Plan.

Mr. Perez introduced Patricia Anders and Christine Babla from AECOM to provide the presentation for the Gateway District Specific Plan.

Mayor Bernal opened the Public Hearing.

Bill De Witt, 5485 Gardendale Street, wanted to find out if there would be any adverse effects on property owners and their property would not be effected as long as operations are legal.

Mr. Perez stated that all of the existing property usage can operate there in perpetuity until such time that either they sell the property to be developed or develop the properties themselves to be consistent with the existing zoning. This would be considered legal non-conforming usage.

Mr. De Witt asked about the plans for Firestone Place and if it would lose access to Firestone Boulevard at the south end of Firestone Place.

Art Cervantes, Assistant City Manager/Director of Public Works, responded that yes it will still have access.

Mr. De Witt asked if the plan with Metro would include an elevated platform and how many tracks would go through.

Mr. Perez responded that there will be two tracks, one would be freight and one would be light rail. Freight would stay at grade and light would be elevated.

Fabiola Inzunza, 9542 Bowman Avenue, has concerns about connectivity of this projects to other areas of the City.

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

5

GATEWAY SPECIFIC
PLAN CONT'D

Mr. Perez responded the plan does identifies many of the plans that we have in place which demonstrates that this just part of a much larger network of amenities and transportation corridors. A lot of the plan is conceptual but there are two sections of the plan that talk about affordable housing. Another part of the plan encourages developers to take advantage of the density bonus incentives. These are things that are already in place and we encourage developers to make a part of their developments.

Mayor Bernal closed the Public Hearing.

Council Member Rios and Mayor Bernal asked if Metro has the authority to enact eminent domain for the development of the project.

Mr. Flad responded that they do have the authority as the project continues if it is required for parking lots, transformers. At this time the rail lines are being built on the existing footprint. Metro will make a needs assessment on the property they are interested in and then that will be brought to Council.

Council Member Rios thought it would be a good idea to reach out to the City of Cudahy since they are our neighbors in this project.

Mr. Flad said he would do this.

Council Member Davila stated that during her Eco Rapid meetings they share information on what each City is doing.

Council Member Rios stated that there will be another stop in the Hollydale area and asked if we will have another General Plan for that area.

Mr. Flad answered that there is already a Plan in place for Hollydale but there has been a location change since the adoption.

Council Member Rios said that there is potential for a third stop at the Los Angeles River location on a separate line. This is currently being accepted by the County.

Council Member Davila asked to continue this Public Hearing because she would like time to meet with staff on some other issues. She suggested that staff arrange to meet with each Council Member to review the plan.

Mayor Bernal asked if the current zone for that area is all industrial.

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

5
GATEWAY SPECIFIC
PLAN CONT'D

Mr. Perez stated that it is not. There are three different zones and these zones will stay in place with this general plan.

Mayor Bernal asked if any comments were received.

Mr. Perez answered that the plan was put out for a public comment period and the negative declaration indicates that there are no significant effects to the environment. He also explained that the City held outreach meetings which were not conducted by Metro.

6
CDBG HOME

The City Council conducted a Public Hearing and adopted Resolution No. 7883 entitled – A Resolution of the City Council of City of South Gate 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 by motion of Mayor Bernal and seconded by Vice Mayor Diaz.

Mike Flad, City Manager gave an overview of this item to the public and City Council.

Mayor Bernal opened the Public Hearing.

Fabiola Inzunza, 9542 Bowman Avenue, stated that she is a member of the Citizen's Advisory Board and suggested that when an item goes before Council that concerns CDBG funding a report should also be given to the Advisory Board.

Mayor Bernal asked what the standard practice is for getting information to the Advisory Board Members.

Joe Perez, Director of Community Development, answered that when we meet we do give updates on these reports but we can also provide more updates when there is not a meeting.

Council Member Rios has concerns that funding always seems to go to the same organizations and would like to see new organizations get some money.

Greg Martinez, City Treasurer, said that there was a Citizen's Advisory Meeting a few weeks ago but it was cancelled because of an issue here at City Hall.

Mr. Perez answered that this is correct. There was a public safety issue here in City Hall that caused us to cancel the meeting and reschedule.

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

6

CDBG HOME CONT'D

Mr. Martinez commended Mr. Perez and staff for notifying the public and making sure the building was secure.

Mayor Bernal closed the Public Hearing.

7

POLICE

The City Council conducted a Public Hearing and approved A, B, and C by motion of Council Member Davila and seconded by Council Member Rios.

- a. Authorized 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. Increased 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. Amended 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.

Mayor Bernal opened the Public Hearing. Seeing no one step forward; Mayor Bernal closed the audience portion.

8

POLICE

The City Council conducted a Public Hearing and approved A, B, C, and D by motion of Council Member Rios and seconded by Council Member Davila

- a. Authorized 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. Approved the Grant Agreement with the OTS, Grant Number PT20123;
- c. Authorized the Mayor to execute the Grant Agreement in a form acceptable to the City Attorney;

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

8

POLICE CONT'D

- d. Increased 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.

Mayor Bernal opened the Public Hearing. Seeing no one step forward; Mayor Bernal closed the audience portion.

COMMENTS FROM THE AUDIENCE

Virginia Johnson, 5751 McKinley Avenue, has concerns regarding the behavior of some Council Members and Commissioners.

Lisa Baca, California Latino Leadership Institute, thanked City Council for the use of the City offices for the Civic Engagement Academy.

Melissa Alvarado, 10306 Hunt Avenue, announced that the South Gate Women's Club is hosting a fundraising luncheon at the Girls Clubhouse.

Steven Resendiz, 8929 Hildreth Avenue, spoke about the teen court program and he is also looking at starting a newspaper for teens.

Fabiola Inzunza, 9542 Bowman Avenue, would like to have all residents check their voter registration status at LAVote.net. On September 28th and 29th the county is hosting a mock election which makes it a great chance to check your registration. She spoke on the SCAG regional housing allocation meeting and SCAG is working out the methodology on numbers for housing for each City in the County.

Nick Godoy, 8611 San Gabriel Avenue, spoke on street vendors and illegal dumping of oil. He also stated that the sweepers are coming late.

REPORTS AND COMMENTS FROM CITY OFFICIALS

Paul Adams, Parks and Recreation Director, stated that Speaker Rendon's office had planned a movie in the river for this Saturday but it was cancelled due to the possibility of rain and are planning for Saturday, October 5th.

Greg Martinez, City Treasurer, said the Tweedy Mile Back Pack Giveaway was a great event and the COG is hosting a homeless program on Friday, October 4th.

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

REPORTS AND COMMENTS FROM CITY OFFICIALS

CONT'D

Carmen Avalos, City Clerk spoke about the mock election being held on September 28th and 29th. Ms. Avalos also reported on the candidate information session for people who are interested in running for office.

Mayor Bernal asked if Ms. Avalos could explain about how candidates can file for the next election and if anyone has filed to be a candidate.

Ms. Avalos stated that the candidate has to file a form 501 with the City Clerk's Office. This form does not state that you're a candidate but indicates your intention to file. Currently we have three people that have filed the form 501, Mr. Jose De La Paz, Ms. Melissa Alvarado and Mayor Bernal.

Council Member Davila attended the Career College meeting at the Auditorium which was hosted by Assembly Member Rendon.

Council Member Rios asked if we will be having a place to vote nearby.

Ms. Avalos responded that she has been advocating for a voting center to be in South Gate. The County uses our Park facilities extensively and as we continue to have vote centers it would be great for them to give us this opportunity to support our own community.

Council Member Rios stated that there is a Census Committee that will be happening around the same time as elections. With more information to come.

Vice Mayor Diaz attended the Vector Control meeting and reported that there have been 39 cases of West Nile reported, with one case in Huntington Park. Vice Mayor Diaz was selected to be on the American Council of Young Political Leaders. They will be in Washington DC on October 20th and she will be meeting with Congresswomen Barragan that morning. She will also be spending 5 days in Hungary and 5 days in Croatia. This is a grant that is paid through the American Council of Young Political Leaders.

Mayor Bernal attended Parke De Dos Rios with the other Council Members.

Vice Mayor Diaz asked to staff to provide a report on the homeless problem in regards to Parke De Dos Rios.

Mayor Bernal spoke about the homeless people now in the parking lots of Azalea and options for providing assistance. She thanked the Tweedy Mile Association and Churches in Action for the backpack giveaway.

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

CONSENT CALENDAR Agenda Items 9, 11, 12 and 15 were approved by motion of Council Member Davila and seconded by Council Member Rios. Item 10 was removed from the agenda by Staff.

9
GOALS SOCCER The City Council adopted Resolution 7884 entitled – A Resolution of the City Council of City of South Gate 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. was approved during Consent Calendar.

10
PERSONNEL The City Council considered 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.

This item was removed from the agenda by Staff.

11
WATER QUALITY The City Council adopted Resolution No. 7885 entitled – A Resolution of the City Council of City of South Gate 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 was approved during Consent Calendar.

12
CITY COUNCIL The City Council approved A and B during Consent Calendar.

- a. Approved a Professional Services Agreement (Contract No. 3554) with Smith Dawson & Andrews, Inc., to provide federal legislative advocacy services, in an amount not-to-exceed \$40,000; and
- b. Authorized the Mayor to execute the Agreement in a form acceptable to the City Attorney.

13 This Item Was Removed From The Agenda.

14 This Item Was Removed From The Agenda.

REGULAR CITY COUNCIL MEETING MINUTES OF SEPTEMBER 24, 2019

15

ENGINEERING

The City Council approved A and B during Consent Calendar.

- a. Approved 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. Authorized the Mayor to execute Amendment No. 5 in a form acceptable to the City Attorney.

16

This Item Was Removed From The Agenda.

17

This Item Was Removed From The Agenda.

20

WARRANTS

The City Council approved the Warrants and Cancellations for September 24, 2019 by Council Auditor Bernal and seconded by Vice Mayor Diaz. (ADMIN SVCS)

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

Cancellations: 81742, 82651

ADJOURNMENT

Mayor Bernal adjourned the meeting at 10:59 p.m. by motion of Council Member Davila and seconded by Council Member Bernal.

PASSED and **APPROVED** this 22nd day of October, 2019.

ATTEST:

M. Belén Bernal, Mayor

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
SPECIAL CITY COUNCIL MEETING
MINUTES
TUESDAY, OCTOBER 8, 2019**

CALL TO ORDER Mayor María Belén Bernal called a Special City Council meeting to order at 5:30 p.m.

ROLL CALL Sonia Guerrero, Recording Secretary

PRESENT Mayor María Belén Bernal, Vice Mayor Denise Diaz, Council Member Al Rios, and Council Member Maria Davila; City Manager Mike Flad, City Attorney Raul F. Salinas

ABSENT City Clerk Carmen Avalos
City Treasurer Greg Martinez

CLOSED SESSION The Council Members recessed into Closed Session at 5:32 p.m. and reconvened at 6:30 p.m. with four (4) Members of Council present. City Attorney Salinas reported the following:

1. CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION
Pursuant to Government Code Section 54956.9(a), 54954.9(b)(3)(C)

a. Francis Arocha v. City of South Gate (WCAB)

Item 1a is a Workers Compensation matter and the City Council received a presentation by the City Attorney and the City Manager with respect to that litigation. There was a decision that the City had to decide to either appeal a particular decision made by the trial judge in that case. On a motion made by Council Member Davila and seconded by Mayor Bernal the City Council opted not to move forward with the petition. The vote was 4 to 0.

2. CONSIDER THE EVALUATION OF PERFORMANCE OF A PUBLIC EMPLOYEE
Pursuant to Government Code Section 54957 and 54957.6

a. City Manager

For Item 2a the City Council received a presentation from the City Manager. Upon conclusion of the report there was no action taken.

SPECIAL CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

3. CONSIDER THE EVALUATION OF PERFORMANCE OF A PUBLIC EMPLOYEE

Pursuant to Government Code Section 54957 and 54957.6

a. City Attorney

For Item 3a the City Attorney gave a presentation to the City Council. Upon completion of the presentation, the City Council gave guidance to the City Attorney with respect to the matter and there was no further discussion entertained in Closed Session.

ADJOURNMENT

Mayor Bernal adjourned the meeting at 6:31 p.m. by motion of Council Member Davila and seconded by Council Member Rios.

PASSED and **APPROVED** this 22nd day of October, 2019.

ATTEST:

M. Belén Bernal, Mayor

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, OCTOBER 8, 2019**

CALL TO ORDER María Belén Bernal, Mayor called a Regular City Council meeting to order at 6:32 p.m.

INVOCATION Reverend Sean Pica, Redeemer Lutheran Church

PLEDGE OF ALLEGIANCE Sean Palos, Crime Prevention Specialist

ROLL CALL Gregory Martinez, City Treasurer

PRESENT Mayor María Belén Bernal, Vice Mayor Denise Diaz, Council Member Al Rios, and Council Member Maria Davila; City Treasurer Gregory Martinez, City Manager Mike Flad, City Attorney Raul F. Salinas

LATE Carmen Avalos, City Clerk

1 PRESENTATIONS The City Council issued a Proclamation declaring the month of October 2019, as National Crime Prevention Month in the City of South Gate.

2 PROCLAMATIONS The City Council issued a Proclamation declaring the month of October 2019, as National Domestic Violence Awareness Month in the City of South Gate.

3 PROCLAMATIONS The City Council issued a Proclamation declaring the month of October 2019 as National Breast Cancer Awareness Month.

4 PROCLAMATIONS The City Council issued a Proclamation declaring October 7 through 11, 2019, as Code Enforcement Officer Appreciation Week in the City of South Gate.

5 PROCLAMATIONS The City Council issued a Proclamation declaring October 23 through 31, 2019, as National Red Ribbon Week in the City of South Gate.

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

6
CITY COUNCIL
APPOINTMENTS

The City Council made the following appointments to outside boards and agencies to fill vacancies and make changes.

Mayor Bernal motioned and Council Member Rios seconded to have Council Member Davila serve as City Council Auditor.

ROLL CALL: Mayor Bernal, yes; Vice Mayor Diaz, yes; Council Member Davila, Abstain; Council Member Rios, yes.

Council Member Davila motioned and Council Member Rios seconded to have Mayor Bernal serve as Representative to the County Sanitation District.

ROLL CALL: Mayor Bernal, abstain; Vice Mayor Diaz, yes; Council Member Davila, yes; Council Member Rios, yes.

Council Member Davila motioned and Council Member Rios seconded to have Mayor Bernal serve as Representative to the Los Angeles County City Selection.

ROLL CALL: Mayor Bernal, abstain; Vice Mayor Diaz, yes; Council Member Davila, yes; Council Member Rios, yes.

Vice Mayor Diaz motioned and Mayor Bernal seconded to have Council Member Rios serve as Representative to the California Contract Cities Association.

ROLL CALL: Mayor Bernal, yes; Vice Mayor Diaz, yes; Council Member Davila, yes; Council Member Rios, abstain.

Mayor Bernal motioned and Council Member Davila seconded to have Vice Mayor Diaz serve as Alternate to the California Contract Cities Association.

ROLL CALL: Mayor Bernal, yes; Vice Mayor Diaz, abstain; Council Member Davila, yes; Council Member Rios, yes.

Mayor Bernal motioned and Council Member Rios seconded to have Council Member Davila serve as Alternate to the Southeast Community Development Corporation.

ROLL CALL: Mayor Bernal, yes; Vice Mayor Diaz, yes; Council Member Davila, abstain; Council Member Rios, yes.

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

COMMENTS FROM THE AUDIENCE

Jesus Nunez, LAUSD Community of Schools Administrator for South Gate, stated that they have embarked on a new philosophy for this district. By having our office here in South Gate it brings connectivity to the community. He also introduced a few members of the staff.

Carolina Medina and Mario Medina spoke on the LGBT community and organizations that help with counseling.

Gloria Rodriguez, Huntington Park, spoke in support of the LGBT community.

Leticia Vasquez, representative of the Central Basin Municipal Water District, spoke on meter charges. She would like to come before Council and talk about the programs/benefits that the City gets as being part of the Central Basin Municipal Water District.

Eddie Martinez, Huntington Park, spoke on LGBT community and support groups available in the community.

Enith Moreno, spoke on support for the LGBT community.

Lily Ortega, 10431 Hildreth Avenue, spoke on support for the LGBT community in the area.

Lina Rubalcava, 8614 Evergreen Avenue, thanked the Vice Mayor for her support of the LGBT community.

Virginia Johnson, 5751 McKinley Avenue, stated that there is a large warehouse container blocking several parking spaces at the 7-11 on Garfield Avenue. Also behind the 7-11 in the east alley there is another extremely large commercial trash container blocking the public right of way. She also spoke on AB68 which allows a massive increase to the number of accessory dwelling space units. She concluded by asking if there could be a report out on an item that went before Closed Session regarding a religious organization that giving away marijuana for donations and will it be able to continue.

Nick Godoy, 8611 San Gabriel Avenue, spoke about the street sweepers and parking on Ardmore.

Patricia Camacho, Congresswomen Barragan's Office, she invited everyone to attend the 2nd annual Veteran's Welcome Home Event.

Greg Martinez, requested that the City Council place an item on the agenda to audit the JAA to see if the JAA is meeting their contractual obligations to the City.

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

REPORTS AND COMMENTS

FROM CITY OFFICIALS Carmen Avalos, City Clerk explained the process for the vacant seat for the City Council. At the September 24th meeting the City Council opened a period for individuals to apply to be appointed to the City Council vacancy. On September 25th the position opened and on October 7th at 5:00 p.m. it closed. The City Clerk's Office received eight applications. The opening was done as any City bid project and we had member of the public in attendance. The list was then published on the City's website to inform the public who applied and what was submitted. At tonight's meeting the City Council received a packet of applicants and the only part that was omitted was the signature so we keep in compliance with the mandates from the state. There will be a Special City Council Meeting on Tuesday, October 15th at 5:30 p.m. During this meeting City Council will have the opportunity to interview the candidates that applied. The City Council will make the appointment at the end of the deliberate.

Mayor Bernal asked if after each candidate is interviewed, the candidates will be able to come back into the room and hear City Council deliberate.

Mike Flad, City Manager responded that once all candidates have been interviewed they will be allowed to return to the Chambers.

Ms. Avalos stated that she had many questions about Council's involvement with the applications and she stated that the Council had zero involvement in terms of the process itself. It was handled by the City Clerk's Office, the City Attorney's Office, and the City Administration and Human Resources Offices.

Ms. Avalos stated that the City Clerk's Office held two candidate information meetings in preparation for the 2020 Election. She will also be attending the City Clerk Summit hosted by the County to provide information on what the process and cost is looking like for March 3, 2020 election. The nomination period will be opening next month on November 11th.

Greg Martinez, City Treasurer, said that he woke up sick last Friday and was not able to attend the Homeless meeting but was glad that Mayor Bernal was able to attend.

Mike Flad, City Manager, stated that staff is asking for Agenda Item 17 be removed to a future meeting.

Raul F. Salinas, City Attorney, responded to Ms. Johnson's question about the Closed Session item. The City filed a law suit against a marijuana dispensary which claims that it is operating as a church and that it is asking for donations for any marijuana that is provided to any alleged church members. The City of South Gate filed a law suit at the beginning of August to cease the operations. The Court has issued a temporary

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

REPORTS AND COMMENTS FROM CITY OFFICIALS

CONT'D

restraining order. The City then moved to seek a preliminary injunction and are waiting for that ruling.

Joe Perez, Director of Community Development, said that there will be another Business 101 workshop this Thursday evening at South Gate Park. The City is also assisting with a Small Business Legal Academy on November 9th at South Gate Park.

Paul Adams, Director of Parks and Recreation, will be having a Special Olympic Tournament and we have two Halloween Haunt one at South Gate Park and one at Hollydale Park. On November 3rd the Women's Club is hosting the Dia de Los Muertos celebration at South Gate Park.

Randy Davis, Chief of Police, said that this Saturday, October 12th at Southeast High School we have the explorers graduation from the academy.

Council Member Davila thanked the speakers that spoke on the LGBT community and that they have her support. She also thanked Vice Mayor Diaz for her work. She said that we need to continue to put the word out on Breast Cancer Awareness and support the families in need.

Council Member Rios said that we need to continue to support the LGBT community and thanked Council Member Diaz for bringing this topic forward. He attended a rent control round table meeting and the Gateway Service Metro Council. Speaker Anthony Rendon hosted movies on the river and also a State of the State address this Friday in Lakewood.

Vice Mayor Diaz said that she was appointed to the Latino caucus for the League of California Cities. She approached Walmart to help with visiting seniors during the Holidays. She invited her fellow Council Members to join her and it will be a two day event with Walmart and the Police Officer Association starting on December 6th.

Vice Mayor Diaz thanked the supporters of the LGBT community that were in attendance tonight and her plans to work with other organizations to provide support in the Southeast Area for LGBT community.

Mayor Bernal has requested that the month of October be anti-bullying month. She also thanked Vice Mayor Diaz for her work with the LGBT community. The Mayor attended a Water Education for Latino Leaders meeting with the Vice Mayor. She also attended a SCAG Community Economic and Housing Development Committee, which she was appointed to with the Gateway COG, South Gate High School Homecoming and the Southeast Water Collation.

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

REPORTS AND COMMENTS FROM CITY OFFICIALS

CONT'D

As part of the Southeast Water Coalition (SEWC) the City of South Gate did sign on along with twelve (12) other cities oppose the retail meter charge. Along with a lot of other cities we have these connections to receive water from Central Basin, however we do not access the water. Some of the other cities that are involved with the law suit are Cerritos, City of Commerce, Downey, Huntington Park, Lakewood, Norwalk, Paramount and a couple more. The City of Commerce will be the lead agency.

Lastly, the Mayor attended a Weekend to End Homelessness that was held in the City of Norwalk. The City of Norwalk has a social services department which has three assigned staff members that are assigned to the issue of homelessness. Homelessness is a regional and national issue. We need to continue to look at inconclusive housing while maintaining safety.

CONSENT CALENDAR

Agenda Items 7, 8, 9, 10, 12, 13, and 15 were unanimously approved by motion of Mayor Bernal and seconded by Vice Mayor Diaz. Item 14 was removed from the agenda by Staff.

7

ELECTIONS

The City Council approved A, B, C, and D during Consent Calendar.

- a. Adopted Resolution No. 7886 entitled – A Resolution of the City Council of City of South Gate calling for the Holding of a General Municipal Election to be held on Tuesday, March 3, 2020, for the Election of Certain Officers and Requesting the Board of Supervisors of the County of Los Angeles to Consolidate the Election with any and all Elections also called to be held on Tuesday, March 3, 2020 and Requesting the Board to Render Specified Services to the City Relating to the Conduct of a General Municipal Election to be held on Tuesday, March 3, 2020;
- b. Adopted Resolution No. 7887 entitled – A Resolution of the City Council of City of South Gate adopting Regulations for Candidates for Elective Office Pertaining to Candidates' Statement Submitted to the Voters at the General Municipal Election to be held on Tuesday, March 3, 2020; and
- c. Adopted Resolution No. 7888 entitled – A Resolution of the City Council of City of South Gate resolving a Tie Vote by Lot using the Coin Toss Method for Elective Offices in the event of a Tie Vote at the March 3, 2020 Municipal Election.
- d. Authorized the City Clerk to issue a Notice of a General Municipal

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

Election to be held on March 3, 2020.

8
TITLE 7

The City Council adopted Resolution No. 7889 entitled – A Resolution of the City Council of City of South Gate temporarily suspending the enforcement of issuing administrative citations to allow for limited alcohol beverage consumption during the Commission for South Gate Youth Pageant of the Trees fundraiser event at the South Gate Municipal Auditorium on Saturday, December 7, 2019, from 5:00 p.m. to 10:00 p.m. during Consent Calendar.

9
CIS

The City Council approved A and B during Consent Calendar.

- a. Approved Amendment No. 1 to Contract No. 3398 with ViaTRON Systems, Inc., extending retroactively the term and expanding the scope of document scanning services to include the Police Department, through and including June 30, 2020, in an amount not to exceed \$144,810; and
- b. Authorized the Mayor to execute Amendment No. I in a form acceptable to the City Attorney.

10
CIS

The City Council approved A, B, and C during Consent Calendar.

- a. Approved Amendment No. 1 to Contract No. 3425 with Edgesoft, Inc., to provide additional software licenses, training, implementation and data hosting, for a three year term, in an amount not to exceed \$200,000 (\$151,400 for the first year and \$24,300 for the second and third years), and extending the term of the original maintenance services for one additional year to run concurrently with the new maintenance services, in an amount not to exceed \$48,000.
- b. Appropriated \$151,400 from the unassigned fund balance of the Information Systems Fund (Fund No. 522) to Account No. 522-305-12-9006 (IS Fund - Computer Equipment & Software); and
- c. Authorized the Mayor to execute Amendment No. 1 in a form acceptable to the City Attorney.

11

This item was removed from the agenda.

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

12

FIRESTONE

The City Council approved A and B during Consent Calendar.

- a. Approved Amendment No. 3 to Contract No. 3368 with Biggs Cardoso & Associates, Inc., for additional construction management and inspection services for the Firestone Boulevard Regional Corridor Capacity Enhancements Project in an amount not to exceed \$70,540; and
- b. Authorized the Mayor to execute Amendment No. 3 in a form acceptable to the City Attorney.

13

FLEET MGMT

The City Council received and filed the City's Fleet Management Master Plan during Consent Calendar.

14

ENGINEERING

The City Council approved A and B by motion of Mayor Bernal and seconded by Council Member Rios.

- a. Approved staff's recommendation to decline the \$175,000 in grant funds from the Mobile Source Air Pollution Reduction Review Committee offered through the South Coast Air Quality Management District for the construction of the Compressed Natural Gas Fueling Station that is no longer necessary; and
- b. Authorized the Assistant City Manager/Director of Public Works to notify the South Coast Air Quality Management District of the rejection of the grant funds.

15

MINUTES

The City Council approved the Regular Meeting and Special Meeting minutes of September 10, 2019.

16

WIRELESS

The City Council approved Item C regarding the AT&T cell tower lease at South Gate Park by motion of Mayor Bernal and seconded by Council Member Davila.

- a. Approving AT&T's request to reduce the monthly lease rate by \$143.15, reduce the CPI to 1.8% per year, extend the term of the lease for an additional 15 years, extend the guarantee period/early termination to five years, and direct staff and the City Attorney to prepare an amendment to Contract No. 2629 for presentation at a future City Council meeting for approval; **OR**
- b. Approving AT&T's request to reduce the monthly lease rate by

REGULAR CITY COUNCIL MEETING MINUTES OF OCTOBER 8, 2019

16

WIRELESS CONT'D

\$57.50, reduce the CIP to 8% every five years, extend the term of the lease for an additional 15 years, extend the guarantee period/early termination to seven years, and direct staff and the City Attorney to prepare an amendment to Contract No. 2629 for presentation at a future City Council meeting for approval; **OR**

- c. Directed staff to notify AT&T that the City will continue with the current lease agreement under the existing terms through 2034.

17

MASTER PLAN

The City Council considered receiving and filing the Technology Master Plan.

This item was removed from the agenda by Staff.

18

WARRANTS

The City Council approved the Warrants and Cancellations for October 8, 2019 by motion of Council Auditor Bernal and seconded by Council Member Davila.

Total of Checks:	\$2,208,169.84
Voids	\$ (7,418.13)
Total of Payroll Deductions:	<u>\$ (315,731.70)</u>
Grand Total:	\$1,885,020.01

Cancellations: 80453, 80929, 80947, 80948, 81048, 81055, 81058, 81109, 81259, 81304, 81335, 81382, 81777, 84426, 84391, 84760

ADJOURNMENT

Mayor Bernal adjourned the meeting at 8:56 p.m. by motion of Council Member Davila and seconded by Vice Mayor Diaz.

PASSED and APPROVED this 22nd day of October, 2019.

ATTEST:

M. Belén Bernal, Mayor

Carmen Avalos, City Clerk

RECEIVED

OCT 16 2019

City of South Gate
CITY COUNCIL

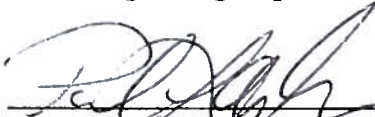
CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

4:10pm

AGENDA BILL

For the Regular Meeting of: October 22, 2019
Originating Department: Parks & Recreation

Department Director:


Paul L. Adams

City Manager:



Michael Flad

SUBJECT: AGREEMENT FOR DESIGN SERVICES OF THE GIRLS CLUB HOUSE REPLACEMENT PROJECT

PURPOSE: To approve a contract for design and construction documents for the replacement of the Girls Club House at South Gate Park.

RECOMMENDED ACTIONS:

- a. Approve Agreement with LPA, Inc., for design services for a new community center to replace the existing Girls Club House building at South Gate Park, in the amount of \$1,446,074;
- b. Authorize the Mayor to execute the Agreement in a form acceptable to the City Attorney;
- c. Authorize the Director of Parks & Recreation to approve related services, change orders, required surveys and studies, contingency and reproduction expenses with the remainder of the budgeted amount of \$253,926 for this Project in a manner consistent with the City's purchasing ordinance; and
- d. Authorize the Director of Parks & Recreation to execute any additional documents as may be required to properly implement and manage this Agreement.

 **FISCAL IMPACT:** Funds, in the amount of \$1,700,000, were included in the Fiscal Year 2019/20 budget for this Agreement in Account Number 524-401-61-6101 (Building & Infrastructure Maintenance Fund – Parks & Recreation Administration – Professional Services).

ALIGNMENT WITH COUNCIL GOALS: This project supports City Council Goal #5 – Continued Infrastructure Improvements and specifically item #117 and #123 related to the replacement of the Girls Club House. This item also addresses the Parks Master Plan priority issue of replacing the Girls Club House.

ANALYSIS: Staff released a Request for Proposal (RFP) in June 2019 and received 17 proposals. After evaluating all the proposals, the top four firms were interviewed by the Parks & Recreation Commission (Commission). Based upon the Commission's recommendations, requirements in the RFP and the firm's proposal, staff negotiated the attached agreement for design services and is presenting it for the City Council's approval.

BACKGROUND: Built in 1958, as a community center at South Gate Park, better known as the Girls Club House, is a 10,000 sq. ft. city facility that is heavily used for preschool programs, community classes, community events and meetings. In 2018, the Commission completed a Needs Assessment which resulted in the recommendation for a total replacement of the existing building with a new, 30,000 sq ft building. As part of the 2019/20 Fiscal Year budget, the City Council approved \$1,700,000 to complete designs for the replacement of the Girls Club House building.

On June 10, 2019, an RFP for design services was sent to architecture firms currently on the Parks & Recreation Department's list of approved vendors, as well as to several clearing houses, and it was advertised on the City's website. Deadline for submittal of proposals was July 10, 2019. A total of 17 proposals were received by the deadline and they were reviewed by a committee consisting of the Parks & Recreation Director, the Deputy Director of Parks & Recreation and the assigned Project Engineer.

Each proposal was evaluated based on the firm's experience, understanding of the project and ability to complete the project within budget and schedule. The four top proposers were invited to present their qualifications and ideas for the project to the Parks & Recreation Commission. The Commission then rated each firm in priority order based upon their compatibility and match with the character of the Community and the project.

The Commission was asked to rate each firm by preference from "most preferred" to "least preferred". Staff then used the Commission's recommendation, requirements from the RFP and the vendor's proposal to negotiate the proposed agreement for design services with the most preferred vendor at the reduced price of \$1,446,074. The contract is now before the City Council for final approval. All funds remaining in the project budget will be available for change orders, additional studies and other costs directly associated with the project.

ATTACHMENT: Proposed Agreement with LPA, Inc.

AGREEMENT FOR PROFESSIONAL SERVICES FOR ARCHITECTURAL DESIGN SERVICES FOR THE GIRLS CLUB HOUSE REPLACEMENT PROJECT BETWEEN THE CITY OF SOUTH GATE AND LPA, INC.

This Agreement for Professional Services for architectural design services for the Girls Club House Replacement Project (“Agreement”) is made and entered into on October 22, 2019, by and between the City of South Gate, a municipal corporation, (“City”), and LPA, Inc., a California corporation, (“Consultant”). City and Consultant are sometimes hereinafter individually referred to as a “Party” and collectively as “Parties.”

RECITALS

WHEREAS, the City does not have the personnel able and/or available to perform the unique services required under this agreement; and

WHEREAS, the City desires to retain a qualified provider for architectural design services for the Girls Club House Replacement Project; and

WHEREAS, the Consultant represents to the City that it has the qualifications, experience and facilities to perform properly and timely the services under this Agreement; and

WHEREAS, the City desires to contract with the Consultant to perform the services as described in the Proposal attached hereto as Exhibit “A” and made part of this Agreement; and

WHEREAS, Consultant holds a valid architectural license, No. C15598, held by James Wirick, AIA.

NOW, THEREFORE, the Parties hereby agree as follows:

- 1.0 SCOPE OF SERVICES.** The Consultant agrees to provide the services and perform the tasks set forth in the Scope of Services attached hereto as Exhibit “B” and made part of this Agreement. The Scope of Services may be mutually amended from time to time by both Parties in writing.
- 2.0 TERM OF AGREEMENT.** This Agreement is effective on October 22, 2019, and will remain in effect through October 22, 2024, or until all work specified in Exhibit “B” is accepted as complete by the City, whichever comes first, or until terminated by either Party as provided herein.
- 3.0 CITY AGENT.** The Director of Parks & Recreation, or his/her designee (Director), for the purposes of this Agreement, is the agent for the City; whenever approval or authorization is required, Consultant understands that the Director of Parks & Recreation, or his/her designee, has the authority to provide that approval or authorization.

4.0 COMPENSATION FOR SERVICES. The amount of compensation paid by the City to the Consultant for its professional services rendered and costs incurred pursuant to Exhibit "B" and the Fee Proposal and Hourly Rate Schedule attached hereto as Exhibit "C" and made part of this Agreement, shall be One Million Four Hundred Eighty Four Thousand Eighty Dollars (\$1,484,080). No additional compensation shall be paid for any other expenses incurred, unless first approved in writing by the Director of Parks & Recreation or his/her designee.

4.1 The Consultant shall submit to the City, by not later than the 10th day of each month, its bill for services itemizing the fees and costs incurred during the previous month. The City shall pay the Consultant all uncontested amounts set forth in the Consultant's bill within 30 days after it is received. In addition to its termination rights under this Agreement, Consultant shall be entitled to suspend its services if City does not pay uncontested amounts when due, subject to the Consultant first providing written notice of the delinquency and the City's failure to pay such amounts within fourteen (14) days of City's receipt of the notice.

5.0 CONFLICT OF INTEREST. The Consultant represents that it presently has no interest and shall not acquire any interest, direct or indirect, in any real property located in the City which may be affected by the services to be performed by the Consultant under this Agreement. The Consultant further represents that in performance of this Agreement, no person having any such interest shall be employed by it.

5.1 The 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 awarded this contract, the Consultant shall not offer, encourage or accept any financial interest in the Consultant's business by any City employee or official.

5.2 If a portion of the Consultant's services called for under this Agreement shall ultimately be paid for by reimbursement from and through an agreement with a developer of any land within the City or with a City franchisee, the Consultant warrants that it has not performed any work for such developer/franchisee within the last 12 months, and shall not negotiate, offer or accept any contract or request to perform services for that identified developer/franchisee during the term of this Agreement.

6.0 GENERAL TERMS AND CONDITIONS.

6.1 **Termination.** Either the City Manager or the 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 the Consultant under this Agreement shall be returned to the City. If the City terminates this Agreement without cause, the Consultant shall prepare and shall be entitled to receive compensation pursuant to a close-out bill for services rendered and fees incurred pursuant to this Agreement through the notice of termination. If the Consultant terminates this Agreement without cause, the Consultant shall be paid only for those services completed in a manner satisfactory to the City.
- 6.1.2 If the Consultant or the City fail to fulfill in a timely and proper manner its obligations under this Agreement, or if the Consultant or the City violate any of the covenants, agreements, or stipulations of this Agreement, the Consultant or the 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, subject to the terminating Party providing written notice to the other Party of the problem and the other Party failing to cure such to the reasonable satisfaction of the terminating Party within fourteen (14) days of the other Party's receipt of the notice. The Consultant shall be entitled to receive compensation in accordance with the terms of this Agreement for any work satisfactorily completed hereunder. Notwithstanding the foregoing, the Consultants 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.** The Consultant shall not assign or transfer any interest in this Agreement without the express prior written consent of the City.
- 6.3 **Non-Discrimination.** The 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, County and City governments.
- 6.4 **Insurance.** The Consultant shall submit to the 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) Professional Liability Insurance covering damages arising from the Consultant's negligence in the rendering of its professional services in amounts no less than \$2,000,000 per claim and \$2,000,000 in the aggregate.
- (b) Workers Compensation Insurance as required by law. The Consultant shall

require all subcontractors similarly to provide such compensation insurance for their respective employees.

- (c) Comprehensive general and automobile liability insurance protecting the 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 and authorized to do business in the State of California or which is approved in writing by City.
 - 2) Name and list as additional insured the 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 the City of such cancellation, except for ten (10) days for non-payment of premium."
 - 5) Cover the operations of the Consultant pursuant to the terms of this Agreement.

6.5 Indemnification. Subject to Civil Code 2782.8, Consultant agrees to and shall indemnify, hold harmless and defend (with counsel selected by the City) the City of South Gate and its officers, Council Members, elected officials, agents (but not including the City's contractors or other consultants), servants and employees from any and all claims and losses whatsoever occurring or resulting to or from, arising out of or in any way connected with Consultant's work. Consultant's obligation to indemnify, defend and save harmless the City of South Gate and its respective officers, councilmembers, elected officials, agents, servants and employees, as stated hereinabove, shall include, but not be limited to, paying all legal fees and costs incurred by legal counsel of the City's choice in representing the City of South Gate, and its respective officers, councilmembers, elected officials, agents, servants and employees, in connection with any such claims, losses, lawsuits or actions arising from or relating to the death of any person or any accident, injury, loss, or damage whatsoever to person or property which shall be directly or indirectly caused by any acts, errors or omissions of Consultant or its agents, servants, employees, or contractors. Consultant shall not be responsible for (and this indemnity shall not apply to) such matters to the extent they are solely caused by any negligent acts, errors, or omissions of the City or its

respective agents, servants or employees or caused by the willful misconduct of City of South Gate's agents, servants or employees. Notwithstanding the foregoing, with regard to claims based upon professional errors or omissions, the Consultant's duty to defend and to indemnify shall be limited to the Consultant's proportionate percentage of fault as determined by the ultimate trier of fact. In such claims, the Consultant shall not be obligated to provide defense counsel but shall reimburse the Owner for the defense costs based upon the provisions of Civil Code § 2782.8

- 6.6 Compliance With Applicable Law.** The Consultant and the City shall use reasonable care to comply with all applicable laws, ordinances and codes of the Federal, State, County and City governments that are in effect at the time of the services.
- 6.7 Independent Contractor.** This Agreement is by and between the City and the Consultant and is not intended, and shall not be construed, to create the relationship of agency, servant, employee, partnership, joint venture or association, as between the City and the Consultant.
- 6.7.1.** The Consultant shall be an independent contractor, and shall have no power to incur any debt or obligation for or on behalf of the City. Neither the City nor any of its officers or employees shall have any control over the conduct of the Consultant, or any of the Consultant's employees, except as herein set forth, and the 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 the City, it being distinctly understood that the Consultant is and shall at all times remain to the City a wholly independent contractor and the Consultant's obligations to the City are solely such as are prescribed by this Agreement.
- 6.7.2. Business License Required.** According to Section 2.08.040 (Business License Required), of Chapter 2.08 (Business License Tax), of Title 2 (Licenses – Business Regulations) of the South Gate Municipal Code, a business license will be required prior to doing business within the City, even if the business is located outside of the City. Verification of a valid South Gate business license will be required prior to start of work and any fees associated with the acquisition or maintenance of such business license shall be the sole responsibility of the Consultant.
- 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 the 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.
- (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 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 hereto.

6.11 Final Payment Acceptance Constitutes Release. The acceptance by the Consultant of the final payment made under this Agreement shall, subject to the California Civil Code (including Articles 8136 and 8138), operate as and be a release of the City from all claims and liabilities for compensation to the Consultant for anything done, furnished or relating to the Consultant's work or services. Acceptance of payment shall be any negotiation of the 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 the City shall not constitute, nor be deemed, a release of the responsibility and liability of the Consultant, its employees, sub-consultants 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 the City for any defect or error in the work prepared by the Consultant, its employees, sub-consultants and agents.

6.12 Corrections. In addition to the above indemnification obligations, the Consultant shall correct, at its expense, all errors in the work which may be disclosed during the City's review of the Consultant's report or plans. Should the Consultant fail to make such correction in a reasonably timely manner, such correction shall be made by the City, and the cost thereof shall be charged to the Consultant.

- 6.13 Files.** All files of the Consultant pertaining to the City shall be and remain the property of the City. The 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; Disputes.** 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 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, 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. In the event of a dispute between the Parties as to performance of the services, the interpretation of this Agreement, payment or nonpayment for work performed or not performed or for disputes on whether or not the Consultant is in default, the parties shall (if informal attempts, such as discussions between senior leadership of the parties, have not resolved the dispute) attempt to resolve the dispute either informally or through the mediation process before resorting to litigation or, if the parties mutually agree at the time of the dispute, arbitration. Such informal attempts should include at least one meeting between senior leadership within ten (10) days written request of the Party that has a dispute, and the parties shall make good faith efforts to resolve the dispute during the meeting or any further meetings that senior leadership may agree to attempt to resolve the dispute before going to mediation. If the Consultant performs diligently to completion, City agrees to make progress payments as called for herein. If the dispute is not resolved, the Consultant agrees that it will neither rescind the Agreement nor stop the progress of the work, as long as the City continues to make payments on all invoices and shows a good faith effort to resolve the dispute by mediation or other means.
- 6.15 Mitigation of Damages.** In all such situations arising out of this Agreement, the parties shall make a commercially reasonable 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 Attorneys' Fees.** The Parties hereto acknowledge and agree that each will bear his or its own costs, expenses and attorneys' 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 attorneys' 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 the City and the 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 appropriately executed by both the City and the Consultant.
- 6.19 Notices.** Any notice required to be given hereunder shall be deemed to have been given by depositing said notice in the United States mail, postage prepaid, and addressed as follows:
- | | |
|--------------------------------|------------------------------|
| TO CITY: | TO CONSULTANT: |
| Paul L. Adams | Jon Mills |
| Director of Parks & Recreation | Chief Operating Officer |
| City of South Gate | LPA, Inc. |
| 4900 Southern Avenue | 5301 California Avenue, #100 |
| South Gate, CA 90280 | Irvine, CA 92617 |
| TEL (323) 563-5478 | TEL (949) 701-4134 |
| FAX (323) 564-8632 | FAX (949) 260-1190 |
- 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 side may claim that the interpretation of the Agreement shall be construed against either Party solely because that Party drafted all or a portion of the Agreement, or the clause at issue.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed and attested by their respective officers thereunto duly authorized.

CITY OF SOUTH GATE:


By: _____
M. Belén Bernal, Mayor

Date: _____

ATTEST:

By: _____
Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:

By:  _____
Raul F. Salinas, City Attorney

LPA, INC.:

By: _____
Jon Mills, Chief Operating Officer

Date: _____

RECEIVED

OCT 15 2019

City of South Gate
CITY COUNCIL

Item No. 13

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

9:30am

AGENDA BILL

For the Regular Meeting of: October 22, 2019

Originating Department: Community Development

Department Director:

Joe Perez
Joe Perez

City Manager:

Michael Flad
Michael Flad

SUBJECT: UPDATE ON CITY EFFORTS TO ADDRESS HOMELESS ENCAMPMENTS, TRASH AND ILLEGAL DUMPING ON UNION PACIFIC RAILROAD PROPERTY

PURPOSE: This item provides an update on the City’s efforts to address the maintenance issues along the Union Pacific Railroad (UPRR) rights-of-way and allows an opportunity for City Council discussion of this issue.

RECOMMENDED ACTIONS:

- a. The City Council will discuss staff’s efforts to address homeless encampments, trash and illegal dumping along Union Pacific Railroad rights-of-way; and
- b. Receive and file report.

FISCAL IMPACT: None.

NOTICING REQUIREMENT: None.

ANALYSIS: There are essentially three types of maintenance challenges along the UPRR right-of-way: (1) trash and debris along large segments of the right of way; (2) pockets of large, illegally dumped items; and, (3) the establishment of homeless encampments. To accomplish the goal of having UPRR conduct regular, timely maintenance of their right of way, we are taking the following multi-pronged approach:

Legislative Engagement:

Our legislative lobbyists are developing a strategy to engage elected representatives at the local, state and federal levels of government to express our concerns and obtain assistance regarding this issue. We are working with our state lobbyist, Joe A. Gonsalves & Son, to communicate our concerns with Assemblymember, Speaker Anthony Rendon. This will include written correspondence and a meeting with Speaker Rendon and his local government staff to discuss the next steps.

On the federal level, we are working in concert with our lobbyist Jayson Braude of Smith Dawson. Mr. Braude is scheduling a meeting with State Senator Lena Gonzalez and preparing a strategy to address the UPRR issues within the federal government’s purview. Furthermore, Vice Mayor Denise Diaz and Mr. Braude are meeting with our U.S. Representative Nanette Barragan in Washington D.C., to raise these issues and seek congressional support.

City Enforcement & Potential Legal Action:

Staff is working with the City Attorney's office to determine our authority to seek judicial recourse against UPRR for failure to abate conditions that are injurious to the health and safety of our residents. Once this analysis is completed, potential legal actions will be presented to the City Council for consideration in the near future.

Public Works Efforts:

Public Works Department staff will continue to report issues with the UPRR representative responsible for clean-up efforts and push for quicker responses from UPR. In addition, Public Works staff will participate in the abatement of homeless encampments, on a limited basis when authorized by the City Manager. Public Works staff may also implement mitigation measures in the public right-of-way, when deemed necessary.

Protection of Public Health:

The LA County Department of Public Health recently embarked on an effort to assess homeless encampments in LA County in order to identify conditions that may contribute to communicable disease transmission. We recently met with Public Health officials and agreed to coordinate with their enforcement teams to have UPRR and other property owners quickly abate homeless encampments in South Gate. The goal of this new partnership is to minimize the health risks of disease transmission due to unsanitary conditions and potential contamination issues. We are also providing the County with specific locations along the UPRR rights-of-way and other areas where homeless encampments regularly appear. The LA County Public Health Department will inspect these locations on a quarterly basis.

Preservation of Public Safety:

The South Gate Police Department deploys a homeless outreach team on a consistent basis and partners with surrounding law enforcement agencies, the Los Angeles County Department of Mental Health and other public agencies to address homeless encampments along the UPRR rights-of-way. These deployments include outreach, shelter options, physical and mental health service, and encampment abatement. The Police Department is also exploring the use of monitoring equipment on public rights-of-way that experience high frequencies of illegal dumping.

Public Education:

Informational flyers and the City's social media outlets are being used to educate the public on the City's process for addressing illegal dumping and homeless encampments. Residents, for example, are encouraged to call the UPRR Hotline at (888) 877-7267 to report illegal dumping on railroad rights-of-way in the City. Staff is also distributing an illegal dumping flyer (attached) that provides telephone numbers to report locations of illegally dumped items, to inform the Police Department when illegal dumping is in-progress, and to schedule bulky item pick-ups from the City's waste hauler, Waste Management.

ATTACHMENT: Illegal Dumping Flyer



REPORT ILLEGAL DUMPING

KEEP SOUTH GATE LOOKING GOOD!

How Illegal Dumping Harms our Community

The dumping of trash, garbage, bulky items and waste material on public property (e.g., sidewalks, streets, alleys, parks, etc.) detracts from our neighborhoods. It negatively impacts the beauty, safety, and enjoyment of our neighborhoods, as well as property values. Dumping items on public property is illegal and subject to Administrative Citations of \$100 for first offense, \$200 for second offense, and \$500 for third offense.

What you Can Do

You can help prevent illegal dumping by disposing your own waste in proper trash containers and keeping your property free of trash and debris. It is also important to report illegal dumping as soon as possible to have it removed quickly.

Call City Illegal Dumping Hotline - (323) 563-9575

To report illegally dumped items, please call the City's Illegal Dumping Hotline at (323) 563-9575 and provide the location and description of the items. The City's Code Enforcement Division will conduct an inspection and ensure the appropriate person/organization removes the items.

Call Union Pacific Railroad (UPRR) Hotline - (888) 877-7267

To report illegal dumping on railroad rights-of-way in the City of South Gate, please call the UPRR Hotline at (888) 877-7267.

Report Illegal Dumping In Progress - (323) 563-5436

If you observe illegal dumping activity, immediately call the South Gate Police Department at (323) 563-5436.

Free Bulky Item Pick-Up - (800) 774-0222

South Gate residents can call the City's waste hauler, Waste Management, at (800) 774-0222 between 8 am and 5 pm, Monday through Friday, to schedule the removal of up to 10 large items per month at no cost. Items are picked-up on regular trash service day between 6 am and 7 pm and customers can call up 5 pm the day before regular trash service to schedule pick-up. In most cases, items must be placed on curbside for removal. When scheduling a bulky item pick-up, be prepared to provide an itemized description of items and ask about weight restrictions. Examples of large items that can be picked-up include:

- Bulky items such as furniture
- Large appliances such as refrigerators and ovens
- Electronics such as computers, monitors and printers
- Please note that auto parts and hazardous waste are not eligible for bulky item pick-up

THANK YOU FOR KEEPING SOUTH GATE SAFE AND LOOKING GOOD! IF YOU HAVE ANY QUESTIONS, PLEASE CALL THE SOUTH GATE CODE ENFORCEMENT DIVISION AT (323) 563-9558

WARRANT REGISTER FOR COUNCIL MEETING 10/22/2019

PART I

RECEIVED

7:35am

Final Check List

Page: 1

apChkLst

10/15/2019 4:22:29PM

UCLT 16 2019

Bank : botw BANK OF THE WEST

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
95	10/9/2019	00004266			U.S. BANK CORPORATE PAYMNT	440.97	
		0012280	1991363	9/9/2019	CONTRACT CLASSES	24.32	
		0005295	024179	9/12/2019	YOUTH PROGRAMS	47.76	
		0005347	111-2261083-4046	9/10/2019	SPECIAL EVENTS	202.44	
		0005293	9880 1229 040	9/12/2019	YOUTH PROGRAMS	117.69	
		0005347	111-6328677	9/10/2019	SPECIAL EVENTS	440.98	
		0006699	899110599	9/4/2019	CRAFTSMAN 20 GALLON OIL FRE	100.00	
		0012284	4RS241383M0506	8/27/2019	ADVERTISEMENT FOR RECREA	325.00	
		0005305	50816113	9/4/2019	TRAINING - INSIDE A MEXICAN C	194.97	
		0009996	0800-1700	9/20/2019	TRAINING - OFFICER INVOLVED	80.00	
		0008584	22X29808HY5463	10/3/2019	TRAINING - CARTELS AND NARC	550.00	
		0005305	09/18/2019	9/18/2019	TRAINING - TACTICAL RIFLE INS	450.00	
		00001223	7280	9/12/2019	TRAINING - BASIC NARCOTICS II	300.00	
		0011199	36639	9/12/2019	TRAINING - ASSERTIVE LEADER	80.00	
		0008524	82183	9/10/2019	TRAINING - SOUTHERN CALIFOF	995.47	
		0012258	09/05/19	9/3/2019	POP-UP TENT KIT 10'X10' FULL C	192.94	
		0005368	6026 670 040	9/3/2019	SPECIAL EVENT FLIERS	23.00	
		0005292	9/20/19	9/5/2019	YOUTH PROGRAMS	115.48	
		0005293	10375	9/5/2019	YOUTH PROGRAMS	116.32	
		0009649	200004689	9/20/2019	INTERNET SERVICES AT AZALEA	2,342.81	
		0005368	10375	8/8/2019	TRASH CAN NO ALCOHOL/NO DI	25.00	
		00000503	1048620	9/9/2019	10.24.19 CHAPTER MEETING RE	40.83	
		0009596	9165	8/22/2019	LUNCH FOR POLICE DISPATCHE	989.69	
		0008578	Rd4ltZDI	8/29/2019	HARD ENAMEL TWO-TONED 3D	195.00	
		00000634	65096	9/25/2019	D BERRIOS SEMINAR TO ATTENI	2,426.79	
		0009162	R6BUFLP	8/7/2019	FITNESS CENTER EQUIPMENT	2,210.00	
		0012275	81743	9/9/2019	ADMISSIONS - MALIBU HIKING T	441.00	
		0005368	16963364 082219	3/27/2019	DISPLAY BOARD FOR CITY HALL	49.00	
		00002871	INV-48631-C9D3D	9/12/2019	INTERNATIONAL CODE COUNCIL	98.00	
		00002871	408926255	9/12/2019	INTERNATIONAL CODE COUNCIL	41.91	
		0009420	16963364 091919	8/22/2019	DS SERVICES STANDARD COFF	405.00	
		0009025	8/28/2019	8/28/2019	AGENCY MEMBERSHIP FOR CO'	63.22	
		0010278	8/28/2019	8/28/2019	NOEMI CAMACHO (PD) MOM PA	57.87	
		0009420		9/19/2019	DS SERVICES STANDARD COFF		

Item No. 14

Page: 1

Final Check List
City of South Gate

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
0005372		SUBWAY	E1283A96-70	9/23/2019	BENEFITS FAIR -LUNCH	615.88	
0010462		DEL RIO LANES	09/06/19	9/6/2019	ERC - BOWLING NIGHT	0.03	
0010462		DEL RIO LANES	438578654500	9/5/2019	ERC - BOWLING NIGHT	551.97	
0007802		AIS SPECIALTY PRODUCTS, INC	PSI304154	8/23/2019	SUPPLIES	1,150.03	
00000503		CSMFO	200004690	9/9/2019	10.24.19 CHAPTER MEETING RE	25.00	
0006786		DISNEY RESORT	32MCPRGL	9/15/2019	CSMFO CSMFO 2020 CONF ROC	285.48	
0006786		DISNEY RESORT	32MCPQ9V	9/15/2019	CSMFO 2020 CONF ROOM RESE	285.48	
0012278		PARTY ON LOS ANGELES	065347	9/17/2019	TABLE LINEN REPLACEMENT	985.00	
0012279		SAFE & VAULT	21877	8/29/2019	NEW SAFE FOR GOLF COURSE	435.49	
0005347		AMAZON.COM	111-6328677-5113	9/10/2019	SPECIAL EVENTS	118.89	
0005623		ORIENTAL TRADING	698140849	9/16/2019	SPECIAL EVENTS	305.87	
0005368		PRINTCO DIRECT	82241	9/19/2019	SPECIAL EVENTS	423.42	
0005347		AMAZON.COM	113-3626868-2536	9/4/2019	SAMSUNG GALAXY S9 PHONE C	56.97	
0005347		AMAZON.COM	113-0207571-5446	9/5/2019	CASE PROTECTOR FOR 32" SC	371.25	
0011238		CMT SACRAMENTO	0083	8/27/2019	TAX CAB RIDE FROM SACRAMEI	42.50	
0007995		BOB HOPE AIRPORT	971432	8/27/2019	PARKING AT BOB HOPE AIRPOR	24.00	
0005295		WALMART	024250	8/29/2019	FITNESS PROGRAM SUPPLIES	62.53	
0005295		WALMART	048860	9/3/2019	FITNESS PROGRAM SUPPLIES	55.49	
0005295		WALMART	5171997-608142	9/3/2019	SCHOOL COLLABORATIVE SUPP	81.80	
0011284		CARLOS PIZZA HOUSE	031530	9/4/2019	FOOD FOR SCHOOL COLLABOR	342.94	
0007956		TEMECULA CREEK INN	2881770-1	9/9/2019	CREDIT- CHIEF DID NOT ATTENE	-133.82	
0012113		ATHENA PARKING	09/19/19	9/19/2019	PERMIT DELIVERY-LAUSD OFFIC	8.00	
0005368		PRINTCO DIRECT	82207	9/19/2019	PROGRAM FLYERS	176.40	
00000268		HOME DEPOT CREDIT SERVICES	W842381977	9/19/2019	SPORTS CENTER SUPPLIES	273.28	
0012282		MEMORY.NET	63904	8/29/2019	12GB RAM FOR CIS ADMIN WOR	131.46	
0006635		NEWEGG.COM	449804954	8/29/2019	TRIPP LITE NULL MODEM SERIA	11.03	
0005513		TECHSMITH	4789467	9/9/2019	CAMTASIA AND SNAGIT SCREEN	98.44	
0009026		TGI FRIDAY'S RESTAURANT	1048577	9/4/2019	ASSITANT PLANNER LUNCH WIT	39.68	
0005368		PRINTCO DIRECT	82206	9/5/2019	STREET POLE BANNERS (INVOI	1,000.00	
0005368		PRINTCO DIRECT	82206-2	9/5/2019	STREET POLE BANNERS (INVOI	2,230.33	
0007726		PARKING CONCEPTS, INC	00000028	9/5/2019	JOE PEREZ PARKING RATE FOR	16.00	
0009337		BLAZE PIZZA	40	9/9/2019	EXECUTIVE DIRECTOR MONTHL	72.58	
00004971		AMERICAN PLANNING ASSN	375928	9/12/2019	AMERICAN PLANNING ASSOCIA	115.00	
00004971		AMERICAN PLANNING ASSN	E3361	9/12/2019	AMERICAN PLANNING ASSOCIA	375.00	
0007726		PARKING CONCEPTS, INC	00000027	9/5/2019	PARKING AT NORWALK COURT -	14.00	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
0007726		PARKING CONCEPTS, INC	033286	9/8/2019	PARKING AT NORWALK COURT -	4.00	
0012281		COMPLIANCE PRIME	CP-7565	9/12/2019	VIVIAN GARCIA 2019 EIV REPOR	368.00	
0008305		EVENTBRITE.COM	1062124433	9/18/2019	VIVIAN GARCIA COMPLIANCE M	170.00	
0005368		PRINTCO DIRECT	82222	9/11/2019	POST CARDS INVOICE #82222 L	55.13	
0009995		HAMPTON INN & SUITES	93069367	9/12/2019	DIANNE GUEVARA-AMERICAN PI	509.94	
0007726		PARKING CONCEPTS, INC	000000018	9/18/2019	JOE PEREZ PARKING RATE FOR	12.00	
0005677		DEPARTMENT OF PESTICIDE RE	134979	10/10/2019	QAC - RENEWAL - ALEX VARGAS	60.00	
00001390		PSI	19258	9/5/2019	REPAIRS ON THE LANDA AIR CO	823.61	
0009590		MILFELDS' NURSERY, INC.	100441	9/18/2019	SPORT CENTER - REPLACEMENT	551.52	
0005295		WALMART	105915644008	9/16/2019	FITNESS PROGRAM SUPPLIES	212.32	
0012283		ASCE CAREER CENTER	3444179	8/27/2019	DEPUTY CITY ENGINEER 30-DA)	295.00	
0012257		THE OLIVE RESTOBAR	15	8/21/2019	LUNCH FOR POLICE DISPATCHE	60.80	
0012276		K.B. PRODUCTS	1013	8/28/2019	SOLVENT FOR RUBBERISED SU	219.48	
0006991		DIRECT EDGE, INC	0103917-IN	9/10/2019	SUPPLIES FOR STUMP GRINDEF	283.20	
0006991		DIRECT EDGE, INC	0104116-IN	9/25/2019	PARTS FOR STUMP GRINDER U;	316.48	
0005305		PAYPAL	00039	9/11/2019	WORKBOOK FOR WATER STAFF	134.06	
0010893		4 ALL PROMOS	632587	9/18/2019	WATER CONSERVATION OUTRE.	595.36	
0012277		WYNDHAM VISALIA	19309301287	9/22/2019	ROOM RESERVATIONS FOR STA	482.04	
00001939		MITCHELL1	RL4265183	8/22/2019	ANNUAL SUBSCRIPTION FOR PF	1,728.00	
0008153		TIME WARNER CABLE-	0426271081419	8/14/2019	TIME WARNER CABLE SUBSCRIB	15.76	
0005379		JET BLUE	2792133523910	8/27/2019	TRAINING - CALIFORNIA LAW EN	277.92	
0011933		JERSEY MIKE'S SUBS	08/27/2019	8/27/2019	TRAINING - CAROTID CONTROL	35.08	
0008689		CA CLETS USERS	632798	8/27/2019	MEMBERSHIP AND DUES: CALIF	125.00	
0012258		DIVENTURE MARKETING GROU	6121	9/3/2019	6FT TABLE COVER THROW POL)	222.61	
0012259		INCIGHT	1179	9/3/2019	REGISTRATION FOR SAN GABRI	300.00	
0008153		TIME WARNER CABLE-	0426263081419	8/14/2019	TIME WARNER CABLE SUBSCRIB	5.25	
0008153		TIME WARNER CABLE-	0435603081419	8/14/2019	TIME WARNER CABLE SUBSCRIB	115.49	
0008153		TIME WARNER CABLE-	0495151080719	8/7/2019	TIME WARNER CABLE SUBSCRIB	119.99	
0008689		CA CLETS USERS	632802	8/29/2019	TRAINING - CALIFORNIA LAW EN	450.00	
0008689		CA CLETS USERS	6600764	8/28/2019	TRAINING - TITLE 15 JAIL TRAINI	297.00	
0009941		CASHNET SERVICE FEE	6600764	8/29/2019	TRAINING - TITLE 15 JAIL TRAINI	8.16	
00000322		SAM'S CLUB	3424653770	8/29/2019	PAPER SHREDDER MACHINE FC	132.30	
0006530		CA BACKGROUND INVESTIG	LOPEZ/URTEZ	10/14/2019	TRAINING - CALIFORNIA BACKGI	650.00	
0008862		RANCHO SANTIAGO COMM COLI	001230512	9/5/2019	TRAINING - TITLE 15 JAIL TRAINI	55.15	
0012258		DIVENTURE MARKETING GROU	6122	9/3/2019	13FT FEATHER FLAG DOUBLE S	295.92	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
0012267		ALL PARTITIONS	136953	8/27/2019	PARTS FOR NEW RESTROOM P/	190.73	
00003730		LEAGUE OF CALIFORNIA CITIES	08/28/2019	8/27/2019	WEBINAR REGISTRATION FOR L	25.00	
00000322		SAM'S CLUB	2798351068	8/27/2019	WATER FOR SEWER DIVISION	245.28	
0008153		TIME WARNER CABLE-	0490384082719-C	8/27/2019	TIME WARNER CABLE SUBSCRII	126.08	
0008153		TIME WARNER CABLE-	0600966082219	8/22/2019	TIME WARNER CABLE SUBSCRII	119.99	
0008153		TIME WARNER CABLE-	0426628090119	9/1/2019	TIME WARNER CABLE SUBSCRII	121.62	
0008153		TIME WARNER CABLE-	0013582090119	9/1/2019	TIME WARNER CABLE SUBSCRII	158.20	
0008153		TIME WARNER CABLE-	0426602082519	9/4/2019	TIME WARNER CABLE SUBSCRII	208.69	
0008689		CA CLETS USERS	632809	8/29/2019	TRAINING - CALIFORNIA LAW EN	450.00	
0008153		TIME WARNER CABLE-	0586090082619	9/26/2019	TIME WARNER CABLE SUBSCRII	222.12	
0008153		TIME WARNER CABLE-	0500034082719	8/27/2019	TIME WARNER CABLE SUBSCRII	208.69	
0008153		TIME WARNER CABLE-	0490491082719	8/27/2019	TIME WARNER CABLE SUBSCRII	208.69	
0008153		TIME WARNER CABLE-	0586017081819	8/18/2019	TIME WARNER CABLE SUBSRIP	590.06	
0005368		PRINTCO DIRECT	81908	9/17/2019	PICTURE OF COUNCIL MEMBER	27.56	
00003730		LEAGUE OF CALIFORNIA CITIES	10/16/19	9/19/2019	REGISTRATION FOR THE 2019 A	600.00	
00003730		LEAGUE OF CALIFORNIA CITIES	02/05/2020	9/19/2019	REGISTRATION FOR THE 2020 C	725.00	
0010470		PANERA BREAD	08/27/19	8/27/2019	TRAINING - CAROTID CONTROL	6.99	
0011933		JERSEY MIKE'S SUBS	01-001662-99-003	8/27/2019	TRAINING - CAROTID CONTROL	72.95	
0005722		HYATT REGENCY	3926540801	9/10/2019	TRAINING - CALIFORNIA LAW EN	485.07	
0008584		SERRATO TRAINING	09/10/2019	9/10/2019	TRAINING - GANG VIOLENCE TU	85.00	
0005295		WALMART	5241952747849	9/12/2019	JAIL SUPPLIES- TITANIUM MEDIK	31.07	39,726.22
85196	10/7/2019	LAW OFFICES OF PAYAM	10/03/2019	10/3/2019	PAYMENT OF SETTLEMENT AMC	162,500.00	162,500.00
Voucher:							
85197	10/8/2019	LAW OFFICES OF PAYAM	10/03/2019 RI	10/3/2019	RI CK #85196 PAYMENT OF SETT	162,500.00	162,500.00
Voucher:							
85198	10/10/2019	SO CALIF EDISON	10/09/2019	10/9/2019	BILLING PRD - SEPTEMBER, 201	70,806.24	70,806.24
Voucher:							
85199	10/14/2019	SPLICE COMMUNICATIONS, INC	132491	8/5/2019	IT SUPPORT SERVICES	9,950.00	9,950.00
Voucher:							
85200	10/22/2019	ABC BATTERY INC.	101632	9/18/2019	6- BATTERIES FOR UNIT 110 ANI	779.51	779.51
Voucher:							
85201	10/22/2019	ADMINISTRATIVE SERV. CO-OP	5637	7/31/2019	JUL 2019 - SERVICES FOR DIAL-	70,158.28	
Voucher:			6008	8/31/2019	AUG 2019 - SERVICES FOR DIAL	74,819.02	144,977.30
85202	10/22/2019	AFC HYDRAVLICS SEALS	28812	9/19/2019	O- RING FOR UNIT 464	89.40	89.40
Voucher:							

Yellow highlights indicate prepaid checks.

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85203	10/22/2019	0007802	AIS SPECIALTY PRODUCTS, INC PSI307840	9/16/2019	PLUMBING CHEMICAL DRAIN MF	215.94	215.94
	Voucher:						
85204	10/22/2019	0011059	ALESHIRE & WYNDER, LLP, SUIT153094	8/11/2019	PROFESSIONAL SERVICES THRI	1,485.00	1,485.00
	Voucher:						
85205	10/22/2019	0011577	ALL PHASE ELECTRIC SUPPLY C 0946-468866	9/16/2019	STREET LIGHT CIRCUIT 6 REPAI	773.45	
	Voucher:						
			0946-468177	9/10/2019	ELECTRICAL EQUIPMENT, MATE	231.53	1,004.98
			338640	9/30/2019	COSG ADV. MARIA GOMEZ RE:PI	137.50	
			338634	9/30/2019	RE:TUPUA V. COSG PROJECT #1	385.00	
			338622	9/30/2019	RE:SILVIA LAINEZ V. COSG, ETA	487.65	
			338617	9/30/2019	RE:GENERAL PROJECT #10202	2,138.35	
			338638	9/30/2019	RE: ATTEND SPECIAL/REGULAR	945.00	
			338639	9/30/2019	RE: TUESDAYS, AGENDAS & CIT	15,750.00	
			338618	9/30/2019	RE:COMMUNITY DEVELOPMENT	4,867.50	
			338623	9/30/2019	RE: COSG ADV CITY OF GARDEN	475.00	
			338624	9/30/2019	RE: COSG ADV. GEORGINA BECE	1,887.65	
			338625	9/30/2019	RE: COSG ADV MARIO CESAR PL	1,600.25	
			338619	9/30/2019	RE: COSG REGARDING MISC. PU	4,675.00	
			338620	9/30/2019	RE: COSG ADV. ROBLES PROJEC	200.00	
			338626	9/30/2019	RE: COSG ADV CARMEN GONZAI	725.00	
			338627	9/30/2019	RE: COSG ADV ANA DELEON, ET	4,233.35	
			338628	9/30/2019	RE: COSG ADV ANGELICA CASTI	775.00	
			338629	9/30/2019	RE: COSG RE CITY TRADEMARK	137.50	
			338635	9/30/2019	RE: COSG ADV JAN HEALING KE	31,243.45	
			338636	9/30/2019	RE: ARELY SANTAMARIA ADV CO	3,443.95	
			338637	9/30/2019	RE: LUZ MARINA PAZ CANTEROS	55.00	
			338630	9/30/2019	RE: COSG ADV BETSAIDA LUCAS	225.00	
			338631	9/30/2019	RE: COSG ADV MARIA D. OSORIC	4,412.50	
			338632	9/30/2019	RE: COSG ADV SAUL PADILLA PI	20.00	
			338633	9/30/2019	RE: DALILA CASTILLO ADV. COSC	2,225.00	81,044.65
85207	10/22/2019	00004309	AMERIFLEX INV278149	10/2/2019	OCT 2019 - FSA ADMIN FEE FOR	178.50	178.50
	Voucher:						
85208	10/22/2019	0007290	APW KNOX-SEEMAN	9/19/2019	CONTROL ARMS FOR STOCK	149.30	
	Voucher:						
			14532140	9/18/2019	3- CONTROL ARMS FOR UNIT 17	245.64	
			14532137		CREDIT FOR RETURNED ITEM	-252.97	
			712246		CREDIT FOR RETURNED ITEM	-38.15	103.82
			715748				

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85209	10/22/2019	00003529 AT&T Voucher:	960-449-6558-10/	10/1/2019	BILLING PRD- 10/01/19-10/31/19	234.92	234.92
85210	10/22/2019	00003692 AT&T MOBILITY Voucher:	875963643X05162	5/8/2019	RI CK #83070 BILLING PRD- 04/01/19-04/30/19	2,193.93	2,193.93
85211	10/22/2019	00000201 ATLANTIC LOCK & KEY Voucher:	17163	9/5/2019	MATERIALS: KEYS FOR WATER I	150.25	
			17187	9/24/2019	PROGRAM TWO KEYS FOR UNIT	300.00	450.25
85212	10/22/2019	0010585 AUTOZONE STORES, INC. Voucher:	5488783327	9/18/2019	DISTRIBUTOR CAP AND ROTOR	60.62	
			5488791046	9/25/2019	WINDSHIELD WASHERS	19.78	
			5488783187	9/18/2019	3- HITCH BALLS FOR STOCK	99.65	180.05
85213	10/22/2019	0005456 BADGE FRAME, INC. Voucher:	34859	9/13/2019	APPRECIATION FRAME FOR MA	263.99	263.99
85214	10/22/2019	0011669 BDO USA LLP Voucher:	001188317	8/29/2019	AUG 2019 - SECTION 8 FINANCIAL STATEMENT	3,940.00	3,940.00
85215	10/22/2019	00002469 BOB BARKER COMPANY Voucher:	UT1005010364	9/19/2019	JAIL SUPPLIES- DISPOSABLE SH	216.24	
			UT1000510440	9/19/2019	JAIL SUPPLIES- PILLOW PAWS S	91.40	307.64
85216	10/22/2019	00000651 BSN SPORTS, LLC Voucher:	906152016	9/16/2019	BASKETBALL HEIGHT ADJUSTOR	4,065.37	4,065.37
85217	10/22/2019	0011469 CALIFORNIA DENTAL NETWORK, OCT 2019 Voucher:		9/20/2019	OCT 2019- ADJ FOR MISC & SWC	158.84	158.84
85218	10/22/2019	0011624 CALPACS Voucher:	FY 2019/2020	9/4/2019	FY 2019/2020 - COMPENSATION	275.00	275.00
85219	10/22/2019	0006239 CENTRAL FORD Voucher:	343076	9/18/2019	AC EXPANSION VALVE FOR UNIT	60.66	
			342922	9/16/2019	1 KIT. FASTENER FOR UNIT 317	11.71	72.37
85220	10/22/2019	00005073 CITY OF DOWNEY Voucher:	233708	9/27/2019	FY 19/20 SEAACA ANIMAL CONTI	299,388.00	299,388.00
85221	10/22/2019	00005090 CITY OF PARAMOUNT Voucher:	0004179	9/1/2019	APR - JUN 2019 - SHARED MNTE	291.17	291.17
85222	10/22/2019	0009306 CIVICPLUS Voucher:	188945	9/1/2019	ANNUAL WEBSITE MAINTENANC	2,425.64	2,425.64
85223	10/22/2019	0008971 CMR: DELGADO, JOSE G. Voucher:	9/17/19	9/17/2019	9/17/19 - PLANNING COMMISSIO	125.00	125.00
85224	10/22/2019	0010933 CMR: HURTADO, GIL Voucher:	9/17/19	9/17/2019	9/17/19 - PLANNING COMMISSIO	125.00	125.00
85225	10/22/2019	00001242 CMR: MASUSHIGE, SYLVIA Voucher:	9/17/19	9/17/2019	9/17/19 - PLANNING COMMISSIO	125.00	125.00

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85226	10/22/2019	0010131 Voucher:	9/17/19	9/17/2019	9/17/19 - PLANNING COMMISSIO	125.00	125.00
85227	10/22/2019	0010626 Voucher:	9/17/19	9/17/2019	9/17/19 - PLANNING COMMISSIO	125.00	125.00
85228	10/22/2019	00000311 Voucher:	627570	9/27/2019	WINDSHIELD GLASS FOR UNIT 3	326.95	326.95
85229	10/22/2019	0011922 Voucher:	CONCENTRA MEDICAL CENTER\$65532949 65451207	9/25/2019 9/18/2019	9/18/19-9/19/19 - DOT RECERTIFI 9/12/19 - 9/17/19 PHYSICALS, TB	143.00 491.00	935.00
85230	10/22/2019	00002647 Voucher:	65381749 26521	9/11/2019 9/30/2019	9/4/19 - 9/10/19 NEW HIRE PHYSI INSTALL CHAIN AND SAFETY ED	301.00 1,436.86	1,436.86
85231	10/22/2019	0010459 Voucher:	4303 4302	9/5/2019 9/5/2019	ELECTRICAL REPAIRS ELECTRICAL REPAIRS	801.70 145.50	947.20
85232	10/22/2019	00000314 Voucher:	DAPEER ROSENBLIT & LITVAK LL16096 16331	6/30/2019 8/31/2019	JUN 2019 - (CDBG) MUNICIPAL C THRU 8/31/19- (ANIMAL CONTROL	1,389.22 1,120.80	2,510.02
85233	10/22/2019	0008913 Voucher:	DAVID TURCH AND ASSOCIATES 7/1/19-9/30/19	8/27/2019	CONT # 2955. LEGISLATIVE CON	2,500.00	2,500.00
85234	10/22/2019	00001782 Voucher:	84193 84188 84131	9/30/2019 9/30/2019 9/25/2019	EQUIPMENT REPAIR PARTS EQUIPMENT REPAIR PARTS EQUIPMENT REPAIR PARTS	66.27 721.59 159.69	947.55
85235	10/22/2019	00004746 Voucher:	SIP-E105444	9/28/2019	SEP 2019 - UMS SOFTWARE SUF	350.00	350.00
85236	10/22/2019	00004013 Voucher:	247991129-12589	9/27/2019	SAFETY GLASSES FOR JUVENA	262.19	262.19
85237	10/22/2019	0012234 Voucher:	A7421395	7/13/2019	REIMBURSEMENT OF COST FOF	78.00	78.00
85238	10/22/2019	0012285 Voucher:	8/19/2019	8/19/2019	REIMB: CLASS B PERMIT/LICEN	78.00	78.00
85239	10/22/2019	0011658 Voucher:	FY 19/20-SUMMEI	10/2/2019	EDUC REIMB: FY 19/20 - 6/1/19-7.	2,500.00	2,500.00
85240	10/22/2019	0010017 Voucher:	FBN3790875	9/5/2019	PD-LEASED VEHICLES REFERE	2,164.54	2,164.54
85241	10/22/2019	00000619 Voucher:	12715 12874 12733	9/5/2019 9/10/2019 9/5/2019	ULTRA LOW SULFUR DIESEL REGULAR UNLEADED FUEL REGULAR UNLEADED FUEL	2,615.37 27,910.66 4,067.51	34,593.54

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85242	10/22/2019	0006262	201925	10/3/2019	CITYWIDE CARWASH SERVICE (3,094.50	3,094.50
		Voucher:					
85243	10/22/2019	0010625	34145	9/12/2019	SMOKE/OPACITY TEST- UNIT 204	35.00	
		Voucher:	34144	9/12/2019	SMOKE/OPACITY TEST- UNIT 20:	35.00	
			34417	9/25/2019	ANNUAL DIESEL PARTICULATE F	409.95	
			34418	9/25/2019	ANNUAL DIESEL PARTICULATE F	409.95	
			34419	9/25/2019	ANNUAL DIESEL PARTICULATE F	434.95	
			34420	9/25/2019	ANNUAL DIESEL PARTICULATE F	409.95	1,734.80
85244	10/22/2019	0010237	562-928-0039-10/	9/25/2019	BILLING- 09/25/19-10/24/19	63.54	
		Voucher:	209-057-1084-10/	10/1/2019	BILLING- 10/01/19-10/31/19	54.13	117.67
85245	10/22/2019	0006890	122983	9/25/2019	GROUNDS MAINTENANCE EQUII	449.85	
		Voucher:	122775	9/18/2019	GROUNDS MAINTENANCE SUPP	769.97	1,219.82
85246	10/22/2019	00004934	113 798 0362 7 10	10/4/2019	BILLING PRD- 09/01/19 -10/01/19	4,108.50	4,108.50
		Voucher:					
85247	10/22/2019	00004869	33744100000-10/C	10/3/2019	BILLING PRD- 09/04/19 - 10/02/19	253.16	
		Voucher:	53744100008-10/C	10/3/2019	BILLING PRD-09/04/19 - 10/02/19	208.80	
			63744100007-10/C	10/3/2019	BILLING PRD- 09/04/19 - 10/02/19	1,211.75	
			73744100006-10/C	10/3/2019	BILLING PRD- 09/04/19 -10/02/19	157.64	
			32809400008-10/C	10/3/2019	BILLING PRD-09/04/19 - 10/02/19	44.50	1,875.85
85248	10/22/2019	00002890	9276702900	8/28/2019	CARTRIDGE	81.65	
		Voucher:	1363017613	9/26/2019	PUMP REPAIR KIT FOR UNIT 230	163.17	244.82
85249	10/22/2019	0009528	018B	8/1/2019	JUL 2019 - PROF SVCS FOR THE	65,110.48	65,110.48
		Voucher:					
85250	10/22/2019	00002568	C52417-1	5/22/2019	RUBBER DIRT SHOES FOR UNIT	673.04	673.04
		Voucher:					
85251	10/22/2019	0011526	658063	9/19/2019	CHLORINE	467.18	
		Voucher:	658060	9/19/2019	CHLORINE	417.35	
			658059	9/19/2019	CHLORINE	355.06	1,239.59
85252	10/22/2019	0009879	0027102-IN	9/13/2019	2018-19 CAFR STATISTICAL REP.	745.00	745.00
		Voucher:					

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85253	10/22/2019	00000268	HOME DEPOT CREDIT SERVICES0370037 4340045 4025491 3340023 1370012 9020797 9340050 3230006 7350024 6350027 5360002 4035085-8/27/19 351822 351758 231407 6350026	9/30/2019 9/26/2019 8/27/2019 9/17/2019 9/19/2019 9/11/2019 10/1/2019 9/17/2019 9/23/2019 9/24/2019 9/25/2019 8/27/2019 8/1/2019 7/22/2019 7/3/2019 9/24/2019	GROUNDS MAINTENANCE SUPP GROUNDS MAINTENANCE SUPP MATERIALS FOR ELECTRICAL RI BLINDS FOR THE FRONT COUNT GROUNDS MAINTENANCE SUPP HARDWARE FOR ST DIV GROUNDS MAINTENANCE SUPP PURCHASED CHLORINE TO SAN GROUNDS MAINTENANCE SUPP GROUNDS MAINTENANCE SUPP GROUNDS MAINTENANCE SUPP MATERIALS FOR ELECTRICAL RI GROUNDS MAINTENANCE SUPP GROUNDS MAINTENANCE SUPP GROUNDS MAINTENANCE SUPP GROUNDS MAINTENANCE SUPP MATERIALS FOR ELECTRICAL RI JUL 2019 - CONSULTANT SERVIC AUG 2019 - CONSULTANT SERVI OCT 2019 - LEGISLATIVE ADVOC INCOMPLETE BACKGROUND INI REVIEW ANALYSIS FOR ARMANI RI CK #82867 DISTRICT FORMAT ABS MODULATOR VALVE- UNIT 2 DIRT SHOE FOR UNIT 218 METERING PUMP COMPRESSOR AIR FILTER FOR REFUND: DEPOSIT (AFTER EVEI	166.10 172.52 43.87 107.16 411.84 13.65 35.13 44.62 144.36 175.16 85.73 68.12 73.57 181.28 291.73 389.27 14,000.00 10,800.00 2,545.00 875.00 1,625.72 7,500.00 151.59 860.91 931.54 81.97 430.00	2,404.11 24,800.00 2,545.00 875.00 1,625.72 7,500.00 151.59 860.91 931.54 81.97 430.00
85254	10/22/2019	00004578	INTERWEST CONSULTING GROU52445 52894	8/27/2019 9/9/2019		14,000.00 10,800.00	24,800.00
85255	10/22/2019	0005586	JOE A. GONSALVES & SONS 157718	9/18/2019		2,545.00	2,545.00
85256	10/22/2019	0011366	KURK INVESTIGATIVE GROUP 19-030	9/19/2019		875.00	875.00
85257	10/22/2019	00004384	LIEN ON ME, INC. 5593238344	9/30/2019		1,625.72	1,625.72
85258	10/22/2019	0012021	LOCAL AGENCY FORMATION COIDISTRICT FORMF	5/13/2019		7,500.00	7,500.00
85259	10/22/2019	0007335	LOS ANGELES TRUCK CENTERS XA220159540:01	9/12/2019		151.59	151.59
85260	10/22/2019	0006106	MAR-CO EQUIPMENT COMPANY 164638	9/4/2019		860.91	860.91
85261	10/22/2019	00004060	MCMMASTER-CARR SUPPLY CO 16066813 16327148	9/17/2019 9/19/2019		931.54 81.97	1,013.51
85262	10/22/2019	00000170	MISC - PKS & REC REFUND 170374	9/28/2019		430.00	430.00

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85263	10/22/2019	00000170	192584	9/27/2019	REFUND: DEPOSIT (AFTER EVEI	430.00	430.00
		Voucher:					
85264	10/22/2019	00000170	183131	9/21/2019	REFUND: DEPOSIT (AFTER EVEI	277.00	277.00
		Voucher:					
85265	10/22/2019	00000170	203176	9/21/2019	REFUND: DEPOSIT (AFTER EVEI	143.00	143.00
		Voucher:					
85266	10/22/2019	00000170	205676	9/26/2019	REFUND TOT TIME #205676	82.00	82.00
		Voucher:					
85267	10/22/2019	00000170	207784	9/15/2019	REFUND FACILITY FEES DUE TC	66.00	66.00
		Voucher:					
85268	10/22/2019	00000170	202114	9/29/2019	REFUND OF FACILITY FEES DUE	66.00	66.00
		Voucher:					
85269	10/22/2019	00000170	211449	10/3/2019	REFUND: CANCELLED DRUM CL	55.00	55.00
		Voucher:					
85270	10/22/2019	00000170	210119	9/25/2019	REFUND: CLASS CANCELLED - /	47.00	47.00
		Voucher:					
85271	10/22/2019	00000170	207545	9/19/2019	FIELD RENTAL REFUND	35.00	35.00
		Voucher:					
85272	10/22/2019	00004335	16069258	9/9/2019	APX 8500 UNIT RADIO FOR NEW	5,713.05	5,713.05
		Voucher:					
85273	10/22/2019	0008506	129507	10/4/2019	9/16/19-9/16/19 - HR ANALYST- Tf	3,808.00	3,808.00
		Voucher:					
85274	10/22/2019	00004620	MUTUAL LIQUID GAS & EQUIPME421030	9/17/2019	PROPANE GAS AND COMPLIANC	462.65	
		Voucher:	419907	9/10/2019	PROPANE GAS AND COMPLIANC	466.39	929.04
85275	10/22/2019	0009426	MV CHENG & ASSOCIATES, INC. 9/30/19	10/7/2019	SEP 2019 - INTERIM SR ACCOUI	10,220.00	10,220.00
		Voucher:					
85276	10/22/2019	0012071	49905	9/26/2019	TRIP ON 9/14/19 - MALIBU WINE	1,145.00	
		Voucher:	49906	9/20/2019	TRIP ON 9/20/19 - DODGER GAM	950.00	2,095.00
85277	10/22/2019	0009990	3388	9/5/2019	DOG FOOD VEGAV MAILO	91.80	
		Voucher:	3389	9/5/2019	DOG FOOD AND NUTRI VET HIP.	110.68	202.48
85278	10/22/2019	00003962	NICKEY PETROLEUM CO., INC. 344490	6/19/2019	2 DRUMS. ENGINE OIL (5W30)	1,753.55	1,753.55
		Voucher:					
85279	10/22/2019	00003591	1777	8/2/2019	POLICE VEHICLE GRAPHIC KITS	715.00	715.00
		Voucher:					

Final Check List
City of South Gate

apChkLst
10/15/2019 4:22:29PM

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85281	10/22/2019	00001414 OFFICE DEPOT	376033619001	9/10/2019	OFFICE SUPPLIES	16.27	
		Voucher:	382891468001	9/26/2019	OFFICE SUPPLIES	161.74	
			376135273001	9/12/2019	OFFICE SUPPLIES	724.72	
			371853135001	9/3/2019	OFFICE SUPPLIES	146.68	
			373591127001	9/4/2019	OFFICE SUPPLIES	116.13	
			376219479001	9/12/2019	OFFICE SUPPLIES	223.77	
			371596854001	9/3/2019	OFFICE SUPPLIES	75.91	
			379659626001	9/19/2019	OFFICE SUPPLIES	61.62	
			374203851001	9/10/2019	OFFICE SUPPLIES	100.14	
			373957514001	9/4/2019	OFFICE SUPPLIES	63.24	
			2325951636	8/1/2019	BINDERS AND DIVIDERS FOR ST	99.78	
			373957423001	9/6/2019	OFFICE SUPPLIES	39.67	
			376828952001	9/12/2019	OFFICE SUPPLIES	403.64	
			376983957001	9/12/2019	OFFICE SUPPLIES	309.60	
			375675830001	9/10/2019	OFFICE SUPPLIES	284.37	
			376150979001	9/11/2019	OFFICE SUPPLIES	67.45	
			379328340001	9/19/2019	OFFICE SUPPLIES	225.52	
			379329055001	9/20/2019	OFFICE SUPPLIES	99.21	
			379329056001	9/20/2019	OFFICE SUPPLIES	33.06	
			376224720001	9/12/2019	OFFICE SUPPLIES	23.58	
			376224721001	9/13/2019	OFFICE SUPPLIES	103.07	
			379573594001	9/19/2019	OFFICE SUPPLIES	84.24	
			381399447001	9/25/2019	OFFICE SUPPLIES	170.12	
			379433148001	9/19/2019	OFFICE SUPPLIES	158.42	
			379434086001	9/19/2019	OFFICE SUPPLIES	24.23	
			373519577001	9/4/2019	OFFICE SUPPLIES	817.33	
			376575090001	9/10/2019	OFFICE SUPPLIES	121.00	
			379228631001	9/17/2019	OFFICE SUPPLIES	67.57	
			380755913001	9/25/2019	OFFICE SUPPLIES	85.42	
			382732881001	9/26/2019	OFFICE SUPPLIES	236.39	
			369282705001	9/1/2019	DESK WITH KEYBOARD TRAY	132.29	
			373589888001	9/5/2019	OFFICE SUPPLIES	21.38	
			376877465001	9/13/2019	OFFICE SUPPLIES	128.63	
			382168215001	9/27/2019	OFFICE SUPPLIES	1,299.81	
			382168508001	9/27/2019	OFFICE SUPPLIES	577.69	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
			382937936001	9/26/2019	OFFICE SUPPLIES	302.09	
			376033571001	9/11/2019	OFFICE SUPPLIES	55.11	
			376148070001		CREDIT FOR RETURNED ITEMS-	-67.45	
			2331459398	8/15/2019	BINDERS FOR TRAINING MATER	55.87	7,649.31
85282	10/22/2019	0009786	OLIVAREZ MADRUGA LEMIEUX 8261	8/31/2019	PROF. SRVS THRU 08/31/19 - RE	475.00	475.00
					Voucher:		
85283	10/22/2019	0007984	O'REILLY AUTO PARTS		CREDIT ON RETURNED ITEMS- I	-220.50	
					Voucher:		
			3063-309910	9/25/2019	GROUNDS MAINTENANCE SUPP	212.69	
			3063-308529/19	9/16/2019	MAP SENSOR FOR UNIT 317	72.26	
			3063-308758	9/18/2019	CONTROL ARM ASSEMBLY FOR	129.27	
			3063-309807	9/24/2019	WINDOW REGULATOR FOR UNIT	128.11	
			3063-309951	9/25/2019	TRANS. FILTER AND FLUIDS FOF	49.30	
			3063-310148	9/26/2019	TIRE PRESSURE SENSOR FOR I	53.69	
			3063-310152	9/26/2019	12CANS. BRAKE CLEANERS	32.94	
			3063-310162	9/26/2019	GROUNDS MAINTENANCE - EQL	110.21	
			3063-310164	9/26/2019	GROUNDS MAINT. - EQUIPMENT	165.31	
			3063-309903	9/25/2019	EQUIPMENT REPAIR PARTS	314.96	
			3063-307967	9/13/2019	GROUNDS MAINTENANCE SUPP	90.33	
			3063-309023	9/19/2019	MUFFLER CLAMP FOR UNIT 208	7.50	
			3063-309022	9/19/2019	OIL FILLER CAP FOR UNIT 341	4.93	
			3063-308529	9/17/2019	BRAKE PADS FOR UNIT 133	64.99	
			3063-309754	9/24/2019	POWER INVERTER FOR NEW CE	512.64	
			3063-310130	9/26/2019	TIRE PRESSURE SENSOR FOR I	53.69	1,782.32
85284	10/22/2019	0011548	PD: FRAUSTO-RAMIREZ, JACQUE	10/3/2019	PER DIEM & MILAGE: RECORDS	329.12	329.12
					Voucher:		
85285	10/22/2019	0008095	PD: PADILLA, BRIAN	10/3/2019	PER DIEM & MILAGE: PER DIEM:	60.77	60.77
					Voucher:		
85286	10/22/2019	00004717	PETTY CASH- GENERAL FUND - 9/15/19-10/2/19	10/3/2019	PETTY CASH RECEIPTS-9/15/19-	470.82	470.82
					Voucher:		
85287	10/22/2019	00004713	PETTY CASH- PARKS & REC.DE	10/1/2019	PETTY CASH RECEIPTS - 08/29/1	76.85	76.85
					Voucher:		
85288	10/22/2019	0011257	PK: GUILMETTE, ROBERT	10/2/2019	YOGA CLASSES - 09/04/19-09/30/	405.00	405.00
					Voucher:		
85289	10/22/2019	00003691	PK: LARIOS, JUAN	10/2/2019	KARATE - 10/2/19-10/30/19	1,023.00	1,023.00
					Voucher:		

Final Check List
City of South Gate

apChkLst
10/15/2019 4:22:29PM

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85290	10/22/2019	00003720	PK: RODRIGUEZ, BEATRIZ J	FALL 2019	10/2/2019	OVER EASY CLASSES- 09/02/19-	119.42
			Voucher:				
85291	10/22/2019	0010624	PK: SANCHEZ, MARIBEL	SUMMER 2019	10/2/2019	ZUMBA-9/4/19-9/30/19	507.70
			Voucher:				
85292	10/22/2019	0008743	PK: SPINDOLA, DANIELLE	SUMMER 2019	10/2/2019	YOGA CLASSES - 09/05/19-10/01,	331.50
			Voucher:				
85293	10/22/2019	0009567	PK: TUJALJI-UMI, NAOMI K.	SUMMER 2019	10/2/2019	ZUMBA-9/4/19-10/2/19	600.60
			Voucher:				
85294	10/22/2019	0011466	PRINCIPAL LIFE INSURANCE CO.	OCT 2019	9/28/2019	SEP 2019 ADJ FOR MISC & SWOI	2,663.39
			Voucher:				
85295	10/22/2019	00000416	RAPID-O-PRINT	18437	9/12/2019	#10 WINDOW ENVELOPES WITH	250.27
			Voucher:				
85296	10/22/2019	00004773	RET: ALMANZA, JOSEPH A	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00
			Voucher:				
85297	10/22/2019	0005570	RET: ALONZO, ANTHONY	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,072.30
			Voucher:				
85298	10/22/2019	0009815	RET: AMEY, ISAAC D	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00
			Voucher:				
85299	10/22/2019	0008275	RET: AROCHA, FRANCIS X.	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86
			Voucher:				
85300	10/22/2019	0005813	RET: AVILA, VINCENT	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86
			Voucher:				
85301	10/22/2019	00001840	RET: BLASKA, WILLIAM MIKE	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00
			Voucher:				
85302	10/22/2019	00001265	RET: BRASSFIELD, CHARLES R	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00
			Voucher:				
85303	10/22/2019	0006324	RET: BURBACH, MAUREEN	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00
			Voucher:				
85304	10/22/2019	00004776	RET: CARTER, LLOYD B	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00
			Voucher:				
85305	10/22/2019	00000495	RET: CHAVEZ, ANTHONY A	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00
			Voucher:				
85306	10/22/2019	00000817	RET: CHRIST, DOUGLAS F	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00
			Voucher:				

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85307	10/22/2019	00002460 Voucher:	RET: COMSTOCK, JOSEPH E	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	200.00	200.00
85308	10/22/2019	0006505 Voucher:	RET: CORBET, RONALD	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85309	10/22/2019	00003408 Voucher:	RET: DAMRON, ROGER V	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85310	10/22/2019	00004777 Voucher:	RET: DAY, ROBERT A	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85311	10/22/2019	0008746 Voucher:	RET: DELEON, RUBEN	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85312	10/22/2019	00001776 Voucher:	RET: EADE, JOANN	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	187.74	187.74
85313	10/22/2019	00003973 Voucher:	RET: EADS, KENNETH P.	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85314	10/22/2019	00003853 Voucher:	RET: FANNIN, ZONA	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85315	10/22/2019	0008820 Voucher:	RET: FERNANDEZ, CARLOS	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85316	10/22/2019	00004403 Voucher:	RET: FIELD, GARY	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85317	10/22/2019	0006507 Voucher:	RET: FIGUEROA, GLORIA A.	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85318	10/22/2019	00000605 Voucher:	RET: FORRESTER, BOB L	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85319	10/22/2019	0005355 Voucher:	RET: GALBREATH, RUSSELL	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85320	10/22/2019	0011326 Voucher:	RET: GALVAN, RAY A.	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85321	10/22/2019	0011186 Voucher:	RET: GAMBOA, OSCAR	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85322	10/22/2019	00000496 Voucher:	RET: GEORGE, RONALD P	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85323	10/22/2019	0006508 Voucher:	RET: GOMEZ, JOSEPH C.	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00

Final Check List
City of South Gate

apChkLst
10/15/2019 4:22:29PM

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85324	10/22/2019	00003940 RET: GONZALEZ, HIRAM Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85325	10/22/2019	0006328 RET: GUTIERREZ, MANUEL Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85326	10/22/2019	0006509 RET: HAMMOND, DONNA Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85327	10/22/2019	0006510 RET: HERNANDEZ, MARIA Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85328	10/22/2019	0008059 RET: HILL, GARY Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85329	10/22/2019	0006329 RET: HOMSHER, HUGH Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85330	10/22/2019	00004784 RET: HUNTRODS, RICHARD F Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	239.00	239.00
85331	10/22/2019	0009521 RET: HUPP, KEITH Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85332	10/22/2019	0008058 RET: INMAN, RONALD Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85333	10/22/2019	00004785 RET: IRISH, TERRY F Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85334	10/22/2019	0011110 RET: JOHNSON, GERALD Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85335	10/22/2019	00004787 RET: KENNEDY, GARY E Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85336	10/22/2019	0005356 RET: KEY, ANDREW Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85337	10/22/2019	0011111 RET: KOOMEN, SHERI L. Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85338	10/22/2019	0010881 RET: KOOPMANS, WILLIAM O. Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85339	10/22/2019	00004788 RET: LANE JR, EDWARD W Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85340	10/22/2019	0009946 RET: LEFEVER, STEVEN A. Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	200.00	200.00

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85341	10/22/2019	0010410 RET: LEO, FRANK Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85342	10/22/2019	00004789 RET: LILLEY, RAYMOND E Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85343	10/22/2019	0005633 RET: LOPEZ, ALFONSO Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	590.37	590.37
85344	10/22/2019	0006511 RET: LOPEZ, RAMON A. Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85345	10/22/2019	0009453 RET: LOPEZ, VERONICA Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85346	10/22/2019	0007656 RET: MATSUKIYO, DAVID Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85347	10/22/2019	00003833 RET: MOOMEY, STEVEN Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	518.00	518.00
85348	10/22/2019	00003328 RET: MOSBY, DOROTHEA S Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	187.74	187.74
85349	10/22/2019	0011895 RET: MUNOZ, ALFREDO Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85350	10/22/2019	00003239 RET: NASSAR, SAM R Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	200.00	200.00
85351	10/22/2019	0011522 RET: PELLERIN, ROBERT Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85352	10/22/2019	00005237 RET: PEREZ, SUSAN Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85353	10/22/2019	0010733 RET: PIXLER, DAVID Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
85354	10/22/2019	00004794 RET: POWELL, ROBERT K. Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00	250.00
85355	10/22/2019	0006326 RET: RAMIREZ, VIRGINIA Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85356	10/22/2019	00003798 RET: RANGEL, ARMANDO Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
85357	10/22/2019	0006327 RET: RASCO, ANGELA Voucher:	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85358	10/22/2019	00003630	RET: REGALADO, MARY	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
			Voucher:				
85359	10/22/2019	0011967	RET: RIVERA, FRANK J.	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	482.64	482.64
			Voucher:				
85360	10/22/2019	0011978	RET: RIVERA, HANNAH TELLEZ-COCT 2019		10/22/2019 RETIREE MEDICAL INS. - OCT 20	482.64	482.64
			Voucher:				
85361	10/22/2019	0011112	RET: SALDIVAR, MARIO M.	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
			Voucher:				
85362	10/22/2019	00001867	RET: SCHMID, BEATRICE J	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
			Voucher:				
85363	10/22/2019	0009865	RET: SCHRADER, GEORGE R.	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
			Voucher:				
85364	10/22/2019	0011521	RET: SCOTT, DAVID	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
			Voucher:				
85365	10/22/2019	00000458	RET: SEWELL, ELAINE	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
			Voucher:				
85366	10/22/2019	00000459	RET: SEWELL, KENNETH R	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
			Voucher:				
85367	10/22/2019	0006513	RET: SHETTER, RANDOLPH M.	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
			Voucher:				
85368	10/22/2019	00000869	RET: SMITH, CHARLES R	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	250.00	250.00
			Voucher:				
85369	10/22/2019	00004796	RET: SPEELMAN, PATRICIA L	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	250.00	250.00
			Voucher:				
85370	10/22/2019	00002147	RET: SPROWLS, KENNETH C	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	250.00	250.00
			Voucher:				
85371	10/22/2019	0008313	RET: SULLIVAN, DARREN	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
			Voucher:				
85372	10/22/2019	0006512	RET: TATTI, WILLIAM P.	OCT 2019	10/22/2019 RETIREE MEDICAL INS.- OCT 20	150.00	150.00
			Voucher:				
85373	10/22/2019	0005357	RET: TODD, ROBERT M.	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
			Voucher:				
85374	10/22/2019	00003573	RET: VANLIEROP, MARTIN G	OCT 2019	10/22/2019 RETIREE MEDICAL INS. - OCT 20	518.00	518.00
			Voucher:				

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85375	10/22/2019	00003959	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	306.00	306.00
		Voucher:					
85376	10/22/2019	0007655	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	509.70	509.70
		Voucher:					
85377	10/22/2019	00004379	OCT 2019	10/22/2019	RETIREE MEDICAL INS.- OCT 20	150.00	150.00
		Voucher:					
85378	10/22/2019	00000498	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	250.00	250.00
		Voucher:					
85379	10/22/2019	0008821	OCT 2019	10/22/2019	RETIREE MEDICAL INS. - OCT 20	1,100.86	1,100.86
		Voucher:					
85380	10/22/2019	0009447	74535H	9/25/2019	COOLANT RESERVOIR CAP FOR	56.47	56.47
		Voucher:					
85381	10/22/2019	00004821	S100141214.001	9/4/2019	WATER TOOLS	277.31	
		Voucher:					
85382	10/22/2019	0010999	S100140903.001	8/28/2019	WATER SUPPLIES	211.06	488.37
		Voucher:					
			10119	9/4/2019	AUG 2019 - PROJECT MGMT SEF	20,230.00	20,230.00
		Voucher:					
85383	10/22/2019	00000322	00318	10/2/2019	SNACKS FOR LCW WORKSHOP	282.12	
		Voucher:					
			001323	9/24/2019	DRINKS FOR COUNCIL MEETING	35.33	317.45
85384	10/22/2019	00004829	7925	9/24/2019	2019 SCMAF INSTTUE MEMBER	170.00	
		Voucher:					
			7928	9/26/2019	CLASS INSURANCE - AGENCIES	1,187.50	1,357.50
85385	10/22/2019	0008973	SCOTT ROBINSON CHRYSLER D151492	9/26/2019	BRAKE ROTORS AND PADS FOR	362.25	
		Voucher:					
			141434	9/26/2019	ENGINE MOUNTS AND COOLAN	328.17	635.67
			CM150913		CREDIT FOR RETURNED ITEMS	-54.75	
85386	10/22/2019	00004834	SECURITY SIGNAL DEVICES SYSR-00143559	9/13/2019	10/1/19-12/31/19 - SSD-WATER F/	6,892.56	
		Voucher:					
			R-00144795	9/13/2019	10/1/19-12/31/19 - SSD-PARKS & I	7,992.10	14,884.66
85387	10/22/2019	0009253	SITONE LANDSCAPE SUPPLY, L93622827-001	9/12/2019	IRRIGATION PARTS	14,904.80	14,904.80
		Voucher:					
85388	10/22/2019	0012098	SO CAL COMPTON PIPE SUPPLY 1155	9/10/2019	WATER SUPPLIES	58.08	
		Voucher:					
			1141	8/28/2019	METER LID LIFTER	63.79	
			1143	8/29/2019	WATER SUPPLIES	314.46	
			1146	9/3/2019	WATER SUPPLIES	803.99	1,240.32
85389	10/22/2019	0012186	SOUTHWEST MOBILE STORAGE, R1669297	9/6/2019	STORAGE CONTAINER - SHIP TC	3,059.44	3,059.44
		Voucher:					
85390	10/22/2019	0009420	15758432 092019	9/20/2019	09/20/19 - CUST ACCT#: 6975909	536.34	536.34
		Voucher:					

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85391	10/22/2019	00004693 SPOK, INC. Voucher:	C7961537V	9/30/2019	BILLING PRD-OCTOBER 2019	33.33	33.33
85392	10/22/2019	0012272 ST FRANCIS PATHOLOGY Voucher:	069614400	9/24/2019	PD FIRST AID SERVICES 8/27/19	88.00	88.00
85393	10/22/2019	0005394 STEVE SWAIN INVESTIGATOR Voucher:	1335	9/18/2019	BACKGROUND INVESTIGATION	1,334.95	
			1337	9/20/2019	BACKGROUND INVESTIGATION	1,000.00	
			1339	9/23/2019	BACKGROUND INVESTIGATION	1,000.00	
			1341	9/19/2019	BACKGROUND INVESTIGATION	321.95	
			1343	9/22/2019	BACKGROUND INVESTIGATION	1,000.00	
			1334	9/15/2019	BACKGROUND INVESTIGATION	1,376.90	
			1336	9/5/2019	BACKGROUND INVESTIGATION	1,300.00	
			1338	9/23/2019	BACKGROUND INVESTIGATION	1,118.85	
			1340	9/21/2019	BACKGROUND INVESTIGATION	1,083.90	
			1342	9/22/2019	BACKGROUND INVESTIGATION	1,041.95	10,578.50
85394	10/22/2019	0008773 STOTZ EQUIPMENT Voucher:	P13966	9/30/2019	EQUIPMENT REPLACEMENT PAI	828.34	828.34
85395	10/22/2019	00002639 STRADLING YOCCA CARLSON & Voucher:	357894-0000	9/27/2019	PROF. SRVS THRU 08/31/19 - RE	780.00	780.00
85396	10/22/2019	00004906 SWRCB FEES Voucher:	SC116973	9/12/2019	SITE CLEAN-UP 7916 LONG BEA	418.81	
			SC115545	8/12/2019	SITE CLEAN-UP 7916 LONG BEA	139.25	558.06
85397	10/22/2019	0010529 THE EMBLEM AUTHORITY Voucher:	31191	9/24/2019	SOUTH GATE POLICE DEPARTM	2,800.00	2,800.00
85398	10/22/2019	0008153 TIME WARNER CABLE- Voucher:	0507757081519	8/15/2019	ACCT# 8448 30 017 0507757 - 8/1	15.76	
			0008335090119	9/1/2019	ACCT# 844830 017 0008335- 9/1/	161.26	
			0439993092019	9/20/2019	ACCT# 844830 017 0439993- 9/20	134.99	
			0507757091519	9/15/2019	ACCT# 8448 30 017 0507757 - 9/1	25.23	337.24
85399	10/22/2019	00005245 TWEEDY MILE ASSOCIATION Voucher:	FY 2019	10/1/2019	TWEEDY MILE ASSOCIATION WI	25,634.89	25,634.89
85400	10/22/2019	00004964 UNDERGROUND SERVICE ALERT Voucher:	1820190185	9/1/2019	DIG ALERTS- 198 TICKETS & \$10	336.70	
			18DSBFE4406	9/1/2019	CALIFORNIA STATE FEE FOR RE	228.48	565.18
85401	10/22/2019	0005750 UNITED INDUSTRIES Voucher:	199540	9/30/2019	INVENTORY PO/NITRILE GLOVE	1,896.30	1,896.30
85402	10/22/2019	00001848 VERIZON WIRELESS Voucher:	9838785847	9/23/2019	BILLING PRD- 08/24/19-09/23/19-	266.07	
			9838586119	9/21/2019	BILLING PRD- 07/22/19-08/21/201	2,104.47	2,370.54

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85403	10/22/2019	0012270	VLS MOBILE ENTERTAINMENT	HALLOWEEN 201	9/17/2019	DJ SERVICES: HOLLYDALE COM	400.00
			VULCAN MATERIALS COMPANY	72284431	7/31/2019	ASPHALT FOR ST DIV	246.88
85404	10/22/2019	00002634	VULCAN MATERIALS COMPANY	72281745	7/29/2019	ASPHALT FOR ST DIV	836.60
				261507	8/31/2019	FINANCE CHARGES FOR LATE II	39.46
85405	10/22/2019	0011902	WATER ENVIRONMENT FEDERAT	19/13/19 AVILES, O	9/13/2019	WEF MEMBERSHIP DUES: OMAF	140.00
			WAXIE'S SANITARY SUPPLY	78505453	8/22/2019	INVENTORY PO/ JANITORIAL SU	1,343.11
85406	10/22/2019	00002593	WAXIE'S SANITARY SUPPLY	78588897	9/26/2019	INVENTORY PO/ JANITORIAL SU	6,394.43
			WECK LABORATORIES INC	W910981-COSOU	9/13/2019	WATER QUALITY SAMPLING	150.00
85407	10/22/2019	0010476	WECK LABORATORIES INC	W910998-COSOU	9/13/2019	WATER QUALITY SAMPLING	70.00
				W910189-COSOU	9/4/2019	WATER QUALITY SAMPLING	30.00
				W910868-COSOU	9/12/2019	WATER QUALITY SAMPLING	170.00
				W910916-COSOU	9/12/2019	WATER QUALITY SAMPLING	195.00
				W910997-COSOU	9/13/2019	WATER QUALITY SAMPLING	75.00
				W910133-COSOU	9/4/2019	WATER QUALITY SAMPLING	105.00
				W910188-COSOU	9/4/2019	WATER QUALITY SAMPLING	30.00
85408	10/22/2019	00000032	WEST COAST MAILERS	10078	9/18/2019	CSG BILLSS CYCLES 1 & 2 JOB#	644.46
				10071	9/18/2019	CSG LATE NOTICES CYCLES 3 & 8	279.05
				10070	9/18/2019	CSG BILLS CYCLES 5 & 6 JOB# E	1,803.31
				10069	9/18/2019	CSG LATE NOTICES CYCLES 1 & 8	306.44
				10068	9/18/2019	CSG BILLS CYCLES 3 & 4 JOB# E	1,727.16
				10067	9/18/2019	CSG LATE NOTICES CYCLES 7 & 8	299.81
				10063	9/18/2019	CSG LATE NOTICES CYCLES 5 & 8	360.00
				10060	9/18/2019	CSG BILLS CYCLES 10 JOB# 9-11	415.50
				10059	9/18/2019	CSG BILLS CYCLES 1 & 2 JOB# E	2,122.82
				10061	9/18/2019	CSG BILLS CYCLES 7 & 8 JOB# E	1,580.24
85409	10/22/2019	00004593	WESTERLY METER SERVICE CO	16245	9/6/2019	METER TESTS	235.00
			WEX BANK	61704858	10/6/2019	SHELL GAS STMT CLOSING DAT	1,112.16
85410	10/22/2019	0011968	WEX BANK	2030	9/23/2019	REPAIR DAMAGE RIGHT FRONT	1,490.10
			XTREME AUTOBODY	2031	9/24/2019	BODY REPAIR AND PAINT (REAR	1,254.17
85411	10/22/2019	0006745	XTREME AUTOBODY	2015	9/23/2019	COMPLETED DETAIL AND TOUCI	1,495.50
							4,239.77

Final Check List
City of South Gate

apChkLst
10/15/2019 4:22:29PM

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
85412	10/22/2019	00003442	YOUNGBLOOD & ASSOCIATES, I13997A	9/25/2019	PRE EMPLOYMENT POLYGRAP	300.00	300.00
Voucher:							
85413	10/22/2019	00000062	ZIEGLER'S HARDWARE & SUPPLY08350	8/13/2019	WATER SUPPLIES	33.03	
Voucher:							
			08502	9/18/2019	WATER SUPPLIES	7.71	
			08481	9/13/2019	WATER SUPPLIES	53.99	
			08483	9/13/2019	WATER SUPPLIES	22.04	
			08503	9/18/2019	WATER SUPPLIES	4.38	
			08392	8/22/2019	BALL VALVE	16.53	
			08496 9/17/19	9/17/2019	CIRCLE PARK OUTSIDE PLUMBII	34.06	
			08451	9/5/2019	WATER SUPPLIES	7.68	
			08468	9/9/2019	WATER SUPPLIES	16.50	195.92
01390651	8/22/2019	00000343	PUBLIC EMPLOYEES RETIREME10000001577955C	8/1/2019	RI CK #00084871 GASB 68 REPO	700.00	700.00
Voucher:							
01420616	10/7/2019	00004708	PERS HEALTH PLAN	9/28/2019	OCT 2019- PMT ACTIVE EMPLYS	17,275.98	17,275.98
Voucher:							

Sub total for BANK OF THE WEST: 1,391,582.37

220 checks in this report.

Grand Total All Checks: 1,391,582.37

Void Checks

Bank code: botw

Check # 85280 Date 10/22/2019

WARRANT REGISTER FOR COUNCIL MEETING 10/22/2019

PART II

apChkLst
10/02/2019 2:52:20PM

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
85180	10/3/2019	00000437	AFLAC	10/3/2019	AMERICAN FAMILY LIFE INS.: PA	635.82	635.82
		Voucher:	Ben257804				
85181	10/3/2019	00002417	AMERICAN FIDELITY ASSURANCE	10/3/2019	AMERICAN FIDELITY (ABT): PAY	421.42	421.42
		Voucher:	Ben257790				
85182	10/3/2019	0011469	CALIFORNIA DENTAL NETWORK	10/3/2019	CALIFORNIA DENTAL NETWORK	3,189.10	3,189.10
		Voucher:	Ben257794				
85183	10/3/2019	0012107	CALIFORNIA STATE DISBURSEMENT	10/3/2019	CA STATE DISB. UNIT: PAYMENT	354.00	354.00
		Voucher:	Ben257812				
85184	10/3/2019	0011535	CDTFA	10/3/2019	CA DEPT OF TAX & FEE ADMIN: F	386.68	386.68
		Voucher:	Ben257806				
85185	10/3/2019	00000438	COLONIAL INSURANCE CO.	10/3/2019	COLONIAL INSURANCE CO: PAY	3,391.48	3,391.48
		Voucher:	Ben257792				
85186	10/3/2019	00002138	FRANCHISE TAX BOARD	10/3/2019	GARNISHMENT - FRANCHISE TA	75.00	75.00
		Voucher:	Ben257802				
85187	10/3/2019	0009920	OCSE CLEARINGHOUSE SDU	10/3/2019	GARNISHMENT - AR CHILD SUPP	324.00	324.00
		Voucher:	Ben257814				
85188	10/3/2019	00002421	POLICE MANAGEMENT ASSOCIATION	10/3/2019	POLICE MANAGEMENT ASSOC. I	1,700.00	1,700.00
		Voucher:	Ben257800				
85189	10/3/2019	00000335	POLICE OFFICERS ASSOCIATION	10/3/2019	POLICE ASSOCIATION DUES: PA	5,500.00	5,500.00
		Voucher:	Ben257798				
85190	10/3/2019	0011466	PRINCIPAL LIFE INSURANCE CO.	10/3/2019	PRINCIPAL DENTAL PPO (MISC):	29,939.59	29,939.59
		Voucher:	Ben257784				
85191	10/3/2019	0011467	RELIANCE STANDARD	10/3/2019	LONG TERM DISABILITY: PAYME	3,887.94	3,887.94
		Voucher:	Ben257786				
85192	10/3/2019	0008951	SENCION, CARMEN	10/3/2019	SPOUSAL SUPPORT-E. SENCION	553.85	553.85
		Voucher:	Ben257810				
85193	10/3/2019	0011468	SUPERIOR VISION SERVICES, IN	10/3/2019	SUPERIOR VISION MISC.: PAYME	4,018.25	4,018.25
		Voucher:	Ben257788				
85194	10/3/2019	0008005	U.S. BANK-PARS ACCT#67460225	10/3/2019	PARS 11.87%: PAYMENT	775.92	775.92
		Voucher:	Ben257808				
85195	10/3/2019	00000334	UNITED WAY OF GREATER LOS	10/3/2019	UNITED WAY: PAYMENT	34.33	34.33
		Voucher:	Ben257796				

Sub total for BANK OF THE WEST: 55,187.38

16 checks in this report.

Grand Total All Checks: 55,187.38

Void Checks

Bank code: botw
(none)

WARRANT REGISTER FOR COUNCIL MEETING 10/22/2019

PART III

apChkLst
10/10/2019 8:41:05AM

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
1750	10/3/2019	00004708	PERS HEALTH PLAN	9/5/2019	MEDICAL HMO ANTHEM SELECT	356,476.17	356,476.17
	Voucher: Ben256588						
1762	10/3/2019	00000004	NATIONWIDE RETIREMENT SOLL	10/3/2019	DEF COMP NATIONWIDE: PAYME	53,263.96	53,263.96
	Voucher: Ben257816						
1763	10/3/2019	00004836	SEIU LOCAL 721 CTW CLC-23900	10/3/2019	SEIU DUES: PAYMENT	3,129.73	3,129.73
	Voucher: Ben257818						
1765	10/3/2019	00000343	PUBLIC EMPLOYEES RETIREME	10/3/2019	PERS RETIREMENT: PAYMENT	222,330.34	222,330.34
	Voucher: Ben257822						
1766	10/3/2019	00001186	EMPLOYMENT DEVELOPMENT D	10/3/2019	SDI: PAYMENT	50,859.92	50,859.92
	Voucher: Ben257824						
1767	10/3/2019	00002370	INTERNAL REVENUE SERVICE	10/3/2019	MEDICARE: PAYMENT	154,341.52	154,341.52
	Voucher: Ben257826						
1768	10/3/2019	00004996	SEIU-COPE LOCAL 721, LA/OC	10/3/2019	SEIU- COPE LOCAL 721 DEDUCT	49.00	49.00
	Voucher: CIBen257828						
1769	10/3/2019	00004988	CHILD SUPPORT ON-LINE, STATE	10/3/2019	CHILD SUPPORT-ONLINE: PAYMI	2,485.15	2,485.15
	Voucher: Ben257830						

Sub total for BANK OF THE WEST: 842,935.79

8 checks in this report.

Grand Total All Checks: 842,935.79

Void Checks

Bank code: botw
(none)

**WARRANT REGISTER SUMMARY
CITY COUNCIL MEETING 10/22/2019**

TOTAL PART I - ACCOUNTS PAYABLE		1,391,582.37
TOTAL PART II - PAYROLL-RELATED CHECKS		55,187.38
TOTAL PART III - PAYROLL WIRE TRANSFERS		842,935.79
	SUB - TOTAL	2,289,705.54
LESS: VOIDS		(10,393.93)
LESS: EMPLOYEE PAYROLL DEDUCTIONS		(352,390.98)
	GRAND TOTAL	1,926,920.63

**SOUTH GATE CITY COUNCIL
WARRANT APPROVAL AND CANCELLATION**

Warrant Number 85180 to Warrant Number 85413 inclusive, totaling \$1,391,582.37. As listed on the accompanying Accounts Payable Warrant Register of October 22, 2019 and approved as presented, with the exception of the following voided warrants:

82867	LOCAL AGENCY FORMATION COMMISSION	5/28/2019	7,500.00	PAYEE NAME DID NOT FULLY PRINT. REISSUED
83070	AT&T MOBILITY	6/11/2019	2,193.93	LOST IN MAIL. REISSUED
84871	PUBLIC EMPLOYEES RETIREMENT SYSTEM	9/24/2019	700.00	REISSUED AS WIRE.
	GRAND TOTAL OF VOIDED CHECKS		10,393.93	

CITY AUDITOR

CITY MANAGER



DIRECTOR OF ADMINISTRATIVE SERVICES

Pursuant to action of the City Council on October 22, 2019 at a regular or adjourned meeting, the City Treasurer was ordered to pay and/or cancel the above demands, as approved.