



SOUTH GATE CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, February 12, 2019 at 6:30 p.m.

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

CALL TO ORDER	Maria Belen Bernal, Mayor
INVOCATION	Pastor Ernesto Trejo, South Gate Church of Christ
PLEDGE OF ALLEGIANCE	Azucena Maldonado, Latina Golfers Association
ROLL CALL	Carmen Avalos, City Clerk

II. City Officials

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

III. Meeting Compensation Disclosure

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

IV. Proclamations, Certificates, Introductions And Ceremonial Actions

1. Certificates Of Appreciation To Organizations For Their Contributions To Golf Programs In The City

The City Council will present Certificates of Appreciation to Thrivent Financial, the Latina Golfers Association, and the Help Youth Through Golf organization, for their contributions and assistance with golf programs in the City. (Parks)

Documents:

[ITEM 1 REPORT 021219.PDF](#)

2. Certificates Of Appreciation To South Gate, Legacy And South East High Schools For Performing In The 2019 Rose Parade

The City Council will present Certificates of Appreciation to students from South Gate High School, Legacy High School Complex, and South East High School for qualifying for the Los Angeles Unified School District All City Honor Marching Band and marching in the 2019 Rose Parade. (PARKS)

Documents:

[ITEM 2 REPORT 021219.PDF](#)

3. Certificates Of Appreciation To Six South Gate Companies For Complying With Wastewater Discharge Requirements

The City Council will present Certificates of Appreciation to Anadite, Inc., Astro Aluminum Treating Co., Brenntag Pacific, Inc., CJ Foods Manufacturing Corp., Cooper Drum Cooperating Parties Group, and Johns Manville for being in full compliance with the Sanitation Districts of Los Angeles County industrial waste requirements in 2017. (ADMIN)

Documents:

[ITEM 3 REPORT 021219.PDF](#)

V. Public Hearings

4. Ordinance Adding New Section 1 L28.030 (Tweedy Boulevard Specific Plan), To Chapter 11.28 (Specific Plans), Of Title 11 (Zoning), Of The South Gate Municipal Code

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

a. The Planning Commission's proposed changes pertaining to

Library/Gallery/Museum, Alcohol Sales as Part of a Restaurant, and Antenna/Communications Equipment and provide staff with direction as to which, if any, of the modifications should be made to the final Tweedy Boulevard Specific Plan document;

b. Waiving the reading in full and introducing an Ordinance adding new Section 11.28.030 (Tweedy Boulevard Specific Plan), to Chapter 11.28 (Specific Plans), of Title 11 (Zoning), of the South Gate Municipal Code;

c. Adopting a Resolution approving General Plan Amendment No. 2019-01 by adding place types "Light Industrial/Flex and Manufacturing Distribution" to the Tweedy Educational District and changing the residential General Plan designation of a portion of the General Plan area from Neighborhood-Low to Neighborhood Medium; and

d. Adopting a Resolution approving the Initial Study and Negative Declaration, dated April 19, 2017, pertaining to the Tweedy Boulevard Specific Plan.

Documents:

[ITEM 4 REPORT 021219.PDF](#)

5. Use Of Fiscal Year 2018/19 Department Of Justice Bulletproof Vest Partnership Grant Funds

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

a. Accepting the Fiscal Year 2018/19 Bulletproof Vest Partnership Grant Funds, in the amount of \$3,964.50, from the U.S. Department of Justice, Office of Justice Programs, for the purchase of bulletproof vests for sworn personnel; and

b. Increasing the Fiscal Year 2018/19 General Fund revenue projection in account number 100-4699 (General Fund - Other Intergovernmental Grants) by \$3,964.50, from \$0.00 to \$3,964.50.

Documents:

[ITEM 5 REPORT 021219.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 **6, 7, 8, 9, 10, 11 and 12** 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.

6. Side Letter With The Municipal Employees Association Regarding Probationary Periods For Civilian Employees In The Police Department

The City Council will consider: (ADMIN SVCS)

a. Approving the Side Letter of Agreement with the South Gate Municipal Employees Association regarding probationary periods for civilian employees in the Police Department; and

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

Documents:

[ITEM 6 REPORT 021219.PDF](#)

7. Side Letter With The Professional Mid-Management Association Regarding Probationary Periods For Civilian Employees In The Police Department

The City Council will consider: (ADMIN SVCS)

- a. Approving the Side Letter of Agreement with the South Gate Professional and Mid-Management Association regarding probationary periods for civilian employees in the Police Department; and
- b. Authorizing the Mayor to execute the Side Letter of Agreement in a form acceptable to the City Attorney.

Documents:

[ITEM 7 REPORT 021219.PDF](#)

8. Amendment No. 2 To Contract No. 2701 With Harbor Area Farmers Markets Extending Operation Of The Farmers Market Park For An Additional Five Year Term

The City Council will consider: (PARKS)

- a. Approving Amendment No. 2 to Contract No. 2701 with Harbor Area Farmers Markets to operate the Farmers Market at South Gate Park for an additional five year term;
- b. Authorizing the Mayor to execute Amendment No. 2 in a form acceptable to the City Attorney; and
- c. Authorizing the Director of Parks & Recreation to execute any additional documents as may be required to properly implement and manage the Farmers Market.

Documents:

[ITEM 8 REPORT 021219.PDF](#)

9. Subrecipient Agreement With The Gateway Cities Council Of Governments For The City's Reimbursement Of Expenses From Metro For Participating In The West Santa Ana Branch Transit Corridor Environmental Clearance Process

The City Council will consider: (CD)

- a. Approving the Subrecipient Agreement with the Gateway Cities Council of Governments for reimbursement from the Los Angeles County Metropolitan Transportation Authority of up to \$28,000 for the City's expenses incurred from participating in the West Santa Ana Branch Transit Corridor Environmental Clearance Process; and
- b. Authorizing the Mayor to execute the Subrecipient Agreement in a form acceptable to the City Attorney.

Documents:

[ITEM 9 REPORT 021219.PDF](#)

10. Quarterly Investment Report For September 30, 2018

The City Council will consider receiving and filing the Quarterly Investment Report for the quarter ended September 30, 2018. (ADMIN SVCS)

Documents:

[ITEM 10 REPORT 021219.PDF](#)

11. Quarterly Investment Report For December 31, 2018

The City Council will consider receiving and filing the Quarterly Investment Report for the quarter ended December 31, 2018. (ADMIN SVCS)

Documents:

[ITEM 11 REPORT 021219.PDF](#)

12. Minutes

The City Council will consider approving Regular Meeting minutes and Special Meeting minutes of January 22, 2019. (CLERK'S)

Documents:

[ITEM 12 REPORT 021219.PDF](#)

IX. Reports, Recommendations And Requests

13. Appropriation Of Funds From The Capital Improvement Program To Replace The Skylights At The Sports Center

The City Council will consider: (PW)

- a. Amending the Capital Improvement Program (CIP) to add the South Gate Sports Center Skylights Replacement Project (Project);
- b. Authorizing the Director of Administrative Services to transfer \$450,000 in General Funds savings from the South Gate Sports Center Roof Replacement, City Project No. 498-ARC, Account No. 311-790-61-9459, to the South Gate Sports Center Sky Light Replacement, City Project No. 586-ARC, Account No. 311-790-61-9460; and
- c. Authorizing the Director of Administrative Services to transfer the remaining balance of \$443,395 in General Fund savings from the South Gate Sports Center Roof Replacement Project, City Project No. 498-ARC, Account No. 311-790-61-9459 to the unallocated General Fund balance.

Documents:

[ITEM 13 REPORT 021219.PDF](#)

14. Appropriation Of Funds For The City Hall Open House/Historic Seaborg Ribbon Cutting Expenses

The City Council will consider authorizing the expenditure of \$10,700 for the City Hall Open House and Historic Seaborg House Ribbon Cutting Event. (ADMIN)

Documents:

[ITEM 14 REPORT 021219.PDF](#)

15. Warrant Register For February 12, 2019

The City Council will consider approving the Warrants and Cancellations for February 12, 2019. (ADMIN SVCS)

Total of Checks: \$3,040,127.99
Voids: (\$ 52,726.94)
Total Payroll Deductions: \$ 441,787.50
Grand Total: \$2,545,613.55

Cancellations: 79719, 81028, 81045, 81218 and Various Stale Dated Checks as Listed in the Staff Report.

Documents:

[ITEM 15 REPORT 021219.PDF](#)

X. Adjournment

Adjournment in memory of Everett Ipo Whitney, resident/veteran of the City of South Gate and uncle of James Manuel, CAC Member.

I, Carmen Avalos, City Clerk, certify that a true and correct copy of the foregoing Meeting Agenda was posted February 6, 2019 at 6:00 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

JAN 9 - 2019

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

11:35am

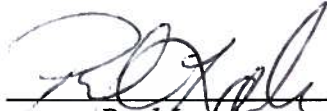
City of South Gate
CITY COUNCIL

AGENDA BILL

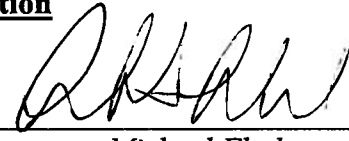
For the Regular Meeting of: February 12, 2019

Originating Department: Parks & Recreation

Department Director:


Paul L. Adams

City Manager:


Michael Flad

SUBJECT: RECOGNITION OF CONTRIBUTIONS FROM THRIVENT FINANCIAL, LATINA GOLFERS ASSOCIATION AND HELP YOUTH THROUGH GOLF

PURPOSE: This item was added to the Agenda at the request of Mayor María Belén Bernal to recognize organizations for their contributions to the youth in the South Gate community.

RECOMMENDED ACTION: Mayor María Belén Bernal will present Certificates of Appreciation to Thrivent Financial, the Latina Golfers Association, and the Help Youth Through Golf organization, for their contributions and assistance with golf programs in the City.

FISCAL IMPACT: None.

ALIGNMENT WITH COUNCIL GOALS: None.

ANALYSIS: None.

BACKGROUND: Help Youth Through Golf, an organization created and headed by Luis Batson in 2011, has regularly provided free youth golf programs at the South Gate 9-Hole Golf Course and at several other locations in the South East Area. The work of Mr. Batson has had a tremendous impact on the youth of South Gate, opening doors to a sport which can provide a lifetime of health and social benefits as well as being an important social skill for many as they seek to advance themselves in their adult profession.

Over the past few years, another important golf organization, the Latina Golfers Association (LGA) headed by Azucena Maldonado, has begun to partner with the City to assist with a variety of golf programs. Founded in 2008, the LGA focuses on teaching girls and young women to golf and expand their professional opportunities. The LGA has provided assistance with programs such as the Golf Mentorship Program offered by the California Latino Leadership Institute and the City.

The LGA has recently helped to secure a sponsorship for Help Youth Through Golf from Thrivent Financial, a not-for-profit financial services organization. Thrivent Financial will be providing financial assistance and contributions of supplies to Help Youth Through Golf which will allow for additional youth to participate and will include a Junior PGA Tournament. With help from Thrivent Financial, the

LGA has raised an initial \$600 in support of these programs and both organizations will continue to support these programs as they reach out to even more South Gate youth.

The City Council and staff would like to thank these three organizations for their continued contributions and efforts on the behalf of the City's youth. Through the work of these organizations, youth and families in South Gate can learn and participate in the fun and healthy activity of golf. More importantly, the youth who participate will also be learning a skill that will expand their opportunities, help them to build important relationships, teach them focus and patience and open new doors which may not have been available to them had they not learned to golf.

ATTACHMENT: None.

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City of South Gate

Item No. 2

FEB 6 2019

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

9:50am

AGENDA BILL

For the Regular Meeting of: February 12, 2019

Originating Department: Parks & Recreation

Department Head:

Paul L. Adams
Paul L. Adams

City Manager:

Michael Flad
Michael Flad

SUBJECT: RECOGNITION OF HIGH SCHOOL STUDENTS FOR QUALIFYING FOR THE LAUSD ALL CITY HONOR MARCHING BAND AND MARCHING IN THE 2019 ROSE PARADE

PURPOSE: To recognize outstanding high school students for qualifying and performing at the Rose Parade.

RECOMMENDED ACTION: Mayor María Belén Bernal will present Certificates of Appreciation to students from South Gate High School, Legacy High School Complex, and South East High School for qualifying for the Los Angeles Unified School District All City Honor Marching Band and marching in the 2019 Rose Parade.

FISCAL IMPACT: None.

ANALYSIS: None.

BACKGROUND: Since 1973, the Los Angeles Unified School District (LAUSD) All District High School Honor Marching Band has been involved with the Tournament of Roses Parade and other special high profile events. Representing the students, teachers, administrators and employees of the second largest school district in the nation, the Honor Marching Band is one of four bands allowed to perform in the Tournament of Roses Parade on an annual basis.

Qualifying to be part of the Honor Marching Band is an arduous task. Students compete against students from over 100 high schools within the LAUSD. The students are eligible to audition for the All-City Band once they have passed a music theory test examination, music reading and language of 85% or better. Once they apply to the All-City Band, they then have to survive two rounds of auditions and remain academically eligible the entire time.

This year's Honor Marching Band included a total of thirteen members from South Gate High School, three members from South East High School, and seven members from Legacy High School Complex, all of which marched in the prestigious Rose Parade on New Year's Day. These students and their band directors are here tonight to receive certificates of appreciation for their hard work and for representing South Gate at the highest levels.

South Gate High School

Froylan Arce (trombone)
Marisa A. Arreola (trumpet)
Edward A. Castro (trumpet)
Marcus D. Davila (cymbals)
Alejandro De La Torre (mellophone)
Jacob Jauregui (trombone)
Daniela L. Leguizamo (cymbals)
Erick E. Leiva (trumpet)
Nikki C. Nuno (cymbals)
Adrian Pacheco (bass drum)
Marcoantonio D. Pelayo (snare drum)
Anahi Perez-Rangel (trumpet)

Band Director: Ruben A. Gonzalez, Jr.

South East High School

Emily Luevano
Zachery Remedios
Gabriel Espinoza

Band Director: Joseph Jauregui

Legacy High School

Rosa Victoriano
Sergio Zarate
Oliver Fuentes
Ruby Frausto
Evelyn Rodriguez
GianCarlo Spiru
Jennipher Alvarrez

Band Director: Erick Quintanilla
Principal: Ed Trimis

ATTACHMENT: None

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JAN 31 2019

City of South Gate
CITY COUNCIL

Item No. 3

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

5:10pm

AGENDA BILL

For the Regular Meeting of: February 12, 2019

Originating Department: Administration

Assistant City Manager:


Arturo Cervantes

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 Mayor María Belén Bernal 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 María Belén Bernal will present Certificates of Appreciation to Anadite, Inc., Astro Aluminum Treating Co., Brenntag Pacific, Inc., CJ Foods Manufacturing Corp., Cooper Drum Cooperating Parties Group, and Johns Manville for being in full compliance with the Sanitation Districts of Los Angeles County industrial waste requirements in 2017.

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 8, 2018 for their compliance in 2017. 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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FEB 6 2019

Item No. 4

City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

11:15am

AGENDA BILL

For the Regular Meeting of: February 12, 2019

Originating Department: Community Development

Department Head:


Joe Perez

City Manager:


Michael Flad

SUBJECT: ORDINANCE ADDING NEW SECTION 11.28.030 (TWEEDY BOULEVARD SPECIFIC PLAN) TO THE SOUTH GATE MUNICIPAL CODE; RESOLUTION APPROVING GENERAL PLAN AMENDMENT NO. 2019-01; AND RESOLUTION APPROVING THE INITIAL STUDY AND NEGATIVE DECLARATION PERTAINING TO THE TWEEDY BOULEVARD SPECIFIC PLAN

PURPOSE: At its regularly scheduled City Council meetings of June 27, 2017, July 11, 2017, and January 22, 2019, the City Council conducted duly noticed public hearings regarding the proposed Tweedy Boulevard Specific Plan (Specific Plan). After receiving public testimony, the City Council continued the item to the regularly scheduled City Council meeting of February 12, 2019 in order to obtain additional public input.

The purpose of the Specific Plan is to revitalize Tweedy Boulevard by providing new mixed-uses, increasing housing opportunities and neighborhood-serving retail uses, and improving access to all modes of transportation.

This proposed Ordinance will add and incorporate the Specific Plan into the City's Municipal Code. The proposed Resolution approves the initial study and negative declaration for the Specific Plan in accordance with the requirements of the California Environmental Quality Act.

Council Member Maria Davila and Council Member Denise Diaz live in close proximity to the project site and should consider recusing themselves from voting on this matter.

RECOMMENDED ACTIONS: Following the conclusion of the public hearing:

- a. Consider the Planning Commission's proposed changes pertaining to Library/Gallery/Museum, Alcohol Sales as Part of a Restaurant, and Antenna/Communications Equipment and provide staff with direction as to which, if any, of the modifications should be made to the final Tweedy Boulevard Specific Plan document;
- b. Waive the reading in full and introduce Ordinance adding new Section 11.28.030 (Tweedy Boulevard Specific Plan), to Chapter 11.28 (Specific Plans), of Title 11 (Zoning), of the South Gate Municipal Code;
- c. Adopt Resolution approving General Plan Amendment No. 2019-01 by adding place types "Light Industrial/Flex and Manufacturing Distribution" to the Tweedy Educational District and changing the residential General Plan designation of a portion of the General Plan area from Neighborhood-Low to Neighborhood Medium; and
- d. Adopt Resolution approving the Initial Study and Negative Declaration, dated April 19, 2017, pertaining to the Tweedy Boulevard Specific Plan.

FISCAL IMPACT: None.

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

- The Specific Plan contributes to the **“development and protection of strong and sustainable neighborhoods.”** This is accomplished by preserving and enhancing existing single-family neighborhoods; 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 Tweedy Boulevard area; 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 Tweedy Boulevard area.

NOTICING REQUIREMENT: The Notice of Public Hearing was posted and published in *The Los Angeles Wave* newspaper on January 31, 2019. In addition, notices were mailed to property owners and addresses located within the Specific Plan area and property within 1,000 feet of the Specific Plan area.

ANALYSIS: In response to Council comments at the January 22, 2019 City Council meeting, three alternatives to the January 2019 plan have been developed, which would reduce potential development density. The Draft Plan and three alternatives are described below:

January 2019 Draft Specific Plan

After significant study, the January 2019 Draft Specific Plan modified the 2017 Draft Specific Plan, modifying development standards and reducing the overall building envelope available to property owners/developers in the Tweedy Mixed Use 1 (TMU1) and Tweedy Mixed Use 2 (TMU2) zones. This approach responds to community concerns by preserving neighborhood character and transitioning appropriately to Tweedy Boulevard and residential neighborhoods. Below is a summary of the development standards in the TMU zones.

Comparison of TMU Zones - Summary					
	TMU1 Zone (Standard)	TMU1 Zone (with Bonus)	TMU2 Zone (Standard)	TMU2 Zone, Shallow Sites (with Bonus)	TMU2 Zone, Deep Sites (with Bonus)
Maximum Height¹	3 stories	3 stories	3 stories	3 stories ²	2-4 stories ³
Maximum Residential Density	20 du/ac	30 du/ac	30 du/ac	45 du/ac	45 du/ac

1. All zones subject to buffering from single-family residential.
2. Allows 4th floor corner towers.
3. Must be a mix of heights, with maximum 4 stories. Two stories in rear when adjacent to single-family.

Two estimates of potential development under the Draft Specific Plan were prepared. "Mid-range" provides an estimate of development in a moderately successful and potentially foreseeable scenario in the medium term. The mid-range estimate for total residential development in the TMU1 and TMU2 zones is 600-900 units. This estimate is distinct from the maximum buildout of the plan, which is the theoretical maximum that could be built should every property redevelop to its maximum density. The maximum buildout of the TMU1 and TMU2 zones is approximately 3,300 units.

Alternatives to Address Density

Provided below are options to address density along the Tweedy Boulevard corridor. Zoning Maps are attached (Attachment A):

Alternative A – Development Cap

One option to control overall density along the Tweedy Boulevard corridor is to institute a development cap of 1,000 new residential units in the TMU1 and TMU2 zones. This approach would not affect the economic viability of any properties in the short-term. However, in the event that development in accordance with the Plan exceeds mid-range expectations, it would protect the community from high levels of development and traffic generation.

Alternative B – Elizabeth to Bowman Focus

This alternative would limit the TMU2 zone to the portion of the Specific Plan area between Elizabeth Avenue and Bowman Avenue. Under this alternative, approximately 23 acres would be reclassified from TMU2 to TMU1. This would reduce development feasibility on these parcels.

The area between Elizabeth Avenue and Bowman Avenue has already been identified as the "Active Retail Frontage" area, where consistent commercial activity is envisioned. Thus, higher density would only be allowed in the areas where commercial activity is concentrated. No residential-only projects would be permitted in the TMU2 zone along Tweedy Boulevard.

The TMU2 zone would be assigned to California Avenue north and south of Tweedy Boulevard without an Active Retail Frontage requirement. The TMU2 zone's densities are consistent with

maximum densities for the portions of California Avenue located just outside the planning area (40 du/ac).

Alternative C – Nodal Pattern

Alternative C would limit the TMU2 zone to four “nodes,” or activity centers, in Tweedy Mile. These denser activity centers would punctuate the corridor with off-street public spaces and higher levels of activity. Under this alternative, approximately 42 acres would be reclassified from TMU2 to TMU1. This would reduce the development feasibility on these parcels.

These nodes are:

1. California Avenue – This street forms an important intersection with Tweedy Boulevard which already has mixed-use development.
2. Allen Theater/CVS/DD’s Discounts – The area between San Carlos and San Juan Avenues, which includes the Allen Theater and large parcels with CVS and DD’s Discounts, would be the second node. Maintaining the TMU2 zone in this area increases the likelihood of catalytic development projects on the CVS and DD’s sites and a density bonus project on the Allen Theater block which could preserve the theater.
3. Tweedy Marketplace Shopping Center – The area between San Vincente Avenue and Otis Street, which includes the Tweedy Marketplace Shopping Center on the north side of the street, would be the third node. This node includes a major intersection (Otis Street) and potential catalytic development site.
4. Eastern Gateway to Tweedy Mile – The block between Bryson and Hunt Avenue forms the eastern gateway to Tweedy Mile and, therefore, it is appropriate to include slightly larger buildings to create a gateway effect.

The effects of each of these alternatives on development potential are shown below:

Comparison of Effects of Alternatives				
Alternative	Land Area		Effect on Mid-Range Estimate	Effect on Maximum Buildout
	TMU1	TMU2		
<i>Draft Specific Plan (Jan. 2019)</i>	<i>12 ac</i>	<i>65 ac</i>	<i>Mid-Range Estimate: 600-900 units</i>	<i>Maximum Buildout: 3,300 units</i>
<i>Alternative A - Development Cap</i>	12 ac	65 ac	None	Large decrease (max. 1,000 new units)
<i>Alternative B - Elizabeth to Bowman Focus</i>	35 ac	42 ac	Moderate decrease	Moderate decrease
<i>Alternative C - Nodal Pattern</i>	54 ac	23 ac	Significant decrease	Significant decrease

Tweedy/Atlantic

The southwest corner of Tweedy Boulevard and Atlantic Avenue has been subject to City Precise

Plan #18 and Site Plan #283 for some time, with a mixed-use development receiving final entitlements in June 2018. As a result of this decision, it was noted that the zoning on this parcel should remain the same. Therefore, this parcel has been designated “Precise Plan #18/Site Plan #283” on the zoning map for the Draft Specific Plan and all alternatives.

Given that the southwest corner of Tweedy Boulevard and Atlantic Avenue would no longer be in the TMU2 zone, it was deemed appropriate to also downzone the northwest corner of Tweedy Boulevard and Atlantic Avenue to TMU1 zone in the Draft Specific Plan and all alternatives.

Additional Analysis of Building Heights, Density, Parking and Traffic

To address concerns received from community members at the City Council hearing on July 11, 2017 and subsequent community meeting about the size, height, density and parking and traffic impacts of potential future development that may occur under the Draft Tweedy Boulevard Specific Plan, the City’s consultant team analyzed the three following scenarios for the Tweedy Mixed Use 2 (TMU2) Zone to address these concerns.

- Scenario 1: Maintain existing standards in the 2017 Draft Specific Plan, which would allow building heights up to 3 stories (4 stories maximum with density bonus) and density of 30 units/acre (45 units/acre maximum with bonus)
- Scenario 2: Reduce building heights to 3 stories maximum and density to 20 units/acre
- Scenario 3: Modify the building form requirements in the 2017 Draft Specific Plan

The consultant team analyzed these scenarios in terms of their impacts upon the livability and character of the street and neighborhood, economic feasibility for development, potential for revitalizing Tweedy Mile, fiscal impacts to the City, traffic and parking.

Neighborhood Character: While in general the lower-density alternative was lower-scale than the higher-density alternative, site-planning exercises determined that the lower-density projects were likely to be constructed as horizontal mixed-use. Previous horizontal mixed-use projects in the City and around the region tend to follow a pattern of retail along the street, surface parking and taller residential buildings in the rear of sites, adjacent to existing single-family residential.

While higher-density buildings are in general larger overall than lower-density buildings, flexibility in design is greater due to the transition to structured or underground parking that occurs at higher intensities. In reviewing mixed-use projects in communities with similar built forms, several examples were identified where the relationship of buildings to the main street and to residential neighborhoods was superior, with taller pedestrian-friendly mixed use in the front and a more suburban residential feel in the back. Many of these projects also have public space incorporated into them as a result of city requirements.

There are also higher-density buildings with poor design that makes them feel more imposing and violate the nearby residential context. Strong design standards are very helpful in obtaining a good result.

Economic Feasibility: The consultant team conducted developer pro forma analysis to determine the likelihood that a theoretical property owner could profitably redevelop their site. Development projects along Tweedy Boulevard currently appear to be marginally profitable at best. Similar results were obtained for the 20 du/ac and 45 du/ac alternative, with the 20 du/ac alternative faring slightly better due to having much lower construction costs for parking (surface parking).

These results indicate that:

- a) Development is unlikely to proceed very quickly. It is more likely to happen in a piecemeal form over several economic cycles. In the near to mid-term, cooling property market conditions are likely, and development may need a greater incentive to move forward.
- b) Even with Specific Plan maximums at the higher density, there is still a substantial possibility that lower-density projects will be built.

In reviewing mixed-use projects around the region, very few projects have been built at 20 units/acre, with developers tending to be smaller and less experienced. More experienced developers with more sophisticated and sensitive design teams tend to pursue mixed-use projects in a higher-density setting.

Business Revitalization Potential: The community-expressed that the vision of the Tweedy Boulevard Specific Plan is to restore it as the “Main Street” of South Gate. Key to this vision is commercial revitalization. Higher density development provides more customers who are able to patronize local businesses. This is a large reason why mixed-use development is being pursued on older commercial corridors throughout Southern California.

Fiscal Impact: The fiscal analysis demonstrated that somewhat higher revenues are to be expected from the higher-density alternative.

Traffic: Higher-density development will create more automobile trips than lower-density development. However, it will also encourage a greater share of trips to be completed on foot. Given the economic outlook, short-term impacts may be negligible.

Parking: At either density, developments are required to provide all residential parking on-site. Therefore, the residential density should have no impact on parking availability.

Other Public Benefits: Reducing densities, with or without bonus, to 20 units/acre would eliminate developers’ incentives to provide the public benefits, which give them density bonuses per the City’s Comprehensive Zoning Code. Such benefits include creation of child day care facilities, provision or dedication of public plaza or park, contribution to off-site landscaping, additional public art, green buildings, among others, and programs to reduce rush hour vehicle use, among others.

Recommended Changes to Draft Specific Plan – Modification of Building Forms

As a result of these analyses, and in response to community input, it is recommended that the Draft Specific Plan incorporate Scenario 3 – restricting the building forms to ensure a lower-scale feel at the transition to residential neighborhoods and along Tweedy Boulevard. These proposed changes are designed to provide greater protection, privacy and sunlight to adjacent residential properties, while allowing for an improved transition between zones. The following changes in the building form requirements are included in the attached Draft Specific Plan:

- **Tweedy Mixed Use 1 (TMU-1) Zone - Section 4.4 (C)(1)**
 - The distance requirement for the second (as well as third) floors of new buildings will be increased an additional 10 feet from the required 15 foot setback area next to existing single family residential. This will result in new second and third story buildings being a total of 25 feet from adjacent single family residential properties.

- The same additional 10 foot buffer will be applied to second (as well as third) story buildings from the required 5 foot setback area next to an alley across from existing single family residential.
- **Tweedy Mixed Use 2 (TMU-2) Zone - Section 4.4 (C)(2)**
 - For shallower sites (i.e. less than 200 feet deep) - Figures 4-3 and 4-4:
 - The maximum building height with bonus will be reduced to three stories with the exception of corner towers.
 - The second and third floors will be stepped back by an additional 10 feet from the building setback line when adjacent or across an alley from existing single family residential (same as TMU1 zone).
 - For deeper sites (i.e. 200 feet or greater) - Figures 4-5 and 4-6:
 - Heights will be limited to two stories in the rear 60 feet of the property after required setback when adjacent to single-family residential.
 - Four-story construction is available only when using a density bonus, requiring amenities listed in the City's Zoning Code.
 - The fourth floor must be stepped back from Tweedy Boulevard by 10 feet, except at corner tower locations, and at least one-third of the Tweedy Boulevard frontage must be three stories or fewer.
 - Density bonus projects must provide publicly accessible open space either in a street side plaza or interior courtyard linked to Tweedy Boulevard.
- **New Renderings** - Included in the revised Draft Specific Plan are renderings and photographic examples to illustrate design guidelines in Figures 4-4 and 4-6. These design guidelines illustrate how the new building envelope standards and existing design guidelines can be applied on sites of different sizes. These renderings serve as a visual guide to developers for what is expected of new development.
- **Building Modulation or Articulation (Commercial and Mixed Uses) - Section 4.11 (A)(2)**
 - Clarified that uninhabitable vertical architectural elements such as towers or spires may exceed the height limit or building envelope when appropriate for context. With a more constricted and defined building envelope being proposed, uninhabitable architectural elements become more important in creating unique identities for each project. These elements often need to rise above the height of the rest of the building, which may be built to the height limit.

This option of modifying building forms addresses concerns that new buildings will change the character of South Gate, feel out of place and cause issues of privacy and sunlight for residents of adjacent properties. At the same time, this option preserves the 2017 Draft Specific Plan's maximum densities, in order to stimulate the revitalization of businesses on Tweedy Mile, provide greater flexibility in design, provide public space in new developments, attract interest from more experienced developers and retain incentives for public benefits.

Recommended Zoning Change for Light Industrial Properties

Due to recent interest in developing vacant industrial sites surrounding the Legacy High School and the new International Studies Learning Center, three properties having Light Industrial (LI) zoning within the Tweedy Boulevard Specific Plan were evaluated to determine whether a more flexible zoning designation should be assigned to these parcels. Since the Specific Plan development process began, some of the existing industrial uses the zoning category were meant to protect have been abandoned and buildings demolished. The identified sites include a 38,669 SF vacant site at 5268 Wood Avenue; a 86,988 SF vacant site at 10130 Adella Avenue (former Riverton Steel property); and a 47,585 SF site at 10111 Burtis Street.

It is recommended that these properties be zoned Industrial Flex (IF). Section 11.22.060 of the City's Zoning Code states that "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." This zoning district is appropriate for two reasons:

- Some industrial activities do remain on these parcels, and this zone allows for those activities to remain and grow if possible.
- Additional flexibility is appropriate in this area. With the construction of the Legacy Visual & Performing Arts and International Studies Learning Center high schools, these sites are mostly surrounded by educational and residential uses and are proximate to the tracks of the future West Santa Ana Branch (WSAB) Metro rail line. Examples of appropriate alternative uses on these sites, which would be allowed under Industrial Flex, may include education-related manufacturing, apprenticeship or arts space; research and development office; creative office; and multi-family residential.

The Zoning Code's development standards would be adjusted downward in order to account for the adjacent single-family residential to both of these sites. Maximum building heights will be 4 stories (5 stories maximum with density bonus) and density will be 40 units/acre (60 units/acre maximum with density bonus).

Building heights will be modulated in the following manner in order to protect privacy, sunlight and residential character of single-family residential neighborhoods:

- Legacy Lane Sites
 - Heights will be limited to three stories in the rear 80 feet of the property. In addition, the third story should be stepped back 10 feet from the rear property line.
- Wood Avenue Site
 - The Zoning Code requires a setback of 10 feet adjacent to single-family residential.
 - Heights will be limited to two stories in the 30 feet adjacent to the single-family residential setback.
 - Since the Wood Avenue Site is also adjacent to the WSAB rail line, there will be a 10 foot setback adjacent to the rail line, which should be planted with trees. This will allow for a buffer from the noise and particulate matter emitted by the future rail line.

The Draft Specific Plan includes a recommendation to improve access to the Los Angeles River Bikeway by improving the existing ramp connection at the east end of Tweedy Boulevard. Options for doing this include enhanced signage, maintenance and the creation of a small pocket park with

drinking fountains, seating, etc.

Potential development on the parcels zoned Industrial Flex (IF) on Wood Avenue and Legacy Lane should contribute to improving access to the Los Angeles River Bikeway, as this is part of the regional access to their developments. The Wood Avenue site may be connected to the river through a connection to the south to Tweedy Boulevard, just west of the river embankment, or there may be a new connection established to the river at Wood Avenue (which would need to navigate crossing the future West Santa Ana Branch rail line). The Legacy Lane sites would be connected to the river through an improved ramp connection at Tweedy Boulevard.

Therefore, the following additions are proposed to the Plan:

Figure 4-10: Maximum Building Envelope and Design Guidelines for Wood Avenue Site. C. At City's discretion and as an alternative to (A), create a new connection to the Los Angeles River Bikeway through a new connection at Wood Avenue with private sector contributions.

Section 4.4.C. Development and Design Standards

All properties shall ensure adequate access to the Los Angeles River Bikeway. Where on-site improvements are not necessary, contributions to off-site River Bikeway access improvements shall be required. These contributions may qualify as Street Landscaping for Density Bonus Incentive purposes (CZC Table 11.23-3).

BACKGROUND: In 2012, the City applied for a State of California Sustainable Communities Planning Grant by the State of California's Department of Conservation, Division of Land Resource Protection, Strategic Growth Council. The application was submitted to fund and prepare two Specific Plans for the Tweedy Boulevard and the Hollydale Village area to implement the vision created by the recently updated Zoning Ordinance and General Plan. In 2013, the City was awarded a \$570,000 grant by the State and The Arroyo Group was selected to prepare the Tweedy Boulevard and the Hollydale Village Specific Plans.

The 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. The Specific Plan reflects the General Plan 2035 vision of the plan area.

Specific Plan Area

Just over three miles in length, Tweedy Boulevard is one of the main commercial corridors in the City. The Specific Plan area is approximately 622 acres in size, and is generally bounded by Indiana Avenue to the north and Michigan Avenue to the south, Alameda Corridor/the City of Los Angeles to the west, and the Los Angeles River to the east. The major cross streets include Long Beach Boulevard, State Street, California Avenue, Otis Street and Atlantic Avenue. South Gate Park, the largest and most-used public park in the City, is located in the eastern section of the Specific Plan area.

Specific Plan - Overview

The Specific Plan is a City-initiated Specific Plan to promote long-term change and economic development along Tweedy Boulevard area. Through the use of two mixed-use zones along

Tweedy Boulevard, the Specific Plan envisions attracting additional daytime uses and more housing to increase customer base and provide for shopping, dining, offices and cultural opportunities. These mixed-use zones allow for new housing ranging in densities from 20-45 dwelling units per acre and pedestrian retail frontage with ground floor display windows. New in-fill developments would be required to conform to new design standards up to three to four stories, or 40' to 50' in height, depending upon the location and parcel configuration, with the goal of transforming the area into an urban and active street environment.

The existing, stable, low-density residential neighborhoods in the area located off of Tweedy Boulevard will be preserved as Neighborhood Low Zones. The more dense housing and employment uses along Tweedy Boulevard, Atlantic Avenue and Long Beach Boulevard will foster greater pedestrian activity and will take advantage of existing transit options along these corridors. In addition, the Specific Plan is intended to foster a healthy community by improving the public realm and pedestrian and bicycle linkages to and from Tweedy Boulevard, Atlantic Avenue, South Gate Regional Park, the Los Angeles River, future mixed-use corridors and existing residential neighborhoods.

It should also be noted that the South Gate Municipal Code is maintained and accessed by way of Code Publishing Company, a third party contractor specializing in supporting municipalities with hosting and code updating services. Code Publishing will host the Specific Plan solely by hyper-link browsing and search functions. This practice is a common one that will save the City approximately \$1,800.00 per year; be eco-friendly by reducing paper copies; allow for ease of use for the end user by providing greater accessibility from multiple platforms from conventional desktop computers, tablets and smart phones. Equally as important, this service will provide accessibility, transparency and searchability while preserving intensive graphics including text and table formatting that make up a great deal of the Specific Plan document.

Public Participation – Community Workshops

The Specific Plan was prepared with input obtained through a series of community workshops, where residents, business and property owners, and interested parties provided input to the project team on the topics and direction of the Specific Plan to ensure that the Specific Plan expresses the vision, goals and ideas of the community as a whole. The City Council also established an 18 member Steering Committee to provide continuous feedback during the project. The Steering Committee also included members of the Tweedy Mile Association, which represents the interests of the Tweedy Mile business community.

A total of three public workshops and three Steering Committee meetings were held at milestone stages of the project to present findings and solicit input. These workshops and meetings were very productive in discussing key issues, concerns and preferences, and in generating trust for the planning process and community support for the Specific Plan. The first workshop on September 6, 2014, presented the background and purpose, existing conditions, and key opportunities for Tweedy Boulevard, and solicited input from the community on their issues, goals and visions. The second workshop on November 22, 2014, presented the preliminary land use, circulation and urban design plan, and gathered input on the overall land use, design and mobility concepts. The third workshop on December 14, 2016, presented and obtained feedback on the Public Review Draft Specific Plan. Spanish language translation was provided at all community events. Presentations to the City Council and Planning Commission were also made during the development of the Specific Plan.

Public Participation – August 17, 2017 Community Meeting

In addition to three Community Workshops as described above, staff also conducted an independent informational Community Meeting on August 17, 2017, residents, business owners and property owners within 600 feet of the Specific Plan boundaries were invited to the South Gate Municipal Auditorium for presentations by the Community Development Department and the Public Works Department. Presentations highlighted new and upcoming commercial and residential development, policy documents in progress including the Tweedy Boulevard Specific Plan and the Gateway Specific Plan and public right-of-way vehicular and pedestrian oriented improvements and enhancements.

Planning Commission Review

The Planning Commission received an informational presentation on the draft Specific Plan at its December 20, 2017, meeting. On May 2, 2017, the Planning Commission conducted a public hearing on the Specific Plan and adopted Resolution No. 2017-02 (attached), recommending that the City Council add the Specific Plan to the South Gate Municipal Code. In addition, the Planning Commission recommended that the following changes be made to the Specific Plan:

1. Library/Gallery/Museum (Page 35, Table 4-2) – The Commission unanimously recommended that the table of land uses be modified to show “A-P” (Subject to the review and approval of an Administrative Permit Review) for Library/Gallery/Museum, instead of requiring a CUP. The reason for eliminating this requirement is to relax costly barriers of entry and encourage pedestrian oriented development that supports other ancillary pedestrian uses.
2. Alcohol Sales as Part of a Restaurant (Page 37, Table 4-2) – The Commission unanimously recommended deletion of the language requiring that restaurants serving alcohol be at least 100 feet away from a residential zone. The reason for eliminating this requirement is that it is more restrictive than the separation requirements for restaurants contained in the City’s Zoning Code and would make it prohibitive for this use to occur along mixed-use zones due to their close proximity to residential zones.
3. Antenna/Communications Equipment (Page 36, Table 4-2) – The Commission unanimously recommended that the table of land uses be modified to show “A-U” (Permitted as a secondary use in conjunction with a primary use.) in addition to the CUP requirements for Antenna/Communications Equipment. The reason is to ensure that such proposals are limited as an accessory or secondary use and not a primary use for properties within the Specific Plan area.

It is recommended that City Council consider the Planning Commission’s proposed changes and provide direction as to which, if any, of the modifications should be made to the final Specific Plan document.

Zoning Code Amendment

The proposed Ordinance incorporates the Specific Plan into the City’s Zoning Code (Title 11). The Zoning Map already identifies the Specific Plan area and the new Specific Plan will effectively become the new set of zoning regulations that provide specific direction as to the type and intensity of uses permitted. The Specific Plan also defines new types of design criteria including building form, height, and parking standards for the plan area.

Amendment to the General Plan 2035

The General Plan 2035 called for the creation of a Specific Plan for the Tweedy area as specified in Action CD 6 of the Community Design Element. The 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. The Specific Plan reflects the General Plan 2035 vision of the plan area.

Notwithstanding that, there are two provisions of the Specific Plan that are currently inconsistent with two provisions of the General Plan 2035. The first concerns zoning in the portion of the Specific Plan area east of Atlantic Avenue. That area is within the “Tweedy Educational District” identified in the General Plan 2035. Pursuant to the General Plan 2035, the only permissible land uses in that area are “Neighborhood Medium-High”, “Boulevard Medium-High”, “Civic/Institutional” and “Open Space”. When the General Plan 2035 was enacted in 2009, it was believed that the entire area would be redeveloped for educational and related uses. While much of the area within the Tweedy Educational District has been redeveloped as the Legacy High School Complex, other portions of that area continue to be used for light industrial and light manufacturing uses, as they have been for decades.

During the community workshops and public hearings mentioned above, it became apparent that the community was concerned that the existing light industrial and light manufacturing businesses in this area – which provide high-paying jobs for many City residents – might be forced to relocate if some accommodation were not made. Accordingly, the Specific Plan contemplates that a portion of that same area will be zoned to permit these “Industrial Flex (IF)” and “Light Manufacturing (M2)” uses. However, because those uses are specifically prohibited in those locations under the General Plan 2035, the Planning Commission recommended amending the General Plan 2035 to also allow those uses in the Tweedy Educational District. The proposed zoning enables established manufacturing businesses to continue operating in a legal and conforming manner. The proposed zoning also allows the same businesses to expand should the opportunity present itself in the future.

To ensure consistency between the Specific Plan and the General Plan 2035, it is recommended that the City Council adopt the proposed Resolution amending the General Plan 2035 and approving General Plan Amendment 2019-01 to expand the uses permitted in the Tweedy Educational District to introduce two additional place types, “Light Industrial/Flex” and “Manufacturing/Distribution.”

The second area of inconsistency with the General Plan 2035 concerns existing uses within the area generally bounded by Deeble Street and San Vicente Avenue, north of the parcels fronting Tweedy Boulevard and south of the Specific Plan boundary, these of consist of primarily multi-family uses. The Specific Plan zoning continues to permit these uses with the Neighborhood Medium zoning designation to preserve the prevailing legal and conforming status for these properties. However, according to General Plan 2035, these parcels are designated Neighborhood-Low, which does not permit multi-family uses.

To ensure consistency between the Specific Plan zoning and the General Plan 2035 Community Design Element, the Planning Commission recommends concurrently updating the General Plan to ensure consistency between the General and Specific Plans by changing the General Plan's land use designation for these parcels to Neighborhood-Medium, which is also included in the proposed Resolution.

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 was filed for the Project with the County of Los Angeles County Clerk's office on April 19, 2017. 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. Because of the evidence that the adoption and implementation of the Tweedy Boulevard Specific Plan would have no significant effects on the environment, adoption of the Initial Study/Negative Declaration (IS/ND) is recommended. The initial study and proposed negative declaration was available for public review at the Community Development Department, 8650 California Avenue; Weaver Library, 4035 Tweedy Blvd; and Hollydale Library, 12000 Garfield Ave. The City received comments on the negative declaration through May 8, 2017. The Negative Declaration assembles in one document all of the environmental information and analysis prepared for the Specific Plan. The required CEQA findings are included in the Negative Declaration and in the attached Resolution.

ATTACHMENTS:

- A. Maps – Density Alternatives
- B. Proposed Ordinance with Tweedy Boulevard Specific Plan (available for review in the City Clerk's Office)
- C. Proposed Resolution amending the General Plan 2035
- D. Proposed Resolution approving Initial Study & Negative Declaration, Dated April 19, 2017 (available for review in the City Clerk's Office)
- E. Planning Commission Resolution 2017-02
- F. Public Hearing Notice

- A. Maps – Density Alternatives
Will be available
February 7, 2019

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
11.28.030 (TWEEDY BOULEVARD SPECIFIC PLAN), TO
CHAPTER 11.28 (SPECIFIC PLANS), OF TITLE 11
(ZONING), OF THE SOUTH GATE MUNICIPAL CODE**

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

WHEREAS, General Plan 2035 designates Tweedy Boulevard as a Corridor within the City; and

WHEREAS, General Plan 2035 Community Design Element calls for the “Revitalization of the City’s corridors into beautiful and welcoming spaces”; and

WHEREAS, General Plan 2035 Community Design Element calls for the “Revitalization, redevelopment and intensification of the City’s Districts”; and

WHEREAS, the Tweedy Boulevard Specific Plan (“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 2035 relative to the above-referenced Tweedy Boulevard district area and corridors; and

WHEREAS, the Specific Plan includes development criteria specific to the Specific Plan area which implement and are consistent with the policies of General Plan 2035; and

WHEREAS, the Specific Plan includes zoning designations and maps that are specific to the planning area and will enable implementation of the Specific Plan consistent with the direction in the General Plan 2035; and

WHEREAS, is necessary to amend Title 11 (Zoning) of the Municipal Code to acknowledge and provide reference to the requirements and provisions contained in and amended by 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 May 2, 2017; and

WHEREAS, at the conclusion of the public hearing held at the meeting of the Planning Commission on May 2, 2017, the Planning Commission adopted Resolution No. 2017-02 recommending that the City Council approve the amendment to the South Gate Zoning Code as set forth in this Ordinance; and

WHEREAS, on June 27, 2017 and on July 11, 2017 the City Council opened the public hearing, took public testimony and continued the item and instructed staff to conduct additional public outreach, obtain further public input and provide analysis on the size, height, density and parking and traffic impacts of potential future development that may occur under the Draft Tweedy Boulevard Specific Plan.; and

WHEREAS, on January 22, 2019, the City Council held a duly noticed public hearing to take public testimony and consider introducing this Ordinance; and

WHEREAS, during the regularly scheduled City Council meeting of January 22, 2019, the City Council adopted Resolution No.____ approving General Plan Amendment No. 2019-01 making the Specific Plan consistent with the provisions of the General Plan 2035; and

WHEREAS, the adoption of the Specific Plan and proposed amendments to Title 11 (Zoning) of the Municipal Code are necessary to implement the General Plan's vision;

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

SECTION 1. The City Council hereby approves and adopts General Plan Amendment 2019-01, which amends the City's General Plan in the following two respects:

The uses permitted in the Tweedy Educational District are hereby expanded to include "Light Industrial/Flex" and "Manufacturing/Distribution", as those terms are defined in the Specific Plan and in the locations designated in the Specific Plan; and

The existing uses within the area generally bounded by Deeble Street and San Vicente Avenue, north of the parcels fronting Tweedy Boulevard and south of the Specific Plan boundary are primarily multifamily uses. The Specific Plan zoning continues to permit these uses with a Neighborhood Medium zoning designation. Per the City's General Plan 2035, these parcels are designated Neighborhood-Low, which does not permit multifamily uses. In order to ensure consistency between the Specific Plan zoning and the General Plan 2035 Community Design Element, the latter document is being updated concurrently to ensure consistency between the two documents by changing the land use designation for these parcels to Neighborhood-Medium.

SECTION 2. The adoption of the Specific Plan, attached hereto as Exhibit "A", will be consistent with the goals and objectives of the adopted South Gate General Plan 2035. Specifically, the City Council finds that the proposed addition and amendment is consistent with Implementation Action 6 of the Community Design Element, which states "Specific Plans should be developed for the identified Districts and Corridors within the City."

SECTION 3. Because of the evidence that the adoption and implementation of the Specific Plan would have no significant effects on the environment, the City Council has adopted an Initial Study & Negative Declaration, dated April 19, 2017, relative to the Specific Plan, prepared in accordance with the requirements of the California Environmental Quality Act.

SECTION 4. Section 11.28.030 (Tweedy Boulevard 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 11.28.030 Tweedy Boulevard Specific Plan.

There is hereby adopted by reference that document known as the Tweedy Boulevard 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 Tweedy Boulevard Specific Plan is available in the City Clerk's office and can also be accessible through the following link: [Tweedy Boulevard Specific Plan.](#)

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 February, 2019.

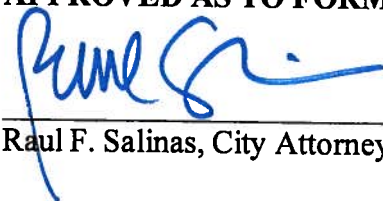
CITY OF SOUTH GATE:

María Belén Bernal, Mayor

ATTEST:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

RESOLUTION NO. _____

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

**RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SOUTH GATE, CALIFORNIA,
APPROVING GENERAL PLAN AMENDMENT NO. 2017-01
BY ADDING PLACE TYPES “LIGHT INDUSTRIAL/FLEX”
AND MANUFACTURING DISTRIBUTION” TO THE
TWEEDY EDUCATIONAL DISTRICT AND CHANGING
THE RESIDENTIAL GENERAL PLAN DESIGNATION OF
A PORTION OF THE GENERAL PLAN AREA FROM
NEIGHBORHOOD-LOW TO NEIGHBORHOOD-MEDIUM**

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 (except the Housing Element) that set the course for land use and development for the City; and

WHEREAS, South Gate General Plan 2035 designates Tweedy Boulevard as a Corridor within the City; and

WHEREAS, South Gate General Plan 2035 Community Design Element calls for the “Revitalization of the City’s corridors into beautiful and welcoming spaces”; and

WHEREAS, South Gate General Plan 2035 Community Design Element calls for the “Revitalization, redevelopment and intensification of the City’s Districts”; and

WHEREAS, the Tweedy Boulevard Specific Plan (“Specific Plan”) was prepared in response to all of the foregoing and to specifically address the goals, policies, and implementation measures set forth in South Gate General Plan 2035 relative to the above-referenced Tweedy Boulevard district area and corridors; and

WHEREAS, the proposed General Plan Amendment is necessary to ensure conformity between the General Plan and the Tweedy Boulevard Specific Plan; and

WHEREAS, the City Council has carefully considered all of the following: the Negative Declaration; the public comments received relative thereto; the maps, facts, exhibits, testimony, staff reports, and other evidence contained or referenced therein or submitted in connection therewith; and the substantial evidence in the record pertaining to all of the foregoing; and

WHEREAS, on June 27, 2017, and on July 11, 2017, the City Council opened the duly noticed public hearing, took public testimony and continued the item and instructed staff to conduct additional public outreach, obtain further public input and provide analysis on the size, height, density, parking and traffic impacts of potential future development that may occur under the proposed Tweedy Boulevard Specific Plan; and

WHEREAS, the adoption of the General Plan Amendment is necessary to implement the Tweedy Boulevard Specific Plan;

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

SECTION 1. The above recitals are all true and correct and incorporated herein by this reference.

SECTION 2. For the reasons specified in more detail in the Negative Declaration, dated April 19, 2017, the City Council finds that there is no substantial evidence in the record before it that the adoption or implementation of General Plan Amendment No. 2019-01 will have a significant event on the environment.

SECTION 3. Although the Negative Declaration was prepared by a third-party consultant at the City's request, the City Council hereby finds that the Negative Declaration reflects the City Council's independent judgment and analysis, based on the City Council's independent review of the Negative Declaration and the comments, maps, facts, exhibits, testimony, staff reports and other evidence referenced above.

SECTION 4. The Tweedy Educational District section of Table CD 7: Allowable Place Types by District under the Community Design Element, Chapter 3, of South Gate General Plan 2035 is hereby amended to read as follows:

The uses permitted in the Tweedy Educational District are hereby expanded to include "Light Industrial/Flex" and "Manufacturing/Distribution", as those terms are defined in the Specific Plan and in the locations designated in the Specific Plan:

Table CD 7: Allowable Place Types by District		
	Place Types	
	Light Industrial/Flex	Manufacturing Distribution
Tweedy Educational District	•	•

SECTION 5. The map as Figure CD 3 labeled as Neighborhoods under the Community Design Element, Chapter 3, of South Gate General Plan 2035 is hereby amended as follows:

The existing uses within the area generally bounded by Deeble Street and San Vicente Avenue, north of the parcels fronting Tweedy Boulevard and south of the Specific Plan boundary are primarily multifamily uses. The Specific Plan zoning continues to permit these uses with a Neighborhood Medium zoning designation. Per the City's General Plan 2035, these parcels are designated Neighborhood-Low, which does not permit multifamily uses. In order to ensure consistency between the Specific Plan zoning and the General Plan 2035 Community Design Element, the latter document is being updated concurrently to ensure consistency between the two documents by changing the land use designation for these parcels to Neighborhood-Medium.

SECTION 6. The City Manager, the Director of Community Development, and their designees are hereby authorized and directed to file with the County of Los Angeles a Notice of Determination relative to the foregoing adoption of the Negative Declaration, in accordance with the provisions of CEQA.

SECTION 7. The City Manager, the Director of Community Development, and their designees are hereby authorized and directed to take all other actions which they deem necessary or appropriate to implement and enforce the purposes of this Resolution.

SECTION 8. The City Clerk shall certify to the adoption of this Resolution, which shall be effective upon its adoption.

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

CITY OF SOUTH GATE:

María Belén Bernal, Mayor

ATTEST:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

RESOLUTION NO. _____

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

**RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SOUTH GATE, CALIFORNIA,
APPROVING THE INITIAL STUDY & NEGATIVE
DECLARATION, DATED APRIL 19, 2017, PERTAINING TO
THE TWEEDY BOULEVARD SPECIFIC PLAN**

WHEREAS, the City is considering the adoption of the Tweedy Boulevard Specific Plan, consistent with the goals, policies and implementation measures set forth in the City's General Plan; and

WHEREAS, the proposed adoption of the Tweedy Boulevard Specific Plan ("Specific Plan") is a "Project" under the California Environmental Quality Act ("CEQA") which requires the City to evaluate and consider the effects on the environment of the City's adoption and implementation of that Specific Plan; and

WHEREAS, in accordance with CEQA, the City commissioned the preparation of an Initial Study to determine whether or not an Environmental Impact Report needed to be prepared relative to the Tweedy Boulevard Specific Plan; and

WHEREAS, the Initial Study revealed that the City's adoption and implementation of the Specific Plan would have no significant effects on the environment; and

WHEREAS, for that reason the City caused to be prepared a combined Initial Study & Negative Declaration ("Negative Declaration") pursuant to the requirements of CEQA; and

WHEREAS, the Negative Declaration was available for public review for the period required by CEQA, through and including May 8, 2017, at the following locations: the City's Community Development Department, 8650 California Avenue; Weaver Library, 4035 Tweedy Blvd; and Hollydale Library, 12000 Garfield Avenue; and

WHEREAS, the City Council has carefully considered all of the following: the Negative Declaration; the public comments received relative thereto; the maps, facts, exhibits, testimony, staff reports, and other evidence contained or referenced therein or submitted in connection therewith; and the substantial evidence in the record pertaining to all of the foregoing;

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

SECTION 1. The above recitals are all true and correct and incorporated herein by this reference.

SECTION 2. For the reasons specified in more detail in the Negative Declaration, dated April 19, 2017, the City Council finds that there is no substantial evidence in the record before it that the adoption or implementation of the Specific Plan will have a significant event on the environment.

SECTION 3. Although the Negative Declaration was prepared by a third-party consultant at the City's request, the City Council finds that the Negative Declaration reflects the City Council's independent judgment and analysis, based on the City Council's independent review of the Negative Declaration and the comments, maps, facts, exhibits, testimony, staff reports and other evidence referenced above.

SECTION 4. In light of all of the foregoing, the City Council hereby adopts the Negative Declaration.

SECTION 5. The City Manager, the Director of Community Development, and their designees are hereby authorized and directed to file with the County of Los Angeles a Notice of Determination relative to the foregoing adoption of the Negative Declaration, in accordance with the provisions of CEQA.

SECTION 6. The City Manager, the Director of Community Development, and their designees are hereby authorized and directed to take all other actions which they deem necessary or appropriate to implement and enforce the purposes of this Resolution.

SECTION 7. The City Clerk shall certify to the adoption of this Resolution, which shall be effective upon its adoption.

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

CITY OF SOUTH GATE:

María Belén Bernal, Mayor

ATTEST:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

RESOLUTION NO. 2017-02

**A RESOLUTION OF THE PLANNING COMMISSION
RECOMMENDING THAT THE SOUTH GATE CITY
COUNCIL ADOPT GENRAL PLAN AMENDMENT
NO. 2017-01 ADDING PLACE TYPES "LIGHT
INDUSTRIAL/FLEX" AND MANUFACTURING
/DISTRIBUTION" TO THE TWEEDY EDUCATIONAL
DISTRICT AND CHANGING THE RESIDENTIAL
ZONING OF A PORTION OF THE SPECIFIC PLAN
AREA FROM NEIGHBORHOOD-LOW TO
NEIGHBORHOOD-MEDIUM, AND AN ORDINANCE
AMENDING TITLE 11 (ZONING), BY ADDING
LANGUAGE THAT ADDS THE TWEEDY
BOULEVARD SPECIFIC PLAN**

WHEREAS, the Department of Community Development received instruction from the City Council to prepare a draft specific plan for Tweedy Boulevard 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 4th day of April and the 2nd day of May, 2017, conduct a duly advertised public hearing as required by law; notice of the hearing was published in the South Gate Press Newspaper on March 23 and April 20, 2017;

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 2012, the City applied for a State of California Sustainable Communities Planning Grant by the State of California's Department of Conservation, Division of Land Resources Protection, Strategic Growth Council. The application was submitted to fund and prepare a Specific Plan for Tweedy Boulevard ("Specific Plan") to implement the vision created by the recently updated Zoning Ordinance and General Plan.
2. In 2013, the City was awarded a \$570,000 State of California Sustainable Planning Grant by the Strategic Growth Council and the Arroyo Group was selected to prepare the Tweedy Boulevard and Hollydale Village Specific Plans.
3. The proposed Specific Plan adoption are necessary to implement the vision created by the recently updated Zoning Ordinance and General Plan.
4. The proposed General Plan amendment is necessary to ensure conformity between the General Plan and the Specific Plan
5. Notice for the Planning Commission hearing was published in the South Gate Press Newspaper on March 23 and April 20, 2017.

WHEREAS, the City Planning Commission made 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 Specific 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. General Plan Amendment 2017-01 will introduce two additional place types, "Light Industrial/Flex" and "Manufacturing/Distribution", as permitted uses in the Tweedy Educational District, and changes the zoning designation of a small portion of the Specific Plan area from "Residential-Low" to "Residential-Medium".
4. With the approval of General Plan Amendment 2017-01, the proposed Tweedy Boulevard Specific Plan will be consistent with the provisions of the General Plan.
5. 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; Weaver Library, 4035 Tweedy Blvd; and Hollydale Library, 12000 Garfield Ave.

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 Tweedy Boulevard Specific Plan with the following amendments:
 - a. Library/Gallery/Museum (Page 35, Table 4-2) – The Commission unanimously recommended that the table of land uses be modified to show "A-P" (Subject to the review and approval of an Administrative Permit Review) for Library/Gallery/Museum, instead of requiring a CUP.
 - b. Alcohol Sales as Part of a Restaurant (Page 37, Table 4-2) – The Commission unanimously recommended deletion of the language requiring that restaurants serving alcohol be at least 100 feet away from a residential zone.
 - c. Antenna/Communications Equipment (Page 36, Table 4-2) – The Commission unanimously recommended that the table of land uses be modified to show "A-U" (Permitted as a secondary use in conjunction with a primary use.) in addition to the CUP requirements for Antenna/Communications Equipment.
3. Adopt General Plan Amendment No. 2017-01

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 May 2, 2017.

AYES: Chairperson Masushige, Commissioner Hurtado

NOES: Commissioner Guevara

ABSENT: None

NOT VOTING: Commissioner Delgado, Commissioner Velasquez

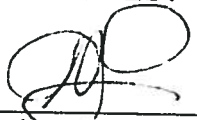
NOT VOTING: None

APPROVED and ADOPTED this second day of May 2017.



Joe Perez
Secretary
City Planning Commission

APPROVED:



Sylvia Masushige
Chairperson, City Planning Commission

**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 continued public hearing to consider approval of an Ordinance adopting the Tweedy Boulevard Specific Plan and adding it to the South Gate Municipal Code.

DATE OF HEARING: Tuesday, February 12, 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: Tweedy Boulevard, South Gate, CA

PROJECT DESCRIPTION: The City of South Gate has prepared a Public Hearing Draft Tweedy Boulevard Specific Plan, which includes changes to the zoning regulations code text, land use permissions and new design guidelines and standards. The Draft Tweedy Boulevard Specific Plan implements the General Plan 2035, however, in order to ensure consistency between the Specific Plan zoning and the General Plan 2035 Community Design Element, the latter document is being updated concurrently to ensure consistency between the two documents.

The focus of the Specific Plan is to revitalize Tweedy Boulevard by providing new mixed-uses, increasing housing opportunities and neighborhood-serving retail uses, and improving access to all modes of transportation.

Please note that the Specific Plan:

1. Does not include Eminent Domain and the taking of private properties for public or private use.
2. Does not include any specific development project.
3. Does not include the elimination of traffic lanes.
4. Does not include new or additional taxes.

All maps, environmental information, and other data pertinent to the proposed Plan are filed in the Community Development Department and will be available for your review prior to the public hearing. These are also available on the city's website: <http://tweedy.arroyogroup.com/>

ENVIRONMENTAL REVIEW: The City of South Gate is recommending adoption of the Initial Study/Negative Declaration (IS/ND).

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: Steve Masura, Senior 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

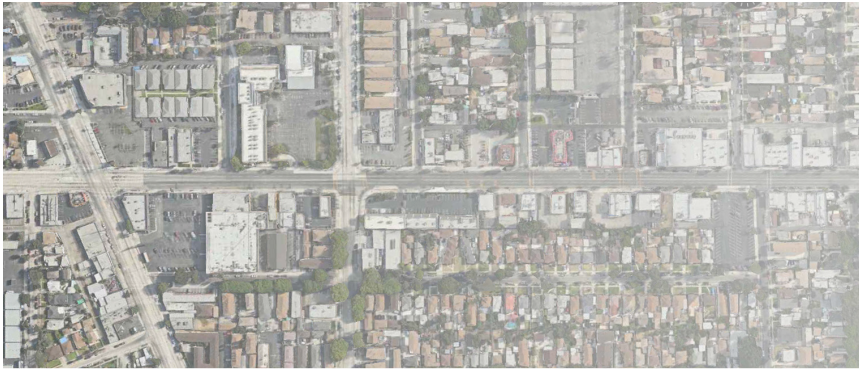
ESPAÑOL

Información en Español acerca de esta junta puede ser obtenida llamando al 323-563-9526

City of South Gate

TWEEDY BOULEVARD SPECIFIC PLAN

Public Hearing Draft - January 2019

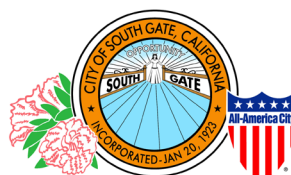


City of South Gate

Tweedy Boulevard Specific Plan

January 2019

PUBLIC HEARING DRAFT



The work upon which this publication is based was funded in whole or in part through a grant awarded by the Strategic Growth Council. The City of South Gate was a recipient of a Sustainable Communities Planning Grant administered through the State of California Department of Conservation.

The statements and conclusions of this report are those of the City of South Gate and the consultant team and not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department of Conservation make no warranties, express or implied, and assume no liability for the information contained in the succeeding text.

ACKNOWLEDGEMENTS

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Vice Mayor Jorge Morales
Council Member Maria Davila
Council Member Denise Diaz
Council Member Al Rios

City Manager

Michael S. Flad

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City Attorney
Fire Department
Department of Parks and Recreation
Police Department

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Introduction

1.1 Introduction

The Tweedy Boulevard Specific Plan is a City-initiated Specific Plan that is intended to revitalize Tweedy Boulevard as the heart of the City and as its “main street”. This Specific Plan will be a tool for City staff, decision makers, developers and property owners by providing strong and clear policies, development and design standards, design guidelines, and a vision that guides land use decisions, infrastructure improvements, design, and economic development activities in the Specific Plan area. The Specific Plan will encourage desired patterns of activity, land uses and development types and remove constraints to efficient development.

What is a Specific Plan?

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

1.2 Specific Plan Location

South Gate is a city of approximately 96,400 residents located eight miles southeast of Downtown Los Angeles. The City is 7.5 square miles, and hosts a diverse mix of residential, commercial, industrial and public buildings and land uses. The I-105 freeway is to its south, the I-110 freeway

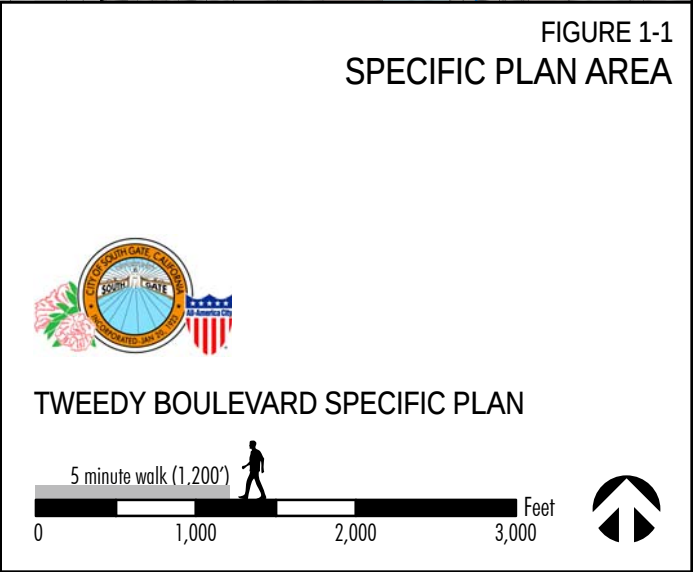
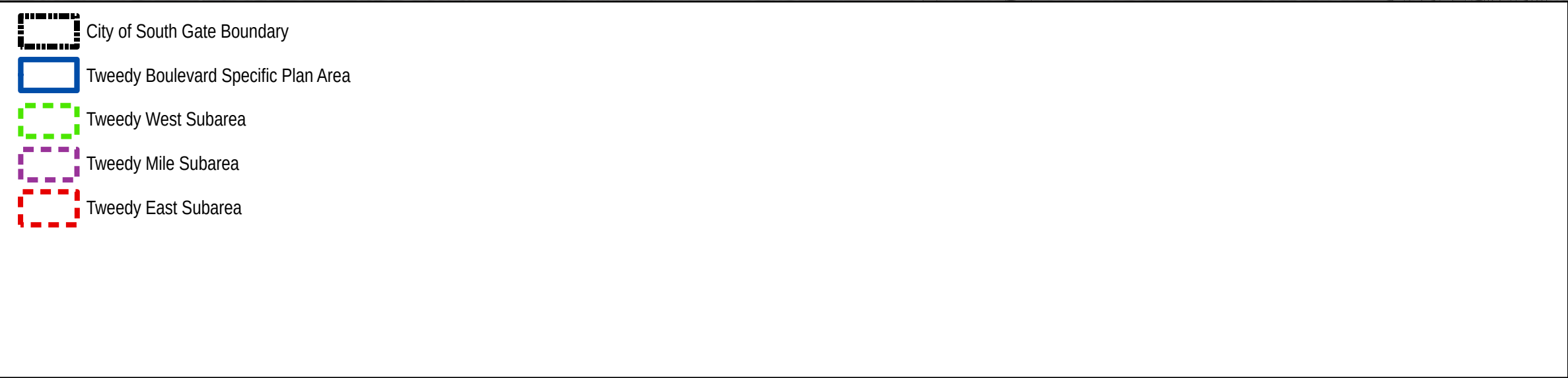
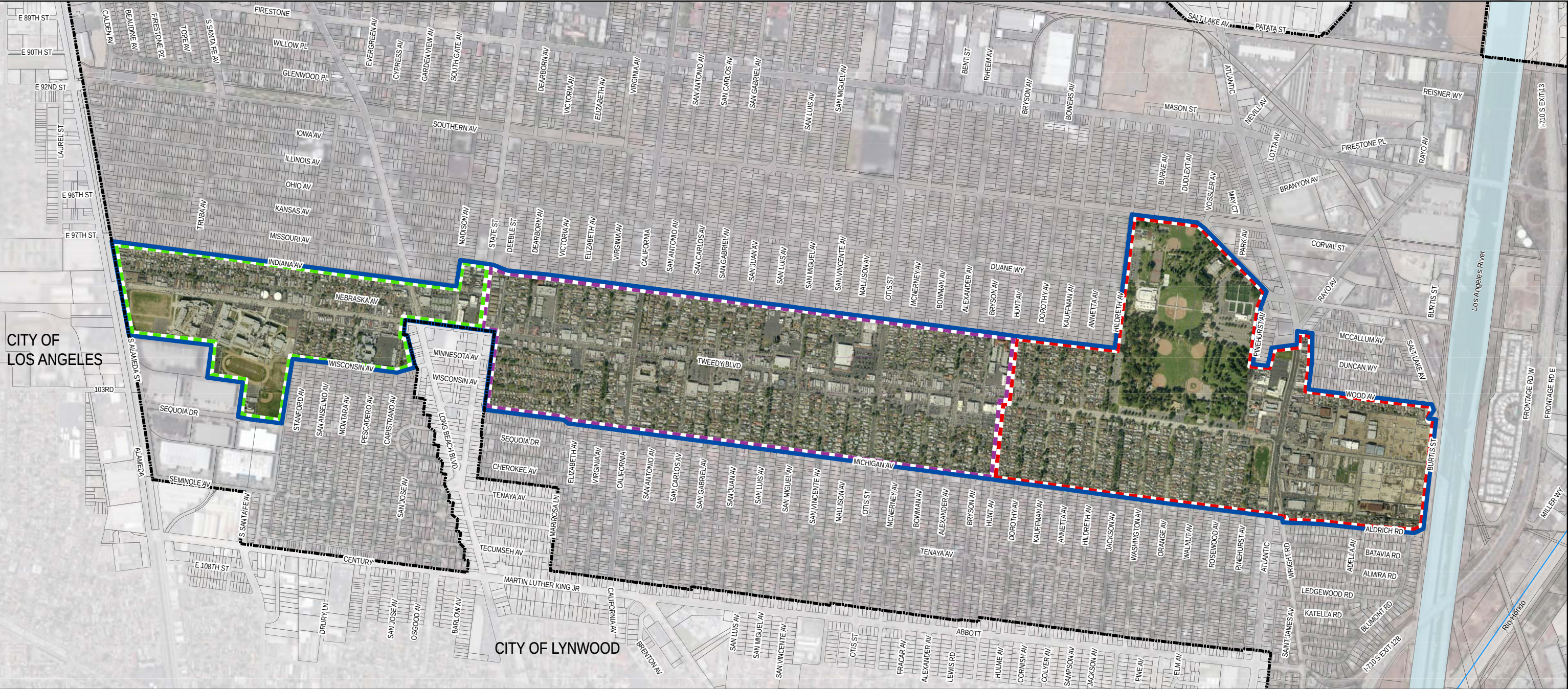
is approximately 3 miles from its western border, and the City is bisected by the I-710 freeway and several freight railroad lines. The Alameda Corridor, a 20-mile long rail cargo expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles, runs along the western city boundary. The City of Lynwood lies to the south and the City of Los Angeles to the west.



Regional Location

Just over three miles in length, Tweedy Boulevard is one of the main commercial corridors in the City of South Gate. The Tweedy Boulevard Specific Plan area is approximately 622 acres in size, and is generally bounded by Indiana Avenue to the north and Michigan Avenue to the south, Alameda Corridor/the City of Los Angeles to the west, and the Los Angeles River to the east. The major cross streets include Long Beach Boulevard, State Street, California Avenue, Otis Street and Atlantic Avenue. South Gate Park, the largest and most-used public park in the City is located in the eastern section of the Specific Plan area. The Tweedy Boulevard Specific Plan area is illustrated in Figure 1-1.

In order to recognize the change in character of Tweedy Boulevard as it traverses its three mile length, the Specific Plan area is divided into three sections. The middle section that falls between State Street and Hunt Avenue is commonly known as “Tweedy Mile” and is the core of Tweedy Boulevard. The section between Hunt Avenue and the Alameda Corridor is the Tweedy West Subarea and the segment east of Hunt Avenue is the Tweedy East Subarea. These subareas are illustrated in Figure 1-1 and are further described in Chapter 2.



1.3 Background

Tweedy Boulevard, especially the area commonly known as “Tweedy Mile,” was historically the “main street” – the place for shopping, dining, entertainment, and recreation – in the City of South Gate. These functions are evident in the provisions for public parking, streetscape enhancements, the historic Allen Theater, the location of the County of Los Angeles Public Library and South Gate Park along this corridor. Tweedy Boulevard really was a “complete street” which served as the heart of the City. Unfortunately, over the succeeding decades, with the development of other retail areas and the closure of major employment centers within the city, Tweedy Boulevard is no longer serving in this capacity. Incompatible strip commercial development has replaced many older buildings along the Boulevard, losing much of the traditional “downtown” character of the street. In spite of this deterioration, Tweedy Boulevard is still the symbolic center of the City of South Gate.

Today, Tweedy Boulevard presents a tremendous asset and opportunity for the community as a citywide and regional destination. The Tweedy Boulevard Specific Plan represents the opportunity to revitalize the heart of the City with a plan that embodies both the best of South Gate’s history and its future potential. The City established the revitalization of Tweedy Boulevard as a priority in its 2035 General Plan and subsequently won a Strategic Growth Council grant to prepare a Specific Plan for the Tweedy Boulevard corridor to address these issues.

1.4 Purpose

The purpose of the Tweedy Boulevard Specific Plan is to revitalize the Tweedy corridor as a citywide and regional destination, restore its “sense of place,” and improve access to all modes of active transportation, including walking, bicycling and transit. Building off of the goals and policies outlined in the South Gate General Plan 2035, the Tweedy Boulevard Specific Plan will encourage vibrant retail and mixed use development in a pedestrian friendly setting, promote active transportation, reduce vehicles miles traveled, improve access to regional open space resources, and create community benefits.

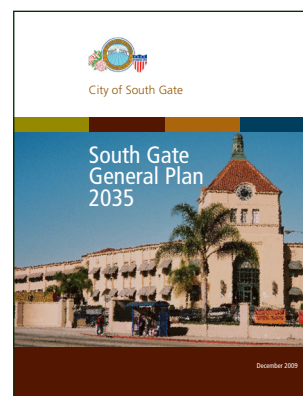
The Specific Plan is anticipated to facilitate pedestrian-oriented retail and mixed use development in a “main street” setting. The major objectives of the Specific Plan are to identify land use options that include expanding existing retail, providing new ground floor retail and mixed uses, increasing housing opportunities, and preserving existing industrial uses located to the west of Atlantic Avenue. In addition, the Specific Plan is intended to foster a healthy community by improving the public realm, and improving pedestrian and bicycle linkages along the Boulevard and with existing residential neighborhoods.

1.5 Citywide Planning Efforts

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

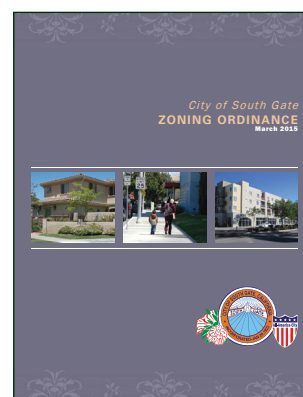
General Plan 2035 (2009)

The City completed its General Plan 2035 in 2009 which incorporated a combined land use and form-based approach in a Community Design Element. The General Plan 2035 land use designations along Tweedy Boulevard include the Tweedy Mile Corridor with six subareas providing for a mix of uses at varying densities; and the Tweedy Educational District at the eastern end of the corridor. The Specific Plan generally implements these land use designations by creating and applying zoning designations that are consistent with the General Plan.



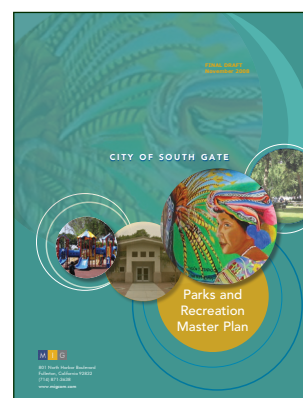
Comprehensive Zoning Code and Citywide Zoning Map (2015)

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



Parks and Recreation Master Plan (2008)

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



Bicycle Transportation Plan (2012)

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



Additional documents referenced are as follows:

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

1.6 Sustainable Communities Planning Grant and Incentives Program¹

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

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

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

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

1.7 Administration

A. Consistency with the General Plan

Per California State law, specific plans must be internally consistent with the jurisdiction's general plan. The City's General Plan 2035 regulates the land uses in the Tweedy Boulevard Specific Plan area. For several parcels in the Specific Plan area, the Specific Plan zoning does not match the

¹ Strategic Growth Council website

land use designation in the General Plan 2035 Community Design Element. Specifically, several of the parcels on the east side of Atlantic Avenue contain existing industrial uses. The Specific Plan zoning continues to permit these uses with a Light Industrial zoning designation. Per the City's General Plan 2035, these parcels fall within the Tweedy Educational District, which does not permit industrial uses. In order to ensure consistency between the Specific Plan zoning and the General Plan 2035 Community Design Element, the latter document is being updated concurrently to ensure consistency between the two documents.

The Specific Plan is also supportive of the following *Community Design Strategies*² contained in the General Plan:

- Preserve character of existing distinct and well designed neighborhoods
- Revitalize Tweedy Mile
- Capitalize on the Los Angeles River and Rio Hondo Channel
- Create neighborhood nodes
- Create a mixed use educational center
- Support and expand parks and city green spaces
- Transform industrial uses into higher intensity employment centers

The Specific Plan is also in agreement with the General Plan *Goals, Objectives and Policies*³ that support:

- A complete, integrated and balanced mix of residential and non-residential uses... (Goal 2)
- Integrated land use and transportation development that encourages walking, biking and the use of public transportation. (Goal 3)
- Preservation and enhancement of existing neighborhoods' quality and character. (Goal 4)
- Revitalize Tweedy Mile to become the social and cultural heart of South Gate. (Goal 5)
- Revitalization of the City's corridors.... (Goal 7)
- An improved visual appearance.... (Goal 8)

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

B. Consistency with the Comprehensive Zoning Code (CZC)

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

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

² City of South Gate General Plan 2035, Community Design Element, pages 49-52

³ City of South Gate General Plan 2035, Community Design Element, pages 88-99

C. Applicability and Conformity of Development

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

The provisions of this Specific Plan shall not apply to development projects for which a complete application has been received by the appropriate City office on or before the effective date of this Specific Plan. However, applicants for such projects may elect to comply with the provisions herein in lieu of the former provisions. Applications for projects whose entitlements and/or permits have expired or were denied will be required to conform to this Specific Plan.

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

D. Approval Process

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

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

1.8 Organization of Specific Plan

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

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

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

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



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

Chapter 5: Mobility and Parking – Details the circulation improvements for the Tweedy corridor, including automobile, transit, pedestrian and bicycle modes. The mobility recommendations also support the “Complete Streets” concept of providing for all modes of transportation. This chapter also establishes the parking requirements in the Specific Plan area.

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

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

Chapter 8: Implementation Strategy – Outlines the implementation strategy and steps on how to best move the Specific Plan forward.

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

Planning and Design Process

2.1 Introduction

The Tweedy Boulevard Specific Plan was prepared through a participatory process that engaged the community, and informed and involved decision makers throughout the planning process. In keeping with the goals of the Sustainable Communities Grant Program, the Specific Plan process also educated the community about the benefits of sustainable and compact infill development. The Specific Plan was generated by the City's desire to revitalize Tweedy Boulevard, the City's traditional "main street," promote infill and compact development, and strengthen the economy. As such, the Specific Plan planning process incorporated a discussion of the benefits of infill and compact development.

2.2 Community Engagement Process

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

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

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

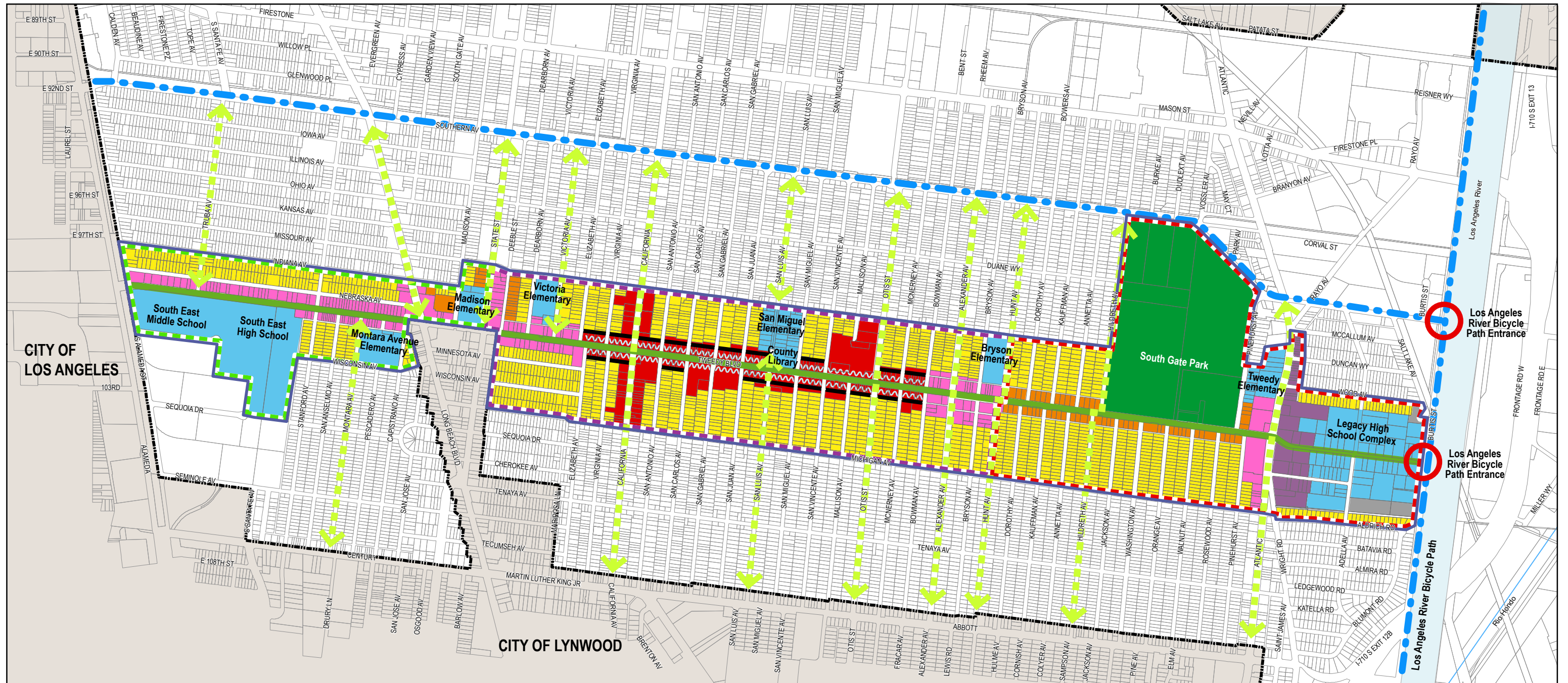
A project website was created and maintained throughout the planning process to inform the community about upcoming events and project schedule, solicit feedback, and provide relevant project related information. A twitter feed was also established to reach out to the younger demographic in the city.



Members of the Steering Committee and the community provided input on the plan's recommendations at well-attended meetings and workshops.

2.3 Community Issues and Opportunities

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

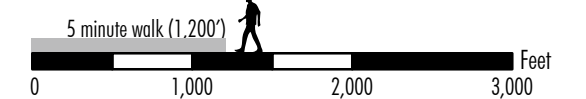


- City of South Gate Boundary
- Tweedy Blvd Specific Plan Area
- Tweedy West Subarea
- Tweedy Mile Subarea
- Tweedy East Subarea
- Enhance the "Main Street" Environment along Tweedy Mile
- Require an Active Retail Frontage between Elizabeth Avenue and Bowman Avenue
- Connect the Alleys and Rear Parking Lots with the Tweedy Mile Retail Street Frontage
- Create a Mixed Use Corridor along Tweedy Boulevard
- Preserve and Enhance Residential Neighborhoods
- Preserve and Encourage Clean Industrial Uses
- Provide Additional Flexibility for Development
- Provide Enhanced Pedestrian and Bicycle Connections to the Schools and Tweedy Boulevard from the Residential Neighborhoods
- Upgrade the Streetscape Environment and Enhance Bicycle Connections along Tweedy Boulevard
- Improve Bicycle Connectivity with the City and Regional Bicycle Network (Los Angeles River Bicycle Path)

FIGURE 2-1
LAND USE AND DESIGN OPPORTUNITIES



TWEEDY BOULEVARD SPECIFIC PLAN



Overall Boulevard

The Tweedy Boulevard Specific Plan area includes the entire length of Tweedy Boulevard with residential neighborhoods to its north and south. The corridor is fully developed with a mix of retail, commercial, mixed use, residential, educational and park uses. Some industrial uses are also located along the Boulevard. The street was historically significant as a cruising street in the 1950's and 1960's, and has gradually declined over the last 30 years. The primary goal of the community is to restore Tweedy Boulevard as a unique retail destination for not only South Gate residents but also for residents in the surrounding region. Besides bringing in more vibrant retail uses, another desire of the community is to utilize streetscape improvements and public art to help identify Tweedy Boulevard as a unique retail environment.

The community today is desirous of revitalizing this entire corridor by taking advantage of the various opportunities afforded by the activity anchors located along the Boulevard. South Gate Park and South East Middle and High School complex on the west end of the Specific Plan area, Legacy High School complex at the east end of the Specific Plan area, and six elementary schools along the Boulevard are major activity generators. Building on the presence of the two high and middle schools by attracting activities for teens and older kids has been identified as a major opportunity. Similarly, capitalizing on the large numbers of visitors to South Gate Park is considered an important objective for the Specific Plan.

Given that the Boulevard is mostly built-out, infill development on under-utilized sites will be important. However, constraints on infill development include small parcel sizes and absentee ownership as well as inefficient parcel configurations. There is also a lack of sufficient office and professional employees in the area to support the existing retail along Tweedy Boulevard. Attracting additional daytime office and commercial uses to Tweedy Boulevard will help in increasing the customer base for the retail along Tweedy.

Adding more housing and services (catering to a range of age groups from youth to elderly) is an important goal for Tweedy Boulevard. Other desired uses include an activity center for youth and seniors. The existing County Library could be expanded to become a programmatic community hub. The surrounding residential neighborhoods house a stable middle-class population, which is a strong positive for the area. However, there are limited housing opportunities for entry level households. In addition, while more housing options for current and future residents are needed, acceptability of multi-family housing by the community will depend on location and design.



Parking lots fronting Tweedy Boulevard break up desired retail continuity. These lots are opportunities for infill development that will enhance activity along Tweedy Boulevard.



The residential neighborhoods within the Specific Plan area have a mix of single family and multi family housing.

Pedestrian amenities, such as shade trees, adequate lighting and clear signage, along the various north-south streets that connect the residential neighborhoods to Tweedy Boulevard are lacking and should be improved. Pedestrian and bicycle access can be created by upgrading Southern Avenue and the north-south streetscapes leading to Tweedy Boulevard. The Southern Avenue DWP R-O-W Class I bike path is neither well laid-out nor well-used due to the multiple street crossings experienced in east-west travel. The Department of Public Works is preparing plans for improvements to portions of this bike path.

Improving transit connections between Tweedy Boulevard and the rest of South Gate, especially destinations such as City Hall and Azalea Regional Shopping Center, will also help bring additional visitors to the area. Transit linkages with the existing Metro Blue Line and Green Line Stations as well as the two future Eco-Rapid Transit Stations will similarly improve accessibility to the Specific Plan area and bring in additional customers.

Tweedy Boulevard is a principal street in South Gate, even though it is not part of the regional street grid as it does not connect to other major streets at either end of the corridor. It does however serve as a major corridor for east-west local circulation within the City of South Gate. It should be noted that with the planned future development of the Jordan Downs Urban Village to the west of South Gate, Century Boulevard will be extended to connect with Tweedy Boulevard.

One of the major issues noted by community members is automobile speeds along Tweedy Boulevard. They believe there is a need to slow or “calm” traffic down. Other improvements they identified to make Tweedy Boulevard more pedestrian and bicycle-friendly include better pedestrian

lighting, additional crosswalks at unmarked intersections, and crosswalk improvements to assist school children's safe passage to and from their schools and homes.

Tweedy Mile

The Tweedy Mile subarea stretches between State Street and Hunt Avenue. This section of Tweedy Boulevard is the heart of the city and its traditional main street. "Tweedy Mile is the heart of the community" has been a statement expressed by many residents. The desire to restore Tweedy Boulevard as a local and regional destination, an attractive place for shopping, dining, working, recreating and living, was universally stated by residents, business and property owners, Steering Committee members, and stakeholders.

South Gate is home to successful regional chains such as Tierra Mia Coffee. An approach to revitalization could focus tenant recruitment efforts to other successful local or regional chains instead of (or in addition to) national chains. Tweedy Mile could become an area that fulfills a niche marketing void in the region. Tweedy Mile is served by the Tweedy Mile Association (TMA), a business-based Business Improvement District (BID), which could play a bigger role in tenant recruitment efforts.

While many storefronts along Tweedy Mile are vacant today, which adds to the perception of the area being in decline, several well-known retail establishments such as Greenspan's, and successful restaurants including Wing House and Hops 'n Barley, are located within the Tweedy Mile subarea. These local businesses can shape the beginning of the Tweedy Mile's revitalization. Other desired types of land uses include more and unique choices for restaurants and retail, art galleries, live events and entertainment, and recreation uses for the younger population.



Successful stores and restaurants such as those shown here, are the anchors for Tweedy Mile's revitalization.

In addition, the historic Allen Theater, which is currently vacant, is located in this subarea. Originally built as a movie theater, it had been converted to host musical performances and was a very popular destination in the 1990s. Since its closure in the early 2000's, it has been the community's goal to restore or adaptively reuse the Allen Theater and its marquee.



Allen Theater, built in the 1930's, was a popular destination in the 1980's and 1990's. It is vacant today and should be renovated.

Retail uses should continue to be the primary use along the street frontage in Tweedy Mile. While professional office and medical uses are desirable uses in Tweedy Mile, these uses on the ground floor, especially along Tweedy Mile, disrupt the active retail frontage necessary for successful retail areas.



While active retail uses can be found on Tweedy Mile today, there is potential for making the area more successful, with more amenities and building facade improvements.

Tweedy Mile is a typical Southern California commercial street with intimately-scaled one-story retail buildings built at the sidewalk line with alleys in the back separating the residential neighborhoods from the retail. The building façades are not consistent stylistically and there is a proliferation of signage and incompatible and incongruous awnings. Clear design standards and guidelines along with a façade rehabilitation program will help clean up the appearance of the existing buildings and regulate the design of new buildings.

The existing street environment in Tweedy Mile is in need of upgrades. There is a desire by the community to make Tweedy Mile more pedestrian, bicycle and transit-friendly. While the City has made many improvements in the street environment and amenities over the last several years including new planter boxes, entrance signage, LED street lighting, and back-lighting all signage, additional improvements at a pedestrian scale are needed to make the environment more inviting to pedestrians. Recently installed Tweedy Mile District signage demarcates the extent of this subarea.



Narrow sidewalks along Tweedy Boulevard detract from an attractive pedestrian environment.

Most of the parking along Tweedy Mile is located in small lots behind Tweedy businesses. Street parking is also available. Parking has been identified as a major issue along Tweedy Mile. Issues noted include lack of availability, as well as the condition of and information regarding location and supply of available parking (signage, etc.). Parking in some blocks is well-used, while it is under-used in others. Overall, while there is sufficient parking today, there will be the need for additional parking supply as Tweedy Mile revitalizes. Other issues related to public parking include deferred maintenance needs such as poor lighting, old and deteriorated signage, crumbling perimeter walls, and faded striping. Improved pedestrian connections to these parking lots from the Boulevard will be beneficial. Mid-block pass-throughs to the rear parking lots, improved parking lighting and maintenance as well as directional signage to the parking are needed.



Existing mid-block pass-throughs between buildings create both access and views to the rear parking lots. However, these pass-throughs are in need of better landscaping and other improvements.

Almost a quarter of these parking lots along Tweedy Mile are owned by the City. Formerly owned by the Redevelopment Agency, the future of some of these parking lots is tied up in the RDA dissolution process. Once resolved, there is the opportunity to take advantage of these City-owned properties to leverage development. These surface parking areas and their air rights should be considered for parking, development, public gathering spaces and open space.

Alleys are generally present between the parcels fronting Tweedy Boulevard and the residential uses behind. These alleys provide access via the side streets to the parking behind the retail. There is an opportunity to make better use of the alleys and the space behind buildings. Options include space for outdoor patio dining, “green” improvements in the alleys and landscape improvements.



Rear parking lots are accessed off alleys which could provide additional opportunities for attractive upgrades such as outdoor patio dining and “green” improvements.

Tweedy West Subarea

The Tweedy West subarea stretches between Alameda Street and State Street. This subarea is anchored by South East High and Middle Schools, and also contains two elementary schools – Montara Avenue Elementary and Madison Elementary. The Tweedy Boulevard frontage has a mix of uses – industrial, commercial, as well as an assortment of residential. While this subarea is envisioned to continue to be a mixed use area, better pedestrian connectivity with Tweedy Mile is desired by the community. Pedestrian lighting, street trees and additional landscape will help

make Tweedy Boulevard in this subarea a more attractive and vibrant street. As mentioned earlier, connecting Century Boulevard with Tweedy Boulevard with the development of Jordan Downs Urban Village will bring additional customers to the Specific Plan area.



A mix of commercial, residential and educational uses occupy the Tweedy West subarea.

Tweedy East Subarea

The Tweedy East subarea extends between Hunt Avenue and the Los Angeles River. Most of this subarea is single family residential uses with some multi-family uses. Commercial uses are located at the intersection of Atlantic Avenue and Tweedy Boulevard. A mixed use development is also planned for the southwest corner of Atlantic Avenue and Tweedy Boulevard. The Legacy High School complex is located east of Atlantic Avenue. Tweedy Elementary School is also located in this subarea.



Legacy High School is a major activity anchor at the eastern end of the Boulevard. A middle school is planned on the south side of Tweedy Boulevard.

This subarea is anchored by South Gate Park, a major community resource. The park is heavily used by the community and could be a draw for activities in Tweedy Mile. While there is not much overlap or coordination between South Gate Park and Tweedy Mile today, there is the opportunity for improvement. Connectivity to South Gate Park from the surrounding residential neighborhoods also has potential for improvement. A comprehensive signage and wayfinding system and improved streetscapes will be instrumental in improving these connections.



South Gate Park is a major destination in the City. Improving the park's connectivity with Tweedy Mile can bring in additional visitors to Tweedy Mile.

Industrial uses are located on the east side of Atlantic Avenue. The desire to maintain the City's job base by retaining its industrial uses was strongly expressed by several stakeholders. These local industrial uses provide well-paying jobs and employ workers who mostly live in South Gate and the surrounding communities. Retention of these uses is a goal for the community.



While some of the industrial uses have been displaced by the Legacy High School complex, the remaining industrial uses should be retained as they provide well-paying jobs and employ local workers.

Finally, the connectivity of Tweedy Boulevard with the Los Angeles River should also be enhanced. A bicycle path along the Los Angeles River connects the Long Beach Harbor with the City of Maywood and then continues northward through Downtown Los Angeles. A connection to this bicycle route should be made at the eastern end of Tweedy Boulevard.

Goals and Policies

3.1 Introduction

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

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

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

3.2 Goals and Policies

The following major goals have been identified for the Tweedy Boulevard Specific Plan area:

1. Create a compelling and unique vision for Tweedy Boulevard.
2. Establish Tweedy Mile as a local and regional shopping destination, improving its economic viability.
3. Preserve and enhance the character of Tweedy Mile.
4. Improve economic vitality and employment opportunities in the Specific Plan area.
5. Create a range of housing opportunities and choices along the Boulevard.
6. Encourage good design and high-quality development within the Specific Plan area.
7. Preserve and enhance the surrounding single-family neighborhoods.
8. Improve the pedestrian experience in the public realm for current and future residents and visitors.
9. Promote pedestrian and bicyclist safety.

10. Promote active transportation and reduce vehicle miles traveled.
11. Explore options for improving parking in Tweedy Mile.
12. Promote sustainable practices and “green” streets.
13. Take advantage of the proximity of several regional open space resources.

Goal 1: Create a compelling and unique vision for Tweedy Boulevard.

Policy 1.1: Make Tweedy Boulevard an attractive place for shopping, dining, working, recreating and living.

Policy 1.2: Build on Tweedy Mile’s history, diversity and intimate scale as the historic “main street” in South Gate.

Policy 1.3: Create a unique physical environment along Tweedy Mile that attracts visitors, shoppers and residents to the Boulevard.

Policy 1.4: Take advantage of the various activity anchors along the Boulevard (schools, South Gate Park, County Library, etc.).

Goal 2: Establish Tweedy Mile as a local and regional shopping destination, improving its economic viability.

Policy 2.1: Improve the retail tenant mix in Tweedy Mile by focusing targeted retail recruitment efforts.

Policy 2.2: Encourage a mix of regional chains, national brands, and local merchant businesses in Tweedy Mile.

Policy 2.3: Require active retail uses along the ground floor Tweedy Mile street frontage.

Policy 2.4: Attract additional daytime uses along Tweedy Boulevard in order to increase the customer base for the retail stores in Tweedy Mile while also improving the City’s job base.

Policy 2.5: Limit non-retail uses to upper floors or behind active retail uses along Tweedy Mile.

Policy 2.6: Draw on the high number of residents and visitors to South Gate Park to also bring in additional customers to Tweedy Mile.

Policy 2.7: Consider the formation of a Property-based Business Improvement District (BID) to provide enhanced services, such as marketing, beautification signage and property owner coordination and representation.

Goal 3: Preserve and enhance the character of Tweedy Mile.

Policy 3.1: Preserve, rehabilitate, reuse and maintain, whenever possible, the existing retail storefront buildings within Tweedy Mile.

Policy 3.2: Reinforce the historic building pattern along Tweedy Mile by locating buildings at the sidewalk line and place the building mass towards the front of the property.

Policy 3.3: Require design of new buildings to reflect and respect the scale of the corridor.

Policy 3.4: Use innovative design strategies to create a unique street environment along Tweedy.

Policy 3.5: Restore the Allen Theater and its marquee.

Policy 3.6: Implement a façade rehabilitation program that improves the appearance of the existing storefronts.

Goal 4: Improve economic vitality and employment opportunities in the Specific Plan area.

Policy 4.1: Encourage service commercial, office and medical office uses to improve the City's job-housing balance.

Policy 4.2: Preserve existing industrial jobs along Atlantic Avenue in the Tweedy East subarea.

Policy 4.3: Coordinate marketing efforts that help establish Tweedy Boulevard as a strong regional presence with property owners and businesses.

Goal 5: Create a range of housing opportunities and choices along the Boulevard.

Policy 5.1: Implement mixed use zoning along Tweedy Boulevard to promote residential uses along with retail and employment uses.

Policy 5.2: Introduce higher density housing products for efficient use of land, to offer housing choices for current and future residents, and to support the retail services in Tweedy Mile.

Policy 5.3: Preserve existing stock of affordable housing.

Policy 5.4: Promote housing affordability through diversification of housing choices (ownership, rental, single-family, multifamily) for varied income groups.

Policy 5.5: Incentivize lot consolidation where appropriate to facilitate the development of cohesive projects along the corridor.

Goal 6: Encourage good design and high-quality development within the Specific Plan area.

Policy 6.1: Implement development and design standards that result in attractive developments of high quality construction.

Policy 6.2: Through design review, ensure that new development enhances the character of the Specific Plan area by requiring design and architectural elements that support high quality development.

Policy 6.3: Encourage the inclusion of amenities such as plazas, walkways, landscaping, and appropriate water features within all projects through development regulations.

Policy 6.4: Encourage new development to include public open space as a community benefit by making incentives available to developers for such provisions.

Goal 7: Preserve and enhance existing single-family neighborhoods.

Policy 7.1: Preserve the character and density of existing residential neighborhoods.

Policy 7.2: Protect existing residential neighborhoods by transitioning the height, massing and scale of new buildings along Tweedy Boulevard towards the front of the property (i.e. Tweedy Boulevard).

Policy 7.3: Establish design standards and guidelines that encourage well-designed homes that are compatible with the surrounding residential architecture.

Policy 7.4: Enhance existing neighborhoods with additional street amenities such as canopy street trees.

Policy 7.5: Explore the possibility of undergrounding overhead electrical facilities.

Goal 8: Improve the pedestrian experience in the public realm for current and future residents and visitors.

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

Policy 8.2: Plant additional street trees along Tweedy Boulevard to create a consistent canopy of shade trees, and provide seasonal color.

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

Policy 8.4: Expand the existing sidewalk bulb-outs to create additional space for pedestrian amenities such as benches, trash receptacles and bicycle racks.

Policy 8.5: Encourage outdoor dining and seating areas and other pedestrian-friendly uses in retail and mixed-use areas.

Policy 8.6: Use streetscape improvements, a comprehensive signage and wayfinding system, and public art to connect the various activity centers along the Boulevard and with the surrounding neighborhoods, while at the same time identifying Tweedy Boulevard as a unique destination.

Policy 8.7: Consider building pocket parks and community gardens on City-owned vacant lots.

Policy 8.8: Consider innovative financing techniques to construct the capital improvements recommended in the Specific Plan.

Goal 9: Promote pedestrian and bicyclist safety.

Policy 9.1: Expand the connectivity of the current pedestrian and bicycle networks.

Policy 9.2: Calm traffic along Tweedy Boulevard, especially in the Tweedy Mile subarea, in order to enhance pedestrian safety and experience.

Policy 9.3: Enhance safety by improving crosswalk visibility, adding pedestrian countdown signals, and providing supplemental lighting.

Policy 9.4: Implement a signage and wayfinding system that clearly delineates pedestrian and bicycle routes.

Policy 9.5: Implement a “Safe Routes to Schools” program to improve safety for students walking to the many schools in the Specific Plan area from the surrounding neighborhoods.

Goal 10: Promote active transportation and reduce vehicle miles traveled.

Policy 10.1: Establish Tweedy Mile as an Active Transportation Plan regional corridor.

Policy 10.2: Implement Tweedy Boulevard as a “Complete Street” that serves all transportation modes with convenient access from the adjacent neighborhoods.

Policy 10.3: Provide a connected pedestrian and bicycle network that links the retail and new mixed uses in Tweedy Mile with the various schools along the length of Tweedy Boulevard, South Gate Park and Los Angeles River Bike Path, and the adjacent residential neighborhoods.

Policy 10.4: Promote bicycle access and use along Tweedy Boulevard by providing bicycle parking and amenities.

Policy 10.5: Facilitate mixed use development that maximizes pedestrian connectivity and minimizes the need for vehicle travel.

Goal 11: Explore options for improving parking in Tweedy Mile.

Policy 11.1: Provide sufficient parking to ensure the economic viability and success of Tweedy Mile.

Policy 11.2: Efficiently manage the supply and demand of parking in a manner that supports a walkable and pedestrian-friendly environment in Tweedy Mile.

Policy 11.3: Encourage the use of shared parking where possible.

Policy 11.4: Upgrade the existing City-owned parking lots with better signage and lighting. Consider re-striping to increase parking spaces, wherever feasible.

Policy 11.5: Improve access to rear parking lots by adding mid-block access corridors and plazas.

Policy 11.6: Provide improved parking supply information for visitors and employees with on-street directional and informational signage and/or web-based information systems.

Goal 12: Promote sustainable practices and “green” streets.

Policy 12.1: Emphasize environmental sensitivity and sustainable development practices throughout the Specific Plan area.

Policy 12.2: Implement standards and guidelines for sustainable development based on best management practices and available and emerging technologies in the design, construction and long-term maintenance of projects.

Policy 12.3: Promote adaptive reuse of older buildings, especially along Tweedy Mile, where feasible.

Policy 12.4: Through the development review process, encourage building orientations conducive to utilizing available solar energy.

Policy 12.5: Encourage the use of renewable and alternative energy systems for new buildings.

Policy 12.6: Provide incentives for projects to achieve the Leadership in Energy and Environmental Design (LEED) Certification – (Green Building Rating System) - or other similar certification.

Policy 12.7: Enforce Low Impact Development (LID) practices for all new development, which will provide for conservation of water quality for area waterways.

Policy 12.8: Encourage conversion of turf to drought-tolerant landscaping in the residential parkways.

Goal 13: Take advantage of the regional open space resources located in and adjacent to the Specific Plan area.

Policy 13.1: Attract users of and visitors to South Gate Park, Los Angeles River, Los Angeles River Bicycle Path and other adjacent open space resources to visit Tweedy Mile retail with a comprehensive signage and wayfinding system.

Policy 13.2: Expand the bicycle network to improve connectivity to and from South Gate Park, Los Angeles River Bicycle Path and other nearby open space resources.

Policy 13.3: Improve pedestrian connectivity to South Gate Park, Los Angeles River Bicycle Path and other open space resources in the area with improvements to crosswalks and sidewalks.

Specific Plan Zones

4.1 Introduction

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

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

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

4.2 Establishment of Specific Plan Zones

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

New Urban Mixed Use Zones (Tweedy):

- Tweedy Mixed Use-1 (TMU1)
- Tweedy Mixed Use-2 (TMU2)

CZC Urban Mixed Use Zones:

- Industrial Flex (IF)

Commercial Industrial Zones:

- Light Manufacturing (M2)

Residential Zones:

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

Overlay Zone:

- Corridor Transition Overlay

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

The CZC Urban Mixed Use Zones (Industrial Flex - IF), Commercial Industrial Zones (Light Manufacturing - M2) and Residential Zones (Neighborhood Low - NL, Neighborhood Medium - NM, Civic - CV, and Open Space - OS) are subject to the provisions of the CZC. In addition, Sections 4.5 through 4.10 of this chapter provide added provisions and exceptions as needed to further tailor the land use regulations and development criteria to the unique aspects and conditions of the Tweedy Boulevard Specific Plan area.

A Corridor Transition Overlay Zone is also established to incentivize redevelopment by allowing for consolidation of parcels adjacent to primary corridors. The intent of the Corridor Transition Overlay Zone is to facilitate redevelopment of these areas in a manner that promotes a transition in building form and use to support neighborhood integrity. Figure 4-1 illustrates the boundaries for this overlay, and its application and provisions are contained in Chapter 11.26 (Corridor Transition Overlay) of the CZC.

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

4.3 Provisions Applicable to All Zones

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

A. Nonconforming Uses and Buildings

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

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

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

- Chapter 11.10 (General Provisions)
- Chapter 11.21 (Land Use Types), except as noted in this chapter
- Chapter 11.30 (General Property Standards), except as noted in this chapter
- Chapter 11.32 (Art in Public Places)
- Chapter 11.33 (Parking Standards), except as noted in Chapter 5 (Mobility and Parking)
- Chapter 11.44 (Recycling and Refuse Facilities)
- Chapter 11.55 (Nonconforming Uses and Buildings)
- Sign Ordinance as codified by the City of South Gate and as noted in this chapter

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

C. Processing and Permits

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

4.4 Tweedy Mixed Use Zones

A. Purpose

The Tweedy Mixed Use Zones in the Tweedy Boulevard Specific Plan area have been established to promote walking, bicycling, recreation, transit use and community reinvestment in a quality, dynamic, pedestrian-oriented environment by permitting a combination of commercial, office, service, entertainment, and residential uses. In the Tweedy Mixed Use Zones, new development shall emphasize the interface between uses and pedestrian environments, in addition to site aesthetics and amenities. All development shall be constructed in a manner that provides interaction between adjacent uses, whether the uses are part of the same development or are located in adjacent developments within the same zone.

B. Land Use Regulations

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

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

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

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

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

LAND USE TYPES	ZONES		ADDITIONAL USE REGULATIONS
	TMU-1	TMU-2	
RESIDENTIAL USES (1)			
Accessory Structure	A-U	A-U	11.43
Child Day Care Facility, Small Family Home	P	P (2)	
Child Day Care Facility, Large Family Home	A-P	A-P (2)	11.40.050
Live/Work Unit	A-P	A-P	11.23; 11.40.090
Mixed-Use	A-P	A-P (2)	11.23; 11.25.080
Multi-Family Residential	A-P	A-P (2)	11.25.080, 11.33.090]
Supportive Housing*	A-P	A-P (2)	11.60
Transitional Housing*	A-P	A-P (2)	11.60
Residential Care Facilities, Small	A-P	A-P (2)	11.25.080, 11.33.090
Residential Care Facilities, Large	A-P	A-P (2)	11.25.080, 11.33.090
RECREATION, EDUCATION, PUBLIC ASSEMBLY USES			
Community Assembly	CUP	CUP	11.40.060
Library/Gallery/Museum	CUP	CUP	
School	CUP	CUP	
College, Industrial Trades	CUP	X	
College, Non-Traditional Campus	CUP	CUP (2)	
PARKS / PLAZAS / OPEN SPACE USES			
Outdoor Amphitheater	P	P	
Parks/Recreation Facility, Limited	P	P	
Public/Community Garden (3)	P	P	

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

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

LAND USE TYPES	ZONES		ADDITIONAL USE REGULATIONS
	TMU-1	TMU-2	
CIVIC / INSTITUTIONAL USES			
Adult Day Care Center, General	P	P (2)	
Adult Day Care Center, Limited	P	P (2)	
Child Day Care Facility, Day Care Center	A-P	A-P (2)	11.40.050
Commercial Training Center	P	X	
Institution	A-P	A-P (2)	
PUBLIC / UTILITY / ENERGY USES			
Antenna/Communications Equipment, Stand Alone Accessory Attachment	CUP	CUP	
Antenna/Communications Equipment, Integrated into Original Building Design	P	P	
Fire/Police Substation	P	CUP	
Parking Facility	CUP	CUP	Public or Private, 11.33
Public/Government Building	P	P	
Public Utility, Structure or Yard	CUP	X	
Renewable Energy System, Building Mounted	CUP	CUP	11.40.180
Transit Station/Stop	P	P	
OFFICE / RESEARCH & DEVELOPMENT (R&D) USES			
Research & Development	P	X	
Business Services, pedestrian oriented	P	P	(<6,000 s.f.)
Business Support Services	CUP	X	(<12,000 s.f.)
Medical Services, Clinic/Urgent Care	CUP	CUP (2)	
Medical Services, Medical/Dental/Holistic	CUP	CUP (2)	
Medical Services, Extended Care	P	X	
Office, Processing	P	P (2)	
Office, Professional/Admin	P	P (2)	
Office, Service	P	P (2)	
ENTERTAINMENT / LODGING USES			
Banquet Facility/Catering	CUP	CUP	
Bed & Breakfast/Inn	CUP	X	
Commercial Entertainment	CUP	CUP	
Commercial Recreation, Indoor	CUP	CUP	
Hotel	CUP	X	11.40.080
Live Entertainment	CUP	CUP	
Theater	CUP	CUP	
COMMERCIAL USES			
Alcohol Sales, As Part of a Restaurant	CUP (A-U)	CUP (A-U)	11.42; with the following exception in 11.42.060: Required separation from a residential zone shall be 100 feet.
Alcohol Sales, As Part of a Bar/Tavern/Nightclub/Lounge	CUP (A-U)	CUP (A-U)	11.42; with the following exception in 11.42.060: Required separation from a residential zone shall be 100 feet.

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

LAND USE TYPES	ZONES		ADDITIONAL USE REGULATIONS
	TMU-1	TMU-2	
COMMERCIAL USES (CONTINUED)			
Alcohol Sales, Off Sale/Minimart	CUP (A-U)	CUP (A-U)	11.42
Alcohol Sales, Off Sale, as an Accessory Use to Retail Establishment	CUP (A-U)	CUP (A-U)	11.42
Alcohol Sales, Off Sale, Large Retail	CUP	CUP	11.42
Alcohol Sales/Liquor Store	CUP	CUP	11.42
Ambulance/Patrol/Dispatch Service	CUP	X	
Animal Sales and Services, Veterinary Hospitals	CUP	X	
Animal Sales and Services, all other	P	CUP	
Appliances/Furniture, Repair	P	CUP	
ATM	P	P	Drive-through ATMs, see “Drive-Through Service”
Check Cashing	X	X	
Drive-Through Service (4)(5)	A-P	X	
Dry Cleaning/Laundry, Agency	P	P	
Food Market/Specialty Market	P	P	
Gold, Semi-Precious, Precious Metal Buying Stores	CUP	CUP	11.40.110
Massage Establishment	CUP	X	11.40.140
Merchandising Centers, Indoor	P	X	
Motorcycle Parts/ Accessory Sales	P	P	
Neighborhood Market/Convenience Store	P	P	11.42; also see <i>Alcohol Sales, Off Sale/Minimart</i>
Outdoor Dining/Seating (6)(7)	A-U, A-P	A-U, A-P	11.40.160; 11.23.050; 11.23.070 (E), also see Section 4.4C of this chapter
Outdoor Vending, Carts/Kiosks (6)(7)(8)	CUP	CUP	
Personal Services, General	P	P	
Personal Services, Fitness/Health Facility	P	P	
Personal Services, Fortune Palm & Card Reader	P	P	11.40.170
Personal Services, Instructional	P	P	
Repair, Fix-it Shop/Footwear/Garments	P	P	
Restaurant, Dine In and Take Out (without alcohol sales)	P	P	
Restaurant, Drive-Through (4)	CUP (5)	X	11.40.220
Retail Sales, General	P(10)	P	(≤25,000 s.f.); 11.23
Retail Sales, Large Format	CUP	CUP	(>25,000 s.f.) 11.23
Retail Sales, Used/Pawn	CUP	CUP	
Tattoo/Body Modification	CUP	CUP	11.40.200
RECYCLING FACILITIES (9)			
Mobile Recycling Unit	CUP	X	
Reverse Vending Machines, Bulk (10)	P (A-U)	X	11.44.070
Reverse Vending Machines, Standard (10)	P (A-U)	P (A-U)	11.44.070
VEHICLE SALES / REPAIR USES			
Vehicle Fueling Station	CUP	CUP (6)	11.45
Vehicle Sales, New/Other/Used	CUP	X	
Vehicle Rentals	CUP	X	

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

LAND USE TYPES	ZONES		ADDITIONAL USE REGULATIONS
	TMU-1	TMU-2	
VEHICLE SALES / REPAIR USES (CONTINUED)			
Vehicle Services, Limited Repair	CUP	X	
Vehicle Services, Repair/Storage	CUP	X	
Vehicle Services, Washing/Detailing	CUP	CUP (6)	
INDUSTRIAL / MANUFACTURING USES			
Vehicle Parts Store	P	P	
Artisan/Craft Product Manufacturing	CUP	X	
Digital arts, media, film, video, TV and radio production	CUP	CUP (2)	
Industrial Design Services	P	P (2)	
Technical and Scientific Laboratories	CUP	X	

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

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

s.f. = square feet

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

C. Development Regulations

The Tweedy Mixed Use Zones are established as form-based districts, each focusing on a specific scale and character intent along Tweedy Boulevard and shall be considered Urban Mixed Use Zones for the purposes of the CZC. These two zones are:

- Tweedy Mixed Use-1 (TMU1), in the Tweedy West subarea and along portions of Atlantic Avenue in the Tweedy East subarea.
- Tweedy Mixed Use-2 (TMU2), in the Tweedy Mile and Tweedy West subareas and along portions of Atlantic Avenue in the Tweedy East subarea.

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

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

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

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

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

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

1. Tweedy Mixed Use-1 (TMU1) Zone

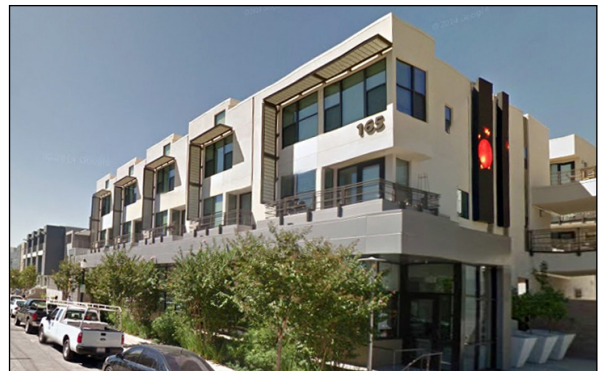
Table 4-3: TMU1 Development Standards

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

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

The Tweedy Mixed Use-1 (TMU1) zone is intended to provide for a mix of commercial and residential development, with an emphasis on residential infill development and supporting retail and service uses along Tweedy Boulevard. The area is appropriate for retail, small floor-plate office, and mixed use developments in a corridor setting to provide for a variety of housing choices and neighborhood serving uses. This Zone is consistent with the "Neighborhood Center" Place type in the General Plan.

- a) **Physical Character.** The physical environment should be characterized by small-scale retail, service, office and residential uses, as noted below.
- b) **Use Limitations.** While mixed use projects are preferred to single-use stand alone commercial or residential only projects, single use projects are permitted. See Table 4-2 for additional restrictions.
- c) **Building Form.** Buildings should be pedestrian scaled. Massing should be next to the sidewalk or pushed back from the sidewalk with public uses, such as plazas or outdoor seating that separate the buildings from the sidewalk. Buildings should form a street wall of up to 3 stories. Upper stories shall be oriented away from the residential neighborhoods and towards Tweedy Boulevard. Table 4-3 identifies applicable requirements for density, building height, FAR, and setbacks.
- d) **Building Frontage Requirements.** Table 4-3 identifies building frontage types that are encouraged within the TMU1 Zone. Additionally, the following requirements apply:
 - Street corners should be emphasized with building elements, such as corner entries, towers, etc.
 - Street level floor-to-floor height for new retail construction shall be at least 18 feet, as measured from the adjacent sidewalk, to accommodate modern day retail uses. This standard does not apply to the adaptive reuse of existing buildings or for new residential construction.



Mixed use buildings are encouraged in the TMU1 Zone. Stand-alone retail, office and residential buildings are also permitted. All buildings should be oriented toward the Tweedy Boulevard frontage.

- If provided, new ground floor retail space shall be at least 25 feet deep, as measured from the front façade.
- For additional requirements, see Section 11.23.070 (Ground-Floor Retail & Pedestrian-Oriented Uses).
- New development sharing an interior property line with or across an alley from an existing single family residence shall step back the second and third story of the building by a minimum of 10 feet (see Figure 4-2).

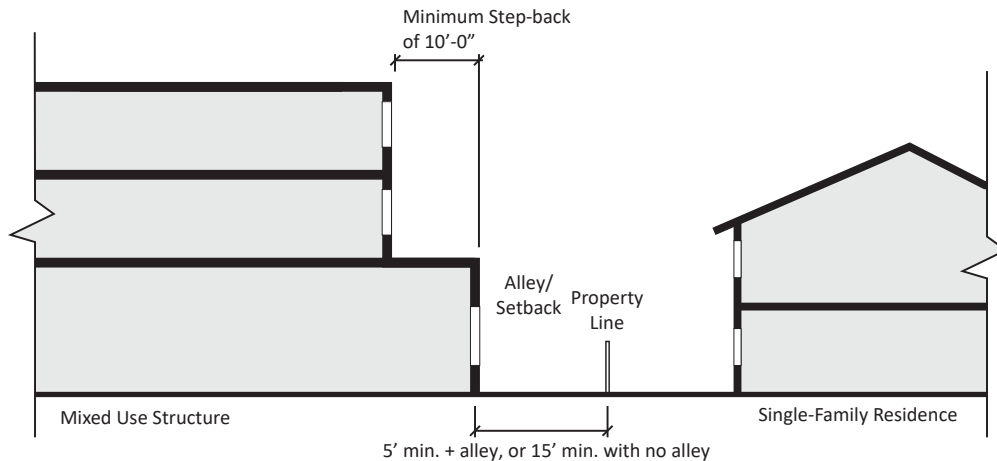


Figure 4-2: Building Height Step Back Adjacent to Residential Use or Zone

e) Density Bonus. Section 11.23.090 (Density Bonus Program) in the CZC sets forth bonus incentives for providing public improvements and site amenities beyond those required by the CZC and this Specific Plan. A density bonus incentive for the consolidation of lots smaller than 1/2 acre under separate previous ownership and use shall also be available to all development in the TMU1 Zone in order to improve the redevelopment potential of under-utilized properties along Tweedy Boulevard. The incentive will be based on the size of the consolidated development site as follows:

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

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

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

f) Open Space Requirements. All new development in the TMU1 Zone is required to provide open space as specified in Section 11.23.050 of the CZC.

- g) Outdoor Dining Standards.** Outdoor dining is encouraged in the TMU1 Zone and may be provided in private patios or within the public sidewalk right-of-way. See Section 4.4.C.2.g for standards.
- h) Streetscape/Public Realm.** The Tweedy Boulevard street environment should be urban and comfortable, with amenities on the sidewalks that support pedestrian activity and outdoor dining. Street trees should provide continuity along the length of the street, and be of types that provide shade while allowing views of the ground-floor businesses. Plantings in the existing median should provide clear lines of sight for motorists and pedestrians in the crosswalks.
- i) Parking.** Parking should be through a combination of on-street customer spaces and off-street residential and customer spaces behind or within buildings. Chapter 5 (Mobility and Parking) provides parking ratios and requirements for parking.
- j) Design Standards and Guidelines.** The following sections in the CZC provide design requirements and standards that are applicable to all development in the TMU1 Zone:
- Section 11.23.040: Achieving Pedestrian/Human-Scaled Development
 - Section 11.23.060: General Building Design Guidelines
 - Section 11.23.070: Ground-Floor Retail & Pedestrian-Oriented Uses
 - Section 11.23.080: Guidelines for Building Frontage Types

Additional design standards and guidelines are provided in Section 4.11 of this chapter.

2. Tweedy Mixed Use-2 (TMU2) Zone

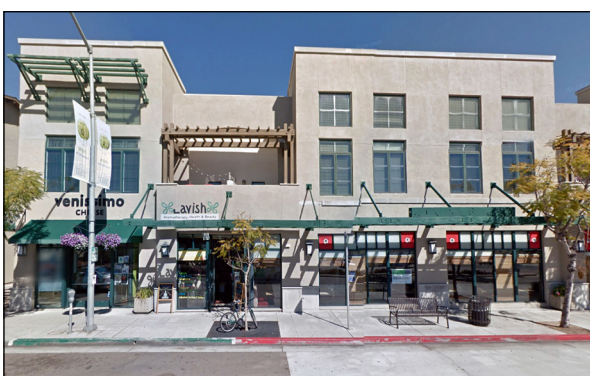
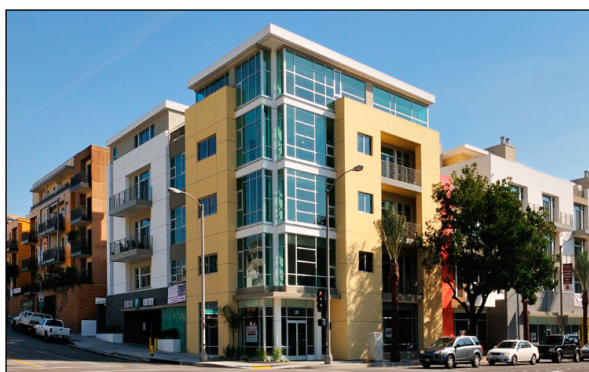
Table 4-4: TMU2 Development Standards

Density	
Minimum	n/a
Maximum	30 du/acre
Maximum w/bonus	45 du/acre
Height	
Maximum	3 stories; 40 feet
Maximum w/bonus	4 stories; 50 feet
Floor Area Ratio (FAR)	
Maximum	1.5
Maximum w/bonus	1.75
Building and Parking Setbacks (ft.)	
Primary Frontage* Property Line	0 ft. to 10 ft. Note: 65% of the building shall include a 0 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Side Street Property Line	0 ft. to 10 ft. Note: 40% of the building shall include a 0 ft. setback and build to the property line, the remaining façade may be setback up to 10 ft. to create usable outdoor space.
Interior Property Line	0 ft; 15 ft. adjacent to existing single family residential with shared property line; 5 ft. with alley
Alley Property Line	3 ft.
Neighborhood Medium (NM) Zone Adjacent Property Line	0 ft; 15 ft. adjacent to existing single family residential
Frontage Types (See CZC Section 11.23.080)	
Gallery	Allowable
Shopfront	Allowable
Forecourt	Allowable
Terrace/Stoop	Prohibited
Porch	Prohibited
Front Yard	Prohibited

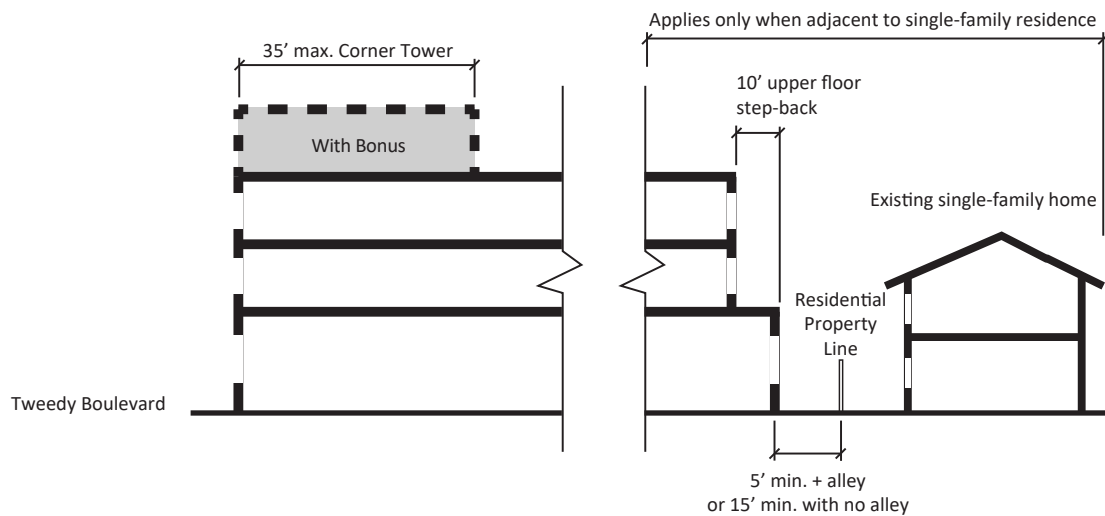
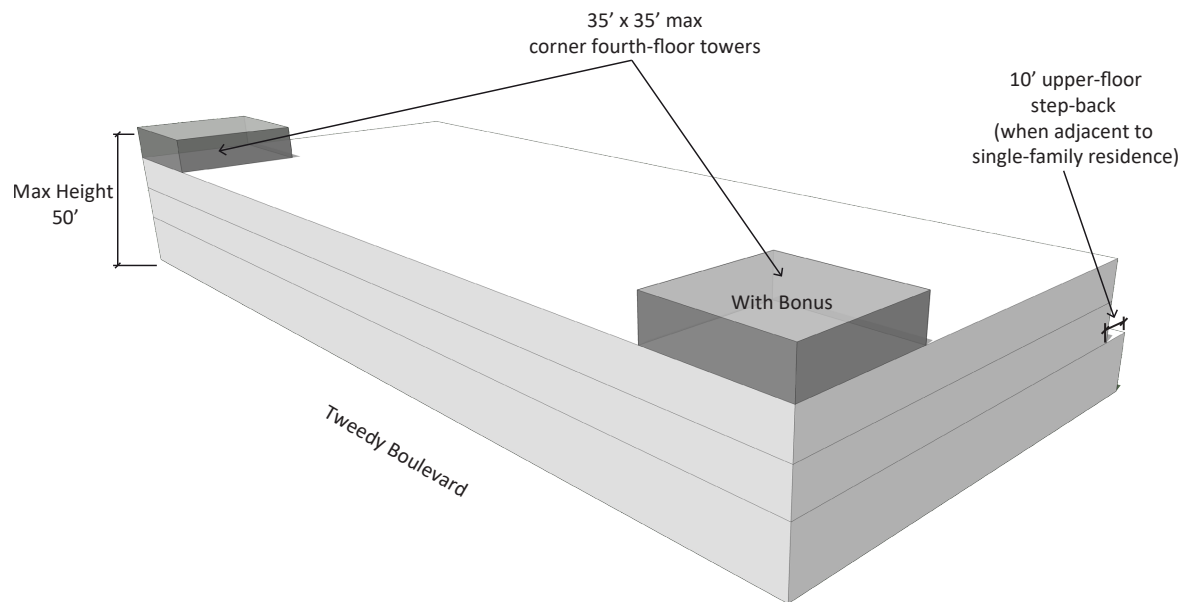
* Per CZC Section 11.60 (Definitions), "Primary frontage" means the side of the lot directly adjacent to the street frontage considered the front of the lot by the city parcel map. The director shall determine the front lot for corner lots or lots having frontage on two or more streets.

The Tweedy Mixed Use-2 (TMU2) zone is intended to promote and reinforce pedestrian-oriented retail, restaurant and entertainment uses in a "main street" setting along Tweedy Boulevard and portions of Atlantic Avenue, while also promoting infill mixed use development. This mixed use zone includes a variety of active uses in a setting scaled for pedestrian visitors and local shoppers. Upper level residential and/or office uses are encouraged to add "eyes on the street" as well as increase retail demand. The street environment should be focused on making Tweedy Mile a welcoming place to visit, shop and stay. This Zone is consistent with the "Main Street" Place type in the General Plan.

- a) **Physical Character.** The physical environment shall be characterized by ground-floor pedestrian-oriented retail. Office and/or residential uses are highly encouraged to locate in upper stories.
- b) **Use Limitations.** Single-use stand alone retail is highly discouraged. Residential only projects are prohibited between Elizabeth Avenue and Bowman Avenue. See Table 4-2 for additional restrictions.
- c) **Building Form.** Buildings shall be pedestrian-scaled, ranging from 1 to 3 stories, with bonus allowances for up to 4 stories. Table 4-4 identifies applicable requirements for density, building height, FAR and setbacks.
- d) **Modulation of Building Form and Height.** Massing shall be next to the sidewalk. Upper stories shall be oriented away from the residential neighborhoods and towards Tweedy Boulevard. Development sites less than 200 feet deep are subject to the maximum building envelope shown in Figure 4-3. These building envelope standards, as well as encouraged design elements, are illustrated on a prototypical shallow site in Figure 4-4. Development sites greater than 200 feet deep are subject to the maximum building envelope shown in Figure 4-5. These building envelope standards, as well as encouraged design elements, are illustrated on a prototypical deep site in Figure 4-6. New development adjacent to or across an alley from an existing single family



New development in the TMU2 Zone will have active pedestrian retail uses lining Tweedy Boulevard, with residential and/or office uses above the street level retail.



**Figure 4-3: Maximum Building Envelope
Sites Less than 200' Deep**

Illustrated Design Guidelines and Building Envelope Standards

- A. Preservation of historic buildings.
- B. Fourth-story corner tower.
- C. Pedestrian-friendly ground floor retail.
- D. Parking accessed from side street. Use of lifts, subterranean parking and shared parking in accordance with Section 11.33.110 of the C2C or Park Once Program Area Standards (Chapter 5) can help reduce the bulk of parking.
- E. Upper-floor step-back from Tweedy Boulevard, creating outdoor residential patio space.
- F. Upper-floor step-back from alley adjacent to existing single-family residences.
- G. Patio dining space on private property.
- H. Vertical architectural element.

B Corner tower element



C Pedestrian-friendly ground level retail



E Upper-floor step-back from Tweedy Boulevard, creating outdoor residential patio space



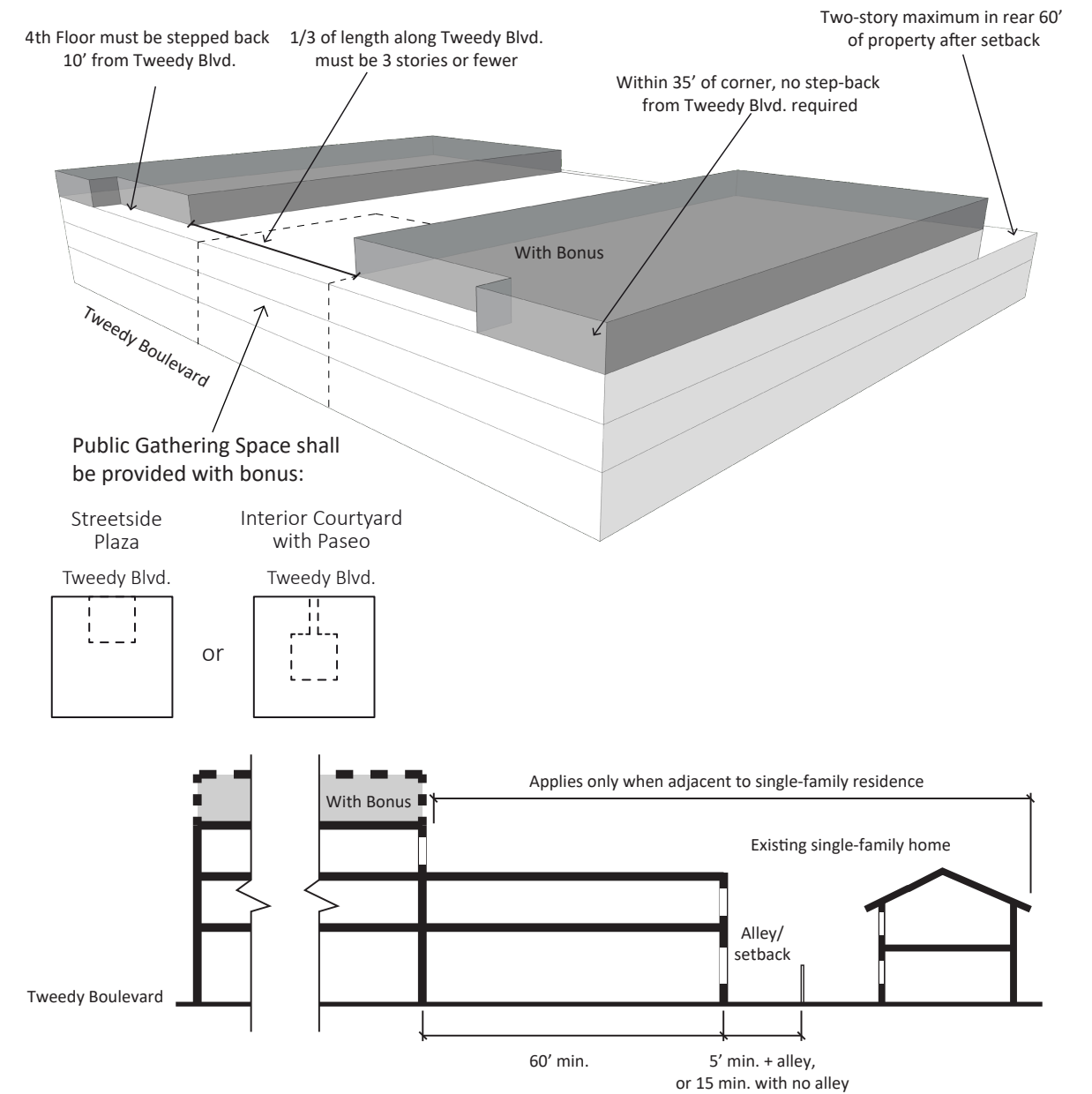
G Patio dining space on private property



Eye-level View



Figure 4-4: Illustration of Standards and Design Guidelines for Sites Less Than 200' Deep



**Figure 4-5: Maximum Building Envelope
Sites at Least 200' Deep**

Illustrated Design Guidelines and Building Envelope Standards

- A. Green roof and step back from street, creating shorter Tweedy Boulevard frontage.
- B. Four-story mixed use with parking in center or rear of development, or underground.
- C. Two- and three-story townhomes adjacent to residential neighborhood.
- D. Streetside plaza or interior courtyard.
- E. Pedestrian-friendly ground floor retail.

A Green roof and step back from street



D Streetside plaza or interior courtyard



E Pedestrian-friendly ground floor retail



Eye-level View



Figure 4-6: Illustration of Standards and Design Guidelines for Sites at least 200' Deep



Existing

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

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

Buildings along Tweedy Mile should have active retail uses.



Future

Storefront display windows that allow views to the interior are required.

"Garden Rooms" provide additional interest and space for pedestrian activity.

Outdoor dining in building setback areas is encouraged.

Figure 4-7: Retail Storefront Facade Improvements

step back the second and third story of the building by a minimum of 10 feet (see Figure 4-2 in previous section). Balconies may be permitted in this space. All standards and guidelines relating to Tweedy Boulevard in this section shall also apply to Long Beach Boulevard, State Street, California Avenue, Otis Street, or Atlantic Boulevard where these streets are the primary lot frontage.

e) Building Frontage and Active Use Requirements. Table 4-4 identifies building frontage types that are encouraged within the TMU2 Zone. Additionally, the following active use requirements apply:

- A portion of Tweedy Boulevard, between Elizabeth Avenue and Bowman Avenue, is designated as “Active Retail Frontage”, as illustrated in Figure 4-1. The ground floor or street level frontage, excluding access to parking and entryways to upper level uses, shall incorporate retail, restaurant or similar type of active pedestrian-oriented uses. Figure 4-7 shows relevant guidelines.
- On the side streets, 50% of the building frontage shall incorporate ground floor retail and active pedestrian uses.
- Ground-floor retail should be particularly emphasized at street corners.
- Street level floor-to-floor height for new construction shall be at least 18 feet, as measured from the adjacent sidewalk, to accommodate modern day retail uses. This standard does not apply to the adaptive reuse of existing buildings.
- For new construction, ground floor retail space shall be provided to a depth of at least 25 feet from the front façade.
- For additional requirements, see Section 11.23.070 (Ground-Floor Retail & Pedestrian-Oriented Uses).

f) Density Bonus. Section 11.23.090 (Density Bonus Program) in the CZC sets forth bonus incentives for providing public improvements and site amenities beyond those required by the CZC and this Specific Plan. A density bonus incentive for the consolidation of lots smaller than 1/2 acre under separate previous ownership and use shall also be available to all development in the TMU2 Zone in order to improve the redevelopment potential of under-utilized properties along Tweedy Boulevard. The incentive will be based on the size of the consolidated development site as follows:

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

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

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

g) Open Space Requirements. All new development in the TMU2 Zone is required to provide open space as specified in Section 11.23.050 of the CZC.

h) Outdoor Dining Standards. Outdoor dining is encouraged in the TMU2 Zone and may be provided either in private patios or within the public sidewalk right-of-way (either immediately adjacent to the restaurant on the sidewalk or in the garden rooms). These two kinds of outdoor dining areas are defined as follows:



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

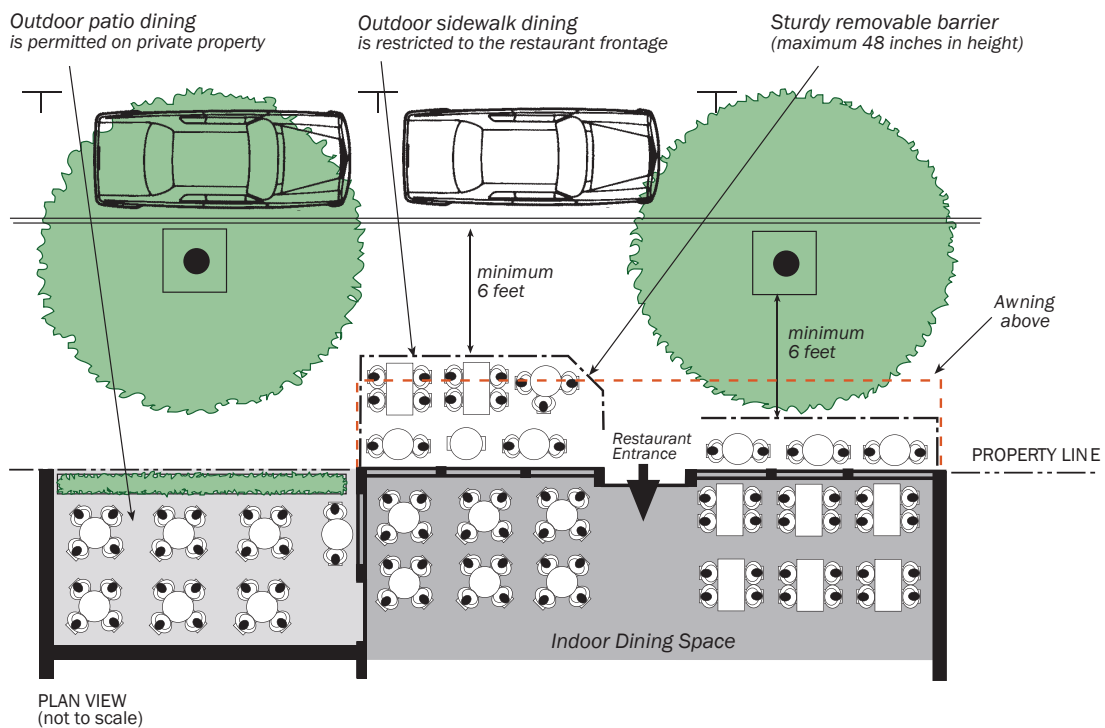


Figure 4-8: Typical Outdoor Dining Layout

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

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

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

- Patio dining shall be permitted within private property adjacent to the streets or public alley walkways and shall be used exclusively for dining, drinking and circulation therein. Outdoor patio dining is permitted within the setback areas.
- Patio dining spaces may be open or covered with temporary structures such as trellises, umbrellas or permanent structures such as overhangs and upper floors of the building.
- Sidewalk dining spaces shall be demarcated by temporary boundary definers such as moveable bollards, landscaped planters or fencing.
- Patio dining spaces adjacent to streets or alley walkways shall be demarcated by either temporary or permanent boundary definers such as railings, decorative fencing, or a combination of railings or decorative fencing, and landscaping in planter boxes, or movable bollards.
- The area used for patio dining shall be included in the eating or drinking establishment’s area for the purposes of calculating the establishment’s parking requirement.
- A single-sided framed menu attached to a moveable barrier that defines the patio dining space is permitted within the patio dining space. The size of the frame shall not exceed three square feet. Freestanding pedestal menus, sandwich boards or A-frame displays are prohibited.

See Figure 4-8 for typical layout of outdoor dining spaces.

- i) **Streetscape/Public Realm.** The Tweedy Boulevard street environment should be urban and comfortable, with sidewalks that provide amenities supportive of pedestrian activity and outdoor dining. Since the existing sidewalk widths along Tweedy Boulevard are fairly narrow, “garden rooms” or expanded mid-block bulb-outs are planned in the Tweedy Mile subarea to provide additional sidewalk space for pedestrians. These garden rooms may be used as outdoor dining spaces when adjacent to a restaurant. Street trees should be of types that provide shade while allowing views of the ground-floor businesses and add color to the street environment. Planting should be focused in large tree wells or in individual or groups of containers/pots, recognizing the high pedestrian nature of the streetscape. Chapter 6 (Open Space and Streetscape Improvements) provides detailed streetscape recommendations.

Alleys should be safe and comfortable for pedestrians as they navigate between Tweedy Boulevard and the parking lots located behind the buildings. Alleys should be well-lit and maintained as attractive spaces for pedestrian travel.

j) **Parking.** Parking should be through a combination of on-street customer spaces and off-street residential and customer spaces behind or within buildings. Chapter 5 (Mobility and Parking) provides parking ratios and requirements for parking. Shared parking and parking district approaches are also discussed in Chapter 5.

k) **Design Standards and Guidelines.** The following sections in the CZC provide design requirements and standards that are applicable to all development in the TMU2 Zone:

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

Additional design standards and guidelines are provided in Section 4.11 of this chapter.

4.5 Industrial Flex (IF) Zone

Table 4-5: IF Development Standards

Density	
Minimum	n/a
Maximum	40 du/acre
Maximum w/bonus	60 du/acre
Height	
Maximum	4 stories; 50 feet
Maximum w/bonus	5 stories; 65 feet
Floor Area Ratio (FAR)	
Maximum	2
Maximum w/bonus	2.5
Building and Parking Setbacks (ft.)	
Primary Frontage, Side Street Property Line	0 ft. to 20 ft.
Interior Property Line	0 ft.; 15 ft. adjacent to existing single-family residential
Alley Property Line	3 ft.
Frontage Types (See CZC Section 11.23.080)	
Gallery	Prohibited
Shopfront	Allowable except on Wood Avenue frontage
Forecourt	Prohibited
Terrace/Stoop	Allowable
Porch	Allowable
Front Yard	Allowable

A. Purpose

In the Specific Plan area, the parcels within the Industrial Flex (IF) Zone are located adjacent to the Los Angeles River. Industrial uses previously occupied the entire area between Atlantic Avenue and the Los Angeles River. However, a majority of this area is now the site of the LAUSD Legacy High School complex. In recognition of the changing context and residential adjacencies, the IF zone provides flexibility to transition to other uses, while enabling existing industrial operations to expand if they so desire. This zone implements the Light Industrial/Flex Place type designation in the General Plan.

B. Land Use Regulations

The land use regulations for the Industrial Flex (IF) zone contained in Chapter 11.21 (Land Use Types) of the CZC apply to all development in the IF Zone in the Tweedy Boulevard Specific Plan area with the following additions and exceptions:

- 1. Permitted Uses.** In order to protect the existing uses, any use permitted by-right in the Light Industrial (LI) zone shall be permitted in the IF zone in the Specific Plan area, notwithstanding restrictions in (2) and (3) below.
- 2. Conditionally Permitted Uses.** The following uses shall be conditionally permitted in the IF zone in the



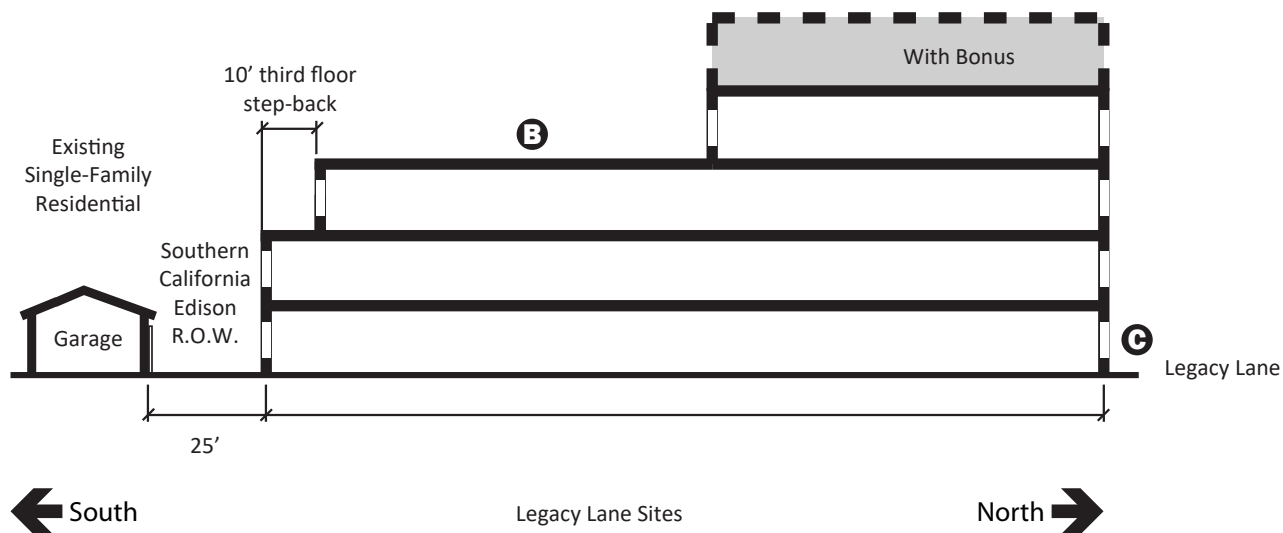
New buildings in the IF Zone should be attractive, well-articulated and designed to minimize any scale impacts on the surrounding neighborhoods.

Specific Plan area due to the distance of the sites from major roadways and potential impacts on adjacent educational and residential uses:

- a) Hospitals
- b) Outdoor Amphitheater

3. Prohibited Uses. The following uses shall be prohibited in the IF zone in the Specific Plan area due to the distance of the sites from major roadways and potential impacts on adjacent educational and residential uses:

- a) Adult-Oriented Establishments
- b) Animal Shelter
- c) Alcohol Sales
- d) Drive-Through Service
- e) E-cigarettes/Vapor/Smoke Shops/Hookah
- f) Funeral Homes/Mortuary
- g) Restaurant, Drive-Through
- h) Retail Sales, Large Format



A Adaptive reuse of industrial buildings encouraged.



B Green roofs encouraged.



C If first floor is parking, activate edge.

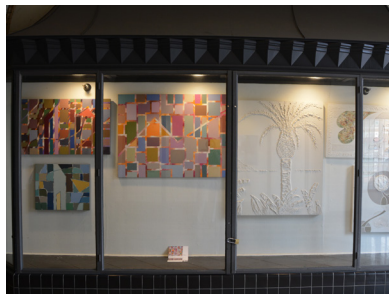


Figure 4-9: Maximum Building Envelope and Design Guidelines for Legacy Lane Sites



A At City's discretion, establish a street or path connection to Tweedy Boulevard.



B Planted setback buffering from rail.

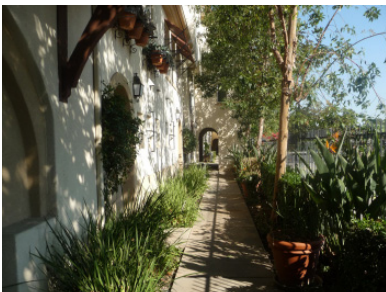


Figure 4-10: Maximum Building Envelope and Design Guidelines for Wood Avenue Site

- i) Vehicle Sales, New/Other/Used
- j) Any use determined by the Director to have a deleterious impact upon any adjacent residential or educational use, including but not limited to escape of dangerous gases, chemical or explosive hazards, vibrations, dust, noise, heat, smoke or glare.

C. Development and Design Standards

Table 4-5 gives the development standards for the IF Zone within the Specific Plan. Figure 4-9 further details these standards by showing building envelope standards and design guidelines that apply to the IF Zone area south of Wood Avenue and north of the Legacy High School complex. Figure 4-10 shows building envelope standards and design guidelines that apply to the IF Zone area bordered by Legacy Lane, Adella Avenue, Burtis Street and a Southern California Edison right-of-way.

Pursuant to Chapter 11.24 (Commercial Industrial Zones) of the CZC, industrial developments adjacent to any residential or educational use shall provide a six-foot high solid decorative and/or garden wall along the shared property line. In addition, a solid decorative and/or garden wall to provide screening shall be provided within the front setback for an industrial use. In addition, the following shall be required:

- All walls shall be designed with a decorative cap. Both sides of the perimeter walls shall be architecturally treated. Appropriate materials include decorative masonry, concrete, stone, stucco and brick. Chain link fencing is not permitted.
- Wall and fence materials shall be consistent throughout the project, architecturally compatible with the buildings, streetscape and surrounding neighborhood. The wall or fence shall be made of vandal-resistant materials.
- Shrubs and vines shall be planted along fence lines and perimeter walls.
- The maximum height of perimeter walls fronting a street shall be 42 inches.
- Walls and fences shall be designed to minimize graffiti.

Additional design standards and guidelines for industrial uses are provided in Section 4.11 of this chapter.

Where not modified by Tables 4-5, Figure 4-9 and Figure 4-10, the development provisions for the IF Zone contained in Section 11.22 (Urban Mixed Use Zones) of the CZC. The general property standards contained in Chapter 11.30 (General Property Standards) of the CZC also apply.

4.5 Light Manufacturing (M2) Zone

A. Purpose

In the Specific Plan area, the parcels within the Light Manufacturing (M2) Zone are located on the east side of Atlantic Avenue, a Primary Arterial. Industrial uses previously occupied the entire area between Atlantic Avenue and the Los Angeles River. A majority of this area is now the site of the LAUSD Legacy High School complex. The industrial and commercial uses that remain are thriving and should be maintained. It will, however, be important to shield the educational uses from any adverse impacts from the industrial uses. In addition, visual buffers along Tweedy Boulevard and the shared property lines with industrial uses are important. The M2 Zone is intended to provide for a range of job-producing industrial, commercial, and light manufacturing activities, and to implement the Manufacturing/Distribution Place type in the General Plan.



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

B. Land Use Regulations

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

- 1. Office/Research and Development (R&D) Uses.** The following uses shall be conditionally permitted in the M2 Zone within the Specific Plan area:
 - a) Medical Services
- 2. Vehicle Sales/Repair Uses.** The following uses shall be permitted in the M2 Zone within the Specific Plan area:
 - a) Vehicle Services, Limited Repair
 - b) Vehicle Parts Store

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

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

- 3. Limitations on Use.** Because this zone is adjacent to educational and residential uses, the following uses are prohibited in the M2 Zone within the Specific Plan area:

- a) Adult-Oriented Establishments
- b) Alcohol Sales, Off Sale Large Retail
- c) Organic Fertilizer Manufacturer
- d) Outdoor Vending, Kiosks/Carts
- e) Any use determined by the Director to have a deleterious impact upon any adjacent residential or educational use, including but not limited to escape of dangerous gases, chemical or explosive hazards, vibrations, dust, noise, heat, smoke or glare.

C. Development and Design Standards

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

Pursuant to Chapter 11.24 (Commercial Industrial Zones) of the CZC, industrial developments adjacent to any residential or educational use shall provide a six-foot high solid decorative and/or garden wall along the shared property line. In addition, a solid decorative and/or garden wall to provide screening shall be provided within the front setback for an industrial use. In addition, the following shall be required:

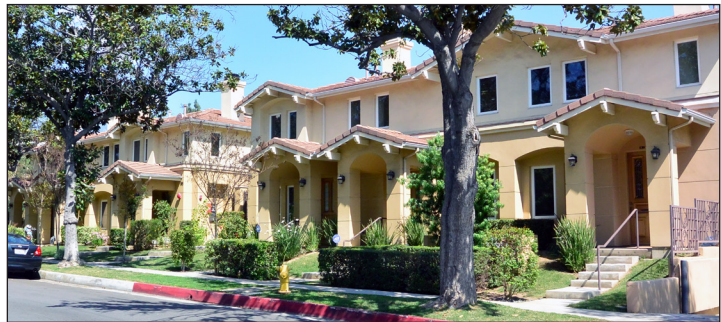
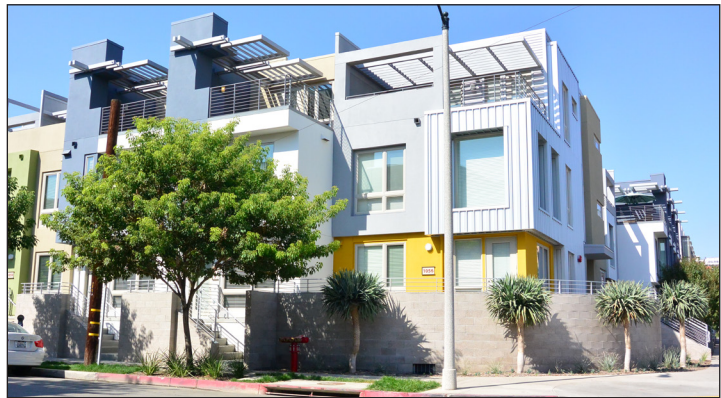
- All walls shall be designed with a decorative cap. Both sides of the perimeter walls shall be architecturally treated. Appropriate materials include decorative masonry, concrete, stone, stucco and brick. Chain link fencing is not permitted.
- Wall and fence materials shall be consistent throughout the project, architecturally compatible with the buildings, streetscape and surrounding neighborhood. The wall or fence shall be made of vandal-resistant materials.
- Shrubs and vines shall be planted along fence lines and perimeter walls.
- The maximum height of perimeter walls fronting a street shall be 42 inches.
- Walls and fences shall be designed to minimize graffiti.

Additional design standards and guidelines for industrial uses are provided in Section 4.11 of this chapter.

4.7 Neighborhood Medium (NM) Zone

A. Purpose

The intent of the Residential Neighborhood Medium (NM) Zone is to provide for a range of attached and detached multifamily developments, such as walk-ups, rowhouses and townhomes, along portions of and in close proximity to Tweedy Boulevard. This zone provides for moderate- to high-density multi-family dwelling configurations up to 20 du/ac. The existing uses in this zone include mostly multi-family uses with some single family residences. Contextual design, including front stoops, porches and setbacks are required in new multi-family development to ensure compatibility and sensitivity to the single family residential uses in the neighborhood. The NM Zone is intended to implement the Neighborhood Medium Place Type of the General Plan.



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

B. Land Use Regulations

The land use regulations for the Neighborhood Medium (NM) Zone contained in Chapter 11.21 (Land Use Types) of the CZC apply to all development in the NM Zone in the Tweedy Boulevard Specific Plan area.

C. Development and Design Standards

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

Additional design standards and guidelines for multi-family residential uses are provided in Section 4.11 of this chapter.

4.8 Neighborhood Low (NL) Zone

A. Purpose

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

B. Land Use Regulations

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

- 1. Limitation on Use.** Small Lot Development is prohibited within the NL Zone in the Specific Plan area.

C. Development and Design Standards

The development provisions for the Residential Neighborhood Low (NL) Zone contained in Chapter 11.25 (Residential Neighborhood Zones) of the CZC apply to all development in the NL Zone in the Tweedy Boulevard Specific Plan area. The general property standards contained in Chapter 11.30 (General Property Standards) of the CZC also apply. In addition, the Corridor Transition Overlay applies to multiple parcels within the NL Zone as illustrated in Figure 4-1. Chapter 11.26 (Corridor Transition Overlay) of the CZC contains the applicable provisions and requirements.

Additional design standards and guidelines for single-family residential uses are provided in Section 4.11 of this chapter.

4.9 Civic (CV) Zone

A. Purpose

The Civic (CV) Zone is intended to provide for public, civic and recreational uses near residential neighborhoods. This zone captures the existing schools within the Specific Plan area, and is intended to foster future civic investment in the community. The CV Zone is intended to implement the Civic/Institutional Place Type designation of the General Plan.

B. Land Use Regulations

The land use regulations for the Civic (CV) Zone contained in Chapter 11.21 (Land Use Types) of the CZC apply to all development in the CV Zone in the Tweedy Boulevard Specific Plan area.

C. Development and Design Standards

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

4.10 Open Space (OS) Zone

A. Purpose

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

B. Land Use Regulations

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

C. Development and Design Standards

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

4.11 Additional Design Standards and Guidelines

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

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

A. Commercial and Mixed Uses

This section provides standards and guidelines for designing high-quality commercial and mixed-use developments in the Urban Mixed Use Zones, as well as exterior alterations and additions to existing commercial and mixed-use developments. The purpose of these standards and design guidelines is to facilitate high quality projects, address design considerations for achieving pedestrian and human-scaled development, and reinforce a sense of place and vibrancy throughout the mixed use areas. New buildings or building additions and renovations should not only harmonize with the prevailing characteristics of the surrounding area, but should be designed in response to individual site conditions, and to enhance the overall image of the area by virtue of the quality of design and construction.

- 1. Building Siting and Orientation.** Buildings shall be located and designed to facilitate pedestrian activity by being oriented to the street and sidewalks. Buildings shall create street walls that define the public realm of the street; however, a portion of the building elevation may be set back to allow for outdoor use, such as outdoor patio dining, public art, entry forecourts, or other amenities appropriate to an urban development, provided the street continuity is not unduly interrupted along the majority of the block, as permitted in Section 4.4.C of this chapter.
- 2. Building Modulation and Articulation.** Building design shall be used to emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Building form and articulation shall be used to emphasize public entrances and de-emphasize service areas; and to define and shelter (i.e. give a sense of invitation and enclosure) pedestrian walks and exterior gathering spaces. Ways to articulate buildings include giving individual identity to each vertical module by using the following design elements:
 - Vary building heights within a project;
 - Provide a deep notch between the modules;
 - Vary architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type);
 - Provide porches and balconies; and
 - Vary color or materials of each individual module within a harmonious palette of colors and materials.



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



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

Buildings with angled corners, plazas, or other architectural feature are encouraged at corner locations to help anchor the intersection. Building corners may be emphasized by use of elements such as towers, domes or entries. Vertical architectural elements such as towers should be used as focal points. Uninhabitable elements may exceed the height limit or building envelope restrictions when appropriate for context.



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

Architectural details and elements that will create a human scale at the street level, such as awnings, canopies, arbors, and trellises, which also provide shade over public sidewalks and walkways, should be incorporated. The appropriate use of other architectural details, including reveals, course lines, decorative cornices, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design.

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

The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g. tile or masonry treatments), darker colored materials, mullion, panels, reveals and/or enriched landscaping. Tops take advantage of the visual prominence of a building's silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g. tile, masonry or fluted concrete), and/or differently colored materials. Colored "stripes" are not acceptable as the only treatment.



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

- a) **Retail storefronts** should have large display windows and clearly demarcated store entrances to create a strong and direct relationship with the street, provide visual interest and encourage pedestrian activity. Street-facing facades of all buildings shall incorporate windows and openings providing light to adjacent spaces and rooms, and to create visual interest and provide "eyes on the street." Recessed main building or shop entrances consistent with traditional "main street" design should be provided.
- b) **Windows and openings** shall provide clear and transparent view into the ground floor retail uses or shall display merchandise to reinforce a pedestrian scale. Excessive displays or signs on the windows shall be avoided to allow visibility into the interior of the stores from the street. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along street level retail façades.

- c) **Signage** is the primary way retail uses market their businesses. Besides the primary façade signs, other types of signs typically found on a commercial corridor include signage on windows, awnings, and walls. Projecting blade signage (store signage that is pedestrian-scaled and installed perpendicular to the face of the building so that it is oriented towards pedestrians walking along the sidewalk) is encouraged. All regulations contained in the Sign Code established by the City of South Gate shall apply to all signs in the Specific Plan area.

Awning and canopy signs may be permitted only as an integral part of an awning or canopy to which they are attached or applied. Signs on awnings are only permitted on the awning flap (valance). The letter height shall not exceed 8 inches. The lettering shall be located in the middle 70 percent of the valance area.



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

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



Awnings and canopies should be used to provide shade, highlight a building's architectural features and project a unique store identity or brand.

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

Along Tweedy Mile, new development should complement the adjacent architectural character of adjacent historic buildings; however, imitation and mimicry of historic architectural styles should be avoided. New buildings should not appear to have been constructed in a past era, and references to period architecture should be interpreted in a contemporary manner. Excessive and overly gratuitous ornamentation should be avoided.

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

Buildings should be treated as a whole and finished appropriately on all sides to provide continuity; piecemeal embellishment and frequent changes in materials should be avoided. Architectural features should be designed to be an integral part of the building. Ornamentation and features that appear “tacked-on” or artificially thin should be avoided; materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Similarly, colors should not meet or change without some physical change or definition to the surface plane. See Figure 4-9 below.

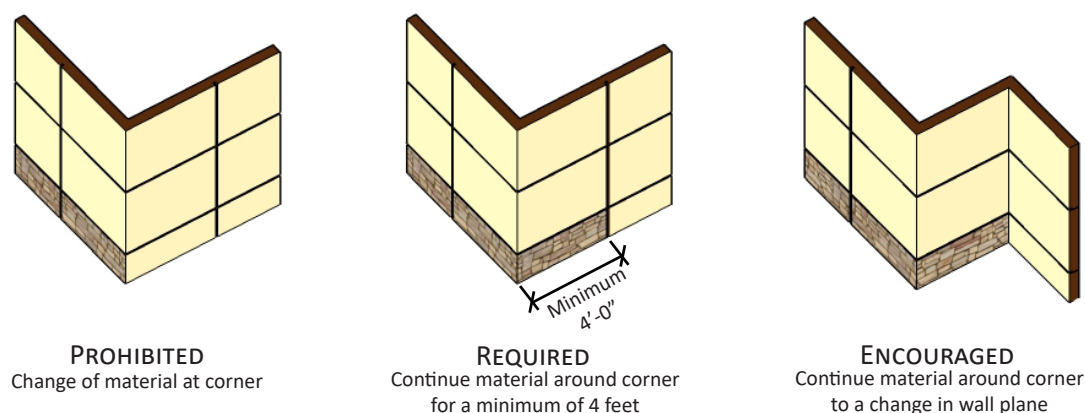


Figure 4-11: Treatments for Material Changes at Corners

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

A minimum of three and a maximum of five exterior building colors are permitted. These colors should be used as follows: a) base colors shall be used on the majority of the building surface and should be the lightest; b) secondary colors shall be used to accentuate façade elements or upper floors; and c) accent colors shall be used sparingly to highlight moldings, trims and/or signage. The two additional colors may be used on the base to distinguish between upper and lower floors or as an additional secondary color. The transition between base and accent colors should be related to changes in buildings materials or the change of building surface planes. Signage colors should be derived from the family of colors used on the building.

Colors consistent with the recommended commercial color palette established for Tweedy Mile shall be used. The Tweedy color palette is on file at the Planning counter at City Hall.

- 6. Infill and Building Additions.** Additions and renovation should be compatible with the existing building in scale, materials, and design. Where new buildings or additions are built immediately next to existing buildings, the design of the new construction should acknowledge the existing

buildings using architectural elements such as matching cornice lines, continuation of a colonnade, use of similar materials, and similar building proportions. Architectural details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.

- 7. Vertical Mixed Use Buildings.** Vertical mixed-use buildings shall be designed with retail storefronts on the ground floor and residential or office uses above. Separate site access, parking facilities, and building entrances shall be provided for residential and commercial uses. Main entries to ground-floor retail uses shall be clearly demarcated, visible and accessible from the street and/or pedestrian walkways, and be clearly distinguishable in form and location from residential/office entrances. Secondary entries may be from parking areas.



Vertical mixed use buildings should differentiate between the commercial and residential components with use of massing, articulation, balconies and material and color variations.

- 8. Privacy for Residential Units.** Mixed use buildings shall be oriented to promote privacy to the greatest extent possible. Windows of non-residential buildings in a mixed-use development should be oriented to avoid a direct line of site into adjacent residential buildings or property. In mixed-use developments, residential windows should face away from loading areas and docks. To the extent residential windows face the windows of an adjacent unit; the windows should be offset to maximize privacy.

Windows, balconies or similar openings should be oriented so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.

- 9. Plazas and Courtyards.** Well-defined outdoor spaces, such as plazas, courtyards, patios, terraces and gardens, should be incorporated in the design of commercial and mixed-use developments. Where possible, direct access to public plazas and courtyards shall be provided from the street; secondary access may be provided from retail shops, restaurants, offices and/or other uses within the development. Safety shall be an important consideration in the design of outdoor spaces; designs should promote visibility from the street and provide architecturally compatible lighting to enhance nighttime security. Plazas, courtyards and walkways should be designed to collect stormwater, where feasible.

Landscaping, seating, and other outdoor furniture should be provided in setback areas, paseos, plazas, and courtyards. The site furnishings should be compatible in style with the buildings and selected to bring comfort, scale and design expression to the streetscape. These must also be highly durable and easy to maintain. Planters and pots should be used to complement the project architecture and other site amenities; avoiding obstructions to pedestrian traffic flow with planters and pots. All elements of the furniture palette should be uniform. Adding a focal element, such as public art or a water feature that uses recycled water, should also be considered to add interest.



Plazas, courtyards, and pedestrian areas function as “oases” or outdoor rooms in mixed use and commercial developments. Decorative site amenities, such as seating, planters and pots, fountains, or water features are critical design components for creating a pleasant pedestrian-oriented environment.

10. Exterior Lighting. Exterior lighting for the security and safety of on-site areas such as building entrances, parking, loading, pedestrian walkways, alley walkways and open space areas should be provided. A minimum of one foot-candle evenly distributed across a parking lot is recommended. At entrances and loading areas, up to 2 foot-candles may be appropriate. Decorative night lighting is required. Low energy lights, such as LED lights or solar powered lights, shall be used whenever possible. Light fixtures and their structural support shall be designed to be architecturally compatible with the main buildings on-site.

Direct glare onto adjoining property, streets, or skyward shall be avoided. All lighting fixtures shall be shielded to confine light spread on-site. In mixed use developments, all exterior lighting shall be appropriately shielded so as not to spill over into or otherwise adversely impact the residential portion of the project.



Lighting should accent the building, compliment architectural details, and enhance the enjoyment of the nighttime environment.

10. Alley Walkways. The system of alley walkways behind most of the retail blocks should be utilized as a way of improving pedestrian access, providing additional usable pedestrian space and improving the appearance of the area. The appearance of the rear building facades should be improved. Well-defined and inviting retail entrances from the rear should be provided. Vacant space between building and alley right-of-way should be utilized as dining patios where feasible. Awnings and canopies should also be used to provide interest, shade and access to the retail stores. Figure 4-12 illustrates these concepts.



Alleys and rear setback areas provide an opportunity for creating attractive pedestrian travel paths as well as outdoor dining experiences.



Existing

Create an attractive environment along the alley to encourage pedestrian travel.

Reuse of rear setback areas for outdoor patio dining is highly encouraged.

Create well-marked rear entrances with awnings and signage.



Future

Provide improved directional signage for parking lots.

Provide amenities such as a shade structure, umbrellas, planters, etc.

Figure 4-12: Alley Walkway and Rear Patio Dining

B. Multi-Family Residential Uses

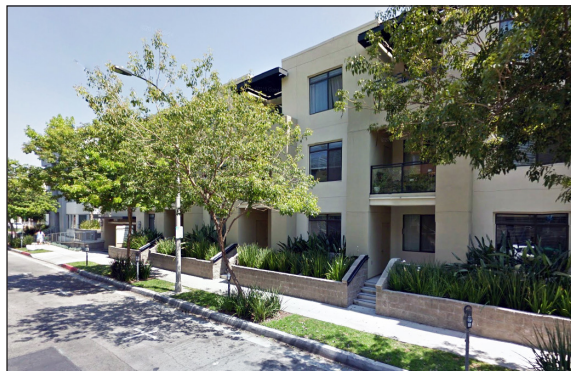
This section provides design standards and guidelines that apply to all stand-alone multi-family uses and the multi-family components of mixed use developments within the Specific Plan area. The guidelines are intended to identify appropriate and attractive design solutions to improve the appearance and quality of multi-family development in the Specific Plan area.

- 1. Scale and Mass.** Multi-family residential projects should avoid massive apartment-like structures. Multi-family units in large projects should be clustered, or broken up into groups of structures. Long access balconies and corridors should be avoided. Windows should be provided facing the street for all units adjacent to the street to break up massing and to contribute to “eyes on the street” which helps neighborhood security. Multi-family buildings located directly adjacent to single family residential uses should be designed and scaled appropriately so as to not overwhelm the smaller structure and to provide a transition in massing and height.



Multi-family development should be designed to break up the massing and be compatible with the scale of the desired pedestrian environment.

- 2. Building Orientation and Entrances.** Multi-family developments should have a strong street presence with public entrances oriented towards the street. The majority of unit entrances must be accessed from the street or from the main open space. Where there is a common building entrance for all units, it should be accessed from the street or main open space. For street-facing ground floor units on busy streets such as Tweedy Boulevard, consider raising the ground floor by up to three feet to provide additional privacy and noise buffer. Other design options include transitional spaces in the form of stoops, overhangs and porches between public areas and entrances to the units.



New multi family development should have entrances oriented towards the street. Entries and ground floor levels may be raised to provide privacy.

- 3. Building Articulation and Detailing.** Multi-family building design should avoid large monotonous facades, long straight line building fronts, plain box shapes, and barren exterior treatment. All building elevations visible from a public right-of-way should be articulated and incorporate the chosen design theme in a consistent manner.

Multi-family building facades should be designed so as to give individual identity to each vertical module of residential units, using techniques such as:

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



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

- 4. Architectural Style.** While no architectural style is mandated in the Specific Plan area, a consistent architectural style and materials appropriate to that style should be used throughout a residential project. While contemporary adaptations of traditional styles are acceptable, direct replication or mimicry is discouraged.
- 5. Privacy for Residences.** Multi-family buildings should be oriented to promote privacy to the greatest extent possible. Windows, balconies or similar openings above the first story should be oriented so as not to have a direct line-of-sight into adjacent units within the development.

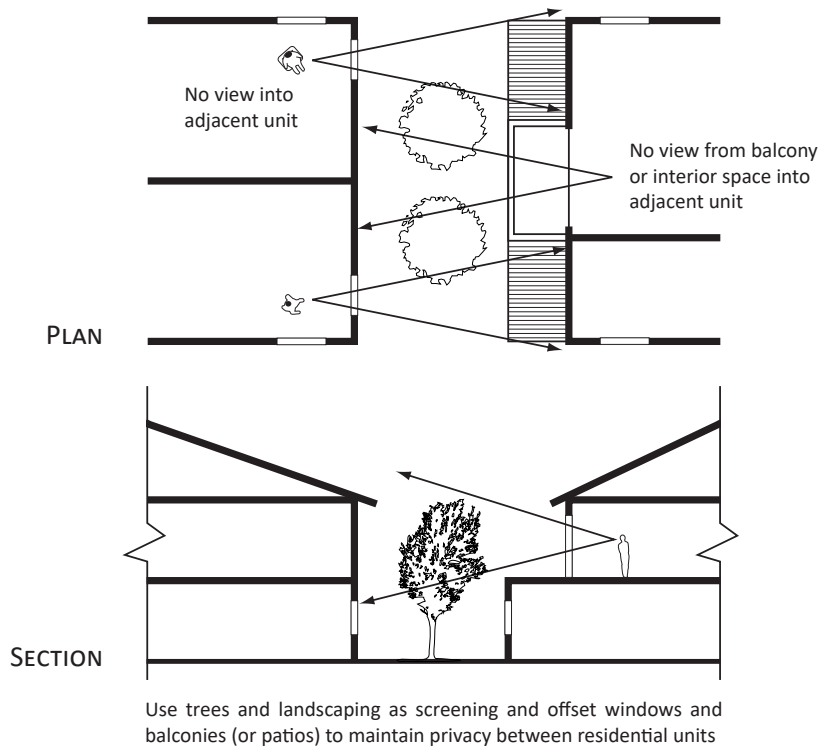


Figure 4-13: Privacy for Residential Units

Multi-family units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units. Landscaping should be used to aid in privacy screening in ground floor units.

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

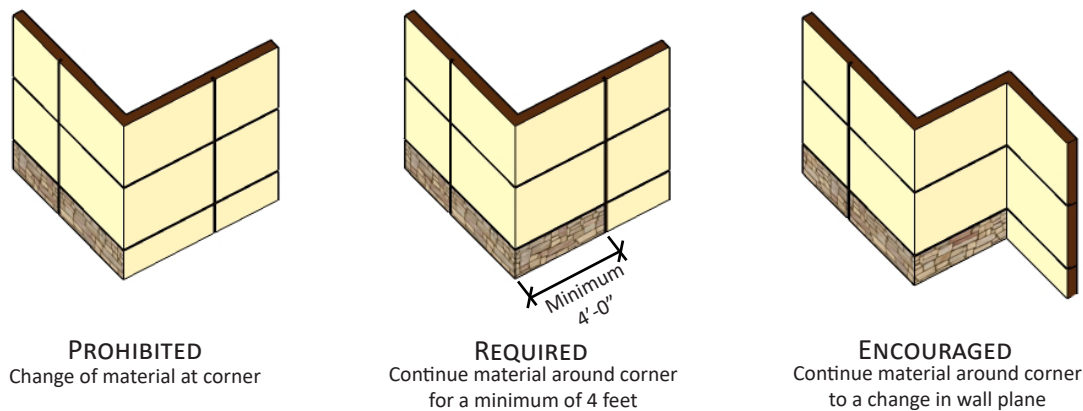


Figure 4-14: Treatments for Material Changes at Corners

Buildings should be treated as a whole and finished appropriately on all sides to appear integral to the building and avoid appearing “tacked on”. Backs of buildings shall use similar materials; however, less expensive and utilitarian substituted materials are acceptable, provided they are compatible with the overall design. Material changes shall not occur at corners. The same material shall continue around corners for a minimum distance of four feet. If feasible, the same material should continue to the next change in the wall plane. Similarly, colors should not meet or change without some physical change or definition to the surface plane.

7. **Open Space.** Common and private open space areas should be designed and oriented to take advantage of available sunlight and shelter from the noise and traffic of adjacent streets. Common open space areas should be secured, conveniently located to the majority of the residential units, and visible from the residential units to ensure safe use. Common open space areas should include amenities appropriate to the project size; for example pools, spas, play areas, and recreation buildings are suitable for larger projects, while barbeque areas may be more apt for smaller projects.

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

Accessible rooftop open space may be used as common usable open space by residents. It may also be used for private usable open space, when the space is directly accessible from the unit it serves.



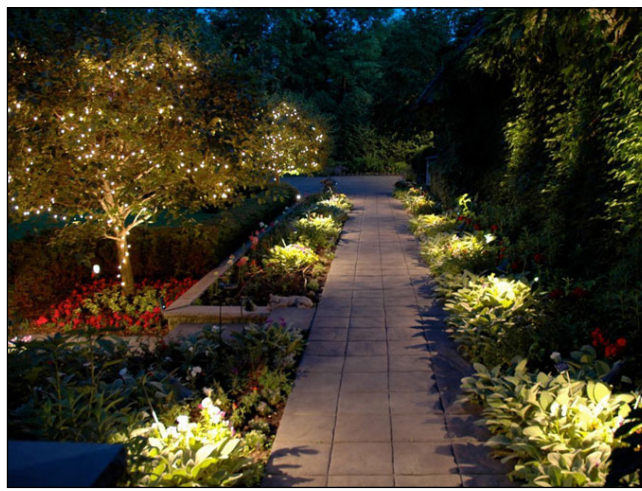
Common open space areas should be integral to the design of multi-family developments. Building layout, landscaping, pedestrian walkways, and active recreational amenities contribute to the quality of the common open space area for residents.

- 8. Pedestrian Connectivity.** Every multi-family project should have clearly identifiable pedestrian walkways that are adequately separated from vehicular traffic. Pedestrian walkways should link dwelling units with common open space and recreation areas, parking areas and the street at project entries. Where pedestrian paths or walkways cross parking areas or driveways, decorative paving or some other method should be used to define the pedestrian space and delineate crossings.



Multi-family developments should provide pleasant pedestrian walkways throughout the project that are well-defined by landscaping, lighting and decorative paving.

- 9. Exterior Lighting.** Every multi-family project should have adequate lighting to provide for security and visibility, particularly along pedestrian walkways, driveways, entrances to parking areas, and open space areas. All exterior light fixtures should be decorative and compatible with the building's architecture. Site lighting shall not impact surrounding or neighboring properties. The type and location of site and building lighting shall preclude direct glare onto adjoining property, streets, or skyward. All lighting fixtures must be shielded to confine light spread on-site.

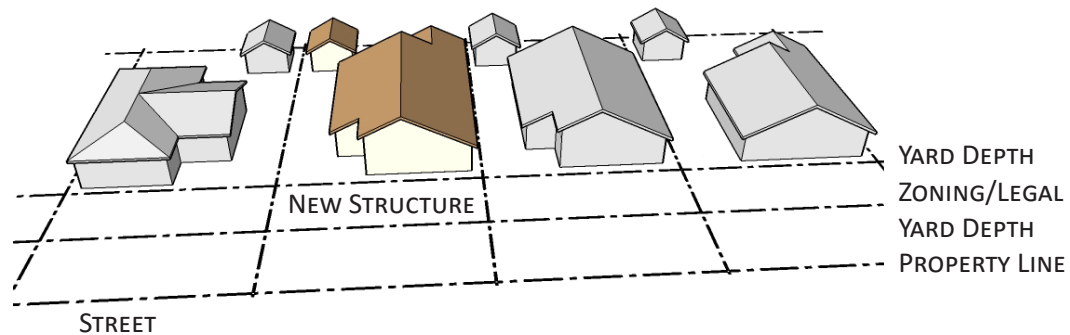


Lighting should complement architectural details, provide adequate security and visibility, and enhance the nighttime environment.

C. Single-Family Residential Uses

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

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



New structure respects the yard depths established along a street

Figure 4-15: Yard Depths

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

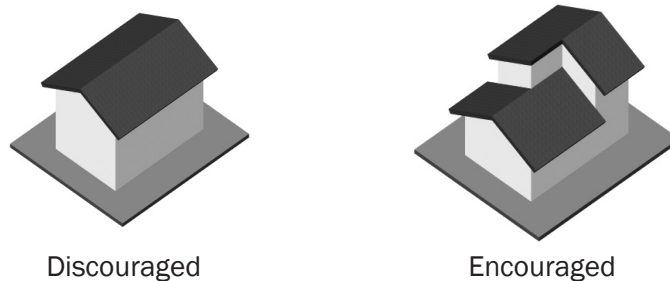
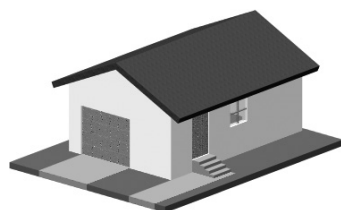
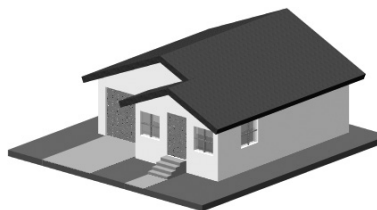


Figure 4-16: Massing

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



Discouraged



Encouraged

Orient the front of the house and entry to face the street

Figure 4-17: Orientation

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

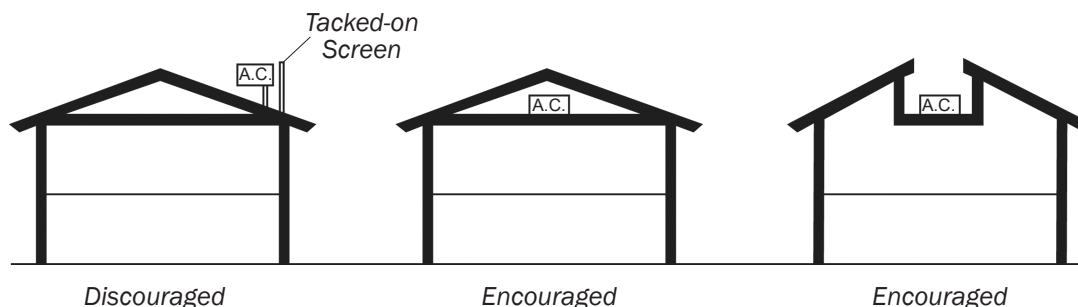


Figure 4-18: Screening of Mechanical Equipment

D. Industrial Uses

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

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

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

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



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

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

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

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

5. Color, Materials and Finishes. Colors and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design. Materials provide texture and color and should influence the choice of other colors on the façade. Exterior materials for industrial developments should be of high quality and low maintenance. Recommended materials include masonry, concrete, sandblasted concrete, textured block, brick, granite, marble, glass, painted metal elements and similar materials. Materials and detailing should have a substantial and long-lasting appearance. Graffiti-resistant materials are encouraged.

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

6. Loading and Outdoor Storage Areas. Loading and outdoor storage areas shall be designed to prevent interference with vehicular circulation and parking, and to provide an unobstructed area for trucks to maneuver when accessing loading spaces. Loading and outdoor storage areas shall be substantially screened from the street and residentially zoned properties. Screening techniques include a combination of building features, decorative walls, and landscaping. Loading and outdoor storage areas shall be located to minimize impacts on adjacent residences.

7. Utility and Mechanical Equipment. All utility and mechanical equipment shall be screened from public view. This includes all ground, wall, and roof mounted equipment. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.” Typical ground-mounted equipment shall be adequately screened with decorative walls and/or landscaping.

Mobility and Parking

5.1 Introduction

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

Key goals of the Specific Plan are to facilitate and encourage walking and bicycling to Tweedy Boulevard from the adjacent neighborhoods, to encourage “park once”, and to foster an improved walking environment along the Boulevard.

5.2 Background

The Tweedy Boulevard corridor extends approximately 3.1 miles from Alameda Street in the west to the Los Angeles River in the east. The west end of the Tweedy Boulevard Corridor (west of State Street) comprises mixed commercial and industrial uses, and includes four schools. The east end of the Tweedy Boulevard Corridor (east of Hunt Avenue) includes some commercial and industrial uses but mainly residential land uses, as well as South Gate Park and two schools.

The central portion of the corridor between State Street and Hunt Avenue is known as Tweedy Mile, and serves as the traditional commercial district of South Gate with mixed retail and commercial uses. Tweedy Mile also includes three elementary schools and the County library. The Tweedy Mile section carries the highest traffic volumes with 26,000 daily vehicles.

Tweedy Boulevard is a principal street in the City of South Gate (classified as a Secondary Arterial in the City’s General Plan); even though it is not part of the regional street grid as it does not connect to other major streets at either end of the corridor. It does, however, serve as a major corridor for east-west local circulation within the City of South Gate. It should be noted that with the planned future development of the Jordan Downs Urban Village to the west of the City, Century Boulevard will be extended to connect with Tweedy Boulevard, which would enhance east-west connectivity in the area.

Tweedy Boulevard has a broadly consistent cross section along its length. It is typically a 60' wide roadway curb to curb with four travel lanes, on-street parking, and nine foot wide sidewalks. Typically, there are no left turn lanes (except at California Avenue and at the west and east ends of the corridor). Tweedy Boulevard carries between 12,000 and 26,100 daily vehicles, with an approximately even directional split in peak hours.

The Tweedy Mile commercial district is also the most active pedestrian environment, with people visiting the retail, restaurant, and commercial establishments. Walkscore.com¹ gives Tweedy Mile a score of 74 (out of 100), indicating that “most errands can be accomplished on foot” - due to the proximity of the multiple uses and the proximity to adjacent neighborhoods. However, the pedestrian environment can be unfriendly and the walkability of Tweedy Mile is generally limited. While there are a total of twenty crosswalks typically spaced every 300 feet, only half are signalized intersections. (There are ten signalized intersections and ten unsignalized intersections, with traffic signals every 600 feet). The sidewalks are narrow for a shopping street - typically being only nine feet wide along Tweedy Mile. Improvements to sidewalks and pedestrian infrastructure have been implemented over the years, with curb extensions at twelve intersections and mid-block curb extensions on fourteen of the blocks. However, these are generally ineffective, as they are not substantial enough to calm traffic or significantly enhance the pedestrian environment. Pedestrians complain that traffic travels too fast along Tweedy Boulevard, and because of the distances between controlled crossings, they often find it difficult to cross the street.

As mentioned previously, the majority of traffic on Tweedy Boulevard is local traffic. Surveys conducted in 2014 indicated that approximately 63% of vehicle traffic on Tweedy Boulevard in the Tweedy Mile is travelling to local destinations along the corridor (including adjacent neighborhoods); and approximately 37% of traffic is “through” traffic and passes out of the corridor. Approximately 20% of traffic entering Tweedy Mile also exited without stopping.

Tweedy Mile is rather unique as a commercial district; as it is a single street where the commercial uses extend only one half block on either side of the street before transitioning into residential neighborhoods. The immediately adjacent parallel east-west streets are Missouri Avenue and Michigan Avenue, which are local residential streets that carry 800 to 1,100 vehicles each day. The closest parallel major streets are Southern Avenue to the north and Abbott Road to the south, which carry traffic volumes of 12,550 to 13,500 daily vehicles, or about half the volumes on Tweedy Boulevard. Traffic conditions along Tweedy Boulevard generally operate at good levels of service (LOS B or C), with LOS D occurring at some locations.

5.3 Mobility Goals

The mobility goals of the Tweedy Boulevard Specific Plan are as follows:

- **Tweedy Boulevard should be a Community Street** – It should primarily serve adjacent neighborhoods and the City of South Gate.

1 Walk Score measures the walkability of any address, by analyzing hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. It scores local areas in over 3,000 cities and 10,000 neighborhoods. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

- **Tweedy Boulevard should be a “Complete Street”** – It should serve all transportation modes, with convenient access from the neighborhoods. It should be walkable, bikeable, with good transit access, and convenient parking. The Specific Plan includes these elements wherever feasible, to maximize pedestrian, bicycle and transit mobility. See box below.
- **Tweedy Boulevard should be a Pedestrian Friendly and Bike Friendly Street** – It should be a street with a good walking and biking environment that pedestrians and bicyclists find safe and convenient to use as alternatives to the car.
- **Traffic should be Calmed on Tweedy Boulevard** – The design of Tweedy Boulevard should slow and calm traffic in order to enhance the pedestrian experience.

“Complete Streets” Concept

In recent years a growing number of communities have rediscovered the value of their streets as important public spaces for many aspects of daily life. People increasingly want streets that are safe to cross or walk along, offer places to meet people, link neighborhoods, and have a vibrant mix of retail. More people want to be able to walk and ride bicycles in their neighborhoods. As a result, many cities are modifying their approach to street design to foster the coexistence with pedestrians and other modes of non-motorized transportation.

While moving vehicles is one of the purposes, the “Complete Streets” concept approaches streets as public spaces, and redirects the focus from creating traffic conduits to designing a place for the people who use the street. “Complete Streets” are designed to provide transportation for people of all ages, income levels, and physical abilities whether they walk, bicycle, ride transit, or drive; they focus on serving the land uses that are adjacent to the street; are designed to encourage people to drive less and travel more by walking, bicycling, and transit; and enhance the safety and security of streets, from both a traffic and personal perspective.

Good “Complete Streets” principles therefore include the following:

A. Provide a Feeling of Safety and Security on Streets

- Slow traffic to a comfortable speed to mix with other travel modes through low speed design elements, traffic calming techniques, and shared spaces.
- Maintain a buffer between pedestrians and vehicles when there is fast moving traffic using on-street parking or sidewalk features such as planters, bollards, kiosks.

B. Connect Both Sides of the Street

- Shorten the crossing distance through narrow travel lanes, curb extensions and pedestrian islands, and with building activities connected to the street.
- Invite people to cross in more places by slowing vehicular traffic, establishing mid-block crossings, making shared streets.

C. Support and Encourage Activities and Destinations

- Widen sidewalks to accommodate multiple activities.

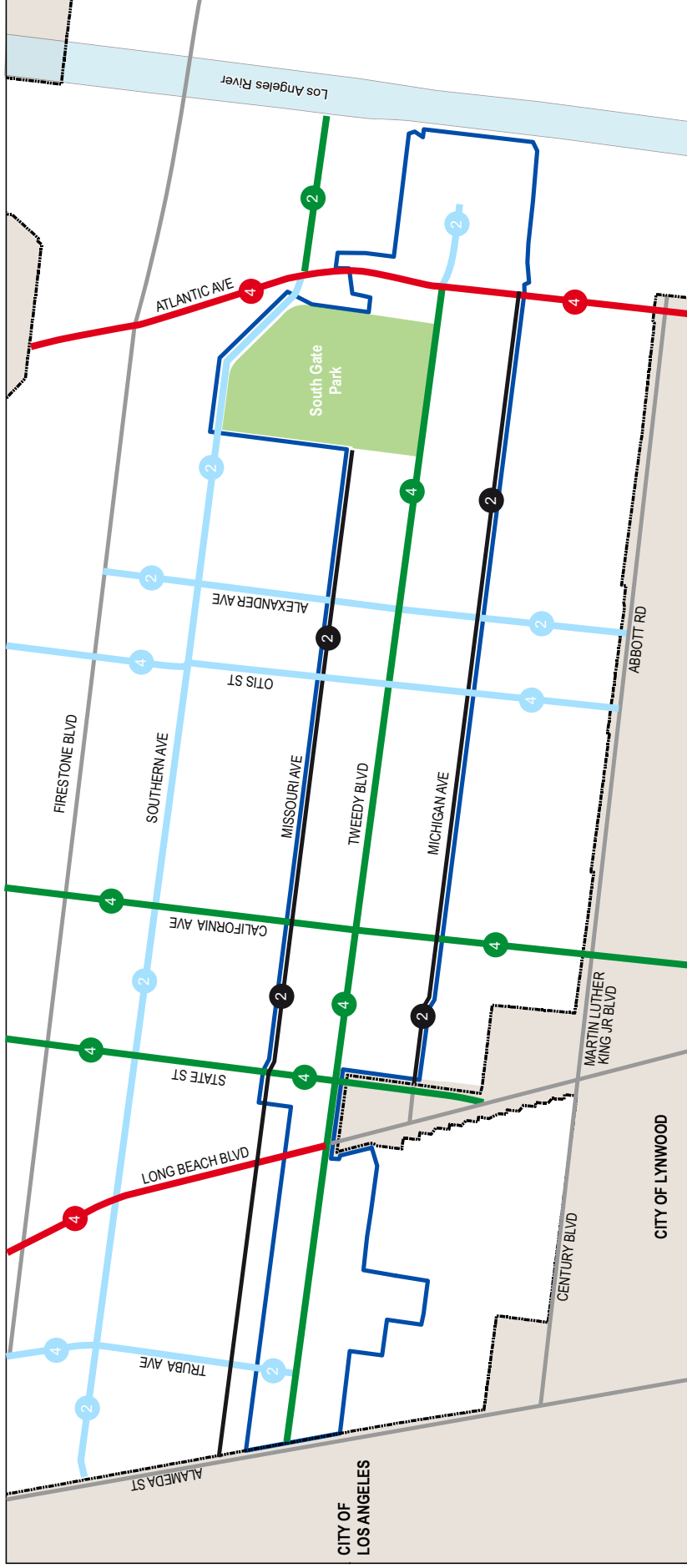


FIGURE 5-1
ROADWAY CLASSIFICATIONS

- City of South Gate Boundary
- Tweedy Boulevard Specific Plan Area
- Primary Arterial
- Secondary Arterial
- Collector Street
- Local Street
- Existing Number of Lanes



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5.4 Roadway System

City streets provide the backbone of the circulation system for all transportation modes in the Tweedy Boulevard corridor. While Tweedy Boulevard is the key east-west street, other streets include Southern Avenue, Missouri Avenue, Michigan Avenue and Abbott Road. Key north-south streets which cross Tweedy Boulevard include Alameda Street, Long Beach Boulevard, State Street, California Avenue, Otis Street, Alexander Avenue, and Atlantic Avenue. The roadway system serving the Specific Plan area is shown in Figure 5-1, which illustrates the current General Plan roadway classifications and the number of travel lanes on each street.

The key east-west streets in the Specific Plan area are as follows:

Tweedy Boulevard: Tweedy Boulevard is classified as a Secondary Arterial in the City's General Plan. It is a four-lane street with no central turn lane, but left turn lanes are provided at some intersections. On-street parking typically occurs on both sides of the street with a two-hour time restriction in many areas between 9 AM and 6 PM. A raised median, landscaped in some sections, is located between Alameda Street and Long Beach Boulevard.

Missouri Avenue: Missouri Avenue is a local residential street one block north of Tweedy Boulevard. It is a two-lane street with on-street parking permitted on the north side of the street only.

Michigan Avenue: Michigan Avenue is a local residential street one block south of Tweedy Boulevard. It is a two-lane street with on-street parking permitted on both sides of the street.

Other east-west streets in the vicinity of the Specific Plan area include the following:

Southern Avenue: Southern Avenue, approximately 0.46 miles north of Tweedy Boulevard, is classified as a Collector Street. It is a two-lane street with a central turn lane. On-street parking is permitted on the south side of the street only.

Abbott Road: Abbott Road, approximately 0.56 miles south of Tweedy Boulevard, is in the City of Lynwood. It is classified as a Collector Street and is a four lane street. Intersections are generally stop sign controlled with no left turn lanes. Parking is allowed on both sides of the street.

The key north-south streets in the Specific Plan area are the following:

Alameda Street: Alameda Street is classified as a Secondary Highway in the County of Los Angeles General Plan. It is a four lane street with a central left turn lane. On-street parking is generally prohibited on both sides of the street.

Long Beach Boulevard: Long Beach Boulevard is classified as a Primary Arterial. It is a four lane street with a central left turn lane. On-street parking is generally permitted on both sides of the street.

State Street: State Street is classified as a Secondary Arterial. It is a four lane street without left turn lanes. On-street parking is permitted on both sides of the street.

California Avenue: California Avenue is a Secondary Arterial. It is a four lane street with left turn lanes at key intersections. On-street parking permitted on both sides of the street.

Otis Street: Otis Street is classified as a Collector Street. It is a four lane street with left turn lanes at key intersections. On-street parking permitted on both sides of the street.

Alexander Avenue: Alexander Avenue is a Collector Street. It is a two lane street with one travel lane and a bike lane in each direction. On-street parking is generally permitted on both sides of the street.

Atlantic Avenue: Atlantic Avenue is classified as a Primary Arterial. It is a four lane street with a raised median and left turn lanes at intersections. On-street parking is generally permitted on both sides of the street.

5.5 Pedestrian Circulation

Numerous options were explored to improve the overall street environment to enhance Tweedy Mile as a “Complete Street”, including various configurations for implementing a road diet (reducing the number of travel lanes). However, a road diet was determined to be not necessarily the right solution for two reasons. Firstly, the traffic volumes on Tweedy Boulevard are at the high end of the range normally associated with road diets. Secondly, reducing the number of traffic lanes was considered to have the potential for impacts on the adjacent residential streets from traffic that may be diverted from Tweedy Boulevard. Furthermore, the comprehensive relocation of street curbs to narrow the street and widen the sidewalks for over a mile of street would be a major project – with substantial costs and significant implementation issues.

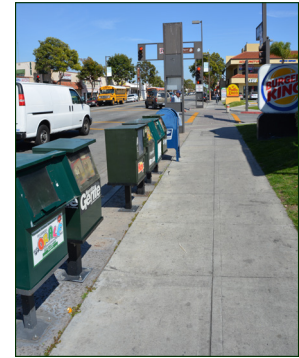
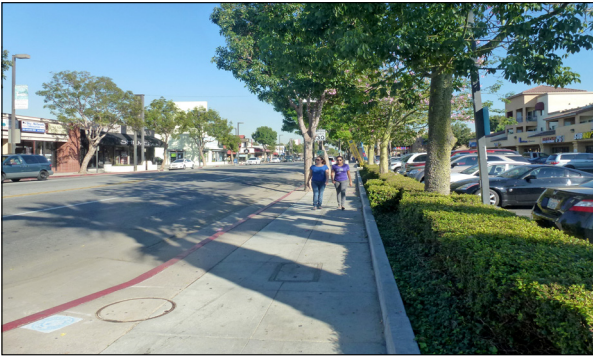
Great street environments are generally defined more by the sidewalk environment than the number of traffic lanes or the traffic volumes. There are many examples of successful four lane streets in Southern California with thriving commercial environments, high pedestrian activity, and a walkable pedestrian environment. These include: East 2nd Street in Long Beach; Colorado Boulevard in Old Pasadena; Coast Highway in Laguna Beach; and Whittier Boulevard in East Los Angeles. Some of these streets carry over 30,000 vehicles a day – more than Tweedy Boulevard. Most have 12 – 15’ sidewalks, while a few have 10’ sidewalks.

The Mobility Plan therefore defines a hybrid solution for Tweedy Mile – one that focuses on the pedestrian environment and significantly enhances pedestrian circulation. The plan elements include:

- Retain the four traffic lanes.
- Install a Bicycle Route (with bike sharrows).
- Extend the depth and length of the mid-block bulb-outs (to three times their current length).
- Extend the depth of bulb-outs at intersections.
- Widen and replace all paved crosswalks with more visible crossing treatments.
- Add pedestrian countdowns at traffic signals.
- Time and sign the traffic signals for 25mph progression.

The existing and future cross sections of Tweedy Boulevard in the Tweedy Mile are illustrated in Figures 5-2 and 5-3.

While leaving the existing roadway curbs in place, this planned configuration will widen the effective sidewalk width to 17’ in many places, significantly improve the sidewalk environment, calm traffic and make it easier for pedestrians to cross the street, and improve the environment for bicyclists.



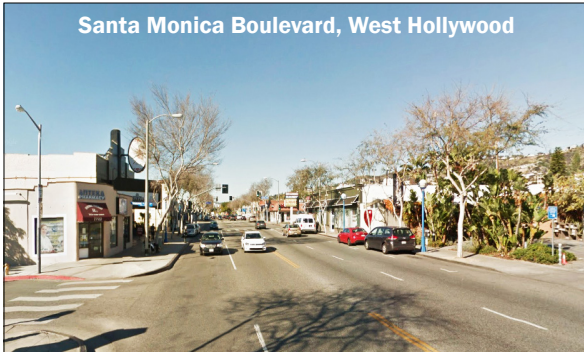
Tweedy Boulevard is a four traffic lane road with narrow (9') sidewalks.



Colorado Boulevard, Old Pasadena



East 2nd Street, Belmont Shore, Long Beach



Santa Monica Boulevard, West Hollywood

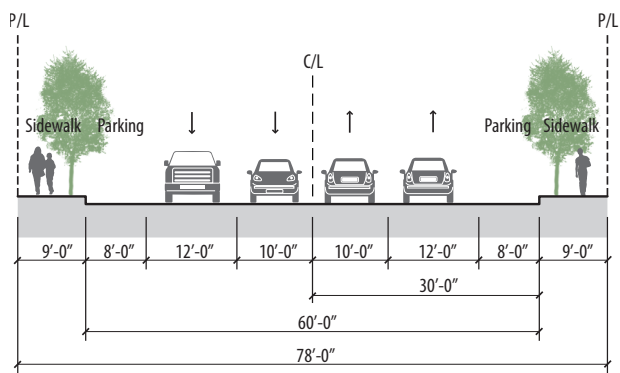
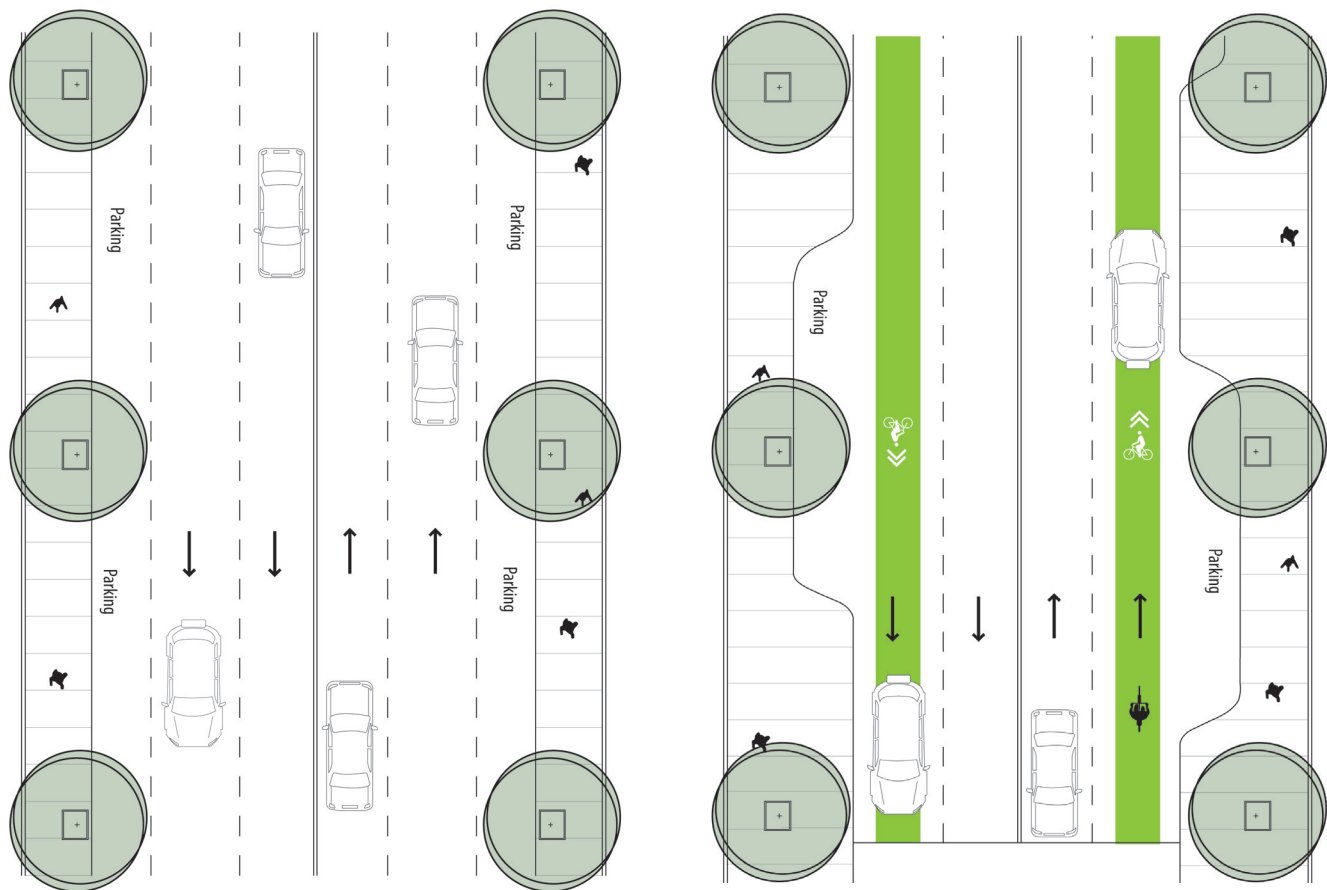


Whittier Boulevard, East Los Angeles

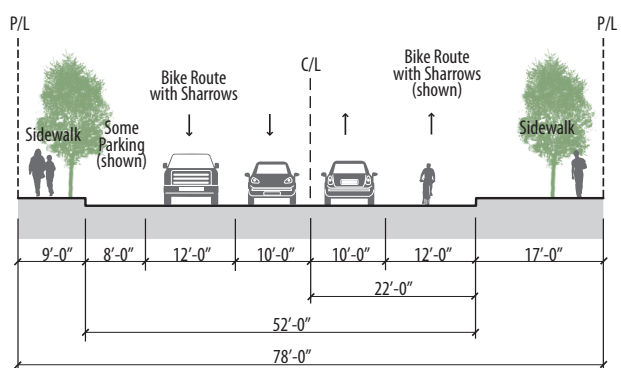
Examples of successful retail environments in Southern California with similar traffic volumes and number of lanes but with wider (12'-15') sidewalks.



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



Existing



Future

Figure 5-2: Tweedy Boulevard

It can be implemented incrementally as funds become available. It also does not preclude a future road diet if conditions on Tweedy Boulevard change.

These measures are all oriented to create an environment less dominated by the automobile, to reduce traffic speeds, to enhance the pedestrian environment, and to enhance pedestrian safety. It is well documented that lower traffic speeds significantly reduce the severity of vehicle – pedestrian accidents and the number of fatalities. To that end, in addition to the measures identified above, an increased enforcement of speed limits would also enhance pedestrian safety.

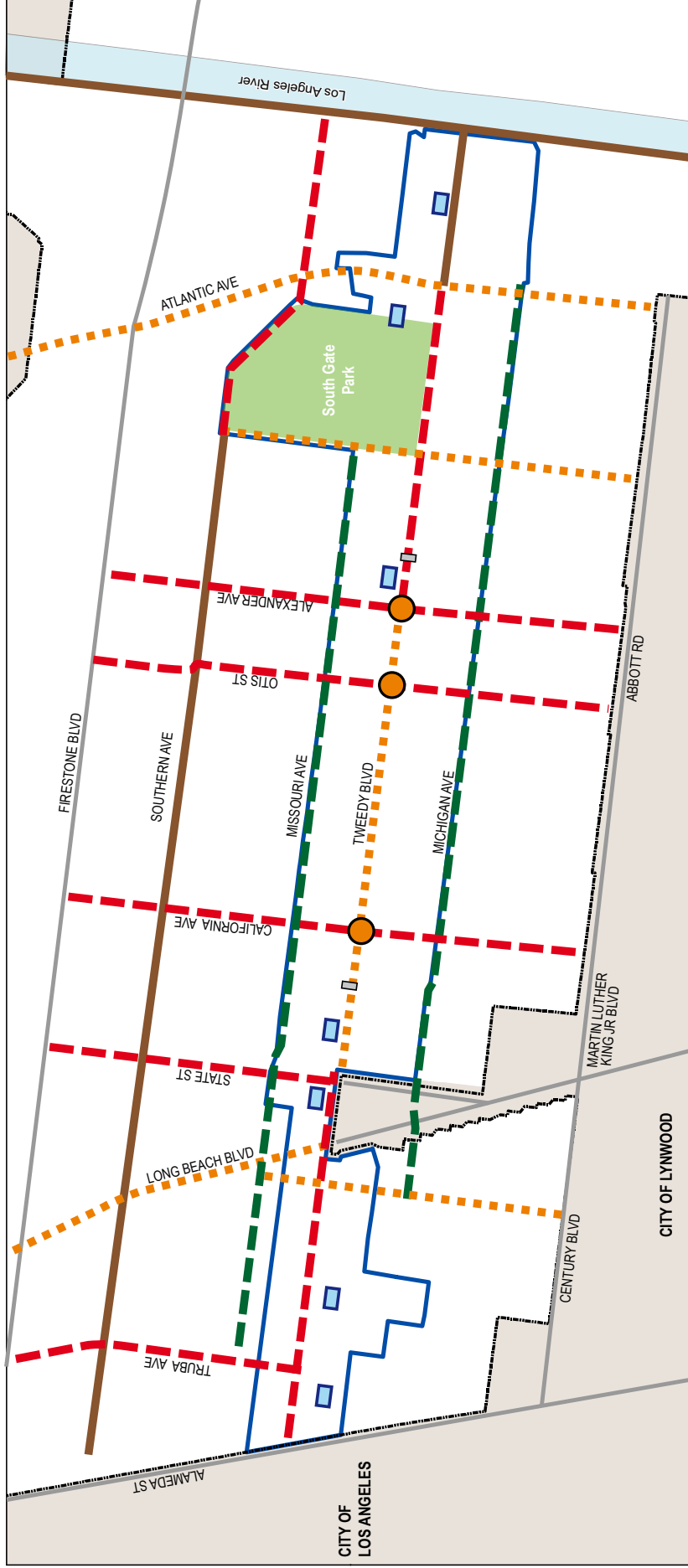


Existing



Future

Figure 5-3: Tweedy Boulevard Before and After Views



**FIGURE 5-4
BICYCLE TRANSPORTATION**

- City of South Gate Boundary
- Tweedy Boulevard Specific Plan Area
- Tweedy Mile (Elizabeth Avenue to Hunt Avenue)
- Bike Path
- Bike Lane/Route
- Bike Boulevard
- Bike Route/Sharrows
- Bicycle Hub
- Long-Term Bicycle Parking



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5.6 Bicycle Circulation and Parking

There are currently no existing bicycle lanes or bicycle paths on Tweedy Boulevard or in the Specific Plan area. The closest facility is a Bike Path on Southern Avenue to the north. There are currently minimal bike parking facilities in the Specific Plan area except at the schools.

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

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

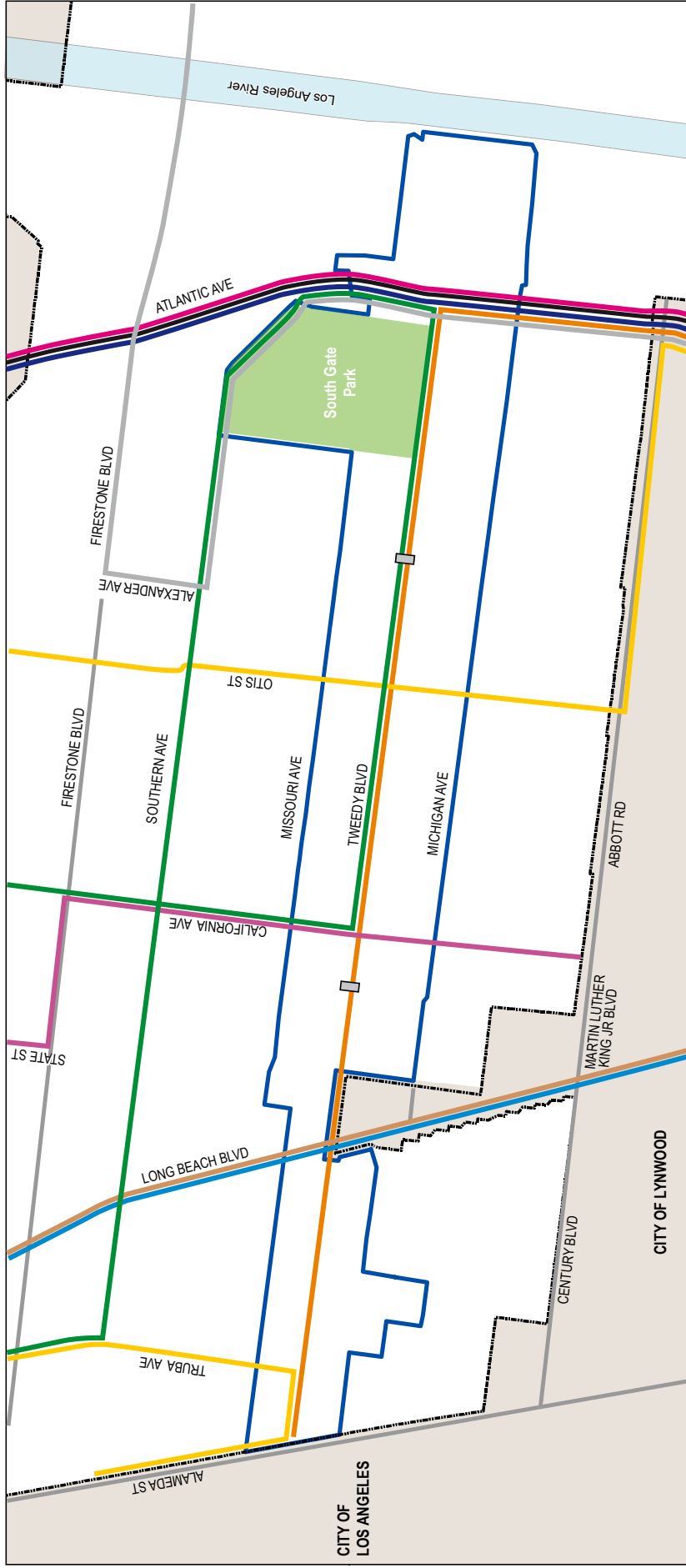
The Specific Plan implements a bicycle network in the area that is based on the City's Bicycle Plan, with some modifications. The Specific Plan bicycle network is shown in Figure 5-4. The Plan provides an enhanced, connected, and integrated bicycle network serving Tweedy Boulevard, and connecting to the adjacent neighborhoods. This network, along with the provision of a significant number of bicycle parking spaces, will significantly enhance bicycle access to and within Tweedy Boulevard and encourage greater use of bicycle as a mode of transportation.

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

Elements of the bicycle network include:

Bike Route on Tweedy Boulevard

A Bike Route will be installed along almost the entire length of Tweedy Boulevard (from Alameda Street to Atlantic Avenue). The potential for installing bike lanes along Tweedy Boulevard was investigated but determined to be infeasible. The roadway is not wide enough to maintain four travel lanes with on-street parking and to install bike lanes. The priorities of improving sidewalk widths (with bulb-outs) and maintaining on-street parking (for the convenience of patrons) take precedence over installing bike lanes. A Bike Route with Sharrows is an effective component of the "Complete Streets" approach to Tweedy Boulevard. Between Atlantic Avenue and Los Angeles River, a Bike Path will be installed, connecting with the Los Angeles River Bikeway.



**FIGURE 5-5
TRANSIT SERVICE**



TWEEDY BOULEVARD SPECIFIC PLAN



- | | | | |
|--|---|--|-----------------|
| | City of South Gate Boundary | | Metro Local 60 |
| | Tweedy Boulevard Specific Plan Area | | Metro Local 117 |
| | Tweedy Mile (Elizabeth Avenue to Hunt Avenue) | | Metro Local 251 |
| | GATE Shuttle (Westside Route) | | Metro Local 260 |
| | GATE Shuttle (Eastside Route) | | Metro Local 612 |
| | | | Metro Rapid 760 |
| | | | Metro Rapid 762 |

Bike Boulevards on Missouri Avenue and Michigan Avenue

Bike boulevards will be implemented on the parallel streets of Missouri Avenue and Michigan Avenue.

Bike Facilities on North-South Streets

Bicycle facilities will be implemented on north-south streets largely as specified in the City's Bicycle Plan, with some modifications, as shown in Figure 5-4. These facilities will include bike lanes, or bike routes/sharrows.

Bicycle Parking

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

Section 5.8 provides standards for off-street bicycle parking in private development.

Bicycle Hubs

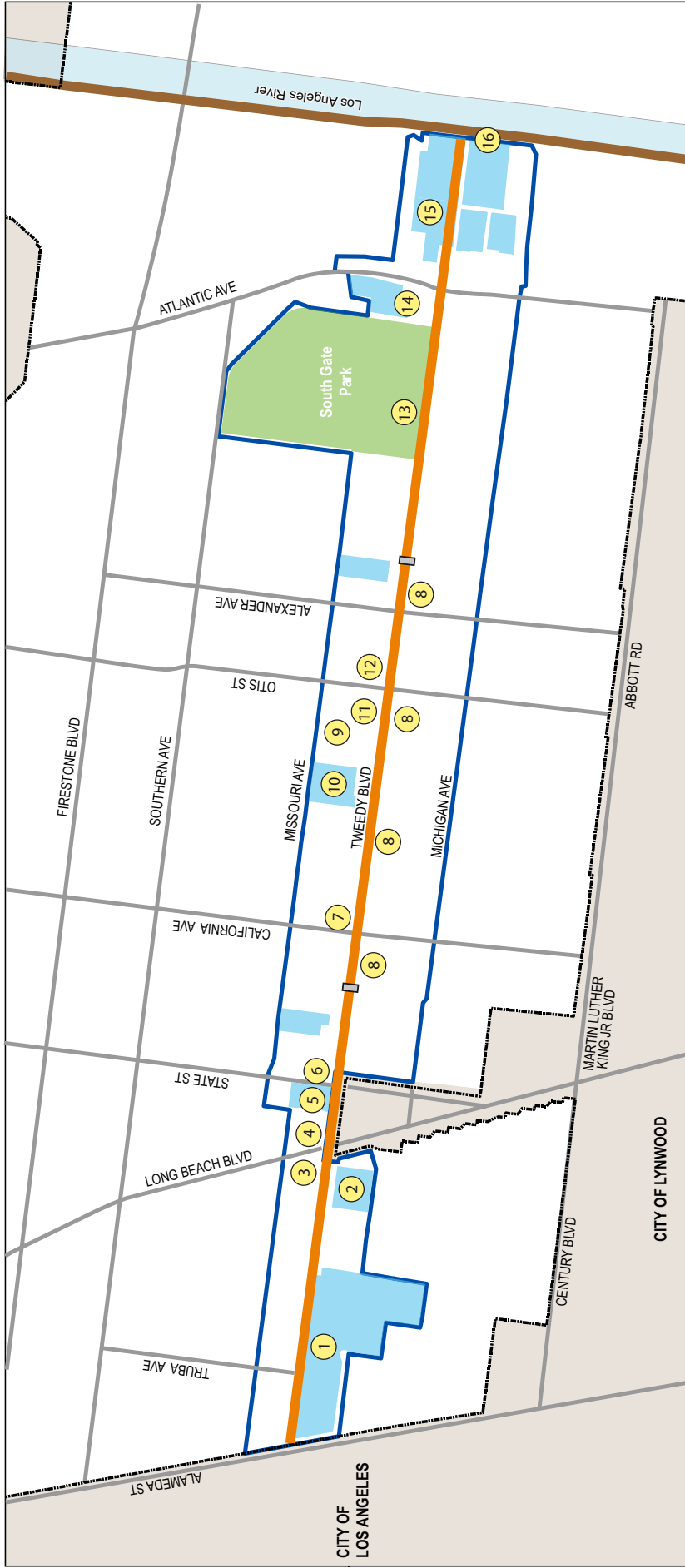
Bicycle hubs are identified at three major nodes along the Tweedy Mile at key intersections – at Tweedy & California, at Tweedy & Otis, and at Tweedy & Alexander. These are locations providing for bicycle connections to transit, that will include bike racks and bike lockers. They will also serve as strategic bike parking for commercial nodes at those locations.



Bicycle hubs can either be self-contained facilities that provide bike lockers and repair shops, or simply consist of additional bike parking.

5.7 Transit

The Mobility Plan supports continued service by Metro in the Specific Plan area. While there are currently seven Metro routes serving the area, only one runs along Tweedy Boulevard (Metro Line 117) while the remainder run north-south across Tweedy Boulevard. Figure 5-5 illustrates the existing transit service routes. While these services provide good access to Tweedy Boulevard, they



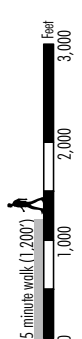
**FIGURE 5-6
PROPOSED TWEEDY BLVD SHUTTLE**

- Activity Centers**
1. South East High School
 2. Montana Avenue Elementary School
 3. Tweedy-Long Beach commercial node
 4. Madison Elementary School
 5. Victoria Elementary School
 6. Tweedy-State commercial node
 7. Tweedy-California commercial node
 8. Tweedy Mile
 9. San Miguel Avenue Elementary School
 10. Leland R. Weaver Library
 11. Tweedy Marketplace
 12. Tweedy-Otis commercial node
 13. South Gate Park
 14. Tweedy Elementary School
 15. Legacy High School Complex
 16. Los Angeles River

- City of South Gate Boundary**
- Tweedy Boulevard Specific Plan Area**
- Tweedy Mile (Elizabeth Avenue to Hunt Avenue)**
- Proposed Tweedy Blvd. Shuttle**
- Activity Center**
- Los Angeles River Bicycle Path**



TWEEDY BOULEVARD SPECIFIC PLAN



do not provide good connective east-west access or connect the various uses along the Boulevard very well. The City will work closely with Metro to establish the best mix of local and regional transit services.

The Mobility Plan also supports the continued service of the GATE Westside Route. While this route serves the Tweedy Boulevard Corridor between Atlantic Avenue and California Avenue, it does not extend west of California Avenue and therefore does not serve the entire length of the Tweedy Boulevard Corridor.

A Tweedy Shuttle

The Mobility Plan proposes implementation of a local Tweedy Shuttle. This service would run along the full length of Tweedy Boulevard from Alameda Street to the Los Angeles River. It would connect the numerous destinations and activity nodes along the corridor including sixteen educational, commercial, institutional, and recreational locations, as shown in Figure 5-6. Ultimately, the linear route could be extended to include loops through adjacent neighborhoods to further enhance dedicated transit access in the corridor.

5.8 Parking

The overall strategy for parking in the Tweedy Boulevard Specific Plan is to:

- provide sufficient parking to ensure the economic viability and success of the commercial uses – particularly in Tweedy Mile;
- provide parking in convenient locations to users, and
- efficiently manage parking in a manner that supports a walkable and pedestrian-friendly environment in Tweedy Mile.

The supply of parking should be carefully balanced with the need for parking. An oversupply of parking is expensive to provide and takes up valuable land that could be used for better purposes. It also encourages additional auto use – which is inconsistent with the overall goal of a walkable Tweedy Boulevard. In order to achieve an efficient utilization of overall parking resources, the Specific Plan, therefore, embraces a “Park Once” strategy for the Tweedy Mile subarea (between State Street and Hunt Avenue), where visitors can park once in a convenient location, and then walk around as they visit multiple destinations without having to re-park their cars. The Specific Plan also embraces the concept of shared parking, where parking supplies are available to all users, rather than being limited to a single land use or building.

The existing Zoning Code parking standards are citywide and oriented for dependency on automobiles. The intent of the Specific Plan is a walkable environment in the Tweedy Mile, which provides an opportunity for revised parking standards in a mixed use Tweedy Mile that will allow for more emphasis on walking and biking for personal mobility.

A. General Parking Characteristics in Urban Mixed Use Areas

Downtowns and commercial areas contain many different land uses, that are located in close proximity, and that interact with each other. Users and visitors can therefore park and leave their car to visit multiple destinations by walking rather than driving and having to park again. When the uses in commercial areas have different time profiles of peak parking demands, then parking

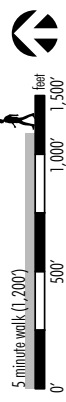


- City of South Gate Boundary
- Tweedy Blvd. Specific Plan Area
- Tweedy Mile Subarea
- City-Owned Parking Lots

FIGURE 5-7
City-Owned Parking Lots
in Tweedy Mile



TWEEDY BOULEVARD SPECIFIC PLAN



spaces can be shared between uses – resulting in fewer total spaces being necessary than for “stand-alone” buildings in more suburban locations. Also because of the multiplicity of land uses, there are better opportunities to manage and share parking resources, particularly where a significant proportion of parking spaces are in public ownership or under public control.

Research and experience in other cities has shown that actual parking needs in downtown areas are often between 25% and 50% less than the theoretical requirements of city parking codes. Some cities have, therefore, not only reduced parking requirements in downtown areas, but have also instituted a “flat rate” parking requirement for commercial land uses – in some cases as low as 2.0 or 2.5 spaces per 1,000 square feet.

Tweedy Mile is similar in many ways to a small downtown in that there a variety of different uses. It also has the characteristic of being adjacent to dense residential neighborhoods, such that many local visitors can walk in from the neighborhood.

B. Existing Parking Supply

There is currently a considerable amount of parking supply in the Specific Plan area. There are a total of 2,865 off-street parking spaces along Tweedy Boulevard. Most (78%) are privately owned. On-street parking is generally allowed along the full length of Tweedy Boulevard. All parking is free. Over 80% of the off-street supply, or 2,345 spaces, are located in the Tweedy Mile subarea – mostly in small lots behind Tweedy Boulevard businesses. The off-street supply comprises 635 spaces in City-owned lots and 1,710 spaces in private lots (27% and 73% of the off-street supply respectively). There are also 225 on-street spaces in Tweedy Mile. Figure 5-7 shows the City-owned parking lots located within the Tweedy Mile subarea.

Parking in some blocks in Tweedy Mile is well used, and in other blocks it is under-used. Some businesses claim there is insufficient parking and some restaurants claim they cannot accommodate large group events due to insufficient parking. The reality is that while there is sufficient parking in the corridor, some businesses perceive a shortage if parking is not available immediately adjacent to their store or location. This is of course an unrealistic expectation, as in any commercial district (or even at suburban shopping centers), customers and visitors may need to walk a short distance from parking to destination. Many of the parking lots are small and in some cases inefficient. There is also a general lack of information and signage regarding the availability of parking and its locations. Along Tweedy Mile, it seems some patrons either are not aware of the off-street parking lots behind the stores, or are reluctant to use them because of the longer walk or the perception that the lots are poorly lit at night along with security concerns.

Current Code Requirements

There is currently approximately 594,000 square feet of commercial building area in the Tweedy Mile subarea, so the existing 2,345 off-street supply translates to a general average of about 3.95 spaces per 1,000 square feet. This is 67% of the current overall average code requirement in the Comprehensive Zoning Code (CZC) of 5.86 spaces per 1,000 square feet, and about 80% of the current Urban Mixed Use (UMU) Zone overall average code requirement of 4.96 spaces per 1,000 sq. ft.

These numbers confirm that the existing CZC requirements (both the general standards, which is based on stand-alone uses and the UMU standards) are higher than current supply ratios for the mixed use commercial area in Tweedy Mile.

C. Parking Strategy

The Specific Plan parking strategy includes the following elements, which are designed to provide an integrated approach to providing the right amount of parking in the Tweedy Boulevard Specific Plan area in general and Tweedy Mile in particular.

Improved Parking Management

The Specific Plan parking strategy focuses on improving the management and efficient use of the available parking resources along Tweedy Mile as follows:

- Improve the utilization and efficiency of “rear lot” parking areas.
- Re-stripe parking lots where feasible for greater efficiency.
- Improve the alleys behind Tweedy Boulevard buildings.
- Improve the lighting in parking lots.
- Improve pedestrian access to rear parking lots by adding mid-block access corridors and plazas, and by adding sidewalk bulb-outs on north-south streets.
- Add/improve directional signage to parking areas for pedestrians and vehicles.

Encourage Employees to Use Off-Street Parking Facilities

The City should work with the Tweedy Mile business community to encourage employees to use off-street parking, rather than short-term on-street spaces, so that the on-street spaces are conveniently available for visitors. This can also be facilitated by increased and more effective enforcement of short-term on-street parking.

Provide Parking Supply Information

The City and the Tweedy Mile Association (or the Tweedy Business Improvement District, if established) should prepare and distribute, with ongoing updates as necessary, enhanced parking supply information for visitors and employees, including brochures and maps showing parking locations, and encouraging the “Park Once” strategy. This should include the use of on-street directional and informational signage and/or web-based information systems. Additional information regarding a Tweedy Business Improvement District is provided in Chapter 8.

“Park Once” Concept

The parking strategy is based on the concept of “Park Once” – which is that people will park once to visit multiple destinations along the Boulevard and then walk between destinations rather than drive. This will be facilitated by the pedestrian and bicycle improvements in the Specific Plan, which will encourage people to walk and bicycle more. It will also have the added advantage of increasing pedestrian sidewalk activity and resulting in higher volumes of pedestrians walking past more stores and restaurants along Tweedy Boulevard. Additional information regarding the “Park Once” Concept is provided in Section 5.D. of this chapter.

Allow Shared Parking

The Specific Plan encourages the use of shared parking in order to minimize overall parking supply needs and to allow for the most efficient utilization of parking resources. Additional information regarding the “Park Once” Concept is provided in Section 5.D. of this chapter.

Encourage Use of Alternative Modes to Reduce Parking Demand

The City shall encourage the use of alternate transportation modes and transportation demand management programs, to reduce the overall demand for parking. This should include promotion of transit use, including the proposed Tweedy Boulevard Shuttle, and particularly the use of walking and bicycling from the adjacent neighborhoods (which will be facilitated by the pedestrian and bicycling provisions in this Specific Plan).

D. Parking Requirements

The Specific Plan establishes parking requirements for the Specific Plan area. Unless specifically identified for this Tweedy Boulevard Specific Plan, the provisions of the City's Comprehensive Zoning Code (CZC) Chapter 11.33 shall apply.

Tweedy Urban Mixed Use Zones

The Tweedy Boulevard Specific Plan establishes two Urban Mixed Use (UMU) Zones – the Tweedy Mixed Use-1 (TMU1) and Tweedy Mixed Use-2 (TMU2). The parking standards in the Comprehensive Zoning Code (CZC) are citywide and oriented for dependency on automobiles. However, the CZC allows for reduced parking standards in UMU Zones, where commercial uses are located close together and people can visit by walking more than one destination from one parking location. The parking requirements in TMU1 and TMU2 shall be as specified in CZC Section 11.33.080 (Urban Mixed Use Requirements), unless otherwise specified.

Tweedy Mile – Park Once Program Area

Tweedy Mile shall be designated as a Park Once Program Area, consistent with CZC Section 11.33.120 (Park Once/Parking Districts) which establishes standards and requirements for Park Once Programs and the use of Parking Districts within the City, which are exempt from the standards of CZC Section 11.33.040 (Required Parking by Land Use).

The Park Once Program is intended to consolidate parking resources, relieve individual properties of providing potentially duplicative parking, reduce individual vehicle trips, and to provide group parking facilities in strategically dispersed locations to encourage walking between destinations.

Park Once Areas are allowed to use a separate shared parking approach to address the needs of non-residential parking, within that area. Specific standards for each area have not been pre-established in the code, so prior to utilizing the Park Once Program for Tweedy Mile, the City shall perform a detailed study to determine the appropriate parking requirements and methods of providing parking supply, as specified in CZC Chapter 11.33.120. In the Park Once Program Area, in order to facilitate the provision of parking supply, the parking requirements may be met within 1,300 feet of the specified land use.

A signage and wayfinding program shall also be implemented, including roadside signs and published materials, to inform the public on the location and accessibility of off-street parking lots, and encourage them to park once.

Other Areas

Outside of the Tweedy UMU Zones (TMU1 and TMU2), the general parking requirement provisions of CZC Chapter 11.33 shall apply.

Trip Reduction Measures and Shared Parking

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

A Transportation Management Organization² (that includes local businesses and institutions working together) shall be established for Tweedy Mile to coordinate the planning and implementation of trip reduction programs including the provision of information centers, and preferential parking for carpools and van pools as appropriate, as specified in CZC Section 11.33.110.

Also per CZC Section 11.33.110, “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”. Shared parking measures shall not be duplicative of any such measures established in the Park Once Program Area.

Bicycle Parking

Bicycle parking in the TMU2 Zone shall be provided as specified in Table 5-1. Bicycle parking requirements in the TMU1 Zone shall otherwise be as specified in CZC Section 11.33.080 (Urban Mixed Use Zone Requirements)

Table 5-1: TMU2 – Bicycle Parking Requirements

Land Use	Short Term ¹ Parking Required	Long Term ² Parking Required
Dwelling Unit or Live/Work Unit	1.0 space for every 10 dwelling units	1.0 space for every 2 dwelling units
Commercial /Retail	1.0 space for every 5,000 sf of building area	1.0 space for every 12,000 sf of building area
Office Building	1.0 space for every 10,000 sf of building area	1.0 space for every 5,000 sf of building area

1. Short-term parking is defined as two hours or less.

2. Long-term parking is defined as greater than two hours.

2. A Transportation Management Organization is an organized group applying strategies and measures to manage trip making and transportation demand management. A principal goal is typically to reduce vehicular trips in a defined area. They vary in size, composition, and services offered. They are typically non-profit corporations, providing services to private and public employers and employees. A TMO is typically formed and operated under some private entity such as a business district or organization, a Chamber of Commerce, or similar entity. TMO's are often funded by memberships, or by fees, or by public sector grants, or by some combination of these sources. They may be run by a manager or board, and typically have a very small staff (two or fewer, or often a single person).

E. Future Parking Supply

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

As specified in CZC Section 11.33.120, a development/land use application may provide the required parking directly, or pay an in-lieu fee to address the applicant's fair share of the required parking in a facility, as and when such a program is implemented by the City.

Observations indicate that of the 2,570 current parking spaces in Tweedy Mile, peak demand is around 82% of this total. There is thus some surplus in the existing parking capacity, although that small surplus may not exist in the areas of highest current or future demand. The potential land use changes and growths envisioned and allowed in the Specific Plan will therefore need additional parking supply to be provided. Future parking needs will need to be effectively and cooperatively managed, locations for additional surface or structured parking identified, and funding sources evaluated and identified.

A Parking Study shall be conducted for Tweedy Mile, to analyze in detail the current supply and utilization of parking, project the future likely needs, determine the appropriate Park Once parking requirement ratios, and develop a Parking Management Plan and to accomplish the following:

- (1) determine the best way to provide and finance additional parking supply;
- (2) to operate and manage the overall off-street supply, and
- (3) to determine funding options including the availability of potential revenue from an Infrastructure Financing District, an Assessment District, or the feasibility of establishing a new Tweedy Mile Parking District.



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Open Space and Streetscape Improvements

6.1 Introduction

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

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

6.2 Streetscape Improvements

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

The streetscape improvements are tied to improving pedestrian connectivity as well as the pedestrian environment in the area. An important element of pedestrian comfort is having adequate sidewalk widths in the area. The existing sidewalks are narrower than desirable along Tweedy Boulevard, which is the principal pedestrian route in the area. One of the key improvements recommended for improving pedestrian connectivity along Tweedy Boulevard in the Tweedy Mile Subarea is expanding the existing mid-block bulb-outs to provide additional sidewalk space for pedestrian circulation and amenities. Section 6.2.B in this chapter and *Chapter 5: Mobility and Parking* discuss this recommendation in greater detail.

A. Street Trees

Tweedy Boulevard has an inconsistent palette and pattern of street trees. Some segments have no street trees at all while other segments have a mix of street tree species. The dominant street tree species found along Tweedy Boulevard are Ornamental Pear, Carrotwood and Brisbane Box. This lack of uniformity contributes to the fragmented character of Tweedy Boulevard. Similarly, the street trees on the north-south streets that intersect Tweedy Boulevard are not consistent.

Planting new street trees per a consistent street tree palette will help in unifying the streetscape environment in the Specific Plan area. A uniform pattern of street trees will also increase connectivity and sense of cohesion on a pedestrian and auto-oriented scale, as well as offer a pleasant sidewalk experience. In addition, new street trees will provide shade, add seasonal color, define the street edge, and add to the urban forest. Canopy trees will also lower overall temperatures on sidewalks and roadways by shading. Additionally, large tree canopies will capture and treat storm water before it drains into the local watershed.

Chanticleer Pear (*Pyrus calleryana* 'Chanticleer') is recommended as the street tree for Tweedy Boulevard. New plantings will infill the existing tree plantings as necessary to create a uniform spacing of 35-45 feet on center. A minimum tree well of four (4) feet square is required. In addition, Eastern Redbud (*Cercis canadensis* 'Forest Pansy') is recommended as an accent tree in the bulb-outs, as described in Section 6.2.B below. Figure 6-2 illustrates the street trees for Tweedy Boulevard.

The designated street trees for the north-south streets are as specified in the City's Street Tree Master Plan. These are based on the canopy size of a mature tree of each species, the land uses along the streets, presence or absence of overhead power lines, and the available area for planting along the sidewalks and/or parkways. New plantings will infill the existing tree plantings as necessary to create a uniform spacing. The final spacing will be determined by City of South Gate Department of Public Works and will need to consider field conditions including driveway aprons, street lights, and utilities on a block-by-block basis. Replacements per the City's Street Tree Master Plan will be planted as non-conforming trees become old or diseased.

New street tree plantings shall be prioritized on Tweedy Boulevard, followed by the north-south streets that are primary enhanced connections to Tweedy Boulevard and the schools, as illustrated in Figure 6-1. These streets include Truba Avenue, Long Beach Boulevard, State Street, Victoria Avenue, California Avenue, San Luis Avenue, Otis Street, Alexander Avenue, Hunt Avenue, Hildreth Avenue, and Atlantic Avenue.

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

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

Figure 6-2: Street Tree Palette for Tweedy Boulevard



Chanticleer Pear

Pyrus calleryana 'Chanticleer'

Type: Deciduous

Height: 25 - 35 feet

Canopy: 15 - 25 feet

Bloom: April-May, white flower clusters

Water Usage: low

Soil Type: any

Growth Rate: moderate - fast

Parkway: 4'+



Eastern Redbud

Cercis canadensis 'Forest Pansy'

Type: Deciduous

Height: 20-35 feet

Canopy: 25-35 feet

Bloom: April, pink flower

Water Usage: medium

Soil Type: well drained soils

Growth Rate: moderate

Parkway: 4'+

B. “Garden Rooms” along Tweedy Mile

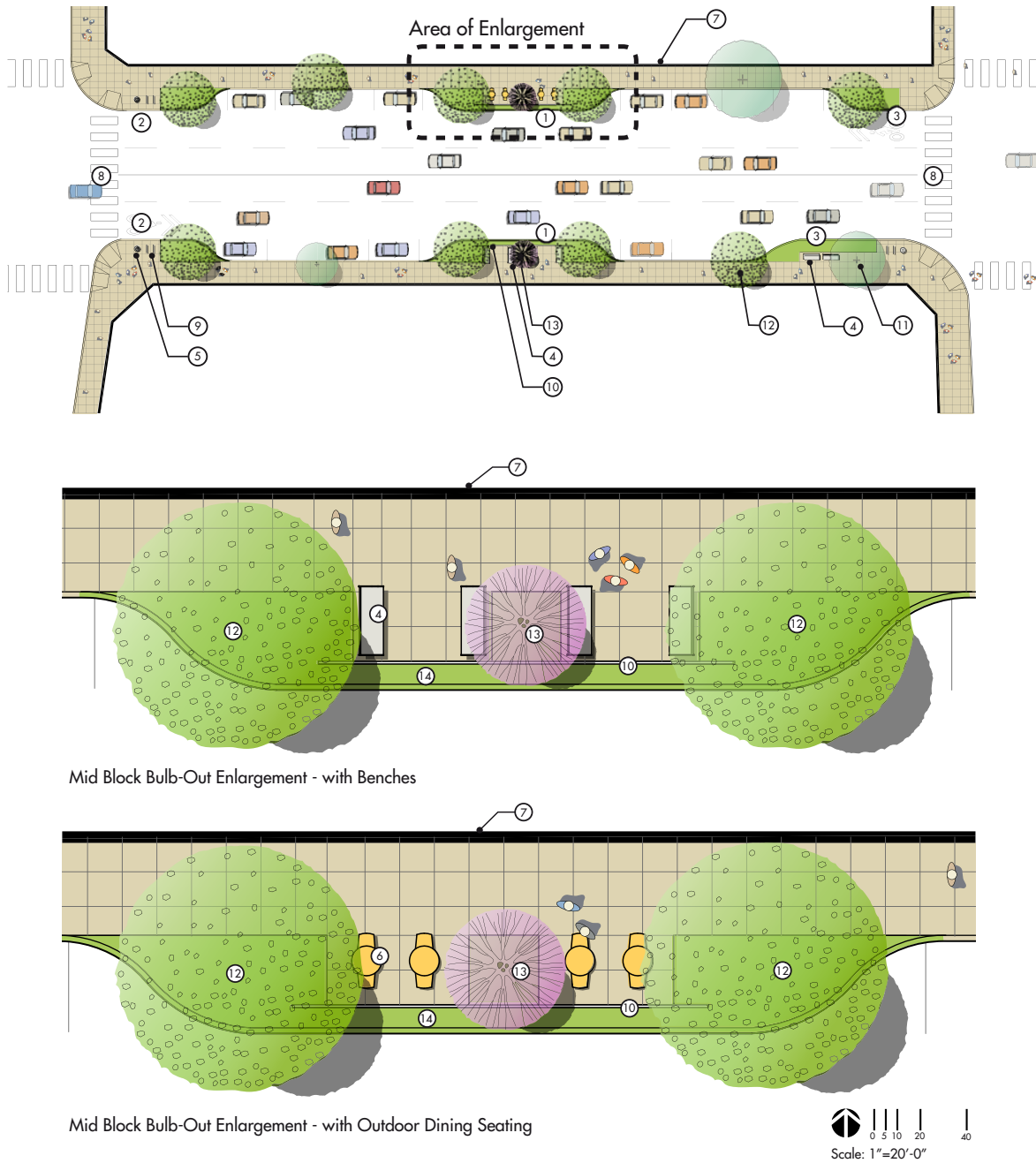
Tweedy Boulevard is a four-lane street with curb parking on both sides and 9-foot wide sidewalks. The narrow sidewalk width is a challenge in terms of creating an attractive and safe pedestrian-oriented retail environment in the Tweedy Mile subarea. Several mid-block bulb-outs with clusters of benches and trash receptacles were constructed in the past as a way to mitigate the narrow sidewalk width. However, these bulb-outs are not effective in creating a desirable pedestrian environment.

Given the design considerations and cost limitations of removing traffic lanes to widen sidewalks along the entire length of the Boulevard as described in Chapter 5, the Specific Plan recommends extending the depth and the length of the mid-block bulb-outs to capture more sidewalk space for pedestrians. These expanded bulb-outs are a unique opportunity to create a signature environment along Tweedy Mile. The Specific Plan recommends creating a sheltered and landscaped space - a “garden room” for outdoor dining or street amenities along the sidewalk. Figures 6-3 and 6-4 illustrate the elements of a typical “garden room.”

Elements of a Garden Room include:

- Each of the garden rooms will have drought-tolerant landscaping in defined planting areas that highlight one of four color palettes – green, yellow, blue and white. Differing color palettes will give a unique and distinctive appearance to each of the garden rooms. See Table 6-1 and Figure 6-5 for a list of permitted plants for the four color palettes.
- Defined planting areas along the street edge will provide a level of safety by creating a barrier between pedestrians and cars. A greenscreen® (welded wire trellis fence with vines) will provide a four-foot tall vertical backdrop for plantings.
- Street trees will provide shade in the garden rooms. Each garden room will have two Chanticleer Pear trees as well as an Eastern Redbud tree for accent, which will provide dramatic color foliage during flowering season. Both tree types are shown in shown in Figure 6-2.
- An arrangement of several benches will create a sheltered space for visitors to congregate. If adjacent to a restaurant, the seating areas can be replaced with tables and chairs to serve as outdoor dining. Trash receptacles will also be installed.

Figure 6-3: Typical Garden Room - Plan View



LEGEND

- ① Mid Block Bulb-Out with Garden Room
furnishing color and planting to coordinate,
color varies per bulb-out
- ② Corner Bulb-Out with Added Site Furnishings
- ③ New Planting Median
- ④ Parc Vue Benches, Landscape Forms, Typical
- ⑤ Chase Park Litter Receptacle, Landscape Forms, Typical
- ⑥ Outdoor Cafe Seating, Owner Provided, Typical
- ⑦ Face of Existing Building
- ⑧ Improved Crosswalk Striping, Zebra Pattern, Typical
- ⑨ (2) Stainless Steel Bike Racks, Creative Pipe, Inc., Typical
- ⑩ 3'-0" High Green Screen Fence, Greenscreen®
- ⑪ Existing Street Tree, Typical
- ⑫ Proposed Street Tree, Typical
- ⑬ Proposed Small Accent Tree, Typical
- ⑭ Drought Tolerant Planting, Typical

Figure 6-4: Typical Garden Room - Before and After Views



Existing

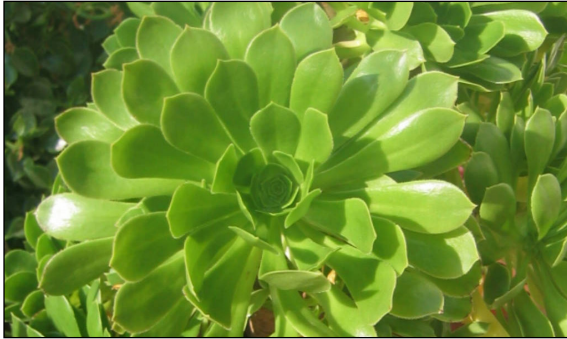


Future

Table 6-1: Plant Palette for Garden Rooms

Common Name	Scientific Name	California Native	Maintenance
Green Palette			
Tree Aeonium	<i>Aeonium arboreum</i>	no	low
Green Rose Buds	<i>Aeonium aureum</i>	no	low
Fox Tail Agave	<i>Agave attenuate</i>	no	low
California Meadow Sedge	<i>Carex Pansa</i>	yes	low
Small Cape Rush	<i>Chondropetalum tectorum</i>	no	low
Little Rev Flax Lily	<i>Dianella 'Little Rev'</i>	no	low
Resin Spurge	<i>Euphorbia resinifera</i>	no	low
Beach Strawberry	<i>Fragaria chiloensis</i>	yes	moderate
Yellow Palette			
Spreading Sunshine Lantana	<i>Lanata camara 'spreading sunshine'</i>	no	low
Small Jerusalem Sage	<i>Phlomis lanata</i>	no	low
Angelina Stonecrop	<i>Sedum rupestre 'Angelina'</i>	no	low
New Zealand Flax	<i>Phormium 'Yellow Wave'</i>	no	moderate
Yellow Kangaroo Paw	<i>Anigozanthos 'Bush Dawn'</i>	no	moderate
California Brittlebush	<i>Encelia californica</i>	yes	low
Dwarf Mat Rush	<i>Lomandra 'Breeze'</i>	no	low
Fern Leaf Yarrow	<i>Achillea 'Moonshine'</i>	yes	low
Blue Palette			
Blue Spruce Stonecrop	<i>Sedum reflexum</i>	no	low
Blue Chalk Sticks	<i>Senecio mandraliscae</i>	no	low
Blue Flax Lily	<i>Dianella caerulea 'Casa Blue'</i>	no	low
Agave Attenuata	<i>Agave 'Nova'</i>	no	low
Canyon Prince Wild Rye	<i>Leymus condensatus</i>	no	low
Blue Oat Grass	<i>Helictotrichon sempervirens</i>	no	low
Baby Bliss Flax Lily	<i>Dianella revolute 'Baby Bliss'</i>	no	low
Blue Fescue	<i>Festuca glauca</i>	no	moderate
White Palette			
Octopus Agave	<i>Agave vilmoriniana</i>	no	low
Bush Morning Glory	<i>Convolvulus cneorum</i>	no	low
Pig's Ear	<i>Cotyledon 'Cinderella'</i>	no	low
Giant Chalk Dudleya	<i>Dudleya brittonii</i>	yes	low
Limelight Licorice Plant	<i>Helichrysum petiolare</i>	no	moderate
White Trailing Lantana	<i>Lanata montevidensis 'Alba'</i>	no	low
Lamb's Ear	<i>Stachys byzantine</i>	no	low
Dwarf Mock Orange	<i>Pittosporum 'Crème de Mint'</i>	no	moderate

Figure 6-5: Plant Palette for Garden Rooms
Green Palette



Tree Aeonium *Aeonium arboreum*



Green Rose Buds Aeonium *Aeonium aureum*



Fox Tail Agave *Agave attenuate*



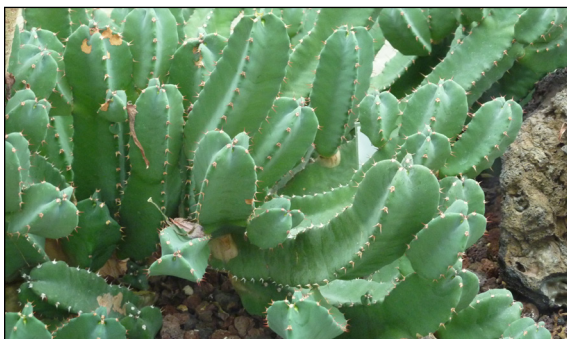
California Meadow Sedge *Carex pansa*



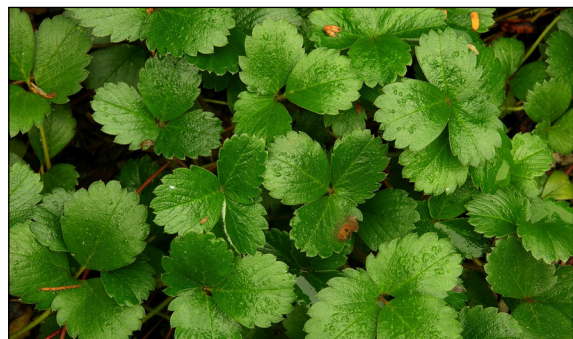
Small Cape Rush *Chondropetalum tectorum*



Little Rev Flax Lily *Dianella 'Little Rev'*



Resin spurge *Euphorbia resinifera*



Beach Strawberry *Fragaria chiloensis*

Figure 6-5: Plant Palette for Garden Rooms (continued)
Yellow Palette



Spreading Sunshine Lantana *Lantana camara*



Small Jerusalem Sage *Phlomis lanata*



Angelina Stonecrop *Sedum rupestre 'Angelina'*



New Zealand Flax *Phormium 'Yellow Wave'*



Yellow Kangaroo Paw *Anigozanthos 'Bush Dawn'*



California brittlebush *Encelia californica*



Dwarf Mat Rush *Lomandra 'Breeze'*



Fern Leaf Yarrow *Achillea 'Moonshine'*

Figure 6-5: Plant Palette for Garden Rooms (continued)
Blue Palette



Blue Spruce Stonecrop *Sedum reflexum*



Blue Chalk Sticks *Senecio mandraliscae*



Blue Flax Lily *Dianella caerulea* 'Casa Blue'



Agave Attenuata *Agave* 'Nova'



Canyon Prince Wild Rye *Leymus condensatus*



Blue Oat Grass *Helictotrichon sempervirens*



Baby Bliss Flax Lily *Dianella revolute* 'Baby Bliss'



Blue Fescue *Festuca glauca*

Figure 6-5: Plant Palette for Garden Rooms (continued)
White Palette



Octopus Agave *Agave vilmoriniana*



Bush Morning Glory *Convolvulus cneorum*



Pig's Ear *Cotyledon 'Cinderella'*



Giant Chalk Dudleya *Dudleya brittonii*



Limelight Licorice Plant *Helichrysum petiolare*



White Trailing Lantana *Lantana montevidensis 'Alba'*



Lamb's Ear *Stachys byzantine*



Dwarf Mock Orange *Pittosporum 'Creme de Mint'*

C. Residential Parkway

Landscape irrigation accounts for a large percentage of water use in Los Angeles County. Drought tolerant plants, because of their lower water needs, can significantly reduce water consumption compared to turf or typical landscape plants. Most of the residential streets have turf parkways, as does the residential portion of the Tweedy West Subarea between Hunt Avenue and Pinehurst Avenue. As such, the Specific Plan encourages property owners to remove turf and add drought tolerant landscaping in the residential parkways fronting their homes. While replacing turf with planting is encouraged, alternative replacement materials may include permeable pavers and decomposed granite. See Table 6-2 and Figure 6-6 for a list of permitted plants.

Table 6-2: Plant Palette for Residential Parkway

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



Most residential streets have turf parkways today.

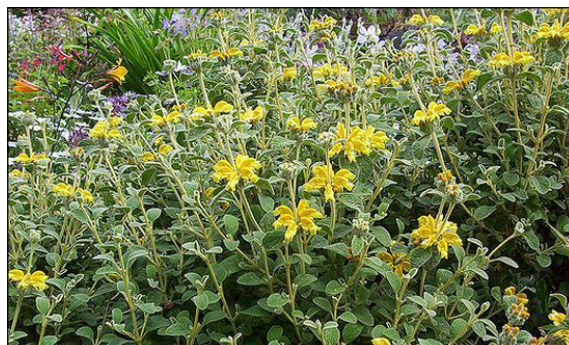


Examples of parkways with drought tolerant landscaping.

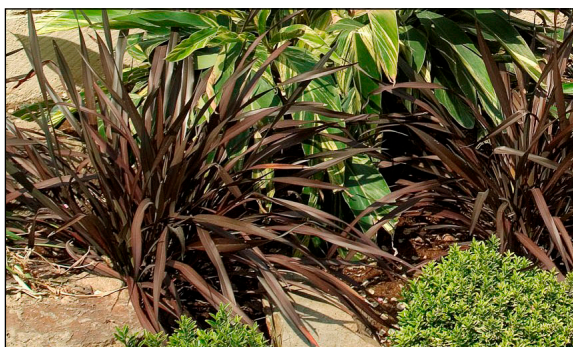
Figure 6-6: Plant Palette for Residential Parkways



Common Yarrow *Achillea 'Moonshine'*



Small Jerusalem Sage *Phlomis lanata*



New Zealand Flax *Phormium 'Jack Spratt'*



Dwarf Mat Rush *Lomandra 'Breeze'*



Dwarf Mock Orange *Pittosporum 'Creme de Mint'*



Foxtail Agave *Agave attenuata*



Spreading Sunshine Lantana *Lantana camara*

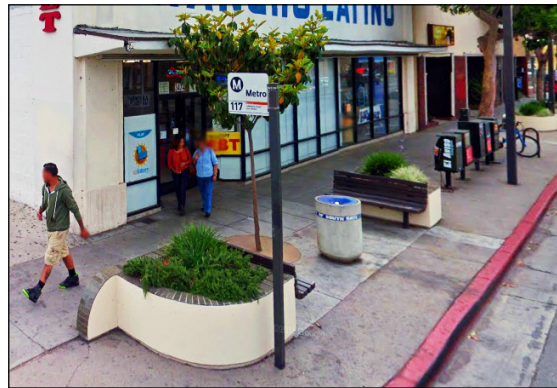
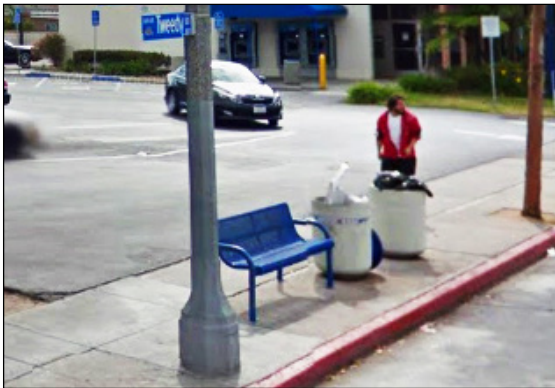


Small Cape Rush *Chondropetalum tectorum*

D. Pedestrian Amenities

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

- 1. Street Furniture.** The existing street furniture found on Tweedy Boulevard is an assortment of styles, colors and condition. The street furniture includes benches, trash receptacles, bicycle racks, newspaper vendor boxes, bollards, bus stops, and planter boxes. Groupings of concrete benches and trash receptacles can be found in the existing bulb-out areas. A consistent palette of street furniture will help create a cohesive visual image of the street and unify the Specific Plan area. It will also provide essential seating, trash receptacles and bicycle racks to draw people to the area, engage them to stay awhile, and invite them to take care of their community. The placement of street furniture will be restrained to avoid a cluttered appearance.



Street furniture is essential to creating an inviting and comfortable retail environment. The assorted styles found along Tweedy Mile detract from the appearance of a unified and attractive retail area.

Benches

Placement Criteria:

Benches should be located according to the following guidelines:

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

Design Criteria:

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

Trash Receptacles

Placement Criteria:

Trash receptacles should be located according to the following guidelines:

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

Design Criteria:

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

Bicycle Racks

Placement Criteria:

Bicycle racks should be located according to the following guidelines:

- There must be at least a six-foot clear walkway, to comply with the Americans with Disabilities Act. This does not include frontage occupied by street furniture.
- Bike racks along Tweedy Boulevard should be placed parallel to the curb.
- A bicycle rack should be at least 2 feet from the curb, with 3 feet preferred.
- Bicycle racks should not be located directly in front of a store/building entrance or exit or in a driveway.
- There should be at least 3 feet of clearance between bicycles parked at racks and any other street furniture, with the exception of other bike racks, which should be placed a minimum of every 3 feet on center, if the bikes are to be parked parallel to each other.

- Bicycles parked at a rack should have a minimum 1-foot clearance from utility vaults.
- On-street bike parking: Where sufficient demand exists or where sidewalk space is constrained, replacing an on-street vehicle parking space with bicycle parking should be considered.

Design Criteria:

- A bike rack should be sturdily attached to the ground to prevent theft.
- All elements of a bike rack should have a minimum 2 inch diameter (or 2 inch square tube).
- Racks that cradle only the front wheel of the bike should be avoided, since they are not u-lock compatible and may cause damage to bicycles.
- New development should be encouraged or required to install on-street bike racks as part of development approvals where appropriate.

Based on the above criteria, the Specific Plan recommends a street furniture palette as illustrated in Figure 6-7. The selected palette brings comfort, human scale and design expression to the streetscape, while also complementing the surrounding architecture. The palette is also durable and easy to maintain. The selected color for the street furniture is silver.



Landscape Forms
Chase Park
Trash Receptacle



Creative Pipe Inc.
Horse Shoe Rack



Landscape Forms
Park Vue Bench



Philips Lumec
Contemporary Lantern Series

Figure 6-7: Furniture Palette

Figure 6-8: Street Light Fixture

- 2. Street Lighting.** Vehicular-scaled streetlights provide street lighting on Tweedy Boulevard. These streetlights will be retained and supplemented with pedestrian-scaled lighting. There are no pedestrian light fixtures on Tweedy Boulevard. Pedestrian lighting is needed to supplement the overhead streetlights. Nighttime lighting at the pedestrian scale is limited to spill-out lighting from retail display windows and is at fairly low levels, creating a perception of lack of safety. Improved lighting will promote safety and help to create an appealing walkable environment. Pedestrian-scaled lighting will also provide spatial definition to the sidewalk, add ambiance to the retail street setting, and afford a sense of security to users. The Specific Plan recommends adding pedestrian-scaled lighting to Tweedy Boulevard as a priority and to the north-south streets in the Specific Plan area.

All light fixtures in the public right-of-way shall be LED. The selected light fixture (see Figure 6-8) adheres to guidelines set forth by the Dark Sky Association to protect the area's view of stars. Light fixtures in the public right-of-way shall also follow the Southern California Edison (SCE) standards for maintenance.

- 3. Signage and Wayfinding.** With the exception of district signage in Tweedy Mile, existing signage in the Specific Plan area is limited to street signs and sporadic parking directional signs. A City entry monument sign is also located in the median at the western end of the Specific Plan area. As noted in earlier chapters, it is hard for visitors and shoppers to find the public parking lots that are located behind the retail buildings fronting Tweedy Boulevard. Additionally, given the length and the number of activity centers along Tweedy Boulevard, directional signage can help in attracting visitors to travel from one part of the Boulevard to another.



Existing monument, district and parking signs.

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

The wayfinding system should direct motorists and pedestrians to the important destinations in and around the Specific Plan area such as Tweedy Mile, South Gate Park, elementary schools, Legacy High School complex, South East Middle and High Schools, Leland R. Weaver Library, Los Angeles River, as well as other public facilities and public parking.

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



Examples of directional and wayfinding signage.

4. **Banner Program.** District banner programs are often utilized in retail districts to convey success, vitality and a visual cohesiveness. Banners are intended to enhance commercial visibility and activity and to provide ornamentation and excitement to the street environment. Banners are a cost-effective way of celebrating and highlighting a retail district. Successful banner programs have rotating banners that change several times a year. These are often tied to seasons and other celebrations, such as Fourth of July celebrations, winter holidays, and Halloween, etc.

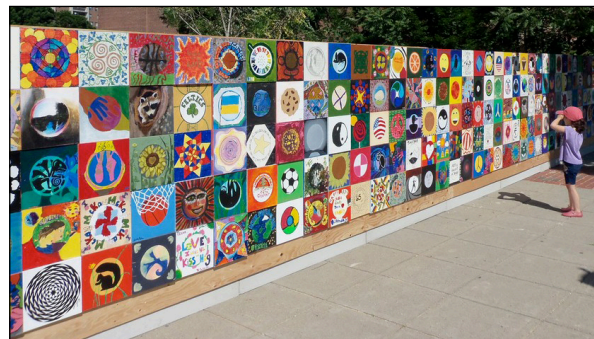
The Specific Plan recommends that the City and the Tweedy Mile Association explore setting up a banner program for Tweedy Mile. Existing hardware on the street light fixtures should be used for installing banners. Ongoing and regular maintenance and replacement should be an integral part of any new banner program.



Banners are generally installed on vehicular-scaled light fixtures for greater visibility. Banners may commemorate events, seasons or the district itself.

- 5. Public Art.** Public art can complement and enhance the Specific Plan area, and make positive contributions to the public's experience and understanding of life in the area. Arts and culture help to enrich everyday life, stimulate the local economy, enhance the environment, celebrate the nature, engage citizens, and foster neighborhood pride. Art brings the community together, creating situations not merely for enjoyment and beauty, but also for dialogue, thought, and growth. Public art or interactive design can also help reveal sustainable practices and the presence of green initiatives.

In the Specific Plan area, there is the unique opportunity of collaborating with the thirteen schools to create public art projects that can not only bring the community together, but also make Tweedy Boulevard a distinctive place. These public art projects can be temporary, interactive or permanent. These can also serve as a educational tools for the schools while at the same time weaving public art with the daily experiences of visitors to Tweedy Boulevard.



Public art can include artist-designed planters or utility boxes. Murals that are collaborations with the public schools can be educational, interesting and unique attractions.

E. Streetscape Connections to Regional Open Space Resources

Several regional open space resources are located in and around the Specific Plan area. These include South Gate Park, Los Angeles River and Los Angeles River Bicycle Path, and Southern Avenue Right-of-Way and Class I Bicycle Path. Pedestrian and bicycle connections to/from and with these facilities should be improved with enhanced landscaping, bicycle facilities, and a consistent signage program that improves wayfinding for residents and visitors alike. The following section discusses these improvements.

6.3 Open Space

A. Existing Park Space

South Gate Park is an approximately 97 acre regional park located in the Tweedy East Subarea, one block to the west of Atlantic Avenue. South Gate Park is the City's most popular park where most of the organized recreation activities offered by the City and its partner agencies take place. The park has a number of special use facilities including sports fields, golf course, auditorium, sports center, senior center, skate park, Boy Scout event area, Girls' Clubhouse, Goals Soccer Center, community pool, Veteran Memorial Fountain and flame, tot lots, picnic areas, and open turf space. The City uses South Gate Park for numerous special events. Over the past few years, the City has added new amenities such as the Senior Center and skate park and renovated the community pool at the sports center. Keeping up with adequate park and facility maintenance and battling graffiti and vandalism has been a major concern for the City. The park is heavily used which puts even a greater burden on the need for increased park and facility maintenance.



South Gate Park is a major destination in the City. Improving connectivity with Tweedy Mile can also bring in additional customers to the retail uses along Tweedy Mile.

The City's Parks and Recreation Master Plan recognizes that South Gate Park is the most important asset in the park system. The Master Plan contains several recommendations for bringing in additional amenities to South Gate Park, which are complementary to the goals of this Specific Plan. The relevant elements of these recommendations are as follows:

- Implement a master planned trail system through the park with an outer and an inner loop that connect through the various parking areas. The outer loop provides for walking, jogging, and exercise and connects the various quadrants of the park. The inner trail loop surrounds the ball fields.

- Provide an area designed specifically for special events to provide the community a place for all types of social and entertainment events.
- Provide additional parking to serve the new amenities and the existing Main Auditorium and Girls Clubhouse.

Some of these recommendations have been implemented or are in the process of being completed.

Specific Plan Recommendations

As the most used park facility in the City of South Gate, South Gate Park brings in a large number of visitors. However, very few of these visitors make the ten minute walking trip to Tweedy Mile, the City's major retail destination. The Specific Plan can capitalize on these visitors by creating a physical and visual connection between South Gate Park and Tweedy Mile, which will make it easier for South Gate visitors to also frequent Tweedy Mile. The Specific Plan has several recommendations to achieve this goal:

- Improve the streetscape environment and provide amenities.
- Implement a Tweedy Shuttle that runs the full length of Tweedy Boulevard from Alameda Street to the Los Angeles River, connecting numerous destinations, such as South Gate Park and activity nodes such as Tweedy Mile along the corridor.
- Install the bicycle recommendations for Tweedy Boulevard (see Chapter 5) including bike sharrows markings, bicycle parking and bicycle hubs.
- Implement a signage and wayfinding system that provides information about the location of various destinations and activity nodes along the corridor.

B. Other Open Space Resources

Two other open space resources that are relevant for the Specific Plan are as follows:

1. Los Angeles River and Los Angeles River Bikeway

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

The longer southern trail segment begins in almost exclusively industrial Vernon, located north of the City of South Gate. The trail continues south along the western side of the



Los Angeles River bike path at Tweedy Boulevard, looking north and south respectively.

channelized river, passing Tweedy Boulevard. South of the Specific Plan area, it crosses to the eastern side of the channelized river via the Imperial Highway's bridge. Mileage markers are painted on the pavement and signs are posted at regular intervals detailing upcoming city streets. Today, there are access points to the Los Angeles River Bicycle Path at Southern Avenue and Tweedy Boulevard.

Specific Plan Recommendations

While most of Tweedy Boulevard will have a Bicycle Route with Sharrows, the section between the Los Angeles River and Atlantic Avenue shall have a Class I Bicycle Path. This Bicycle Path will also connect with the Class I Bicycle Path on Southern Avenue. The Specific Plan recommends improving the visibility of the entrance to the Los Angeles River Bicycle Path at Tweedy Boulevard. It would greatly enhance bicycle connectivity of the City's bicycle network with the regional network.

Improved access to the Los Angeles River Bikeway also provides an exciting opportunity for capitalizing on the bicycle riding populace to bring them to use the retail and restaurant uses along Tweedy Mile. Enhanced signage as well as the creation of a small pocket park with amenities such as a drinking fountain, seating etc., at the Tweedy access point are some of the ways to draw users of the Bikeway into the Tweedy Mile area and highlight its significance. Improving connections to the Los Angeles River Bikeway also improves access to this important regional open space resource for South Gate residents.



The entrance to the Los Angeles River Bikeway at Tweedy Boulevard is unmarked and poorly maintained. It provides a significant opportunity to improve physical conditions, and provide amenities and directional signage.



While the entrance to the Los Angeles River Bike Path at Southern Avenue has a decorative entrance, it is also in need of improvements.



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



2. Southern Avenue Utility Right-of-Way

The Southern Avenue Utility Corridor is approximately a 70-foot wide utility right-of-way that runs parallel to Tweedy Boulevard to the north of the Specific Plan area along its entire length. It is the location of a Bicycle Path between the northwest corner of South Gate Park and Alameda Street. To the east of South Gate Park, Southern Avenue has a Bicycle Lane that ends at the entrance to the Los Angeles River Bike Path.

The City is implementing plans to improve a five-block stretch of Southern Avenue between State Street and California Avenue with park and bicycle improvements. The funding source is Proposition 84 funds.

Specific Plan Recommendations

One of the major Specific Plan goals is to improve pedestrian and bicycle connectivity to Tweedy Boulevard and the various schools from the surrounding residential neighborhoods. The City's Bicycle Transportation Plan (2012) makes recommendations for upgrading the Bicycle Path to improve ease of travel and safety. While Southern Avenue falls outside the Specific Plan area boundaries, the Specific Plan is supportive of these improvements.

Several of the north-south streets have been identified as the primary connections for pedestrians and bicyclists, as illustrated in Figure 6-1. These streets include Truba Avenue, Long Beach Boulevard, State Street, Victoria Avenue, California Avenue, San Luis Avenue, Otis Street, Alexander Avenue, Hunt Avenue, Hildreth Avenue, and Atlantic Avenue. These streets also connect the neighborhoods with the various schools along the Boulevard. Improving the streetscape environment of these streets as they connect with the Southern Avenue Bicycle Path will improve local and regional access for pedestrians and bicyclists.



Southern Avenue Utility Corridor Bike Path has great potential for improving citywide and regional bike connectivity.

7.1 Introduction

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

7.2 Water System

South Gate Water Department, as the water service provider in the Specific Plan area, owns and maintains the entire potable water supply network within the Specific Plan area. The City purchases recycled water from the Central Basin Municipal Water District (CBMWD). Recycled water is obtained from the San Jose Creek Water Reclamation Plant in Whittier and the Los Coyotes Water Reclamation Plant in Cerritos¹. Currently, there is very little utilization but every developer should coordinate with the City to utilize recycled water at their properties. There are existing recycled water lines in Atlantic Avenue coming into the eastern portion of the Specific Plan area. In addition, the City is working on conceptual plans to bring more recycled water to the area north of the Specific Plan as well as to South Gate Park.

Potable water lines are under almost all streets within this area, including alleys, with a few exceptions where the water line might be abandoned. 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 3" to 20". Figure 7-1 shows the layout of the existing water lines. This figure also illustrates the recommended upgrades necessary to meet the projected demand.

Most of the existing water lines in the Specific Plan area generally have the capacity to handle the increase in water demand/load under total build-out of the Specific Plan area. However, in order to meet the demand of water services, including that for fire prevention purposes (new fire hydrants

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

City of and fire sprinkler systems) in new developments, the existing 4" CIP water lines should be upgraded to 8" CIP water lines. The following locations have been identified for these upgrades and are illustrated in Figure 7-1:

- San Vincente Avenue, from the alley north of Tweedy Boulevard to the north boundary of the Specific Plan area.
- Mallison Avenue, from the alley north of Tweedy Boulevard to the north boundary of the Specific Plan area.
- Annetta Avenue, from the alley north of Tweedy Boulevard to the north boundary of the Specific Plan area.

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

The following locations have been identified for potential upgrades:

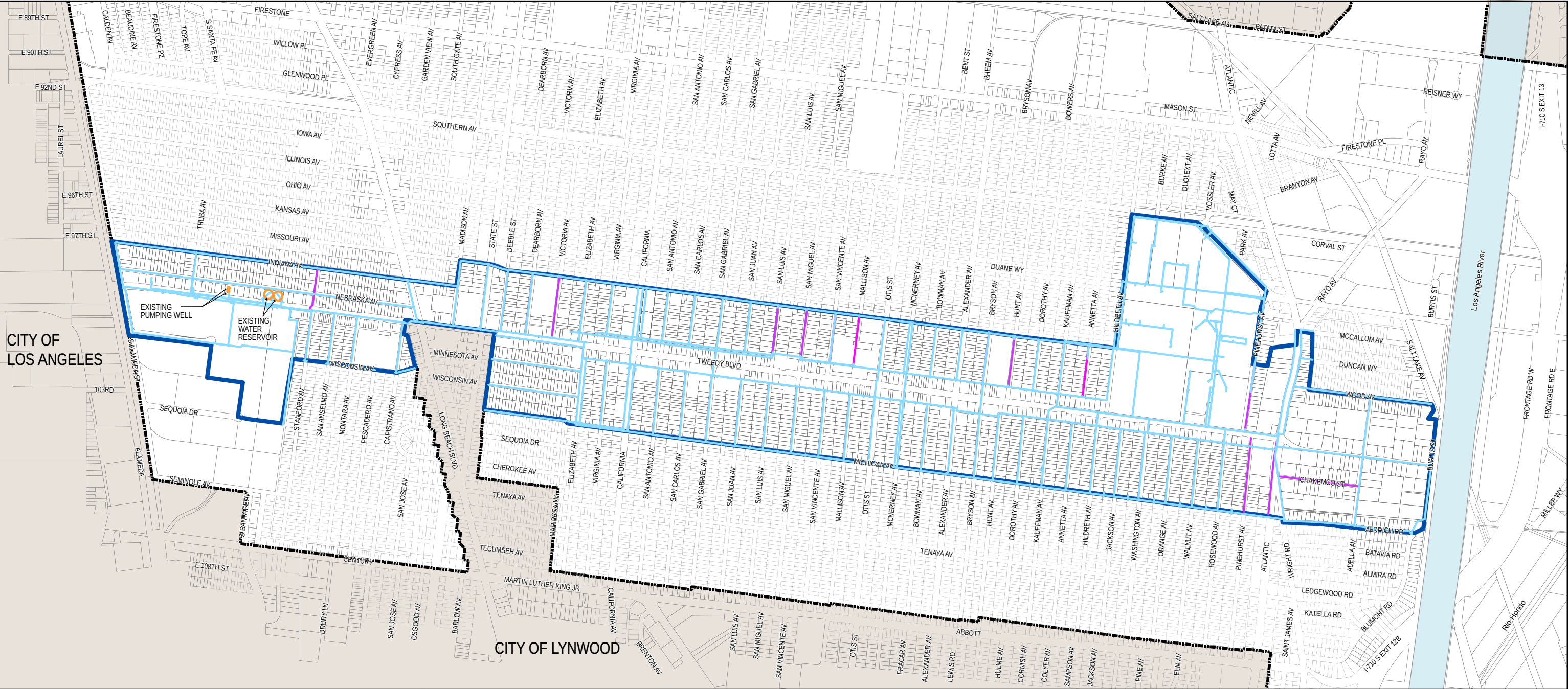
- Upgrade 6" CIP to 8" CIP on Stanford Avenue from Tweedy Blvd. to the Specific Plan north boundary.
- Upgrade 6" CIP lines to 8" CIP on both Victoria Avenue and Dearborn Avenue from the alley north of Tweedy to the north boundary of the Specific Plan area.
- Install an 8" CIP on San Luis Avenue from the alley north of Tweedy to the north boundary of the Specific Plan where no line currently exists.
- Upgrade 6" CIP line to 8" CIP on San Miguel Avenue from the alley north of Tweedy to the north boundary of the Specific Plan area.
- Upgrade 6" CIP lines to 8" CIP on both Hunt Avenue and Bryson Avenue from the alley north of Tweedy to the north boundary of the Specific Plan.
- Upgrade 6" CIP to 8" CIP on Pinehurst Avenue from Specific Plan north boundary to south boundary.
- Upgrade 6" CIP to 8" CIP on Atlantic Avenue from Chakemco Street to the Specific Plan south boundary.
- Upgrade 6" CIP to 8" CIP on Chakemco Street from Atlantic Avenue to Adella Avenue.

It should be noted that the City has an Urban Water Management Plan (UWMP) which is revised periodically. It was last updated in 2015. The UWMP shall be consulted for all water system upgrade considerations. In addition, the recommendations for potential upgrades included in this Specific Plan should be considered at the time of the next UWMP update.

7.3 Sewer System

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

Using the available information, a preliminary analysis has shown that the existing sewer mains have sufficient capacity to meet the demand of the future, full build-out condition. Therefore, the Specific Plan does not recommend any upgrades of the existing sewer mains.



City of South Gate Boundary

Tweedy Boulevard Specific Plan Area

Existing Water Reservoir

Existing Pumping Well

Existing Water System

Recommended Improvements (Upgrade 4" CIP to 8" CIP)

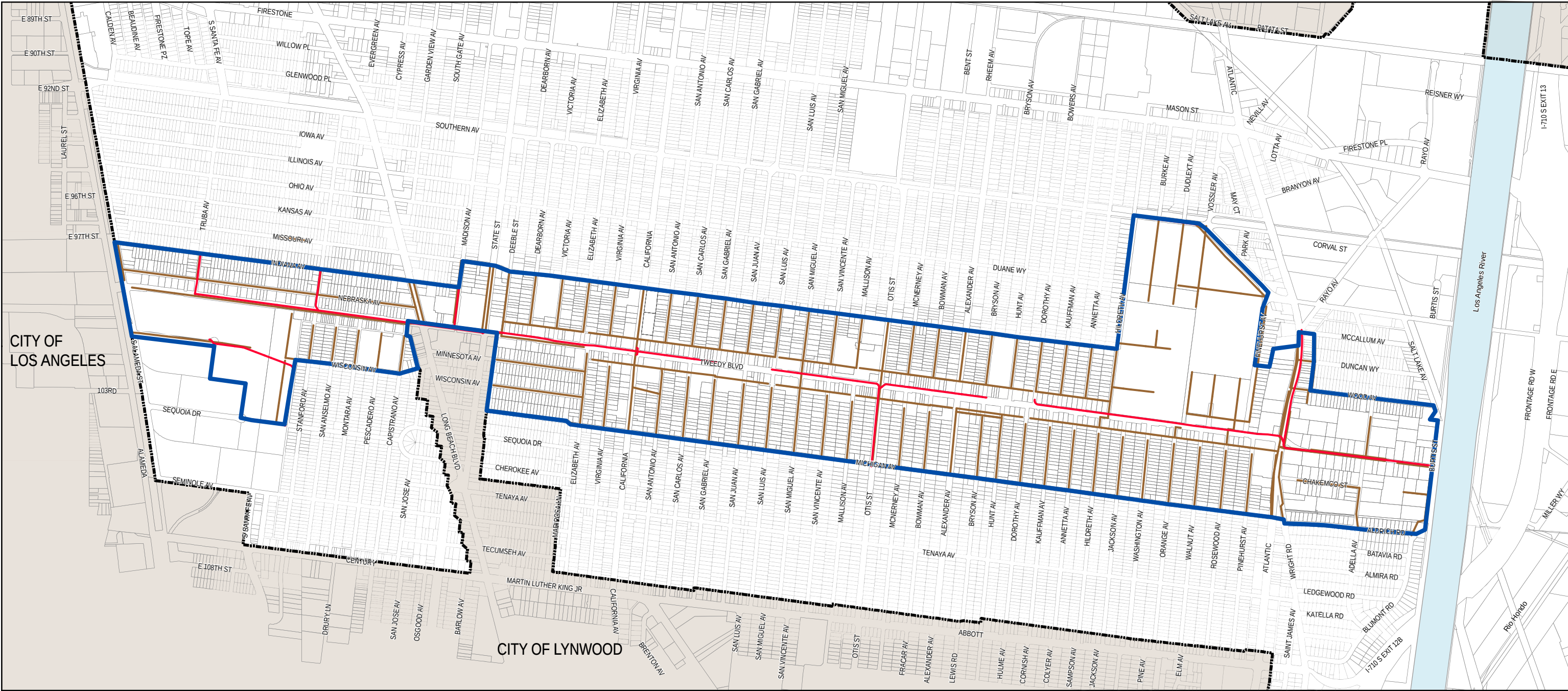
Potential Upgrades (Based on new meter location)

FIGURE 7-1
EXISTING AND PLANNED WATER SYSTEM

TWEEDY BOULEVARD SPECIFIC PLAN

5 minute walk (1,200')

0 1,000 2,000 3,000 Feet





City of South Gate Boundary



Tweedy Boulevard Specific Plan Area



Existing Sewer System



Existing Storm Drain



TWEEDY BOULEVARD SPECIFIC PLAN

5 minute walk (1,200')



01,0002,0003,000



Feet

FIGURE 7-2
EXISTING SEWER AND STORM SYSTEM

Please note that the City has a Sewer Master Plan which is updated periodically. The Sewer Master Plan needs to be consulted for all sewer system upgrade considerations.

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

7.4 Storm Drain System

The storm drain system serving the Specific Plan area is maintained by the Los Angeles County Flood Control District (LACFCD). The City of South Gate may have some storm drain laterals or drainage devices such as existing catch basins or manholes under their jurisdiction. The storm drain main lines within the Specific Plan area consist of mainly Reinforced Concrete Pipe (RCP); pipe diameter sizes vary from 24" to 48". The general topography of the Specific Plan area slopes from west to east, therefore, the storm drain pipes gravity flow from the west to east and discharge into the Los Angeles River on the east side of the Specific Plan area. Figure 7-2 illustrates the storm drain system.

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

The City follows their current Storm Water Management Plan (SWMP) for water run-off management within the public right-of-way. There are no current recommendations to upgrade the existing storm drain system within the Specific Plan area.

Low Impact Development (LID) Practices and Project Requirements

In December 2012, the Regional Water Board adopted a new Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175). This Permit established new LID requirements for all new development projects that fall into nine (9) different Project Categories including:

1. A new project equal to 1 acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area.
2. A new industrial park with 10,000 square feet or more of surface area.
3. A new commercial mall with 10,000 square feet or more surface area.
4. A new retail gasoline outlet with 5,000 square feet or more of surface area.
5. A new restaurant (SIC 5812) with 5,000 square feet or more of surface area.
6. A new parking lot with either 5,000 square feet or more of impervious surface or with 25 or more parking spaces.
7. A new automotive service facility with 5,000 square feet or more of surface area.
8. Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:

- a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and
 - b. Create 2,500 square feet or more of impervious surface area.
9. Redevelopment – Land disturbing activities resulting in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site.

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

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

Unlike traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID uses site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.

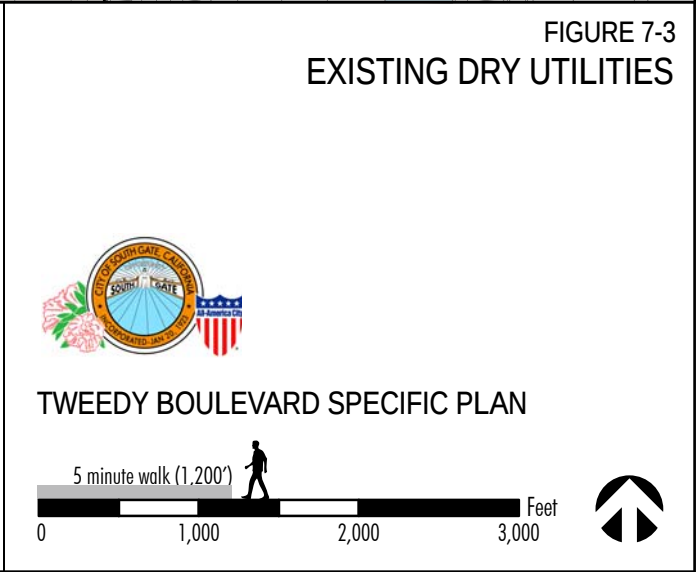
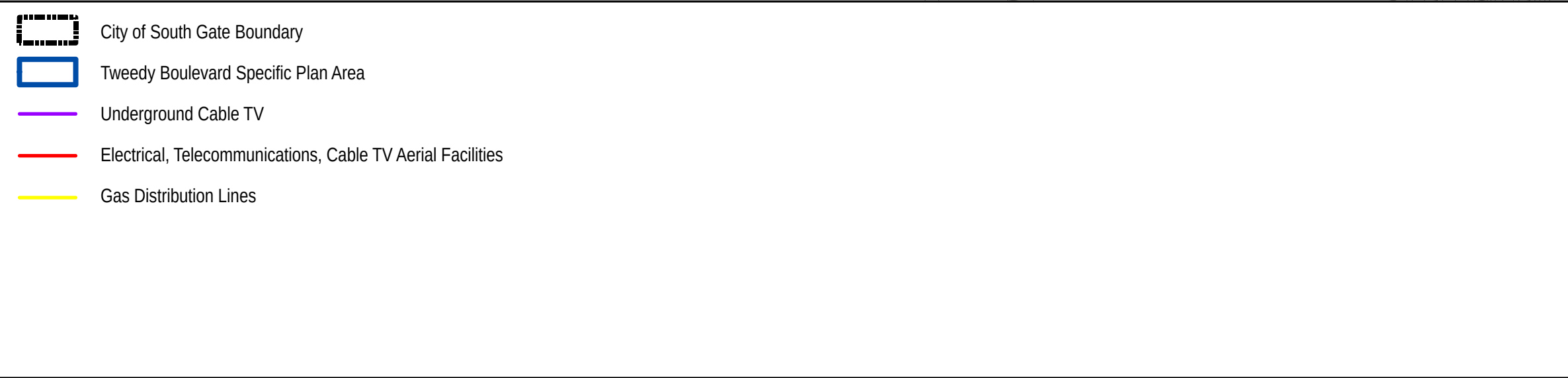
LID practices or stormwater quality control measures can be categorized into the following types:

- *Retention-based stormwater quality control measures*
Examples: bio-retention, infiltration basin, dry well, permeable pavement, etc.
- *Bio-filtration*
Example: bio-filtration area
- *Vegetation-based stormwater quality control measures*
Example: stormwater planter (or planter box), vegetated swale, green roof, etc.

All new development that requires new grading in the Specific Plan area will require the preparation of a hydrology study to demonstrate that building sites are free from flooding hazard. New development or significant redevelopment will be required to mimic the site's pre-development runoff by choosing the appropriate LID practice most suitable for the site. A proposed project must demonstrate that any proposed improvement, including filling, does not raise the flood level upstream or downstream of the project. As required by the ordinance, developers shall prepare National Pollution Discharge Elimination System (NPDES) reports, such as a LID Plan and a Stormwater Pollution Prevention Plan (SWPPP), to ensure the quality of water is preserved and adverse environmental impacts are minimized.

7.5 Electrical System

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



The decision to upgrade the power supply facilities and the number of upgrades to meet the demand of future development will be determined by SCE in coordination with the City after developers have submitted their building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis.

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

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

CPUC Rule 20

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

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

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

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

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

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

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

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

7.6 Natural Gas System

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

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

7.7 Telecommunications System

The Specific Plan area is within the service area of AT&T, which is a private utility company. AT&T is the provider of both local and long distance telecommunications in the Specific Plan area, as illustrated in Figure 7-3. The current local telecommunications network lacks the high speed internet service that will be in demand by future businesses and residents in the area.

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

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

According to the representative from AT&T, there is no major facility upgrade planned in the Specific Plan area in the near future.

7.8 Cable Television System

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

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

If there is undergrounding of existing aerial telecommunication facilities, SCE will reach out to TWC and coordinate a joint trench. Similar to a telecommunications provider, TWC is likely to participate in the joint trench operation to save on construction costs.

In most cases, if there is an upgrade of facilities required, TWC will be responsible for the construction costs up front, and recouping the cost later on with the additional revenue from the added customers.

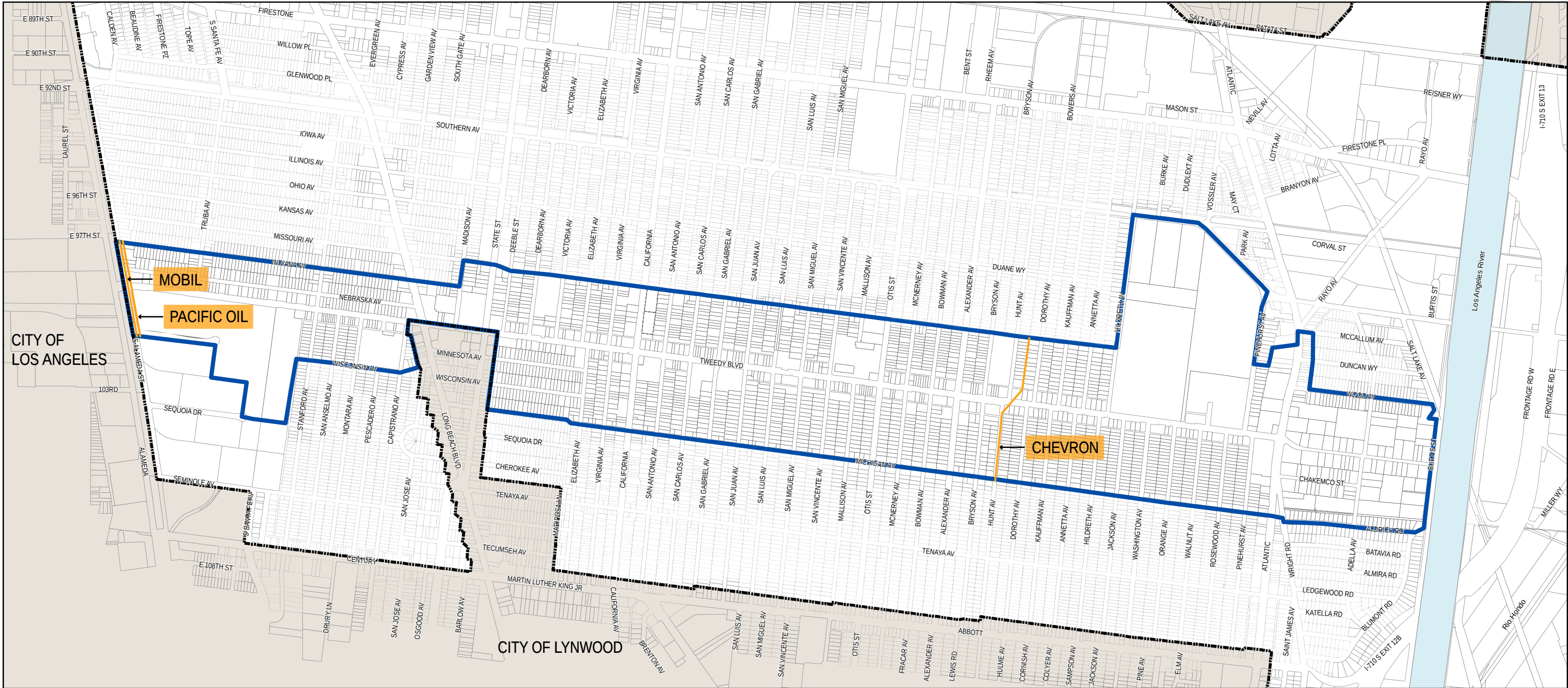
7.9 Existing Oil Transmission Lines

There are also existing underground oil transmission pipe lines that pass through the Tweedy Boulevard Specific Plan area. Figure 7-4 illustrates these oil transmission pipe lines.

Two underground oil transmission lines are located adjacent to each other on Alameda Street from the north boundary of the Specific Plan and continue past the south boundary of the Specific Plan on the east side of the existing railroad tracks. The easterly transmission line belongs to the Pacific Oil company. The westerly transmission line is owned by Mobil.

Another pipeline begins at Burke Street on Southern Avenue, and extends west until it reaches the parcels between Hunt and Dorothy Avenue, where it turns south until the alley north of Tweedy Boulevard. From here, it runs southwest to Hunt Avenue again near the alley south of Tweedy Boulevard and continues past the south boundary of the Specific Plan area. This pipeline belongs to Chevron.

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- City of South Gate Boundary
- Tweedy Boulevard Specific Plan Area
- Existing Oil Transmission Lines



TWEEDY BOULEVARD SPECIFIC PLAN

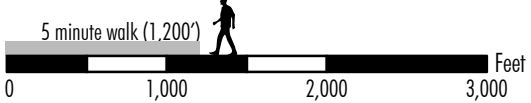


FIGURE 7-4
EXISTING OIL TRANSMISSION LINES

8.1 Introduction

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

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

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

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

8.2 Opportunities for Economic Development

The Tweedy Boulevard Specific Plan encompasses the historic business corridor in South Gate that has experienced declines in its competitive advantage over the years as newer commercial developments have occurred both in other areas of South Gate and in the neighboring communities within the greater market area. In order to provide for the expansion of employment and housing development opportunities, the Specific Plan is designed to enhance Tweedy Boulevard's sense of place with improved infrastructure and amenities that create a sustainable, pedestrian friendly environment and to provide public-private partnerships, financing programs and incentives that will spur private sector commercial and housing development. This is designed to result in economic benefits both for the local businesses and residents and for the economic and fiscal health of South Gate.

8.3 Summary of the Capital Improvement Program

The components of the capital improvement program (CIP) are summarized in Table 8-1 which outlines the general categories of improvements and estimated costs. The estimated cost totals about \$26.1 million. The bulk of these costs are for Transportation (28.7%) and Civil improvements (28.2%). Civil improvements refer to mid-block bulb-outs along with curb and gutter construction and intersection treatments. Other significant improvements include Street Lighting and Street Furniture (17.1% combined) and a proposed Tweedy Shuttle (12%). Together, these improvements represent 86 percent of the total costs.

In Chapter 9: Capital Improvement Program, the phasing priority for this work is identified as High (1- 5 years), Medium (5-10 years) and Low (10+ years), depending upon when the funding resources become available and priorities given based on the City's ongoing CIP. A detailed listing of potential transportation and related improvements along with their priority level and estimated costs are presented in Chapter 9. In summary, the total capital costs of about \$26.1 million are phased about 22 percent in the High priority range, about 29 percent in the Medium priority range and the remaining 49 percent in the Low priority range. All of the capital improvements will require the use of either existing City funding resources or new resources, except for the water system improvements. The water system is operated as an enterprise fund of the City which means that user fees and rates are used to cover ongoing operations and maintenance and related capital improvement costs.

Table 8-1
Summary of Capital Improvement Plan Priorities

Improvement	Estimated Cost	Percentage Distribution
Street Lighting	\$ 3,705,000	14.2%
Street Furniture	\$ 759,150	2.9%
Landscape	\$ 1,864,500	7.1%
Transportation	\$ 7,498,745	28.7%
Civil	\$ 7,348,178	28.2%
Infrastructure (Water system upgrades)	\$ 1,290,755	4.9%
Tweedy Shuttle	\$ 3,120,000	12.0%
Signage & Wayfinding Program (allowance)	\$ 500,000	1.9%
Total Cost	\$ 26,086,328	100.0%

Source: The Arroyo Group Team

8.4 Implementation Strategy

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

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

Foster Public Private Partnerships. Public-private partnerships provide effective means in the current constrained economy to leverage limited resources and achieve mutually desired goals. These types of arrangements have already existed within between City leaders and staff and the Tweedy Mile Association, but now with an expanded set of improvements and amenities, increased coordination of funding programs, incentivizing economic development and joint participation in obtaining increased grant and loan opportunities will be needed. It is recommended that the City

set up a formal stakeholders' management task force that meets on a regular basis to provide advice and assistance to the public staff and decision-makers in setting priorities and actions that will implement the Specific Plan. Priority: HIGH

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

Establish an Enhanced Infrastructure Financing District. In addition to traditional financing techniques, the implementation of innovative financing techniques will be important. An immediate priority would be to explore the feasibility of establishing an "Enhanced Infrastructure Financing District" (EIFD) for infrastructure bond financing under legislation that was adopted by the State Legislature in September 2014. Given South Gate's relatively low share (6.28%) of the 1% basic property tax levy, a range of bond financing of \$1.7 million to \$5.8 million is projected as presented in the technical appendices. Understandably, this provides only a small share of the estimated \$25.4 million of capital costs and will have to be supplemented with other financing mechanisms. While the use of other taxing entities property tax share is voluntary under an EIFD, one key action will be to coordinate with both the County of Los Angeles and Special Districts that may provide a portion or all of their property tax share if mutual planning goals and objectives can be defined. An EIFD can also use a portion of or all of its increase in property tax in-lieu of motor vehicle license fees from an increase in gross assessed value. However, for this analysis, it is assumed that this revenue source would remain in the City's General Fund and continue to be used for ongoing operations and maintenance. Priority: HIGH

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

Establish a Property-Based Business Improvement District (PBID). A key action would be to explore the idea of establishing a PBID to supplement the limited financing capability of the existing Tweedy Mile Association. A Business Improvement District (BID) is a public/private partnership created to perform a variety of services and minor capital improvements to revitalize and improve commercial neighborhoods. In California, there are two different types of BIDs, one created through assessments on businesses within the district, and the second created through assessments of property owners alone. Establishing a PBID is voluntary and subject to a majority vote of the property owners. A preliminary analysis of the potential range of financing capability for a PBID is presented in the technical appendices. Priority: MEDIUM

Prepare a Long-Range Parking Management Program. The City owns a number of public parking lots within the Specific Plan area that are important in providing convenient parking for existing and future commercial activities, in addition to the private sector parking lots. Over the long-term, as traffic and parking needs increase in the area, enhanced management of the parking supply for both automobiles and bicycles will be increasingly important. A key action would be to anticipate future parking needs and to develop an appropriate parking management program. Priority: MEDIUM

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

Pursue Regional, State and Federal Infrastructure Funding Sources. A key action would be to identify, monitor and apply for other governmental funding sources that meet the City's and the respective agencies' objectives. This might include programs such as SCAG's sustainable community grants and Metro's "call for projects" to encourage more livable and walkable communities, and the State's Strategic Growth Council and the State's Cap and Trade program to also provide funding for more walkable and bikeable development that reduces vehicle miles travelled and improves jobs-housing balance. Priority: ONGOING

Provide Financing Incentives to Property Owners for Ongoing Façade Improvements. Continue to incentivize property owners to upgrade their buildings through the use of the City's Commercial Façade Improvement project under Community Development Block Grant (CDBG) funding. The grant funds will be used to assist business owners in improving the façade of their businesses in the Tweedy Mile Subarea. Additionally, as part of the South Gate Arts Revival, apply the CDBG funds to make changes and redo the marquee and tower of the Allen Theatre. The upgrade of the marquee of the Allen Theatre could be an initial stage of revitalizing the entire theatre. Priority: MEDIUM

Pursue HUD's Section 108 Economic Development Loan Project. Section 108 of the Federal code offers State and local governments the ability to transform a small portion of their CDBG funds into federally guaranteed loans large enough to improve older areas and create economic revitalization. Priority: MEDIUM

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

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

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

Implementation Step	Key Action	Responsible Parties	Phasing Priority
Update the City's Capital Improvement Program	Update the City's Capital Improvement Program that includes a long-term financing strategy comprised of a variety of local and outside funding mechanisms for the proposed improvements and enhanced amenities	City of South Gate Community Based Stakeholders	High
Foster Public-Private Partnerships	Coordination between Public Works and Community Development to create funding strategies that will implement proposed improvements and enhanced amenities; set up a formal stakeholders' management task force to provide advice and assistance to the public, staff and decision-makers in setting priorities and actions for Specific Plan Implementation	City of South Gate City Staff & Stakeholders	High
Establish an Enhanced Infrastructure Financing District (EIFD)	Building upon the preliminary EIFD analysis, establish the financing district over the Specific Plan area to start capturing property tax increment as a long-term and ongoing funding source for public improvements and enhanced amenities in the District	City of South Gate Enhanced Infrastructure Financing Authority	High
Update the Development Impact Fee (DIF) Schedule for the Specific Plan area	Review the existing development impact fees for the Specific Plan area to reflect new development's equitable share of the proposed public improvements and enhanced amenities	City of South Gate Depts. of Community Development (CDD) & Public Works (DPW)	High
Establish a Property-Based Business Improvement District (PBID)	Prepare a feasibility study to gauge the property owners' interest in establishing a PBID, and identify the programs and funding objectives of the proposed PBID as well as an equitable formula to allocate future assessments	Property Owners/Business Owners in coordination with City of South Gate	Medium
Prepare Long-Range Parking Management Program	- Continue to monitor the usage of the public parking lots and continue to improve their accessibility, visibility and safety - Coordinate with property owners and developers to ensure that adequate parking is provided for existing and new development	City of South Gate DPW in coordination with property and business owners	Medium
Pursue Regional, State and Federal Infrastructure Funding Sources	Identify, monitor and apply for other government funding sources, for infrastructure and transportation improvements	City of South Gate Regional, State and Federal entities	Ongoing

Table 8-2
Summary of Implementation Strategy (continued)

Implementation Step	Key Action	Responsible Parties	Phasing Priority
Update the Lighting and Landscaping District fees for maintenance of Enhanced Public Improvements and Amenities (LLD)	Update the current fees for the existing citywide Lighting and Landscaping District; this district has not had a fee adjustment for a number of years and currently runs a deficit that is made up by General Fund revenue contributions	City of South Gate CDD & DPW	High
Provide Financing Incentives to Property Owners for Ongoing Façade Improvements	- Continue to incentivize property owners to upgrade their buildings through the use of Community Development Block Grants (CDBG) - CDBG grants are intended to revitalize disadvantaged areas, expand affordable housing and create economic opportunities	City of South Gate's CDD & Federal Dept. of Housing & Urban Development (HUD)	Medium
Pursue HUD's Section 108 Economic Development Loan Program	Section 108 offers state and local governments the ability to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects	City of South Gate CDD & Federal HUD	Medium
Incentivize Private Sector Land Assembly	Consolidating smaller parcels into more efficient sizes can facilitate desired economic development that might otherwise not be feasible; explore zoning and land use incentives, such as graduated density zoning, to encourage private sector action	City of South Gate Private Property Owners	Medium
Monitor Fiscal Performance of Increase in Specific Plan Public Revenues	Building upon the City's existing sales tax data that is provided for the Tweedy Boulevard corridor, expand that to include business license taxes, property tax in-lieu of motor vehicle license fees and other relevant public revenues	City of South Gate's Administrative Services Department	Ongoing

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

Source: Stanley R. Hoffman Associates, Inc.

8.5 Tweedy Mile Parking Management Plan

Over the mid-term horizon, primarily within the next five to ten years, Tweedy Mile could see future land use development potential exceeding a projected 1.2 million square feet of retail, office, service, entertainment and residential land uses. Recent field observations indicate an estimated 2,570 current parking spaces within the Tweedy Mile subarea with a peak demand of around 2,116 spaces, or about 82% of the total spaces. Thus, while there is some parking supply surplus in the existing parking capacity, the potential land use changes and growth envisioned and allowed under the Specific Plan will necessarily require additional parking supply to be provided as the mid-term projection and eventually ultimate development becomes realized.

In order to address this future condition, the need for a detailed Parking Management Plan has been identified to layout the necessary steps now in order to have an effective system in place to meet the future demand. Future parking needs will need to be effectively and cooperatively managed, locations for additional surface or structured parking identified, and potential funding sources evaluated and identified.

It is recommended that a Parking Management Study be conducted for Tweedy Mile to analyze in detail the current supply and utilization of parking, project the future likely needs, determine the appropriate “Park Once” parking requirement ratios, and develop a Parking Management Plan to:

1. determine the best way to provide and finance additional parking supply;
2. operate and manage the overall parking supply;
3. determine funding mechanisms, including the availability of projected revenue from such options as an Enhanced Infrastructure Financing District, an Assessment District, or a Development Impact Fee; and
4. test the feasibility of establishing a Tweedy Mile Parking District that could incorporate these options under one management approach.

8.6 Community Benefits

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

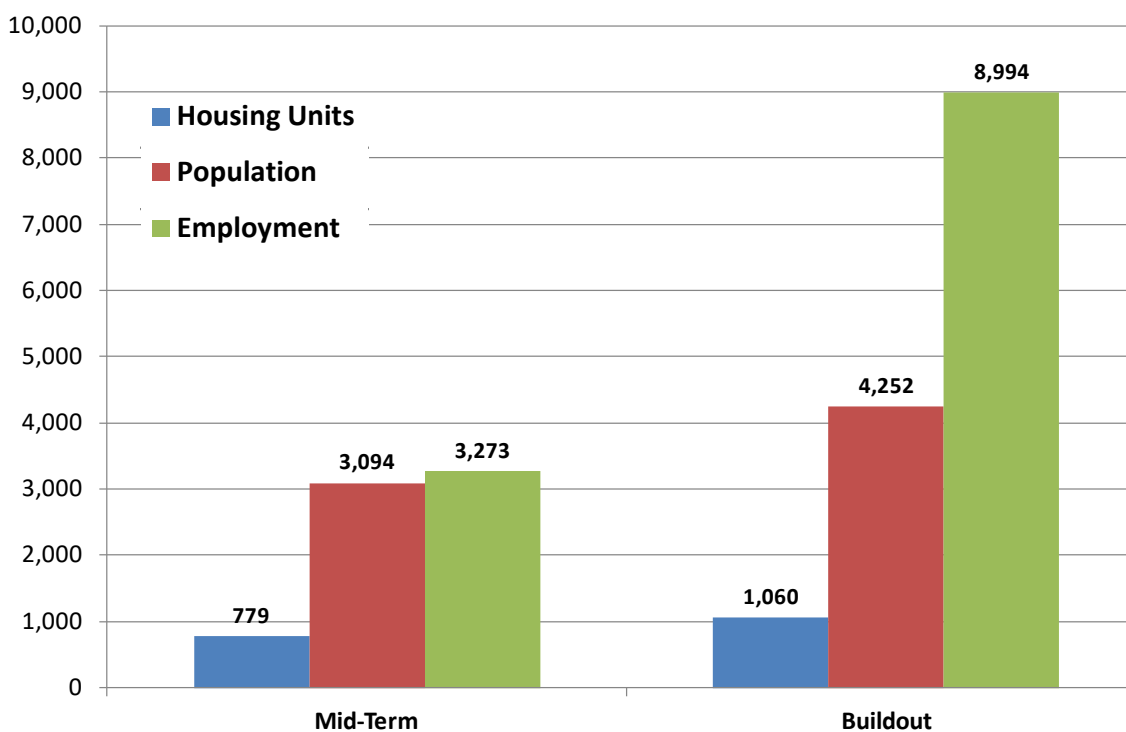
Improved Jobs-Housing Balance. Expanded housing and job opportunities over time could have the stabilizing benefit of improving the match of jobs and housing within South Gate. This will allow opportunities for the labor force that lives in the city to work in the city, thus reducing overall vehicle travelled.

Affordable Housing. While the loss of redevelopment agency affordable housing funds has been substantial, there are a number of affordable housing programs that can be pursued through Los

Angeles County programs and new market housing tax credit programs that will facilitate a mix of renter and ownership housing. Also, new legislation should be monitored that may result in additional affordable housing programs.

Projected Job Growth. Projected job growth in the Specific Plan area is presented for the Mid-term and Build-out scenarios in Figure 8-1, and described in more detail in the technical appendices. The Build-out Scenario represents the full redevelopment potential, while the Mid-Term Scenario is based on a less intensive estimate of development where the assumption is that market forces would not result in full redevelopment, but would focus on underdeveloped and older properties that are more likely to recycle to more productive uses. As shown in Figure 8-1, job growth is projected to range from 3,273 to 8,994; population growth is projected to range from 3,094 to 4,252; and commensurate housing unit growth ranges from 779 to 1,060. The average jobs-housing ratio is projected to increase from an estimated 1.30 in year 2015 to 1.92 for the Mid-term Scenario and much higher at 3.23 for the Build-out Scenario.

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

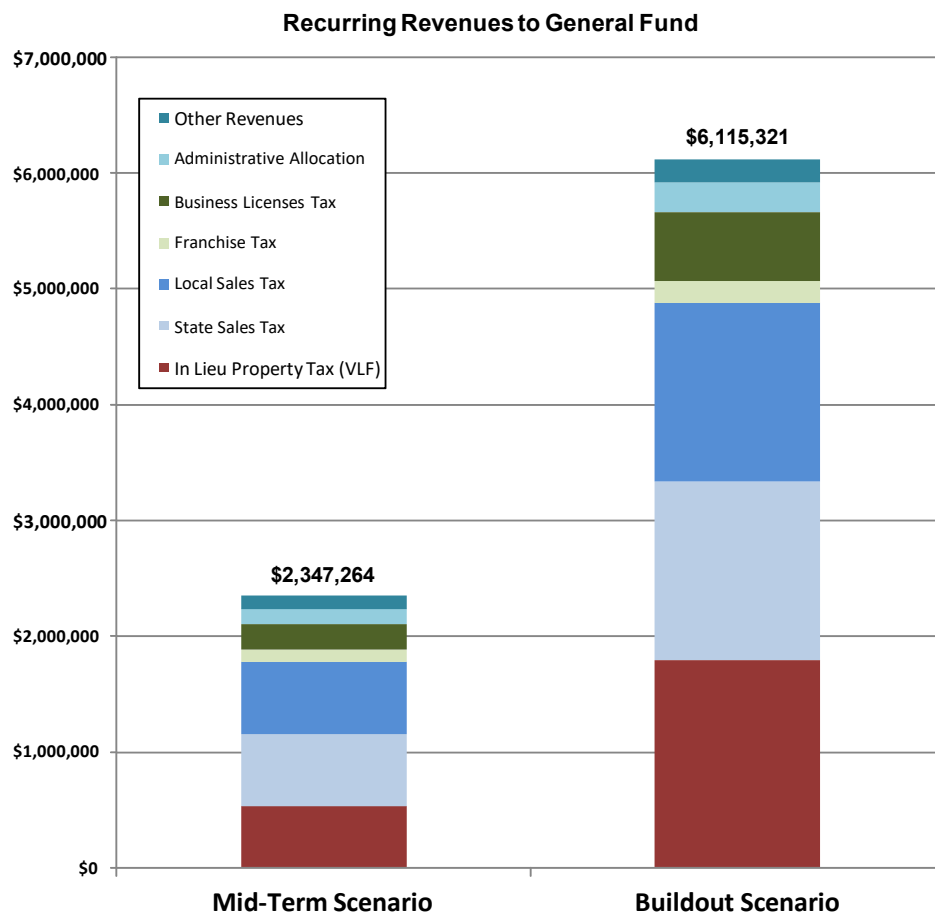


1. The Build-out Scenario represents the full redevelopment potential; while the Mid-Term Scenario is based on a less intensive estimate of development where the assumption is that market forces would not result in full redevelopment, but would focus on underdeveloped and older properties that are more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

Source: Stanley R. Hoffman Associates, Inc.

Projected Recurring General Fund Revenues. Projected recurring General Fund revenues in the Specific Plan area is presented for the Mid-term and Build-out scenarios in Figure 8-2, and described in more detail in the technical appendices. As shown in Figure 8-2, the General Fund revenues are projected to increase about \$2.3 million under the Mid-term Scenario and about \$6.1 million under the Build-out Scenario. The State sales tax is projected at \$623.7 thousand, or about 27 percent of the total Mid-term revenues, and \$1.5 million, or about 25 percent of the Build-out revenues. The locally approved sales tax essentially doubles the total sales tax to the City's General Fund, representing over half of the projected increased revenues.

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



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

Source: Stanley R. Hoffman Associates, Inc.

8.7 Description of Selected Financing Methods

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

Development Impact Fees (DIFs). Development impact fees are monetary payments levied on a private developer to fund the public facilities and services necessary to serve new development. In California, AB 1600 (Mitigation Fee Act), adopted in 1987 and codified as Government Code Section 66000 et seq., formalized the statutory framework that governs impacts fees and established a uniform process for formulating, adopting, collecting, accounting for, and protesting certain fees. AB 1600 requires that a reasonable relationship or “nexus” must exist between the amount of the impact fee, its purpose, and the project on which it is imposed. In other words, impact fees must be levied in an amount that is proportionate to the cost of public facilities generated by the new development and cannot be used to fund pre-existing deficiencies. Local governments have the authority to impose impact fees by vote of the City Council or the Board of Supervisors. These fees are typically subject to thorough notice and hearing requirements and must meet statewide standards and procedures designed to limit local abuse of discretion.

Enhanced Infrastructure Financing District (EIFD). The State Legislature approved the dissolution of the state’s 400 plus Redevelopment Agencies (RDAs) as of February 1, 2012. As a result of the elimination of the RDAs, property tax revenues that were once used for economic development and affordable housing are now used to pay required payments on existing bonds, other obligations, and pass-through payments. On September 29, 2014, Senate Bill 628 (SB 628, Beall) was passed as the “Enhanced Infrastructure Financing District (EIFD)” law as a partial replacement for redevelopment property tax increment; it serves as a method for a jurisdiction to use some or all of their share of the 1% basic property tax levy in order to finance specified public facilities or public infrastructure in an established EIFD district. Notably, SB 628 only requires a 55 percent popular voter approval, whereas previous legislation required a 2/3 popular vote. Other jurisdictions, agencies or special districts – except school districts – can voluntarily contribute some or all or some of their share of the 1% basic property tax levy, as well. SB 628 authorizes a city or county to create an enhanced infrastructure financing district (EIFD), adopt an infrastructure financing plan, and issue bonds, upon receiving a 55 percent popular voter approval from the potential district. The district must establish a public financing authority, comprised of members of the legislative body of the participating entities and of the public, prior to the adoption of a resolution of intention. Additionally, a city or county that created an RDA must satisfy specified conditions related to its dissolution, prior to creating an EIFD. A created EIFD can exist up to 45 years from the date on which the issuance of the bonds is approved.

Table 8-3

Summary of Potential Financing Techniques

Financing Methods	Primary Uses	Responsible Parties	Phasing Priority
Development Impact Fee (DIF)	Capital improvements necessitated by new development; AB 1600 requires that a reasonable relationship or “nexus” must exist between the impact fee amount and the project on which it is imposed	City of South Gate Departments of Community Development (CDD) & Public Works (DPW)	High
Enhanced Infrastructure Financing District (EIFD)	- Use of City's basic 1% property tax increment for financing public improvements and amenities - Requires only City Council approval to set up, but does require a 55% popular vote to incur bonded indebtedness; no increase in local property taxes	City of South Gate CDD & DPW	High
Special Benefit Assessment	Capital improvements necessitated by new development; assessments must be benefit based and subject to majority vote of property owners	City of South Gate & Property Owners	Medium
Lighting and Landscape Maintenance District (LLD)	- Landscaping improvements - Landscaping operations and maintenance - LLD assessments must be benefit based and subject to a majority vote of property owners	City of South Gate & Property Owners	High
Mello-Roos Special Tax	- Capital improvements - Operations and maintenance - Requires a 2/3 vote of registered voters when 12 or more persons reside in the district	City of South Gate & Registered Voters	Medium
Property-Based Business Improvement District (PBID)	- Provides marketing/promotional events, security and maintenance of enhanced public facilities and services - Small scale capital improvements possible; special taxes do not have to be strictly benefit based	Property Owners/Business Owners in coordination with City of South Gate	Medium
Community Development Block Grant (CDBG)	- Federal program that provides direct annual grants to cities, counties, and states across the country - Grants are intended to revitalize disadvantaged areas, expand affordable housing and create economic opportunities	City of South Gate CDD & Federal Department of Housing & Urban Development (HUD)	High

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

Financing Methods	Primary Uses	Responsible Parties	Phasing Priority
Section 108 Loan Program (HUD)	The HUD Section 108 Loan Guarantee Program (Section 108) provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and other physical development projects	City of South Gate CDD & Federal HUD	Medium
Special Revenue Funds (City of South Gate)	The City has special revenue funds that can be used for transit, pedestrian and bicycle improvements, including Proposition A and C transit funds, Measure R transit funds, and State gasoline taxes	City of South Gate	High
California Infrastructure and Economic Development Bank	- Infrastructure State Revolving Fund (ISRF) Program provides economic development financing to agencies and non-profit corporations. - Bank has broad authority to issue tax-exempt and taxable revenue bonds	Governor's Office of Business and Economic Development	Medium
Cap-and-Trade (Pursuant to AB 32)	- AB 32 authorizes the use of market mechanisms through an annual auction of surplus emissions reduction credits to generate funds, a portion of which can be targeted for sustainable community plans - The Low Carbon Transit Operations Program provides funding assistance for transit agencies to reduce GHG gas emissions and serve disadvantaged communities	City of South Gate & Caltrans in coordination with the California Air Resources Board (CARB)	Medium
Metro and Transportation Development Act	Two percent of total TDA funds are allocated for bicycle and pedestrian projects; bi-annual Metro "Call for Projects" due in even numbered years for funding opportunities in odd numbered years	Metro	Medium
Other Outside Grants and Loans	- Potential transit oriented grants from State's Strategic Growth Council - SCAG Sustainable Communities Planning grants - Business facade improvement program grants & Affordable housing grants	City of South Gate	High

1. These phasing priority periods are identified, including; High (1-5 years), Medium (5-10 years), and Low (10+ Years);
Ongoing: Occurring annually over development period.

Source: Stanley R. Hoffman Associates, Inc.

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

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

Lighting and Landscape Maintenance Districts (LLDs). A Lighting and Landscape Maintenance District (LLD) is a special benefit assessment district created to pay for the costs of ongoing maintenance of public landscaping that provide special benefits to parcels within the district. Like other special benefit assessment districts, LLDs must provide special services solely for the benefit of the parcels located within each district, and each affected parcel must pay its proportionate share. Formation of an LLD is governed by the Landscape and Lighting Act of 1972 (codified as Street and Highways Code Section 22500 et seq.). Consistent with Proposition 218, which governs the formation of a special benefit assessment district (see Section 2.2, above), the authorization of an LLD, or the increase in its current assessment, is subject to a majority vote among all property owners within the proposed district, with votes tabulated according to the proportionate financial obligation of the affected properties (i.e. one "vote" for each dollar of assessment). LLDs can be used to provide a variety of ongoing improvements and services associated with the lighting and landscaping within the district.

Mello-Roos Special Taxes. The Mello-Roos Community Facilities Act of 1982 authorized the formation of "Mello-Roos districts," and the imposition of special taxes within these districts. Unlike special benefit assessments, special taxes do not need to meet the "special benefits" standard (discussed above) and can be used to finance regional facilities and services in addition to those within the district. However, Mello-Roos special taxes can only be imposed for specific purposes and cannot be levied to raise revenue for general governmental purposes. In today's real estate market, careful attention should be given to the level of assessments and special taxes in relationship to property value. Proposition 13 (approved in 1978) requires an affirmative vote of two-thirds of those voting in order to pass a special tax, including Mello-Roos special taxes. Mello-Roos special taxes can be used to finance capital projects and local public infrastructure for new developments, or to fund operations and maintenance for ongoing public services.

Business Improvement Districts (BIDs). A Business Improvement District (BID) is a public/private partnership created to perform a variety of services to revitalize and improve commercial neighborhoods. In California, there are two different types of BIDs, one created through assessments on businesses within the district, and the second created through assessments of property owners alone. BIDs allow business or property owners to collectively pay for enhanced services to supplement those provided by the municipality. Assessments must be approved by a majority of

business or property owners prior to the formation of the BID and must be directly proportional to the estimated benefit received by each business or property. BIDs are popular because business and property owners are often more willing to assess themselves if the result directly benefits their business or increases the value of their business or property. BIDs can be created to perform a variety of services and improvements in commercial districts. Services that can be financed include the promotion of tourism or sponsorship of public events as well as ongoing operations and maintenance programs such as street cleaning or tree trimming. Improvements that can be financed include minor parking facilities, street lighting, fountains, parks, benches, and trash receptacles. However, it is difficult to use BIDs to finance large-scale capital projects as they are not allowed to issue bonds.

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

In South Gate, the CDBG program is available in the Tweedy Boulevard Specific Plan area generally from Hildreth Avenue on the east to Alameda Street on the west, but not including the following sections along Tweedy Boulevard: 1) three blocks on the north side of Tweedy from Hildreth Avenue to Dorothy Avenue; 2) eight blocks on the south side of Tweedy from Otis Street to San Antonio Avenue; and, 3) several blocks on the south side of Tweedy from Deeble Street to Capistrano Avenue. The City is currently administering a commercial façade program during the 2016-17 program year.

Section 108 Loan Program (HUD). Section 108 of the Housing and Community Development Act of 1974 provides for a loan guarantee component of the Community Development Block Grant (CDBG) Program. The Section 108 Loan Guarantee Program (Section 108) provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and other physical development projects, including improvements to increase their resilience against natural disasters. The funds can be used by a designated public entity to undertake eligible projects, or, alternatively, can be loaned to a third party developer to undertake the projects. This flexibility makes it one of the most potent and important public investment tools that HUD offers to local governments. Regulations governing the Section 108 program may be found at 24 CFR 570, Subpart M, Loan Guarantees.

Special Revenue Funds (City of South Gate). The City has special revenue funds, as part of the General Fund budgeting process that can be used for transit, pedestrian and bicycle improvements, including Proposition A and C transit funds, Measure R transit funds, and State gasoline taxes.

California Infrastructure and Economic Development Bank (I-Bank). The California Infrastructure and Economic Development Bank (I-Bank) was established in 1994 to finance public infrastructure and private development in order to foster a healthy economic environment for California's communities. The I-Bank operates in accordance with the Bergeson-Peace Infrastructure and Economic Development Bank Act contained in the California Government Code Sections 63000 et seq. The bank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The Infrastructure State Revolving Fund (ISRF) Program provides financing to public agencies and non-profit corporations for eighteen categories of infrastructure and economic development projects. ISRF Program funding is available in amounts ranging from \$50,000 to \$25,000,000, with loan terms of up to 30 years. Additional financing terms include a subsidized interest rate, fixed for the term of financing, and a one-time fee of one percent of the loan amount, or \$10,000, whichever is greater. The bank finances the program chiefly through the issuance of revenue bonds, specifically the ISRF Program Bond, and also through repayment of loans.

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

Metro and Transportation Development Act Funds (TDA). Transportation Development Act, Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. By ordinance, Metro is responsible for administering the program and establishing its policies. TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated. Two percent of total TDA funds are allocated for bicycle and pedestrian projects; biannual Metro "Call for Projects" are due in 2016 for funding opportunities in 2017.

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

Other Selected Public Fund Revenues:

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

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

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

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

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

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Capital Improvement Program

9.1 Introduction and Summary

The components of the capital improvement program (CIP) are summarized in Table 9-1 which outlines the general categories of improvements and estimated costs. The estimated cost totals about \$26.1 million. The bulk of these costs are for the Transportation improvements (28.7%) and Civil (28.2%). Civil improvements refer to mid-block bulb-outs along with curb and gutter improvements and intersection treatments. Other significant improvements include Street Lighting and Street Furniture (17.1% combined) and a proposed Tweedy Shuttle (12%). Together these improvements represent about 86 percent of the total costs. The phasing priority for this work is identified as High (1-5 years), Medium (5-10 years) and Low (10+ years) depending upon when the funding resources become available and priorities given based on the City's ongoing CIP.

9.2 Potential Capital Improvements

A detailed listing of potential transportation and related improvements along with their priority level and estimated costs are presented in Table 9-2. As shown, the total capital costs of about \$26.1 million are phased about 22 percent in the High priority range, about 29 percent in the Medium priority range and the remaining 49 percent in the Low priority range.

Street Lighting. Street lighting is identified at a cost estimate of about \$3.7 million; it is entirely phased into the Low priority range of 10 years or longer. These costs are identified as providing pedestrian scaled lighting on Tweedy Boulevard.

Landscaping. Landscaping is estimated at about \$1.9 million and covers improvements in the bulb-outs and all infill and new street trees. It is phased about 57 percent within the High priority range with the remaining 43 percent in the Medium priority range.

Bulb-Outs – ‘Garden Rooms’. The bulb-outs are the next largest set of capital costs at about \$7.3 million. The costs are phased with only 15 percent falling in the High priority range and the remaining 85 percent in the Medium priority range. 28 mid-block bulb-outs and 34 intersection

bulb-outs with curb and gutter improvements have been identified. The mid-block bulb-outs are High priority as these will make an immediate and positive impact on the Tweedy environment.

Street Furniture. Street furniture is estimated to cost \$465,150, and includes benches, trash receptacles and bicycle racks on Tweedy Boulevard. These costs are all phased in the High priority period.

Traffic Improvements. The traffic improvements at about \$7.5 million is the largest group of capital costs with about 26 percent phased in the High priority range and the remaining 74 percent phased in the Low priority range. These improvements include new signalization and improvements to existing signals, and various types of on street and off-street bicycle lane improvements.

Tweedy Shuttle. Since Tweedy Boulevard is a long, linear corridor that does not lend itself well to walking long distances, a shuttle service along Tweedy Boulevard is proposed. The cost for these improvements is identified at an estimate of about \$3.1 million. This shuttle is given a low priority because it is entirely phased in the Low priority range of 10 years or longer.

Signage and Wayfinding Program. An allowance of \$500,000 is made for a wayfinding signage program that provides directional signage to and from the various destinations along Tweedy Boulevard including for South Gate Park , entrance to the Los Angeles River Bicycle path, and the public parking lots in Tweedy Mile. These costs are all phased in the High priority period.

Water Infrastructure. Water improvements are estimated at about \$1.3 million and are spread evenly over the three times periods. These costs will be covered by the city's water utility and paid for by the water utility users.

9.3 Projected Operations and Maintenance Costs

Annual operations and maintenance (O&M) costs are expected to increase over time as capital improvements are made in the Tweedy Boulevard Specific Plan area, including improvements such

Table 9-1
Summary of Capital Improvement Plan Elements

Improvement	Estimated Cost	Percentage Distribution
Street Lighting	\$ 3,705,000	14.2%
Landscape	\$ 1,864,500	7.1%
Civil (Bulb-outs & 'Garden Rooms')	\$ 7,348,178	28.2%
Street Furniture	\$ 759,150	2.9%
Traffic Improvements	\$ 7,498,745	28.7%
Tweedy Shuttle	\$ 3,120,000	12.0%
Signage & Wayfinding Program (allowance)	\$ 500,000	1.9%
Infrastructure (Water system upgrades)	\$ 1,290,755	4.9%
Total Cost	\$ 26,086,328	100.0%

Source: The Arroyo Group Team

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

Improvement	Priority	Total Cost	High (1 - 5 Years)	Medium (5 - 10 Years)	Low (10+ Years)
STREET LIGHTING					
Pedestrian scaled lighting on Tweedy Blvd.	Low	\$3,705,000	\$0	\$0	\$3,705,000
Percent		100.0%	0.0%	0.0%	100.0%
LANDSCAPE					
Landscaping and paving in bulb-outs ('garden rooms')	High	\$968,100	\$968,100	\$0	\$0
Trees in bulb-outs	High	\$100,800	\$100,800	\$0	\$0
Street trees on all streets (<i>infill and new</i>)	Medium	<u>\$795,600</u>	<u>\$0</u>	<u>\$795,600</u>	<u>\$0</u>
Subtotal		\$1,864,500	\$1,068,900	\$795,600	\$0
Percent		100.0%	57.3%	42.7%	0.0%
CIVIL - BULB-OUTS & 'GARDEN ROOMS'					
28 mid-block bulbouts with curb and gutter improvements	High	\$1,102,534	\$1,102,534	\$0	\$0
34 intersection bulbouts with curb and gutter improvements	Medium	\$4,773,144	\$0	\$4,773,144	\$0
Intersection Treatments	Medium	<u>\$1,472,500</u>	<u>\$0</u>	<u>\$1,472,500</u>	<u>\$0</u>
Subtotal		\$7,348,178	\$1,102,534	\$6,245,644	\$0
Percent		100.0%	15.0%	85.0%	0.0%
STREET FURNITURE					
Benches and trash receptacles in bulb-outs	High	\$294,000	\$294,000	\$0	\$0
Trash receptacles on Tweedy Blvd.	High	\$426,000	\$426,000	\$0	\$0
Bicycle racks on Tweedy Blvd.	High	<u>\$39,150</u>	<u>\$39,150</u>	<u>\$0</u>	<u>\$0</u>
Subtotal		\$759,150	\$759,150	\$0	\$0
Percent		100.0%	100.0%	0.0%	0.0%
TRAFFIC IMPROVEMENTS					
New signals along Tweedy Blvd.	Low	\$5,580,000	\$0	\$0	\$5,580,000
Signal improvements (countdowns/audibles/) on Tweedy Blvd.	High	\$148,800	\$148,800	\$0	\$0
Three Bicycle Hubs along Tweedy Blvd.	High	\$144,150	\$144,150	\$0	\$0
Class III Bike Route/Sharrows markings along Tweedy Blvd.	High	\$260,013	\$260,013	\$0	\$0
Bicycle route improvements on other streets	High	\$1,288,283	\$1,288,283	\$0	\$0
Signal Timing Program	High	<u>\$77,500</u>	<u>\$77,500</u>	<u>\$0</u>	<u>\$0</u>
Subtotal		\$7,498,745	\$1,918,745	\$0	\$5,580,000
Percent		100.0%	25.6%	0.0%	74.4%
TWEEDY SHUTTLE					
New shuttle service along Tweedy Blvd.	Low	\$3,120,000	\$0	\$0	\$3,120,000
Percent		100.0%	0.0%	0.0%	100.0%
SIGNAGE AND WAYFINDING PROGRAM (Allowance)					
Signage program for Los Angeles River Bicycle Path, South Gate Park, public parking lots etc.	High	\$500,000	\$500,000	\$0	\$0
Percent		100.0%	100.0%	0.0%	0.0%
INFRASTRUCTURE					
Water system upgrades on various streets	Property owner-initiated ¹	\$1,290,755	\$430,252	\$430,252	\$430,252
Percent		100.0%	33.3%	33.3%	33.3%
TOTAL		\$26,086,328	\$5,779,580	\$7,471,496	\$12,835,252
Percent		100.0%	22.2%	28.6%	49.2%

1. The water system cost is assumed to be spread evenly over the three time periods.

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



as street crossings, furniture and lighting, landscaping, bike paths and other pedestrian and safety improvements. Since the capital improvements are prepared at the conceptual level, an order-of-magnitude estimate for annual O&M costs are estimated at 2.5 percent of the estimated capital costs of the improvements. Given that the capital improvements costs are estimated at about \$26.1 million, this provides an annual O&M estimate of about \$652,500. Of course these capital facilities will not be built all at once, so the costs will be phased in over time.

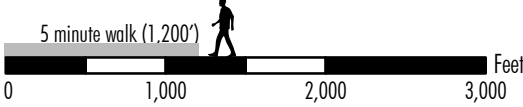


- | | | | | | |
|--|--------------------------------|--|--|--|---------------------------------------|
| | City of South Gate Boundary | | Tweedy Mixed Use-1 (TMU1) - 20 du/acre, 1.25 FAR | | Industrial Flex (IF) - 2.0 FAR |
| | Tweedy Blvd Specific Plan Area | | Tweedy Mixed Use-2 (TMU2) - 30 du/acre, 1.5 FAR | | Neighborhood Medium (NM) - 20 du/acre |
| | Tweedy West Subarea | | Corridor Transition Overlay | | Neighborhood Low (NL) - 5.0 du/acre |
| | Tweedy Mile Subarea | | Active Retail Frontage | | Civic (CV) - 1.5 FAR |
| | Tweedy East Subarea | | Light Manufacturing (M2) - 2.0 FAR | | Open Space (OS) |
| | Area to Remain TMU2 | | | | Precise Plan #18/Site Plan #283 (PP) |

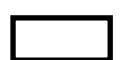
FIGURE 4-1
SPECIFIC PLAN ZONES
ALTERNATIVE B - ELIZABETH TO
BOWMAN FOCUS

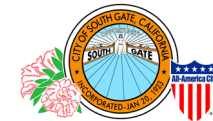


TWEEDY BOULEVARD SPECIFIC PLAN





- | | | | | | |
|---|--------------------------------|---|--|---|---------------------------------------|
|  | City of South Gate Boundary |  | Tweedy Mixed Use-1 (TMU1) - 20 du/acre, 1.25 FAR |  | Industrial Flex (IF) - 2.0 FAR |
|  | Tweedy Blvd Specific Plan Area |  | Tweedy Mixed Use-2 (TMU2) - 30 du/acre, 1.5 FAR |  | Neighborhood Medium (NM) - 20 du/acre |
|  | Tweedy West Subarea |  | Corridor Transition Overlay |  | Neighborhood Low (NL) - 5.0 du/acre |
|  | Tweedy Mile Subarea |  | Active Retail Frontage |  | Civic (CV) - 1.5 FAR |
|  | Tweedy East Subarea |  | Light Manufacturing (M2) - 2.0 FAR |  | Open Space (OS) |
|  | Area to Remain TMU2 | | |  | Precise Plan #18/Site Plan #283 (PP) |



TWEEDY BOULEVARD SPECIFIC PLAN

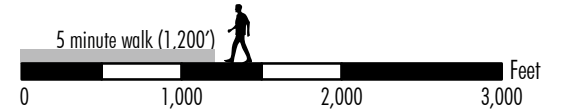


FIGURE 4-1
SPECIFIC PLAN ZONES
ALTERNATIVE C - NODAL PATTERN

RECEIVED

FEB 5 2019

City of South Gate

Item No. 5

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

4:45pm

AGENDA BILL

For the Regular Meeting of: February 12, 2019

Originating Department: Police

Department Director: Randall Davis

Randall Davis

City Manager: Michael Flad

Michael Flad

SUBJECT: ACCEPTANCE OF U.S. DEPARTMENT OF JUSTICE, OFFICE OF JUSTICE PROGRAM'S FY 2018/19 BULLETPROOF VEST PARTNERSHIP (BVP) GRANT FUNDS

PURPOSE: To accept the Office of Justice Program's (OJP) Bulletproof Vest Partnership (BVP) funds, in the amount of \$3,964.50, for the purchase of bulletproof vests for sworn personnel.

RECOMMENDED ACTIONS: Following the conclusion of a public hearing:

- a. Accept Fiscal Year 2018/19 Bulletproof Vest Partnership Grant Funds, in the amount of \$3,964.50, 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 2018/19 General Fund revenue projection in account number 100-4699 (General Fund – Other Intergovernmental Grants) by \$3,964.50, from \$0.00 to \$3,964.50.

FISCAL IMPACT: These grant funds may be used to pay 50% of every vest purchased up to a total of \$3,964.50. The current Fiscal Year 2018/19 General Fund Budget includes \$9,803.00 for the replacement of expiring vests and \$4,357.00 for the purchase of new vests for recently hired police recruits in Account Number 100-502-21-6204 (General Fund – Patrol – Small Tools & Equipment). The receipt of these funds will reduce the net impact on the General Fund by \$3,964.50 for the purchase of the bulletproof vests.

PUBLIC NOTICE: A legal notice was published in the *Los Angeles Wave* newspaper on January 31, 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 \$430 million in federal funds for the purchase of over one million vests (1,294,837) as of July 2017, for sworn field personnel.

The OJP Bulletproof Vest Partnership provides funding to law enforcement agencies to pay up to 50% of the cost of a vest for sworn personnel. On September 3, 2018, the Office of Justice

Programs notified the South Gate Police Department that it was awarded \$3,964.50 which will reimburse half of the cost of 15 bulletproof vests for sworn police officers.

ATTACHMENTS: Allocation List
Public Hearing Notice

2018/2019
BVP Award

CA	SOUTH GATE CITY	\$3,964.50
CA	SOUTH LAKE TAHOE CITY	\$4,732.02
CA	SOUTH SAN FRANCISCO CITY	\$9,410.69
CA	ST HELENA CITY	\$326.71
CA	STOCKTON CITY	\$4,267.32
CA	SUISUN CITY	\$2,400.00
CA	SUNNYVALE CITY	\$17,128.55
CA	SUSANVILLE CITY	\$1,410.00
CA	TEHACHAPI CITY	\$3,025.00
CA	TEHAMA COUNTY	\$10,624.02
CA	TORRANCE CITY	\$39,452.39
CA	TRACY CITY	\$7,481.00
CA	TUOLUMNE COUNTY	\$17,247.81
CA	TURLOCK CITY	\$7,133.24
CA	TUSTIN CITY	\$8,275.45
CA	UNION CITY	\$9,976.28
CA	VACAVILLE CITY	\$20,581.00
CA	VENTURA COUNTY	\$58,988.97
CA	WATSONVILLE CITY	\$7,408.50
CA	WEST SACRAMENTO CITY	\$8,000.00
CA	WESTMINSTER CITY	\$6,862.41
CA	WHITTIER CITY	\$6,898.64
CA	WILLIAMS CITY	\$1,981.98
CA	WILLITS CITY	\$1,002.43
CA	WOODLAND CITY	\$4,083.04
CA	YOLO COUNTY	\$3,014.59
CA	YUROC TRIBE	\$1,800.00
	Totals for CA(215 Jurisdictions):	\$4,944,552.64
CO	ALAMOSA CITY	\$3,183.00
CO	ARCHULETA COUNTY	\$3,200.00
CO	AULT TOWN	\$2,399.99
CO	AVON TOWN	\$2,000.00
CO	BASALT TOWN	\$1,838.00
CO	BAYFIELD TOWN	\$750.00
CO	BRIGHTON CITY	\$12,750.00
CO	BROOMFIELD CITY	\$10,800.00
CO	BRUSH CITY	\$1,600.00
CO	CALHAN TOWN	\$437.50
CO	CARBONDALE TOWN	\$1,462.50
CO	CASTLE ROCK TOWN	\$10,800.00
CO	CEDAREGE TOWN	\$1,310.99
CO	CHAFFEE COUNTY	\$9,997.50
CO	CHERRY HILLS VILLAGE CITY	\$1,275.00
CO	COMMERCE CITY	\$14,000.00
CO	CORTEZ CITY	\$2,000.00
CO	COSTILLA COUNTY	\$1,350.00
CO	CRESTED BUTTE CITY	\$675.00

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 18/19 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 \$3,964.50. 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, February 12, 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

_____.

/s/

Carmen Avalos, City Clerk

Publication date: January 31, 2019

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FEB 6 2019

Item No. 6

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

City of South Gate
CITY COUNCIL

10:25am

AGENDA BILL

For the Regular Meeting of: **February 12, 2019**
Originating Department: **Administrative Services**

Department Director:


Jackie Acosta

City Manager:


Michael Flad

SUBJECT: SIDE LETTER OF AGREEMENT WITH THE MUNICIPAL EMPLOYEES ASSOCIATION

PURPOSE: To approve a Side Letter of Agreement with the Municipal Employees Association (MEA) documenting a recently-negotiated change to probationary periods for the Police Department's civilian employees.

RECOMMENDED ACTIONS:

- a. Approve the Side Letter of Agreement with the South Gate Municipal Employees Association regarding probationary periods for civilian employees in the Police Department; and
- b. Authorize the Mayor to execute the Side Letter of Agreement in a form acceptable to the City Attorney.

FISCAL IMPACT: None

ANALYSIS: Due to the stringent rules for law enforcement agencies and the complex nature of the work, it is often difficult to truly assess the work performance of a new employee in just six months. Therefore, the Police Chief is recommending the extension of the probationary period for new hires and promotional hires in the Police Department from six months to one year.

BACKGROUND: The ability to accurately assess the work performance of a newly-hired or promoted employee is important to the successful operation of any department, but especially the Police Department. They have found that six months is not enough time to do so. Therefore, the City has met and conferred with the MEA board and come to agreement on extending the probationary period from six months to one year for all newly-hired and promotional civilian employees in the Police Department. This change will not affect MEA employees in other departments of the City.

ATTACHMENT: Proposed Side Letter of Agreement with MEA



SIDE LETTER OF AGREEMENT

Pursuant to California Government Code Section 3505.1

Between

The City of South Gate and

The South Gate Municipal Employees Association

Represented by Service Employees International Union Local 721

This Side Letter of Agreement ("Agreement") between the City of South Gate ("City") and the South Gate Municipal Employees Association ("SGMEA") represented by Service Employees International Union Local 721 ("Union") (collectively referred to as the "Parties") is entered into with respect to the following and on the terms stated herein.

RECITALS

WHEREAS, the Parties entered into a previous Memorandum of Understanding, Contract No. 3084, dated February 23, 2015, for the term July 1, 2014 through June 30, 2015 ("SGMEA MOU"), representing the most recent Memorandum of Understanding between the Parties;

WHEREAS, the Parties entered into a Side Letter of Agreement dated February 23, 2015, regarding certain issues that required continuing discussion;

WHEREAS, the Parties entered into an Amendment No. 1 to the SGMEA MOU dated February 9, 2016, extending the term of the SGMEA MOU through June 30, 2017, among other negotiated items;

WHEREAS, on June 26, 2017, the Parties commenced labor negotiations, including exchanging proposals and meeting and conferring towards reaching agreement on a successor SGMEA MOU;

WHEREAS, the SGMEA MOU expired at midnight on June 30, 2017 by its own terms;

WHEREAS, the Parties reached a Tentative Agreement on the deal points for a successor SGMEA MOU covering the term July 1, 2017 through June 30, 2020, which provided that all the terms and conditions of the prior 2014-2015 SGMEA MOU, including Amendment No. 1, shall be maintained unless expressly modified or changed by the TA until the successor SGMEA 2017-2020 MOU is accepted, approved and adopted by the City Council, with the Union ratifying the Tentative Agreement on December 4, 2017, and the City Council approving the Tentative Agreement on December 12, 2017;

WHEREAS, the City's Representatives and the Association have successfully met and conferred in good faith to negotiate this Agreement, pursuant to both the Meyers-Milias-Brown Act ("MMBA") (Government Code Sections 3500-3511) and the City's Employer-Employee Relations Resolution ("Resolution No. 4508"), and have jointly prepared and executed this Agreement which reflects new terms to be added to the TA and the SGMEA 2017-2020 MOU. All terms and conditions of the previous 2014-2015 SGMEA MOU, its Amendment No. 1, and the TA shall continue unless expressly modified herein.

WHEREAS, the Parties seek to have this Agreement memorialize their understanding regarding probationary periods for civilian employees in the Police Department, pending drafting and adoption of the successor SGMEA 2017-2020 MOU, which shall supersede and replace this Agreement.

WHEREAS, this Agreement shall not become effective until accepted, approved, and adopted by the South Gate City Council per California Government Code Section 3505.1.

NOW, THEREFORE, and in consideration for the promises, waivers and releases contained herein, the Parties agree as follows:

TERMS

1. All of the recitals listed above are material provisions of this Agreement and are deemed true by the Parties and incorporated herein by this reference.
2. Effective with the approval of this Side Letter of Agreement, Section 13 of the 2014-2015 SGMEA MOU will apply only to non-Police Department employees represented by the SGMEA.
3. Effective with the approval of this Side Letter of Agreement, new and promotional employees hired and/or promoted to civilian positions in the Police Department on or after February 13, 2019, will be subject to the following new Probation rules:

PROBATION – CIVILIAN POLICE DEPARTMENT EMPLOYEES

- A. All new civilian employees in the Police Department are required to complete a probationary period of one year which is considered to be an extension of the examination process and an opportunity for the newly placed employee to demonstrate abilities and skills necessary for successful work performance in the particular classification and position.
- B. Any appointment to a position from an eligibility list is subject to a probationary period of one year, or a total of 2,080 actual work time hours, including paid leave, before an appointee acquires permanent status in the position. Two weeks prior to the end of the probationary period, the Police Chief shall forward the probationary employee's Performance Appraisal to the Personnel Officer recommending that the employee be given permanent status if his/her service has been satisfactory, recommending an extension of the probationary period, or recommending that the employee be terminated. The initial one year probationary period may be extended six months at the discretion of the Police Chief in documented cases where work performance cannot be fully evaluated within the initial one year period.

C. An employee may be removed by the appointing authority at any time during the probationary period by submission of a termination notice to the Personnel Officer, and the same shall not be subject to review by the Civil Service Commission or the City Council. The Personnel Officer may restore any employee so terminated to the eligible list from which she/he was removed if there appears to be adequate basis for anticipating the employee might render satisfactory service in another department. When a present employee with permanent status accepts a probationary appointment in a new classification, whether or not promotional, that employee retains the right to return to the position vacated.

1. EMPLOYEE PERFORMANCE REVIEW

- a. All probationary employees shall be reviewed by their Supervisor after three months, six months, nine months, one year and eighteen months of service. (This includes new employees and employees serving a probationary period after a promotion or transfer.)
- b. Subsequent to the completion of the probationary period, each employee shall receive an annual performance review which shall be due on the anniversary of the date that he/she achieved Step C of his/her salary range.

By their signatures below, the Parties' lawful representatives acknowledge the contents herein.

City of South Gate

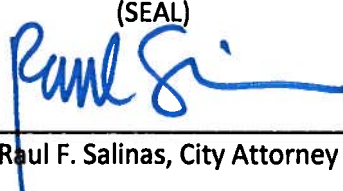
South Gate Municipal Employees Association

María Belén Bernal, Mayor

Francisco Robles, President

Carmen Avalos, City Clerk
(SEAL)

Anna Rodriguez, Vice-President



Raul F. Salinas, City Attorney

Robert Hunt, SGMEA's Outside Labor Counsel

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Item No. 7

FEB 6 2019

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

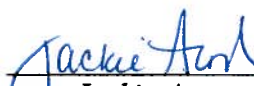
City of South Gate
CITY COUNCIL

10:25am

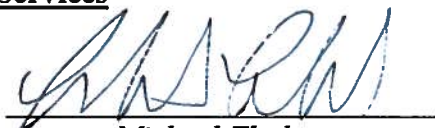
AGENDA BILL

For the Regular Meeting of: February 12, 2019
Originating Department: Administrative Services

Department Director:


Jackie Acosta

City Manager:


Michael Flad

SUBJECT: SIDE LETTER OF AGREEMENT WITH THE PROFESSIONAL AND MID-MANAGEMENT ASSOCIATION

PURPOSE: To approve a Side Letter of Agreement with the Professional and Mid-Management Association (PMMA) documenting a recently-negotiated change to probationary periods for the Police Department's civilian employees.

RECOMMENDED ACTIONS:

- a. Approve the Side Letter of Agreement with the South Gate Professional and Mid-Management Association regarding probationary periods for civilian employees in the Police Department; and
- b. Authorize the Mayor to execute the Side Letter of Agreement in a form acceptable to the City Attorney.

FISCAL IMPACT: None

ANALYSIS: Due to the stringent rules for law enforcement agencies and the complex nature of the work, it is often difficult to truly assess the work performance of a new employee in just six months. Therefore, the Police Chief is recommending the extension of the probationary period for new hires and promotional hires in the Police Department from six months to one year.

BACKGROUND: The ability to accurately assess the work performance of a newly-hired or promoted employee is important to the successful operation of any department, but especially the Police Department. They have found that six months is not enough time to do so. Therefore, the City has met and conferred with the PMMA board and come to agreement on extending the probationary period from six months to one year for all newly-hired and promotional civilian employees in the Police Department. This change will not affect PMMA employees in other departments of the City.

ATTACHMENT: Proposed Side Letter of Agreement with PMMA



SIDE LETTER OF AGREEMENT

Pursuant to California Government Code Section 3505.1

Between

The City of South Gate and

The South Gate Professional and Mid-Management Association

Represented by Service Employees International Union Local 721

This Side Letter of Agreement ("Agreement") between the City of South Gate ("City") and the South Gate Professional and Mid-Management Association ("SGPMMA") represented by Service Employees International Union Local 721 ("Union") (collectively referred to as the "Parties") is entered into with respect to the following and on the terms stated herein.

RECITALS

WHEREAS, the Parties entered into a previous Memorandum of Understanding, Contract No. 3085, dated February 23, 2015, for the term July 1, 2014 through June 30, 2015 ("SGPMMA MOU"), representing the most recent Memorandum of Understanding between the Parties;

WHEREAS, the Parties entered into a Side Letter of Agreement dated February 23, 2015, regarding certain issues that required continuing discussion;

WHEREAS, the Parties entered into an Amendment No. 1 to the SGPMMA MOU dated February 9, 2016, extending the term of the SGPMMA MOU through June 30, 2017, among other negotiated items;

WHEREAS, on June 26, 2017, the Parties commenced labor negotiations, including exchanging proposals and meeting and conferring towards reaching agreement on a successor SGPMMA MOU;

WHEREAS, the SGPMMA MOU expired at midnight on June 30, 2017 by its own terms;

WHEREAS, the Parties reached a Tentative Agreement on the deal points for a successor SGPMMA MOU covering the term July 1, 2017 through June 30, 2020, which provided that all the terms and conditions of the prior 2014-2015 SGPMMA MOU, including Amendment No. 1, shall be maintained unless expressly modified or changed by the TA until the successor SGPMMA 2017-2020 MOU is accepted, approved and adopted by the City Council, with the Union ratifying the Tentative Agreement on November 27, 2017, and the City Council approving the Tentative Agreement on November 28, 2017;

WHEREAS, on December 12, 2017, the City and the Association successfully negotiated an Amended and Restated Tentative Agreement for a Successor Memorandum of Understanding ("ARTA") (Attachment No. 3) which provided that all the terms and conditions of the prior 2014-2015 SGPMMA MOU, including Amendment No. 1, shall be maintained unless expressly modified or changed by the ARTA until the successor SGPMMA 2017-2020 MOU is accepted, approved and adopted by the City Council.

WHEREAS, the City's Representatives and the Association have successfully met and conferred in good faith to negotiate this Agreement, pursuant to both the Meyers-Milias-Brown Act ("MMBA") (Government Code Sections 3500-3511) and the City's Employer-Employee Relations Resolution ("Resolution No. 4508"), and have jointly prepared and executed this Agreement which reflects new terms to be added to the ARTA and the SGPMMA 2017-2020 MOU. All terms and conditions of the previous 2014-2015 SGPMMA MOU, its Amendment No. 1, and the ARTA shall continue unless expressly modified herein.

WHEREAS, the Parties seek to have this Agreement memorialize their understanding regarding probationary periods for civilian employees in the Police Department, pending drafting and adoption of the successor SGPMMA 2017-2020 MOU, which shall supersede and replace this Agreement.

WHEREAS, this Agreement shall not become effective until accepted, approved, and adopted by the South Gate City Council per California Government Code Section 3505.1.

NOW, THEREFORE, and in consideration for the promises, waivers and releases contained herein, the Parties agree as follows:

TERMS

1. All of the recitals listed above are material provisions of this Agreement and are deemed true by the Parties and incorporated herein by this reference.
2. Effective with the approval of this Side Letter of Agreement, Section 13 of the 2014-2015 SGPMMA MOU will apply only to non-Police Department employees represented by the SGPMMA.
3. Effective with the approval of this Side Letter of Agreement, new and promotional employees hired and/or promoted to civilian positions in the Police Department on or after February 13, 2019, will be subject to the following new Probation rules:

PROBATION – CIVILIAN POLICE DEPARTMENT EMPLOYEES

- A. All new civilian employees in the Police Department are required to complete a probationary period of one year which is considered to be an extension of the examination process and an opportunity for the newly placed employee to demonstrate abilities and skills necessary for successful work performance in the particular classification and position.
- B. Any appointment to a position from an eligibility list is subject to a probationary period of one year, or a total of 2,080 actual work time hours, including paid leave, before an appointee acquires permanent status in the position. Two weeks prior to the end of the probationary period, the Police Chief shall forward the probationary employee's Performance Appraisal to the Personnel Officer recommending that the

employee be given permanent status if his/her service has been satisfactory, recommending an extension of the probationary period, or recommending that the employee be terminated. The initial one year probationary period may be extended six months at the discretion of the Police Chief in documented cases where work performance cannot be fully evaluated within the initial one year period.

C. An employee may be removed by the appointing authority at any time during the probationary period by submission of a termination notice to the Personnel Officer, and the same shall not be subject to review by the Civil Service Commission or the City Council. The Personnel Officer may restore any employee so terminated to the eligible list from which she/he was removed if there appears to be adequate basis for anticipating the employee might render satisfactory service in another department. When a present employee with permanent status accepts a probationary appointment in a new classification, whether or not promotional, that employee retains the right to return to the position vacated.

1. EMPLOYEE PERFORMANCE REVIEW

- a. All probationary employees shall be reviewed by their Supervisor after three months, six months, nine months, one year and eighteen months of service. (This includes new employees and employees serving a probationary period after a promotion or transfer.)
- b. Subsequent to the completion of the probationary period, each employee shall receive an annual performance review which shall be due on the anniversary of the date that he/she achieved Step C of his/her salary range.

By their signatures below, the Parties' lawful representatives acknowledge the contents herein.

City of South Gate

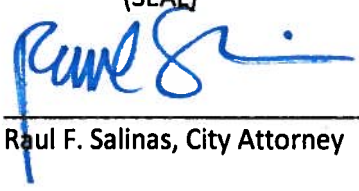
South Gate Professional and Mid-Management Association

María Belén Bernal, Mayor

Osie Harrell, President

Carmen Avalos, City Clerk
(SEAL)

Johanna Monterroza, Vice-President



Raul F. Salinas, City Attorney

Robert Hunt, SGPMMA's Outside Labor Counsel

RECEIVED

FEB 5 2019

Item No. 8

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

10:00am

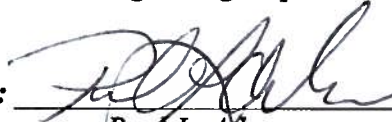
City of South Gate
CITY COUNCIL

AGENDA BILL

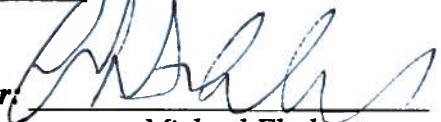
For the Regular Meeting of: February 12, 2019

Originating Department: Parks & Recreation

Department Director:


Paul L. Adams

City Manager:


Michael Flad

SUBJECT: AMENDMENT NO. 2 TO CONTRACT NO. 2701 FOR THE OPERATION OF THE FARMERS MARKET AT SOUTH GATE PARK

PURPOSE: To extend the agreement with Harbor Area Farmers Markets (HAFM) to operate the Farmers Market at South Gate Park for an additional five years.

RECOMMENDED ACTIONS:

- a. Approve Amendment No. 2 to Contract No. 2701 with Harbor Area Farmers Markets to operate the Farmers Market at South Gate Park for an additional five year term;
- b. Authorize the Mayor to execute Amendment No. 2 in a form acceptable to the City Attorney; and
- c. Authorize the Director of Parks & Recreation to execute any additional documents as may be required to properly implement and manage the Farmers Market.

 **FISCAL IMPACT:** The current agreement requires HAFM pay the City 1% of their gross sales from each market day. This fee is used to cover the additional maintenance costs and staff time associated with the market. Based upon past performance, the market fee paid to the City averages approximately \$5,000 per year. It is expected that this fee would remain consistent for the additional years of this extension.

ALIGNMENT WITH COUNCIL GOALS: None.

ANALYSIS: HAFM has been operating the City's Farmers Market for eight years. Although there have been few complaints, there have been many positive comments regarding the quality of the Farmers Market. HAFM has done a great job of matching appropriate vendors with the community and continues to maintain a good selection of high quality produce at the Farmers Market. HAFM has also added the ability to take EBT or "food stamps" at the Farmers Market, making it more accessible to residents.

BACKGROUND: For the past 35 years, the City has had a Farmers Market at South Gate Park (Market). On January 12, 2011, the City Council approved Contract No. 2701 with Harbor Area Farmers Markets for a three year term. On January 28, 2014, the City Council approved Amendment No.1 to Contract No. 2701, extending the term for an additional five (5) years, which will expire on June 30, 2019. Staff and the community have been very happy with HAFM and the Market has experienced significant growth, both in vendors and patrons under HAFM's management.

The Market represents an important resource for the community and residents. The local availability of grower direct produce which is fresh, of high quality and reasonably priced is important for the health of our residents. Further, a Farmers Market, if properly operated, can provide additional benefits such as availability of certified organic produce, fresh local products such as baked goods, honey, flowers and access to other local resources. South Gate's Farmers Market has long been a center of community life and a weekly opportunity for community members to meet and socialize while shopping for healthy food for their families.

ATTACHMENTS: Proposed Amendment No. 2
Amendment No. 1
Contract No. 2701

**AMENDMENT NO. 2 TO CONTRACT NO. 2701
LICENSE AGREEMENT FOR OPERATION OF A FARMERS MARKET AT
SOUTH GATE PARK BETWEEN THE CITY OF SOUTH GATE AND
HARBOR AREA FARMERS MARKETS**

This Amendment No. 2 to Contract No. 2701, the License Agreement for Operation of a Farmers Market at South Gate Park ("Amendment No. 2"), is made and entered into by the City of South Gate ("City") and Harbor Area Farmers Markets ("Market") on February 12, 2019.

RECITALS:

WHEREAS, effective January 12, 2011, the City and Market entered into that certain "License Agreement for Operation of a Farmers Market at South Gate Park" ("Agreement"); and

WHEREAS, on January 28, 2014, City and Market executed the Amendment No. 1 and extended the term of the original Agreement for an additional five (5) years, from July 1, 2014 through and including June 30, 2019; and

WHEREAS, City and Market desire to extend the Agreement for another term of five (5) years, and to otherwise leave in full force and effect the terms and conditions thereof; and

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. EXTENSION OF TERM.

The term of the Agreement is extended for an additional five (5) years, from July 1, 2019 through and including June 30, 2024.

2 EFFECT OF AMENDMENT.

Except as expressly amended herein, all other terms and conditions of the Agreement, and any attachments and exhibits thereto, shall remain in full force and effect.

[Remainder of page left blank intentionally]

3. **EFFECTIVE DATE.**

This Amendment No. 2 shall become effective as of February 12, 2019.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 2 to be executed and attested by their respective officers hereunto duly authorized.

"City"
CITY OF SOUTH GATE:

María Belén Bernal, Mayor

Dated: _____

ATTEST:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

"Market"
HARBOR AREA FARMERS MARKETS:

Kelly Johnson, Market Manager

Dated: _____

**AMENDMENT NO. 1 TO CONTRACT NO. 2701
LICENSE AGREEMENT FOR OPERATION OF A FARMERS MARKET AT
SOUTH GATE PARK BETWEEN THE CITY OF SOUTH GATE AND
HARBOR AREA FARMERS MARKETS**

THIS AMENDMENT NO. 1 TO THE LICENSE AGREEMENT FOR OPERATION OF A FARMERS MARKET AT SOUTH GATE PARK BETWEEN THE CITY OF SOUTH GATE AND HARBOR AREA FARMERS MARKETS ("Amendment No. 1") is dated for reference purposes January 28, 2014 but is effective as of the date specified in Section 3 below, and is made and entered into by and between the CITY OF SOUTH GATE ("City") and HARBOR AREA FARMERS MARKETS ("MARKET").

RECITALS:

WHEREAS, effective January 12, 2011, the CITY and MARKET entered into that certain "License Agreement for Operation Of A Farmers Market At South Gate Park" ("Agreement"); and

WHEREAS, CITY and MARKET desire to extend the Agreement for a term of five (5) years, and to otherwise leave in full force and effect the terms and conditions thereof; and

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. EXTENSION OF TERM.

The term of the Agreement is extended for an additional five (5) years, from July 1, 2014 through and including June 30, 2019.

2 EFFECT OF AMENDMENT.

Except as expressly amended herein, all other terms and conditions of the Agreement, and any attachments and exhibits thereto, shall remain in full force and effect.

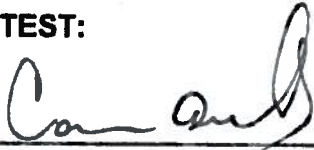
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3. **EFFECTIVE DATE.**

Unless otherwise specified herein, this Amendment No. 1 shall become effective as of the date when CITY approves this Amendment No. 1.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 1 to be executed and attested by their respective officers hereunto duly authorized.

ATTEST:



Carmen Avalos, City Clerk
(SEAL)

CITY OF SOUTH GATE, a public body,
corporate and politic



Gil Hurtado, Mayor

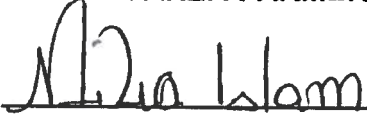
Dated: 01/29/2014

APPROVED AS TO FORM:



Paul F. Salinas, City Attorney

HARBOR AREA FARMERS MARKETS



Title: Exec - Director of SCA

Dated: 2/16/14

**LICENSE AGREEMENT FOR OPERATION OF
A FARMERS MARKET AT SOUTH GATE PARK
BETWEEN THE
CITY OF SOUTH GATE
AND
HARBOR AREA FARMERS MARKETS**

THIS LICENSE AGREEMENT, ("AGREEMENT" herein) effective as of January 12, 2011, is made and entered into by and between the City of South Gate, a municipal corporation ("CITY" herein), and South Coast Interfaith Council, a California non-profit corporation, dba Harbor Area Farmers Markets, Inc. ("MARKET" herein).

R E C I T A L S:

- A. Whereas, MARKET desires to use that portion of South Gate Park generally described as Parking Lot Number 3 (Three) for the operation of a Certified Farmers Market and related activities, said area is generally diagrammed on the map attached hereto as Exhibit A and incorporated herein by this reference ("MARKET AREA" herein); and
- B. Whereas, CITY desires to enhance the availability of reasonably priced, grower direct fresh produce within the community for the health and well being of its residents; and
- C. Whereas, CITY desires to continue and enhance the 25 year history of farmer's markets held in this location and the community benefits those activities provide, including availability of reasonably priced fresh produce and products, education of the community on the selection, preparation and benefits of fresh produce, enhanced community health and wellbeing and leisure and social values of such community events; and
- D. Whereas, City is willing to grant a license to a non-profit organization for operation of such a market on the terms and conditions herein stated.

NOW THEREFORE, IT IS AGREED BETWEEN THE PARTIES HERETO AS FOLLOWS:

1.0 GRANT OF NONEXCLUSIVE LICENSE

CITY hereby grants to MARKET a temporary, revocable and nonexclusive license to enter upon the MARKET AREA and to use said property at the times and dates agreed upon by MARKET AND CITY, on the terms and conditions, herein provided.

1.1 Revocability

CITY may in its sole and unfettered discretion, revoke this license and/or terminate the agreement without cause upon fifteen (15) days advance written notice.

1.2 Nonexclusive

CITY may grant permission to other persons to use the same property, which is the subject matter of this Agreement at the same times as are herein specified without other or further notice to MARKET.

1.3 Temporary

Unless sooner revoked, rescinded, or terminated, this Agreement shall automatically expire as specified under Section 3: TERM OF AGREEMENT.

2.0 PERMISSABLE USE

Licensee shall use, under terms and conditions consistent with those set forth in this Agreement, the parking lot for the sole purpose of conducting a Certified Farmers MARKET and other associated activities as specifically approved by CITY, and for no other purpose. All sales stalls and MARKET AREA shall be located in the above-described parking lot.

Each seller at the MARKET shall be regulated by and conform to all applicable regulations in Title 3, Article 6.5 of the California Code of Regulations and subsequent amendments thereto, and other applicable regulations of the State of California, the County of Los Angeles, and the City of South Gate.

In its use of South Gate Park, Licensee and sellers shall not in any manner interfere with or impede persons holding local area vending permits. In addition, Licensee and sellers shall not interfere with or impede access for emergency vehicles.

A sale during a Sales Event may only be made to an individual purchasing for final consumption by such individual or such individual's family or such individual's invitees. Sales in quantities that may not reasonably be expected to be consumed by the purchaser, or the purchaser's immediate family or invitees, within the shelf life of the Qualified Produce, shall be prohibited.

3.0 TERM OF AGREEMENT

This agreement will become effective on January 17, 2010 and will remain in effect for a period of two (2) years from said date unless otherwise expressly extended. The CITY, at its discretion, may choose to extend this agreement to a maximum of three (3), one (1) year extensions.

4.0 HOURS OF OPERATION

The license herein granted shall be valid only during days and hours as agreed to in advance by City. Initial hours of operation shall be on Monday of each week during the following hours: between the hours of 10:00 a.m. and 3:00 p.m. for the purpose of conducting the sales activity ("Sales Event" herein). MARKET and its vendors will be given access to the MARKET AREA at least two hours prior to MARKET opening for the purpose of preparing for the Sales Event and up to two hours after closing time for the purpose of closing down the Sales Event, and cleaning up the MARKET AREA and adjacent areas.

No sales activity shall be conducted except during the permissible hours for a Sales Event. Days and times may be modified at any time by mutual agreement of the parties.

5.0 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, MARKET understands that the Director of Parks & Recreation, or his/her designee, has the authority to provide that approval or authorization.

6.0 SPECIAL TERMS AND CONDITIONS RELATING TO SALES EVENTS

6.1 Signs

Signs shall not be displayed except in a size, construction type, aesthetic nature, place and duration as may be approved by the DIRECTOR. Prior to display, all signs shall have received final approval in accordance with the provisions of this paragraph.

6.2 Sale of Qualified Produce by Weight

Any vendor selling Qualified Produce by weight shall have its scales sealed by the County Sealer of Weights and Measures.

6.3 Prices

All prices shall be clearly posted. Collusion among growers to raise prices or to exert any influence, pressure or persuasion upon a vendor to increase prices is strictly forbidden and shall be grounds for revocation of the license.

6.4 Health Conditions

MARKET shall meet the minimum health conditions imposed upon it by the Los Angeles County Health Commissioner and all further and additional conditions imposed for health reasons by the DIRECTOR.

6.5 Cleanliness of the Grounds

MARKET shall, at its sole expense, cause the MARKET AREA, and areas adjacent thereto which may have become littered by the conduct of business at the MARKET Area, including entrances, exits and parking used by the MARKET, to be kept clean and maintained at all times in a neat, clean and presentable manner, free of all paper, debris, dropped or discarded produce, and all other trash. In addition to the foregoing requirements, said areas shall be absolutely free of litter, regardless of cause after each use.

6.5.1 CITY's Right to Bill for Cleaning

If MARKET fails to clean the MARKET AREA in accordance with the requirements herein specified, and CITY is required to provide cleaning services,

MARKET shall pay to CITY the CITY's costs to clean the MARKET AREA within three (3) days of billing same. This Agreement shall be suspended during the period of time any such billing remains outstanding after presentation.

6.5.2 MARKET's Duty to Provide for Separate Trash Removal

MARKET shall not use, or permit customers or vendors to use, CITY's trash receptacles for the disposal of trash or litter generated or brought to the MARKET AREA, or in connection with a Sales Event, including any material that is defined as "hazardous" under any state or federal law regulating same. MARKET shall arrange for adequate trash receptacles and for solid waste removal from the MARKET AREA after each Sales Event.

6.5.3 Pollution Discharge

Licensee shall be responsible for ensuring that the MARKET is operated and maintained in compliance with the provisions of the National Pollution Discharge Elimination System (NPDES).

6.6 Modifications

MARKET shall make no repairs of or modifications to the MARKET AREA, and shall make no improvements thereon without prior written consent from the CITY.

6.7 Title to Abandoned Property other than Trash

All property, including personal property, fixtures and utility installations within the MARKET AREA, shall, unless removed by MARKET at the conclusion of each Sales Event, be deemed to be abandoned, and shall become property of the CITY.

6.8 Real Property Taxes

MARKET shall pay any processing interest or real property tax applicable to the MARKET AREA which may be assessed during the term of this agreement. All such payments shall be made at least ten (10) days prior to the delinquency date. MARKET shall promptly furnish CITY with satisfactory evidence that such taxes have been paid. If any such taxes paid by MARKET shall cover any period of time prior to or after the expiration of the term hereof, MARKET's share of such taxes shall be equitably prorated to cover only the period of time within the tax year during which this Agreement is in effect. If MARKET shall fail to pay any such taxes, CITY shall have the right to pay the same, in which case MARKET shall repay such amount to CITY with MARKET's next installment payment, together with interest at the maximum rate then permitted by law.

6.9 Utilities

MARKET shall pay for all water, gas, heat, light, power, telephone, and other utilities and services supplied to the MARKET AREA, together with any taxes thereon. If any such services are not separately metered to MARKET, MARKET shall pay a reasonable proportion of all charges jointly metered with other premises, as determined by CITY.

6.10 Assignments and Subletting

MARKET shall not voluntarily or by operation of law assign, transfer, mortgage, pledge, or otherwise transfer or encumber all or any part of MARKET's interest in this Agreement or in the MARKET AREA.

6.11 Right of Refusal of any Vendor or Employee

The CITY, at its sole discretion and for its own purposes, may refuse any vendor from participation in the Farmer's Market or may request that any employee of the MARKET not be assigned or used in connection with the South Gate Farmer's Market. Determination by the DIRECTOR will be final.

7.0 INSURANCE.

MARKET 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) Workers Compensation Insurance as required by law. The MARKET shall require all subcontractors and vendors similarly to provide such compensation insurance for their respective employees.

(b) Comprehensive general and automobile liability insurance protecting the MARKET 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 nor materially changed except upon thirty (30) days prior written notice to the City of such cancellation or material change."

5) Cover the operations of the MARKET pursuant to the terms of this Agreement.

8.0 INDEMNIFICATION

MARKET shall indemnify CITY, and its elected officials, officers and employees, and shall hold CITY harmless, and shall defend CITY upon request and tender of defense, against any and all liability and loss, including but not limited to reasonable attorney's fees, which CITY may incur because of injury to any person or damage to or destruction of any property caused by MARKET, its agents, employees, manager, owners, members, vendors, customers, or invitees.

9.0 COMPENSATION

9.1 To CITY

Licensee agrees to pay to the CITY at the close of each calendar month in which market business occurs an amount equal to 1% of the total market income for each market day of that month, or the sum of \$75 (Seventy Five Dollars) for each market day, whichever is more. This fee shall be judged in arrears on the last day of the following month.

9.2 To MARKET

MARKET will receive no compensation from the City for operation of the market or other services provided by MARKET in association with the Farmer's Market activities unless agreed to in advance by the DIRECTOR in writing. MARKET may not charge admission or parking fees to customers of the Farmer's Market.

MARKET may charge vendors either a flat fee or a percentage of their gross sales, for their participation as a vendor in the Farmer's Market. Fees charged by MARKET will be consistent with fees charged by other market operators in the area and must be approved by the DIRECTOR. MARKET must notify CITY at least thirty (30) days in advance when modifying the approved fees. MARKET is solely responsible for the collection and accounting of any fees it may charge.

10.0 BUSINESS LICENSE

It shall be the responsibility of MARKET, at its sole cost and expense, to obtain any business license and to arrange for any inspections required by the CITY.

11.0 COMPLIANCE WITH LAWS AND PARK RULES

MARKET and all its vendors shall comply with all applicable laws, ordinances, rules and regulations of all governmental agencies, including, without limitation, all CITY and Park rules and regulations.

12.0 NON-DISCRIMINATION.

The MARKET 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.

13.0 CITY'S OBLIGATIONS

Except for the obligations of CITY specifically set forth in this Agreement, it is intended by the parties hereto that CITY shall have no obligation, in any manner whatsoever, to repair and maintain the MARKET AREA, nor any structural improvements located thereon, nor any equipment now or hereafter located therein. MARKET expressly waives the benefit of any statute now, or hereafter, in effect which would entitle MARKET to make repairs at CITY's expense.

13.1 Condition of Premises

MARKET shall accept the MARKET AREA in its condition existing as of the date of each Sales Event immediately preceding occupancy by MARKET or its vendor, customers, employees or agents. MARKET acknowledges that neither CITY, nor any representative of the CITY, has made any representation or warranty as to the present or future suitability of the MARKET AREA for the conduct of MARKET's business. Furthermore, CITY makes no representations as to whether hazardous materials or toxic waste may be located on or near the subject premises.

13.2 Notification of unsafe conditions

In the event that the MARKET believes that an unsafe condition exists as a result of their inspection of the MARKET AREA prior to any scheduled SALES EVENT, it is the responsibility of the MARKET to notify the DIRECTOR of such conditions immediately and ensure that MARKET activities, employees, vendors and members of the public are prevented from entering any area which may be deemed hazardous or unsafe by the MARKET until such conditions may be appropriately corrected.

13.3 Security Measures

MARKET acknowledges that nothing in this Agreement obligates the CITY to provide guard service or other security measures, and that CITY shall have no obligation whatsoever to provide same. MARKET assumes all responsibility for the protection of MARKET, its vendors, agents and invitees, from acts of third parties. CITY may require that guard service be provided during Sales Events, and if so, the cost of providing same shall be borne by MARKET.

14.0 RELATIONSHIP OF THE PARTIES

Nothing in this Agreement shall be constructed as creating a partnership or a joint venture, it being understood that each of the parties hereto is responsible for its own separate debts and obligations. The MARKET 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 MARKET, or any of the MARKET's employees, except as herein set forth, and the MARKET 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 MARKET is and shall at all times remain to the CITY a wholly independent contractor and the MARKET obligations to the CITY are solely such as are prescribed by this Agreement.

15.0 MARKET RULES

Additional MARKET rules are attached hereto as Exhibit D and are incorporated herein by this reference. Such rules may be modified by the DIRECTOR from time to time at CITY's sole discretion. CITY will notify MARKET in writing not less than ten (10) days prior to the implementation of such changes.

16.0 FRUIT AND VEGETABLE QUALITY CONTROL STANDARDIZATION

State of California Department of Food and Agriculture Fruit and Vegetable Quality Control Standardization Regulations are attached hereto as Exhibit C and are incorporated herein by this reference.

17.0 NOTICE TO PARTIES

Any notice required or permitted under this Agreement to be given by either party may be given by depositing in the United States mail, postage prepaid, first class, a notice addressed as follows:

To CITY: City of South Gate
8650 California Avenue
South Gate, CA 90280
Attn: Paul L. Adams, Parks & Recreation Director

To MARKET: South Coast Interfaith Council, a California non-profit corporation,
dba Harbor Area Farmers Markets, Inc.
759 Linden Avenue
Long Beach, CA 90813
Attn: Dale C. Whitney, Market Manager

18.0 GENERAL PROVISIONS

18.1 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.

18.2 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 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.

18.3 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.

18.4 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.

18.5 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.

18.6 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.

18.7 Non-Assignability.

The Consultant shall not assign or transfer any interest in this Agreement without the express prior written consent of the City.

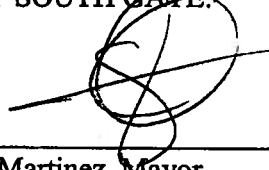
18.8 Severability

The invalidity of any provision of this Agreement, as determined by a court of competent jurisdiction, shall in no way affect the validity of any other provisions hereof.

18.9 Authorization

Each of the parties hereto acknowledges that the persons signing below are duly authorized to bind the parties to the obligations set forth in this agreement.

CITY OF SOUTH GATE:



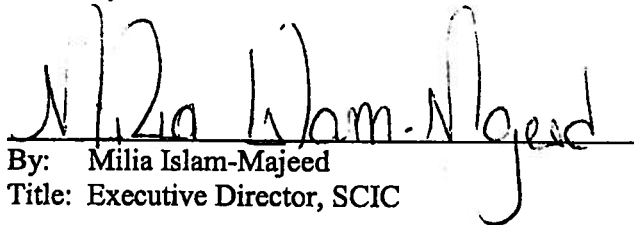
Gregory Martinez, Mayor

ATTEST:



Carmen Avalos, City Clerk
(Seal)

South Coast Interfaith Council, a California non-profit corporation, dba Harbor Area Farmers Markets, Inc.



By: Milia Islam-Majeed
Title: Executive Director, SCIC

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

RECEIVED

FEB 6 2019

Item No. 9

City of South Gate
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

12:50pm

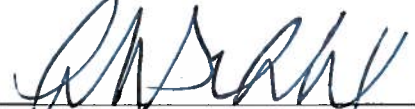
AGENDA BILL

For the Regular Meeting of: **February 12, 2019**
Originating Department: **Community Development**

Department Director:


Joe Perez

City Manager:


Michael Flad

SUBJECT: SUBRECIPIENT AGREEMENT WITH THE GATEWAY CITIES COUNCIL OF GOVERNMENTS

PURPOSE: To approve a Subrecipient Agreement with the Gateway Cities Council of Governments (GCCOG) to enable the City to be reimbursed from the Los Angeles County Metropolitan Transportation Authority (LACMTA) for expenses incurred by the City for activities related to the West Santa Ana Branch (WSAB) Transit Corridor Environmental Clearance Process.

RECOMMENDED ACTIONS:

- a. Approve the Subrecipient Agreement with the Gateway Cities Council of Governments for reimbursement from the Los Angeles County Metropolitan Transportation Authority of up to \$28,000 for the City's expenses incurred from participating in the West Santa Ana Branch Transit Corridor Environmental Clearance Process; and
- b. Authorize the Mayor to execute the Subrecipient Agreement in a form acceptable to the City Attorney.

 **FISCAL IMPACT:** This Subrecipient Agreement provides the City with up to \$28,000 of Measure R funds for participation with LACMTA and GCCOG in the environmental clearance process for the West Santa Ana Branch Transit Corridor. This amount will reimburse expenses incurred from November 2016 through September 2020.

ALIGNMENT WITH COUNCIL GOALS: The proposed Subrecipient Agreement meets the City Council's goal of continuing infrastructure improvements by developing expenditure plans for Measure M funding, and continuously improving efficiencies within the City Budget.

ANALYSIS: The Los Angeles County Metropolitan Transportation Authority (LACMTA) and Gateway Cities Council of Governments (GCCOG) entered into a funding agreement, effective October 10, 2016, to conduct tasks relating to the West Santa Ana Branch (WSAB) Transit Corridor environmental clearance. Cities along the project corridor, including the City of South Gate, are eligible to receive a portion of that funding if they enter into a Subrecipient Agreement with the GCCOG.

The WSAB Transit Corridor Project is currently undergoing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for light rail. There are currently four station locations being studied that are either within South Gate or near its borders.

BACKGROUND: The WSAB Transit Corridor Project is a proposed 19-mile light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. The main goals of the WSAB Transit Corridor Project are to provide mobility improvements, support local and regional land use plans and policies, minimize environmental impacts, ensure cost effectiveness and financial feasibility, and to help promote equity amongst Los Angeles County communities.

Metro initiated the environmental process for the WSAB Transit Corridor Project and conducted public scoping meetings in the summer of 2017, throughout 2018, and again in 2019. As part of its efforts, staff conducted public outreach and provided comments on the proposed plans. These tasks and items are eligible for reimbursement from LACMTA.

ATTACHMENT: Proposed Subrecipient Agreement

**SUBRECIPIENT AGREEMENT
BETWEEN THE CITY OF SOUTH GATE AND
THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
(West Santa Ana Branch Transit Corridor – Environmental Clearance)**

This Subrecipient Agreement ("Agreement"), is made and entered into by the City of South Gate, a municipal corporation, hereinafter referred to as ("City") (individually a "Party" and collectively, the "Parties"), and the Gateway Cities Council of Governments, a California joint powers authority, hereinafter referred to as ("GCCOG"), on this 12th day of February, 2019 ("Effective Date").

RECITALS

WHEREAS, the GCCOG has entered into a Funding Agreement with the Los Angeles County Metropolitan Transportation Authority ("LACMTA") as approved by the LACMTA Board of Directors on September 22, 2016, for the GCCOG to provide third-party administration with respect to thirteen GCCOG member cities, including the City, participating in LACMTA's environmental clearance of the West Santa Ana Branch Transit Corridor ("Project"), to be led by the Eco-Rapid Transit Joint Powers Authority; and

WHEREAS, the Funding Agreement identifies the City as a subrecipient and sets forth a funding allocation for the City with respect to the Project; and

WHEREAS, the Funding Agreement also sets forth a Collaborative Effort framework defining roles and responsibilities of LACMTA, GCCOG, and Participating Agencies, which includes the City; and

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth herein, the Parties agree as follows:

A. RECITALS

The recitals set forth above are hereby incorporated into and made a part of this Agreement.

B. FUNDING AGREEMENT INCORPORATED

The Funding Agreement is attached hereto as Exhibit "A" and incorporated by this reference as if fully set forth herein.

C. TERM

The term of this Agreement shall be the same as the term for the Funding Agreement. Work performed by City must be performed after October 10, 2016 to be eligible for reimbursement.

D. REQUIREMENTS

The City shall comply with all requirements for Participating Agencies set forth in Exhibit A to the Funding Agreement.

E. INDEMNIFICATION

Neither LACMTA nor GCCOG, nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by the City, its officers, agents, employees, contractors, and subcontractors in connection with the Project. The City shall fully indemnify, defend and hold LACMTA, GCCOG, and their respective officers, agents, and employees harmless from and against any liability and expenses, including without limitation, defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any environmental obligation, any legal fees and claims for damages of any nature whatsoever arising out of the City's acts or omissions in connection with the Project, including, without limitation: (1) use of the funds from the Funding Agreement by the City, its officers, agents, employees, contractors, or subcontractors; or (2) breach of the City's obligations under this Agreement. This indemnification provision shall survive termination of this Agreement.

F. INSURANCE

Pursuant to the Section V(G) of the Funding Agreement, the City shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons, or damages in property which may arise from on in conjunction with the performance of the work hereunder by the City, its agents, representatives, employees, contractors, or subcontractors. As respects Professional Liability, coverage must be maintained and evidenced provided, for two years following expiration of the Agreement.

1. MINIMUM SCOPE OF INSURANCE: Coverage shall be at least as broad as:

- a. Insurance Services Office Commercial General Liability coverage (concurrence form CG0001).
- b. Insurances Services Office form number CA 0001 covering Automobile Liability, code 1 (any auto).
- c. Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance.
- d. Professional Liability Insurance.

2. MINIMUM LIMITS OF INSURANCE: The City shall maintain limits no less than:

- a. General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General

Liability Insurance or Other form with a general aggregate limit is used, the general aggregate limits shall be twice the required occurrence limit of \$2,000,000. Products/ Completed Operations aggregate shall apply separately to this contract/agreement or the aggregate limit shall be twice the required per occurrence limit.

- b. Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.
- c. Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance.
- d. Professional Liability: \$1,000,000 per occurrence.

3. OTHER INSURANCE PROVISIONS: The insurance policies are to contain, or be endorsed to contain, the following provisions:

- a. LACMTA, GCCOG, and their respective subsidiaries, officials and employees are to be covered as additional insured as respects liability arising out of the activities performed by or on behalf of the AGENCY; products and completed operations of the AGENCY; premises owned, occupied or used by the AGENCY; or automobiles owned, leased, hired or borrowed by the AGENCY. The general liability coverage shall also include contractual, personal injury, independent contractors and broad form property damage liability. The coverage shall contain no special limitations on the scope of protection afforded to LACMTA, its subsidiaries, officials and employees.
- b. For any claims related to this Agreement, insurance provided by the AGENCY shall be primary as respects LACMTA, GCCOG, and their respective subsidiaries, officials and employees. Any insurance or self-insurance maintained by LACMTA shall be in excess of any program of insurance afforded by the AGENCY and shall not contribute with it.
- c. Any failure to comply with reporting or other provisions of the policies including breaches of warrants shall not affect coverage provided to LACMTA, GCCOG, and their respective subsidiaries, officials and employees.
- d. The program of insurance provided by the City shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
- e. Each insurance policy is required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice has been given to GCCOG.

- f. Worker's Compensation and Employer's Liability policies shall provide a waiver of subrogation in favor of LACMTA and GCCOG.
- g. Professional Liability insurance shall be continued, and evidence provided to GCCOG, for two years following termination of this Agreement.
- h. Coverage provided for two years in the event of cancellation or non-renewal.

4. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Notwithstanding anything to the contrary, the insurance requirements contained herein may be met with a program of self-insurance.

5. ACCEPTABILITY OF INSURERS

Insurance is to be placed with California admitted, or non-admitted carriers approved by the California Department of Insurance. All carriers must have a current A.M. Best's rating of no less than A-VII, unless otherwise approved by GCCOG. This section does not apply to a self-insured agency.

6. VERIFICATION OF COVERAGE

AGENCY shall furnish LACMTA with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized to attest to validity of coverage and protections afforded LACMTA. All documents are to be received and approved by LACMTA before work commences. If requested by LACMTA, AGENCY shall submit copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.

G. TERMINATION

Either party may terminate this Agreement for any reason, in whole or in part, by giving the other party thirty (30) days' written notice thereof. In the event of early termination, the Parties shall coordinate with LACMTA with respect to any funds owed to either Party pursuant to the Funding Agreement.

H. AMENDMENTS

This Agreement may be amended by written agreement of the Parties.

I. NOTICE

Any notice required to be given or delivered by any provision of this Agreement shall be deposited in any United States Post Office, registered or certified, postage prepaid, addressed as set forth below, and shall be deemed to have been received

by the party to whom the same is addressed at the expiration of seventy-two (72) hours thereafter. Written notice shall be sent to the following addresses, which may be changed by written notice of the Parties:

To Gateway: Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723
Attention: Jack Joseph

To City: Community Development Department
City of South Gate
8650 California Avenue
South Gate, CA 90280
Attention: Joe Perez, Community Development Director
Carmen Avalos, City Clerk

J. WAIVER

Waiver by a party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision, or a waiver of any subsequent breach or violation of any provision of this Agreement.

K. LAW TO GOVERN; VENUE

This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

L. NO PRESUMPTION IN DRAFTING

The parties to this Agreement agree that the general rule that an Agreement is to be interpreted against the Party drafting it or causing it to be prepared shall not apply.

M. SEVERABILITY

If any term, provision, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

N. LITIGATION/PROCEEDING FEES

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding

shall be entitled to an award of reasonable fees, costs and expenses, in addition to any other relief to which it may be entitled.

O. SUCCESSORS

This Agreement shall be binding upon and injure to the benefit of any successor of a Party.

P. ASSIGNMENT AND DELEGATION

Neither party may assign any rights nor delegate any duties under this Agreement.

Q. COUNTERPARTS

This Agreement may be executed in one (1) or more counterparts, all of which together shall constitute a single agreement, and each of which shall be an original for all purposes.

R. EXECUTION

The legislative bodies of the Parties hereto each have authorized execution of this Agreement, as evidenced by the respective authorized signatures attested below.

SIGNATURE PAGE
SUBRECIPIENT AGREEMENT BETWEEN THE CITY OF SOUTH GATE AND
THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
(West Santa Ana Branch Transit Corridor – Environmental Clearance)

IN WITNESS WHEREOF, the Parties have caused the Agreement to be executed the day and year first written above.

"City"
City of South Gate:

María Belén Bernal, Mayor

ATTEST:

Carmen Avalos, City Clerk
(SEAL)

APPROVED AS TO FORM:



Raul F. Salinas, City Attorney

"GCCOG"
Gateway Cities Council of
Governments:

Fernando Dutra, President

ATTEST:

Nancy Pfeffer, Secretary

APPROVED AS TO FORM:

Richard D. Jones, Legal Counsel

EXHIBIT A

**FUNDING AGREEMENT BETWEEN
THE GATEWAY CITIES COUNCIL OF GOVERNMENTS AND
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

**FUNDING AGREEMENT BETWEEN THE GATEWAY CITIES COUNCIL OF
GOVERNMENTS AND THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

This Funding Agreement (the "Agreement") is entered into with an effective date of October 10, 2016 ("Effective Date"), and is by and between the Gateway Cities Council of Governments ("AGENCY") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), hereinafter referred to collectively as the "Parties." The general purpose of this Agreement is to define the roles, responsibilities, and protocols of the AGENCY and eligible subrecipients to the AGENCY, identified in Attachment A ("Participating Agencies"), in LACMTA's environmental clearance of the West Santa Ana Branch Transit Corridor ("Project"), which generally includes facilitation and coordination between LACMTA, AGENCY, and the Participating Agencies, hereinafter referred to as the "Collaborative Effort."

RECITALS

WHEREAS, LACMTA is the transportation planning and programming agency for Los Angeles County responsible for the County's Long Range Transportation Plan, Short Range Transportation Plan and Transportation Improvement Program, and the construction and operation of bus and rail services; and

WHEREAS, the AGENCY is a California Joint Powers Authority that represents the 27 cities of Southeast Los Angeles County, the Port of Long Beach and certain unincorporated areas of Los Angeles County adjacent to or surrounded by these cities. In its role, the AGENCY provides leadership and supports various initiatives for its member cities/agencies, including implementing clean air strategies, addressing housing needs, reducing traffic congestion, conducting short and long range transportation studies, preserving and enhancing open space, and strengthening the economy; and

WHEREAS, the West Santa Ana Branch Transit Corridor is a funding priority in the voter-approved Measure R and Measure M expenditure plans; and

WHEREAS, LACMTA is working on the Project for the purpose of identifying a future light rail transit alignment and associated stations within a defined study area; and

WHEREAS, the LACTMA Board of Directors approved Motion 32.1 at its February 25, 2016 meeting, authorizing funding to facilitate Transit-Oriented Communities (TOC, a broader Transit-Oriented Development concept) for the Project and directing that LACMTA work with the City of Los Angeles, County of Los Angeles, AGENCY, and the Eco-Rapid Transit Joint Powers Authority ("Eco-Rapid") to pursue TOC predevelopment and planning activities for the Project; and

WHEREAS, this is one of several existing or pending agreements associated with carrying out Board Motion 32.1 and relating to the Collaborative Effort, with potentially more agreements to follow; and

WHEREAS, the purposes, approaches and scopes of work for these agreements are and will be coordinated to ensure that the intent of Board Motion 32.1 is effectively implemented; and

WHEREAS, articulating clear roles and responsibilities is a vital tenet of ensuring a collaborative and coordinated effort to effectively implement Board Motion 32.1 such that the communities accrue multiple benefits from this substantial public infrastructure investment and opportunity; and

WHEREAS, all the agreements associated with implementing Board Motion 32.1 must demonstrate a progression toward completing the forward planning and design of the West Santa Ana Branch Light Rail Transit line and ancillary project features, and its environmental clearance, along with supporting or resulting in TOC-supportive local plans, regulations, financial tools and programmatic California Environmental Quality Act clearance to enable private and public sector Transit-Oriented Development (TOD) in the corridor; and

WHEREAS, this Agreement includes a Collaborative Effort framework for implementing the aforementioned LACMTA Board of Directors February 25, 2016 direction and the referenced related actions, a process for coordination involving LACMTA, the AGENCY, and Participating Agencies, and a communication protocol to be carried out by the AGENCY and Participating Agencies for the Project by setting forth the roles, responsibilities and protocols, as identified in Attachment A; and

WHEREAS, the LACMTA Board of Directors at its September 22, 2016 meeting approving the entering of this Agreement with the AGENCY for third party administration to work with the Participating Agencies on the Project, in the amount not-to-exceed \$700,000 in Measure R 35% funds, which scope of work for this Collaborative Effort is identified in Attachment A; and

WHEREAS, a Letter of No Prejudice (LONP) for the Collaborative Effort was issued on October 10, 2016, allowing the AGENCY and the Participating Agencies to spend funds in an amount up to \$50,000 in total for the early participation of the AGENCY, Eco-Rapid Transit Joint Powers Authority JPA and the Cities of Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Lakewood, Lynwood, Maywood, Paramount, South Gate and Vernon, to review Project deliverables and provide technical comments and feedback on the Project, pending execution of this agreement.

NOW, THEREFORE, in consideration for the promises set forth herein, the receipt and adequacy of which is hereby acknowledged, the Parties hereto agree as follows:

AGREEMENT

I. TERM OF AGREEMENT

The term of the Agreement shall be for a period from the Effective Date of this Agreement through September 30, 2020. LACMTA shall have the right to extend the term as necessary. This is a one-time funding grant subject to the terms and conditions agreed to herein. This grant does not imply nor obligate any future funding commitment on the part of LACMTA.

The obligation for LACMTA to grant AGENCY the Funds relating to the Collaborative Effort in supporting the Project is subject to sufficient Funds being made available for the Project and the Collaborative Effort by the LACMTA Board of Directors. If such Funds are not made available for the Project and/or Collaborative Effort, LACMTA shall have no obligation to provide the Funds for the Collaborative Effort, unless otherwise agreed to in writing by LACMTA.

II. COLLABORATIVE EFFORT ADMINISTRATION AND SCOPE OF WORK

A. AGENCY and the Participating Agencies shall perform the work per the tasks and deliverables, roles, responsibilities and protocols detailed in Attachment A – Collaborative Effort Framework and Scope of Work.

B. Management/Administration of the scope of work in Attachment A is capped at a maximum of 15% of the total Agreement cost.

C. AGENCY shall submit Quarterly Progress Invoice Reports, in the form attached to the Agreement as Attachment B with detailed supporting documentation within sixty (60) days after the close of each quarter. The last Quarterly Progress Invoice Report shall be due no later than November 30, 2020 to be eligible for reimbursement under this Agreement. If no activity has occurred during a particular quarter, AGENCY will still be required to submit the Quarterly Progress Invoice Report indicating that no dollars were expended in the quarter.

E. In the event that any changes to Attachment A – Collaborative Effort Framework and Scope of Work are desired, LACMTA shall notify AGENCY in writing in a timely manner. AGENCY understands and agrees that LACMTA's contribution to the Project is limited to the amount specified in Section III (A) of this Agreement, and that the AGENCY shall be fully responsible for any eligible expenditures that exceed LACMTA's contribution and that Participating Agencies are not entitled to payment of any eligible expenses that exceed LACMTA's contribution. Any unexpended Funds after September 30, 2020, unless an extension is requested in writing by AGENCY and approved by LACMTA, shall no longer be available to the AGENCY.

III. PAYMENT

A. LACMTA shall reimburse AGENCY an aggregate amount not to exceed \$700,000 for amounts invoiced with proper documentation within 30 working days of receipt of an acceptable invoice. AGENCY is responsible for pass-through payments to the Participating Agencies. Failure of a Participating Agency to abide by the terms and conditions of this Agreement or failure to perform the work set forth in the Scope of Work may result in LACMTA denying payment or excluding any further participation of the defaulting Participating Agency under this Agreement, along with any subsequent payments to it. AGENCY is advised to make payment to a Participating Agency only after payment is made to AGENCY by LACMTA.

B. LACMTA shall only reimburse eligible expenditures. LACMTA reserves the right to reject expenses submitted by AGENCY that it deems out of scope. Equipment including vehicles, computer hardware and software are not eligible expenditures and shall not be reimbursed with the Funds.

C. Any Funds expended by AGENCY prior to the Effective Date of this Agreement shall not be reimbursed nor shall they be credited toward the AGENCY Funding Commitment requirement, without the prior written consent of LACMTA. AGENCY Funding Commitment dollars expended prior to the Effective Date shall be spent at AGENCY'S own risk.

IV. INDEMNIFICATION

Neither LACMTA nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by AGENCY, its officers, agents, employees, contractors and subcontractors under this Agreement. AGENCY shall fully indemnify, defend and hold LACMTA, and its officers, agents and employees harmless from and against any liability and expenses, including without limitation, defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any environmental obligation, any legal fees and claims for damages of any nature whatsoever arising out of the Scope of Work, including without limitation; (i) use of the Funds by the AGENCY, or its officers, agents, employees, contractor or subcontractors; (ii) breach of the AGENCY's obligations under this Agreement; or (iii) any act of omission of the AGENCY, or its officers, agents, employees, contractors or subcontractors in the performance of the work or the provision of the services, in connection with the Project including, without limitation, the Scope of Work, described in this Agreement. The indemnity shall survive termination of this Agreement.

V. INSURANCE

AGENCY shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons, or damages in property which may arise from on in conjunction with the performance of the work hereunder by the AGENCY, their

agents, representatives, employees or subcontractors. As respects Professional Liability, coverage must be maintained and evidenced provided, for two years following expiration of the Agreement.

A. MINIMUM SCOPE OF INSURANCE

Coverage shall be at least as broad as:

1. Insurance Services Office Commercial General Liability coverage (concurrence form CG0001).
2. Insurances Services Office form number CA 0001 covering Automobile Liability, code 1 (any auto).
3. Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance.
4. Professional Liability Insurance.

B. MINIMUM LIMITS OF INSURANCE

AGENCY shall maintain limits no less than:

1. General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or
2. Other form with a general aggregate limit is used, the general aggregate limits shall be twice the required occurrence limit of \$2,000,000. Products/ Completed Operations aggregate shall apply separately to this contract/agreement or the aggregate limit shall be twice the required per occurrence limit.
3. Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.
4. Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance.
5. Professional Liability: \$1,000,000 per occurrence.

C. OTHER INSURANCE PROVISIONS

The insurance policies required per the terms of the agreement are to contain, or be endorsed to contain, the following provisions:

1. LACMTA, its subsidiaries, officials and employees are to be covered as additional insured as respects liability arising out of the activities performed by or on behalf of the AGENCY; products and completed operations of the AGENCY; premises owned, occupied or used by the AGENCY; or automobiles owned, leased, hired or borrowed by the AGENCY. The general liability coverage shall also include contractual, personal injury, independent

contractors and broad form property damage liability. The coverage shall contain no special limitations on the scope of protection afforded to LACMTA, its subsidiaries, officials and employees.

2. For any claims related to this Agreement, insurance provided by the AGENCY shall be primary as respects LACMTA, its subsidiaries, officials and employees. Any insurance or self-insurance maintained by LACMTA shall be in excess of any program of insurance afforded by the AGENCY and shall not contribute with it.
3. Any failure to comply with reporting or other provisions of the policies including breaches of warrants shall not affect coverage provided to LACMTA, its subsidiaries, officials and employees.
4. The program of insurance provided by the AGENCY shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. Each insurance policy is required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice has been given to LACMTA.
6. Worker's Compensation and Employer's Liability policies shall provide a waiver of subrogation in favor of LACMTA.
7. Professional Liability insurance shall be continued, and evidence provided to LACMTA, for two years following expiration of the contract.
8. Coverage provided for two years in the event of cancellation or non-renewal.

D. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Notwithstanding anything to the contrary, the insurance requirements contained herein may be met with a program of self insurance.

E. ACCEPTABILITY OF INSURERS

Insurance is to be placed with California admitted, or non-admitted carriers approved by the California Department of Insurance. All carriers must have a current A.M. Best's rating of no less than A-VII, unless otherwise approved by LACMTA. This section does not apply to a self-insured agency.

F. VERIFICATION OF COVERAGE

AGENCY shall furnish LACMTA with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized to attest to validity of coverage and protections afforded LACMTA. All documents are to be received and approved by LACMTA before work commences. If requested by LACMTA, AGENCY shall submit copies of all required

insurance policies, including endorsements affecting the coverage required by these specifications.

G. SUBRECIPIENTS AND SUBCONTRACTORS

AGENCY shall include all subrecipients or subcontractors as insured under its policies or shall furnish separate certificates and endorsements for each subrecipient or subcontractor. All coverages for subrecipients or subcontractors shall be subject to all of the requirements stated herein. If requested by LACMTA, the AGENCY shall submit copies of all required insurance policies, including endorsements affecting the coverage required by these specifications. The Participating Agencies are considered subrecipients.

VI. RECORD RETENTION

A. AGENCY shall maintain all source documents, books and records connected with its performance and all work performed under this Agreement for three (3) years.

B. LACMTA, and/or its designee, shall have the right to conduct audits of the Project as needed. AGENCY agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). AGENCY shall reimburse LACMTA for any expenditure not in compliance with this Agreement. The allowability of costs for AGENCY's own expenditures submitted to LACMTA for this Project shall be in compliance with Office of Management and Budget (OMB) Circular A-87. The allowability of costs for AGENCY's contractors, consultants and suppliers expenditures submitted to LACMTA through AGENCY's Quarterly Progress Reports and Expenditures shall be in compliance with OMB Circular A-87 or Federal Acquisition Regulation (FAR) Subpart 31 (whichever is applicable). Findings of the LACMTA audit are final. When LACMTA audit findings require AGENCY to return monies to LACMTA, AGENCY agrees to return the monies within thirty (30) days after the final audit is sent to Grantee.

VII. COMMUNICATIONS

A. AGENCY shall ensure that all Communication Materials contain recognition of LACMTA's contribution to the Project as more particularly set forth in "Funding Agreement Communications Materials Guidelines" available on line or from the LACMTA Project Manager. Please check with the LACMTA Project Manager for the web address. The Funding Agreement Communications Materials Guidelines may be changed from time to time during the course of this Agreement. Grantee shall be responsible for complying with the latest Funding Agreement Communications Materials Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.

B. For purposes of this Agreement, "Communications Materials" include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites radio and public service announcements, electronic media, and construction site signage. A more detailed definition of "Communications Materials" is found in the Funding Agreement Communications Materials Guidelines.

C. The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.

D. AGENCY shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce Project Communications Materials for public and external purposes will comply with the requirements contained in this Section.

E. The LACMTA Project Manager shall be responsible for monitoring AGENCY compliance with the terms and conditions of this Section. AGENCY failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

VIII. DEFAULT

A Default by AGENCY under this Agreement is defined as any one or more of the following:

1. AGENCY fails to comply with the terms and conditions contained in this Agreement; or
2. AGENCY fails to perform satisfactorily any of the responsibilities identified in Attachment A.

IX. REMEDIES

A. In the event of a Default by AGENCY, LACMTA shall provide written notice of such Default to AGENCY with a 30-day period to cure the Default. In the event that AGENCY fails to cure the Default, or commit to cure the Default and commence the same within such 30-day period and to the satisfaction of the LACMTA, LACMTA shall have the following remedies: (i) LACMTA may terminate this Agreement; (ii) LACMTA may make a determination to make no further disbursements of funds to AGENCY; and/or (iii) LACMTA may recover from AGENCY any funds disbursed to AGENCY as allowed by law or in equity.

B. Effective upon receipt of written notice of termination from LACMTA, AGENCY shall not undertake any new work or obligation with respect to this Agreement.

C. The remedies described herein are non-exclusive. LACMTA shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

D. In the event of any termination, LACMTA shall reimburse AGENCY for properly invoiced work performed prior to the date of termination.

X. ASSIGNMENT OF AGREEMENT

A. AGENCY is without right to and shall not assign this Agreement or any part thereof or any monies due hereunder without the prior written consent of LACMTA, which shall not be unreasonably withheld. All AGENCY and Participating Agencies' agents, contractors and subcontractors directly working on and receiving monies from this Agreement require prior written approval by LACMTA and shall be bound by the terms of this Agreement.

XI. MISCELLANEOUS

A. California State law shall govern this Agreement. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way, unless any of the stated purposes of the Agreement would be defeated.

B. No amendment, modification, alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by authorized representatives for the Parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the Parties.

C. This Agreement contains the entire understandings between the Parties and supersedes any prior written or oral understandings and agreements regarding the subject matter of the Agreement.

D. The covenants and agreements of this Agreement shall inure to the benefits of, and shall be binding upon, each of the Parties and their respective successors and assignees.

E. Both Parties shall comply with all applicable laws, regulations and policies.

F. Neither AGENCY nor LACMTA shall assign this Agreement, or any part thereof, without the written consent of the other party. Any assignment without such written consent shall be void and unenforceable.

G. Any notice required or permitted under this Agreement shall be in writing and shall be deemed served if sent by registered mail addressed as follows, unless otherwise notified in writing of a change of address:

Fanny Pan, Senior Director
Transit Corridors Planning Division
Countywide Planning and Development Department
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mailstop: 99-22-4
Los Angeles, CA 90012

Jack Joseph, Deputy Executive Director
Gateway Cities Council of Governments
16401 Paramount Blvd.
Paramount, CA 90723

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: Phillip A. Washington
for Phillip A. Washington
Chief Executive Officer

Date: 10/6/17

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

By: [Signature]
Deputy

Date: 10/3/17

AGENCY:

GATEWAY CITIES COUNCIL OF GOVERNMENTS

By: [Signature]
Johnny Pineda
President

Date: 10-4-17

APPROVED AS TO FORM:

By: [Signature]
Richard D. Jones
General Counsel

Date: 10/4/17

ATTACHMENT A COLLABORATIVE EFFORT FRAMEWORK AND SCOPE OF WORK

Parties to the Collaborative Effort

1. LACMTA – Los Angeles County Metropolitan Transportation Authority
2. AGENCY - Gateway Cities Council of Governments
3. Participating Agencies:
 - Eco-Rapid Transit JPA (the City of Bellflower will act as the fiscal agent for processing of expenditures per the existing Memorandum of Understanding between Eco-Rapid Transit JPA and City of Bellflower); and
 - Participating Cities: Artesia, Bell, Bellflower, Bell Gardens, Cudahy, Downey, Huntington Park, Lakewood, Lynwood, Maywood, Paramount, South Gate, and Vernon. (City of Cerritos chooses not to participate.)

Background

- June 2016 –A “near-term” Funding Agreement not-to-exceed \$230,800 was entered into between LACMTA and the AGENCY (led by Eco-Rapid Transit JPA) to conduct Sustainable TOC Predevelopment and Planning activities, including Conceptual Station Area Land Use Planning Studies for stations in Cerritos, South Gate and Paramount, and Visioning Planning Studies for the City of Vernon Station.
- Eco-Rapid Transit JPA’s members (Artesia, Bellflower, and Downey) have received LACMTA TOD Grants and are in process of preparing station area plans.
- September 2016 - the LACMTA Board authorized entering into an agreement with the AGENCY for participation in the Project in the amount not-to-exceed \$700,000.
- October 2016 – FTA awarded TOD Planning Pilot Program Grant to LACMTA to conduct the WSAB Transit Corridor TOD Strategic Implementation Plan in partnership with the City of South Gate and the Eco-Rapid Transit JPA.

Familiarity Required Existing and Pending Complementary Reference Material

The goal of the Collaborative Effort framework is to create consistency in all studies and activities relating to the Project and avoid duplication of efforts. In developing studies and activities relating to the Project, AGENCY and each Participating Agency shall be familiar with existing and pending complementary reference material as set forth herein, and all scopes of work will be reviewed and approved by LACMTA.

1. Approach and Scope of Work (SOW)

- The development of a SOW shall consider, and to the extent practicable, build upon the framework developed in the WSAB Sustainable Transit Corridor – Phase 1 Near-term Agreement regarding pre-development Transit-oriented Communities (FA#: 920000000FAGCCG02). To the extent practicable, all work shall be coordinated with the preparation of the Project and complement the recommendations and findings from prior studies and documents applicable to the Project, including the WSAB TOD Handbook; Caltrans Environmental Justice Assessment; South Gate Station Conceptual Plan; Bellflower Mixed Use Zone Plan; Cerritos Station TOD District; Huntington Park Focused General Plan Update; Rancho Los Amigos South Campus Specific Plan; Bellflower Station Specific Plan; Artesia International Downtown Specific Plan; AECOM Land Use Studies located in Cudahy, Downey, South Gate, and Huntington Park; Conceptual Land Use Planning Studies for stations in Cerritos, South Gate, and Paramount; and Visioning Planning Studies for the City of Vernon Station.
 - An FTA-awarded TOD Planning Pilot Program Grant for the WSAB Transit Corridor TOD Strategic Implementation Plan is available as a reference and resource. A separate partnership agreement is anticipated to be executed for work related to this grant.
2. Prior Studies to Reference and Integrate as Available Information to Assist in Project Coordination Efforts
- 2011-2015 – \$276,000 FHWA Pass-through Grant for AECOM Land Use Studies for stations located in Cudahy, Downey, South Gate, and Huntington Park.
 - 2011 -2013 - \$213,840 Caltrans Environmental Justice Planning Grant that assessed community impacts and addressed environmental justice goals and objectives relative to the development of the OLDA transit corridor. The project focused on providing regional connectivity to cities located in the project area with surrounding communities. It included the cities of South Gate, Huntington Park, Bell, Cudahy, Maywood and Bell Gardens. LACMTA, AGENCY and Participating Agencies agree to consider or include the environmental justice goals as addressed by the Caltrans Environmental Justice Plan.
 - 2012-2015 – Eco-Rapid Transit JPA and member cities have received \$1.8 million in TOD planning grant funded by a combination of Measure R 2% and Measure R 3% funds for the WSAB TOD Handbook, Huntington Park Focused General Plan Update, Rancho Los Amigos South Campus Specific Plan, Bellflower Station Specific Plan, and the Artesia International Downtown Specific Plan.
 - Cities have received SCAG COMPASS and Sustainability Planning Grants for projects in South Gate, Bellflower and Cerritos.
3. Coordination with Environmental Study (Project)

- Both the TOC and HIS/EIR must recognize that light rail is the build alternative under study. It will be critical that work related to the TOC be closely coordinated with the Project directed for analysis by the Board in September 2016, with respect to the opportunities resulting from the light rail alignment and stations on land use. This will ensure that:
 - a) key assumptions regarding the project's cost, scope and schedule that may emerge from the Environmental Study (Project) are aligned with the TOC scope, as the planning and implementation of viable Transit Oriented Developments necessarily pivots on the scope and timing of the transit investment at its core, such that putting in place the framework for TOC in preparation for the light rail investment maximizes the opportunity; and
 - b) outreach activities with the community, essential to both the environmental study and TOC efforts are optimized, in coordination with LACMTA's outreach activities, to ensure that input of the community is appropriately reflected in both efforts.

Roles and Responsibilities of AGENCY, Participating Agencies, and LACMTA

1. AGENCY

- Review invoices and quarterly reports of the Participating Agencies for accuracy and compliance with the terms of the Agreement.
- Submit invoices and quarterly reports in a timely manner to LACMTA for itself and on behalf of the Participating Agencies.
- Facilitate, in a manner approved by the LACMTA Project Manager and within the approved budget for AGENCY participation, the Participating Agencies in completing the scope of work of the Agreement.

2. Participating Agencies

- Perform activities relating to the scope of work of the Agreement in compliance with all terms and provisions of the Agreement.
- Support and facilitate LACMTA on outreach activities
- Timely prepare and submit to AGENCY invoices and quarterly reports, as well as any other record required by the Agreement.
- Coordinate with LACMTA and its member agencies within the Project area
- Work with LACMTA in a collaborative manner in conducting tasks, roles and responsibilities required by the Agreement.

3. LACMTA

- Lead agency, Project owner and Project manager.
- Outreach activities lead.

- Public “face” of the Project and outreach activities.
- Provide funding and make timely payments as set forth in the Agreement.

Communication

1. Collaborative Effort Protocol

- **Project Team Meetings:** LACMTA will convene internal project team meetings for purposes of overseeing Project management and Project coordination. These are internal and confidential meetings that are only open to Eco-Rapid Transit JPA upon invitation by LACMTA. These meetings are intended to discuss consultant performance, schedules, other activities including draft materials and discussions not to be discussed or disseminated with other parties without the express consent of LACMTA. LACMTA recognizes the value of coordination and Eco-Rapid Transit JPA as a resource in furthering the Project.
- **AGENCY and Participating Agencies** shall limit meeting attendees to necessary participants who actively participate by way of providing useful information for the Project, and serve a vital coordination role during or resulting from the meeting.
- **Formation of Committees** to facilitate timely communication and effective decisions:
 - **Technical Advisory Committee (TAC)** – The LACMTA-led TAC will hold coordinated meetings and regular working group meetings. The TAC consists of task-appropriate managers and technical staff from LACMTA, AGENCY, and Participating Agencies.
 - **Policy and Oversight Committee (POC)** – The POC will provide input to the TAC. The POC will oversee activities to assure the project stays on schedule and milestones are met. The POC will consist of LACMTA’s Senior Executive Officer and Executive Officer, and Eco-Rapid Transit JPA’s Executive Director or Designee(s). Policy direction as needed will be provided by LACMTA’s Chief Planning Officer, and Eco-Rapid Transit JPA’s Executive Director and Designee.

2. Communication Points of Contact

- All communication to LACMTA shall be to both the Project Manager as Project lead and Communications Project Manager as communications lead.
- All communications to AGENCY that are not notices pursuant to the Agreement and/or Eco-Rapid Transit JPA shall be to Eco-Rapid Transit JPA’s Executive Director or designee.

3. Collaborative Working Relationship Established

- Parties acknowledge, understand and agree that a collaborative working relationship promotes the interests of all parties to the Collaborative Effort in achieving common Project goals. Concerns, problems, or conflicts in with regard

to the working relationship in administering the Agreement shall first be communicated to the points of contact above. If still needed, Parties and Participating Agencies will elevate issues to LACMTA's supervising Senior Executive Officer for resolution and advise the points of contact accordingly. This protocol applies to the AGENCY and the Participating Agencies.

Schedule/Timeline

AGENCY and Participating Agencies must coordinate with LACMTA throughout the Project schedule.

Judicious Use of Monies

Parties understand and agree that the monies allocated in this Agreement shall be expended consistent with the terms and conditions of the Agreement. LACMTA reserves the right to reject expenses submitted by AGENCY that it deems out of scope. AGENCY, Participating Agencies and LACMTA will collaborate and agree upon work tasks and receive LACMTA's approval of work before undertaking it to ensure a mutual understanding of judiciously using monies.

Collaborative Effort Scope of Work:

- Pursuant to Item 12D approved by the LACMTA Board of Directors at its September 22, 2016 meeting, AGENCY will provide third party administration services, pursuant to the terms of the Agreement, for the Cities of Artesia, Bell, Bellflower, Bell Gardens, Cudahy, Downey, Huntington Park, Lakewood, Lynwood, Maywood, Paramount, South Gate, and Vernon to participate in the environmental clearance study for the West Santa Ana Branch Transit Corridor, led by Eco-Rapid Transit JPA. AGENCY's third party administration will include the management of the \$700,000 Project funds, as allocated below, to support the Participating Cities' review of environmental documents and technical report deliverables resulting from Project work and participation on the Project Technical Advisory Committee (TAC)/Working Group (WG) in support of the Project. Participating Agencies and LACMTA should collaborate and agree upon appropriate TAC meetings.
- AGENCY and Participating Agencies will perform the AGENCY roles and responsibilities outlined above.

Project Funding Allocation (not to exceed):

	Budget
Gateway Cities COG (AGENCY)	\$100,000
Artesia	\$ 28,000
Bell	\$ 17,000
Bellflower	\$ 44,000
Bellflower – Eco-Rapid Transit JPA	\$298,000
Bell Gardens	\$ 12,000
Cudahy	\$ 22,000
Downey	\$ 24,000
Huntington Park	\$ 28,000
Lakewood	\$ 8,000
Lynwood	\$ 12,000
Maywood	\$ 17,000
Paramount	\$24,000
South Gate	\$ 28,000
Vernon	\$ 28,000
Remaining Funds for AGENCY and LACMTA to mutually determine how to distribute to the above	\$ 10,000
Total	\$ 700,000

RECEIVED

FEB 6 2019

City of South Gate
CITY COUNCIL

Item No. 10

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

2:30pm

AGENDA BILL

For the Regular Meeting of: **February 12, 2019**
Originating Department: **Administrative Services**

Department Director:


Jackie Acosta

City Manager:


Michael Flad

SUBJECT: INVESTMENT REPORT FOR THE QUARTER ENDING SEPT. 30, 2018

PURPOSE: California Government Code Section 53646 requires staff to submit a report to the City Council and City Manager, at least quarterly, which provides detailed information on all investments of the City.

RECOMMENDED ACTION: Receive and file the Quarterly Investment Report for the quarter ended September 30, 2018.

FISCAL IMPACT: Interest earnings totaled \$449,986.43 for the quarter.

ANALYSIS: None.

BACKGROUND: Attached is the Investment Report for the quarter ending September 30, 2018, for the City and Housing Authority (Attachment 1 – Quarterly Investment Report). In keeping with the City's investment policy, all investments are short-to-medium term in duration, with maturities currently ranging from 1 day to 3.88 years. All investments are maintained in accordance with California Government Code Section 53646 and the City's investment policy, with respect to the type of investment vehicles in which the City's money is invested. However, in order to earn higher yields, staff has purchased several longer term government agency securities and is temporarily out of compliance with Section V (B) of the City's investment policy which states that no more than 30% of the City's portfolio should have maturities in excess of one year. As of September 30, 2018, 31.78% of the City's portfolio is invested in agency securities that have maturities in excess of one year. In dollar amounts, that equates to \$28,799,030.95 of the City's total portfolio of \$90,614,671.26 invested in securities that mature between 13 months and 3.88 years from now. Based on upcoming maturities and expected cash flow, staff expects that the portfolio will be back under the 30% limit by the end of the current fiscal year. Even with 31.78% of the investment portfolio invested for more than one year, the City Treasurer and Director of Administrative Services can certify that the funds are invested to provide sufficient cash flow for a period of six months.

As of September 30, 2018, the City's General Fund had a **positive** cash balance of over \$27 million (Attachment 2 – Schedule of Cash Balances).

ATTACHMENTS: 1) Quarterly Investment Report
2) Schedule of Cash Balances

**CITY OF SOUTH GATE
QUARTERLY INVESTMENT REPORT
SEPTEMBER 30, 2018**

Attachment 1

TYPE OF INVESTMENT	AMOUNT	REFERENCE	INVESTMENT ACTIVITY	AMOUNT
U.S. GOVT & GOVT AGENCY ISSUES	\$50,728,751.78	(SCHEDULE A)	BEGINNING BALANCE AT 7/1/18	\$98,040,612.79
CORPORATE BONDS - MEDIUM TERM NOTES	\$0.00	(SCHEDULE A)	SALE/MATURITY - US GOVT & AGENCY ISSUES/CORP BONDS	(\$1,997,050.00)
U.S. TREASURY BILLS	\$4,947,645.54	(SCHEDULE A)	SALE/MATURITY - MONEY MKT ACCT & OVERNIGHT SWEEPS	(\$253,167.40)
SUB-TOTAL	\$55,676,397.32		MATURITY - CERTIFICATES OF DEPOSIT	(\$5,000,000.00)
MONEY MKT ACCT/PREF BANK & OVERNIGHT SWEEP/US BANK	\$159,618.33	(SCHEDULE A)	SALE/MATURITY - LAIF	(\$8,500,000.00)
SUB-TOTAL	\$159,618.33		LOSS ON SALE OF SECURITIES	\$0.00
CERTIFICATES OF DEPOSIT - PREFERRED BANK	\$700,000.00	(SCHEDULE A)	PURCHASES - US GOVT & AGENCY ISSUES/CORP BONDS	\$0.00
SUB-TOTAL	\$700,000.00		PURCHASES - MONEY MARKET ACCT & OVERNIGHT SWEEPS	\$0.00
LAIF INVESTMENTS - CITY ACCOUNT	\$33,804,045.28	(SCHEDULE A)	PURCHASES - CERTIFICATES OF DEPOSIT	\$0.00
LAIF INVESTMENTS - HOUSING AUTHORITY ACCOUNT	\$274,610.33	(SCHEDULE A)	PURCHASES - LAIF	\$8,000,000.00
SUB-TOTAL	\$34,078,655.61		INTEREST REINVESTED	\$324,275.87
			ENDING BALANCE AT 9/30/18	\$90,614,671.26
			INTEREST EARNED THIS QUARTER:	AMOUNT
			U.S. GOVERNMENT & GOVT AGENCY ISSUES/CORP BONDS	\$257,371.30
			MONEY MARKET ACCOUNT & OVERNIGHT SWEEPS	\$14.54
			CERTIFICATES OF DEPOSIT	\$17,478.34
			LAIF	\$175,122.25
			TOTAL INTEREST EARNED THIS QUARTER	\$449,986.43
			INVESTMENT PORTFOLIO:	% OF PORTFOLIO
			U.S. GOVERNMENT & GOVERNMENT AGENCY ISSUES	55.98%
			CORPORATE BONDS	0.00%
			U.S. TREASURY BILLS	5.46%
			MONEY MARKET ACCOUNT & OVERNIGHT SWEEPS	0.18%
			CERTIFICATES OF DEPOSIT	0.77%
			LAIF	37.61%
			TOTAL PERCENTAGES	100.00%
			MATURITY DISTRIBUTIONS:	% OF PORTFOLIO
			0 - 90 DAYS / 0 - 3 MONTHS	41.10%
			91 - 180 DAYS / 3 - 6 MONTHS	9.87%
			181 - 270 DAYS / 6 - 9 MONTHS	10.64%
			271 - 365 DAYS / 9 MONTHS - 1 YEAR	6.61%
			366 - 730 DAYS / 1 - 2 YEARS	8.84%
			731 - 1095 DAYS / 2 - 3 YEARS	7.72%
			1096 - 1460 DAYS / 3 - 4 YEARS	15.22%
			1461 - 1825 DAYS / 4 - 5 YEARS	0.00%
			** CURRENT MAXIMUM YEARS TO MATURITY IS 3.88 YEARS **	100.00%
2012 SOUTH GATE UTILITY AUTHORITY BOND (RESERVE FUND)	\$2,903,850.00			
2001 WATER/SEWER SUB REVENUE BOND (RESERVE FUND)	\$1,385,000.00			
TOTAL INVESTMENTS (BOND RESERVES)	\$4,288,850.00			

**CITY OF SOUTH GATE
QUARTERLY INVESTMENT REPORT
SEPTEMBER 30, 2018**

9/30/2018

QUARTER ENDING DATE:

INVESTMENT AGENCY	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/(LOSS)	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	DATE OF INT. PMT. RCVD.
U.S. GOVT & AGENCY ISSUES:											
FFCB - Callable 1 year, anytime after - Cusip #3133EFRH2	AAA	11/30/2015	11/30/2018	61	2,000,000.00	1,997,140.00	(2,860.00)	9,007.78	1.35%	Low	5/30/2018
FAMC (AGM) - Bullet - Cusip #3132XODK4	AAA	12/30/2015	12/30/2018	64	1,000,136.24	998,570.00	(1,566.24)	4,261.11	1.31%	Low	6/30/2018
FHLB - Bullet - Cusip #3130AAE46	AAA	2/20/2016	1/16/2019	108	993,380.00	997,040.00	3,660.00	2,604.17	1.26%	Low	7/16/2018
FHLB - Callable quarterly - Cusip #3134GAK78	AAA	1/25/2018	1/25/2019	117	995,094.00	996,910.00	1,816.00	2,475.00	1.36%	Low	7/25/2018
FNMA - Bullet - Cusip #3136G3YL3	AAA	4/19/2018	1/25/2019	117	990,840.00	995,540.00	4,700.00	1,650.00	2.11%	Low	7/25/2018
FNMA - Bullet - Cusip #31335GOH63	AAA	1/24/2018	1/26/2019	120	995,270.00	996,940.00	1,670.00	2,406.25	1.38%	Low	7/26/2018
FHLB - Bullet - Cusip #3130ADINE8	AAA	2/12/2018	2/12/2019	135	999,490.00	998,410.00	(1,080.00)	2,552.08	1.88%	Low	8/12/2018
FFCB - Callable - Cusip #3133EFC70	AAA	4/24/2018	2/22/2019	145	991,182.00	995,780.00	4,598.00	1,213.33	2.20%	Low	8/22/2018
FHLB - Bullet - Cusip #313378OK0	AAA	4/30/2018	3/8/2019	159	997,925.00	997,930.00	5.00	1,197.92	2.10%	Low	9/8/2018
FHLB - Bullet - Cusip #3130AAXX1	AAA	4/12/2018	3/18/2019	169	993,238.18	995,440.00	2,201.82	496.53	2.11%	Low	9/18/2018
FAMC - Bullet - Cusip #3132XORZ6	AAA	4/12/2018	4/18/2019	200	992,995.44	994,480.00	1,484.56	6,474.72	2.13%	Low	4/18/2018
FFCB - Callable - Cusip #3133ECN59	AAA	4/25/2018	5/1/2019	213	998,303.00	991,820.00	3,517.00	4,500.00	2.25%	Low	5/1/2018
FHLB - Callable 1 year 1x - Cusip #3130A85P4	AAA	5/26/2016	5/24/2019	236	1,999,000.00	1,984,020.00	(14,980.00)	8,819.44	1.26%	Low	5/24/2018
FFCB - Bullet - Cusip #31335EJRL0	AAA	6/11/2018	6/11/2019	254	999,800.00	998,560.00	(1,240.00)	7,027.78	2.32%	Low	6/11/2018
FHLB - Bullet - Cusip #3133379EE5	AAA	6/6/2018	6/14/2019	257	993,216.97	993,700.00	483.03	4,829.86	2.28%	Low	6/14/2018
FNMA - Callable 1 year 1x - Cusip #31335GOM91	AAA	7/26/2016	7/26/2019	299	999,850.00	988,100.00	(11,750.00)	2,031.25	1.14%	Low	7/26/2018
FAMC (AGM) - Bullet - Cusip #3132XOVK4	AAA	8/17/2017	8/2/2019	306	1,000,000.00	990,890.00	(9,110.00)	2,376.39	1.47%	Low	8/17/2018
FHLB - Callable every 3 mos - Cusip #3134GABN3	AAA	8/23/2016	8/23/2019	327	1,000,000.00	988,150.00	(11,850.00)	1,372.22	1.32%	Low	8/23/2018
FHLB - Callable 1 year 1x - Cusip #3130ABAE3	AAA	5/26/2016	8/26/2019	330	1,000,000.00	988,150.00	(12,100.00)	4,340.28	1.27%	Low	5/26/2018
FHLB - Callable 2 year 6 mos - Cusip #3130ABZ22	AAA	8/28/2017	8/28/2019	332	1,000,000.00	989,980.00	(10,020.00)	1,375.00	1.52%	Low	8/28/2018
FHLB - Callable 6 mos - Cusip #3130ACGX7	AAA	8/30/2017	11/27/2019	423	1,000,000.00	986,490.00	(13,510.00)	5,338.89	1.57%	Low	5/27/2018
FHLB - Callable 2 year 1x - Cusip #3130AGYW1	AAA	1/22/2016	1/22/2020	479	1,000,000.00	986,730.00	(13,270.00)	3,258.33	1.72%	Low	7/22/2018
FHLB - Callable 6 mos, 3 mos after - Cusip #3130AC6W9	AAA	8/28/2017	2/28/2020	516	1,000,000.00	983,770.00	(16,230.00)	1,466.67	1.63%	Low	8/28/2018
FHLB - Callable 1 year 1x - Cusip #3134G3K58	AAA	12/20/2016	3/19/2020	536	1,006,291.20	981,090.00	(25,201.20)	500.00	1.53%	Low	9/19/2018
FHLB - Callable 1 year 1x - Cusip #3130AAAH1	AAA	12/20/2016	3/20/2020	537	1,000,000.00	981,560.00	(18,440.00)	4,208.33	1.52%	Low	6/20/2018
FHLB - Bullet - Cusip #3133834H1	AAA	5/25/2016	6/12/2020	621	1,003,330.00	976,130.00	(27,200.00)	4,163.19	1.41%	Low	6/12/2018
Freddie Mac - Callable 1 year 1x - Cusip #3134GBB35	AAA	8/10/2017	8/10/2020	680	1,000,000.00	979,550.00	(20,450.00)	2,408.33	1.74%	Low	8/10/2018
FHLB - Callable 1 year 1x - Cusip #3130ABZ9	AAA	8/23/2017	11/23/2020	698	1,000,000.00	977,990.00	(22,010.00)	1,512.50	1.68%	Low	2/23/2018
FHLB - Callable 6 mos-Step up - Cusip #3130ABX27	AAA	8/23/2017	11/23/2020	785	1,000,000.00	984,930.00	(15,070.00)	1,847.22	1.5% up to 2%	Low	2/23/2018
FHLB - Callable 2 year anytime after - Cusip #3130AGYX9	AAA	1/19/2016	1/19/2021	842	1,000,000.00	978,310.00	(21,690.00)	3,800.00	1.94%	Low	7/19/2018
FHLB - Callable 1 year, 3 mos after - Cusip #3130AAPJ1	AAA	2/16/2017	2/16/2021	877	1,000,000.00	975,460.00	(24,540.00)	2,500.00	2.05%	Low	8/16/2018
FHLB - Callable 1 year, 3 mos after - Cusip #3130AAU63	AAA	2/23/2017	2/23/2021	877	1,000,000.00	971,220.00	(28,780.00)	2,111.11	2.06%	Low	8/23/2018
FFCB - Callable 1 year, 1x - Cusip #3133EHG52	AAA	5/12/2017	4/20/2021	933	999,000.00	974,440.00	(25,560.00)	8,631.39	1.98%	Low	4/20/2018
FHLB - Callable 3 mos - Step up - Cusip #3134G9L54	AAA	7/27/2016	7/27/2021	1031	1,000,000.00	974,540.00	(25,460.00)	2,000.00	1% up to 6%	Low	7/27/2018
FHLB - Callable 1 year 1x - Cusip #3130ABXE1	AAA	8/11/2017	8/11/2021	1046	1,000,000.00	971,260.00	(28,740.00)	2,555.56	1.90%	Low	8/11/2018
FHLB - Bullet - Cusip #3130AASC8	AAA	11/22/2016	11/22/2021	1149	999,520.00	965,450.00	(34,070.00)	6,270.83	1.81%	Low	5/22/2018
FHLB - Bullet - Cusip #3130AABG2	AAA	12/6/2016	11/29/2021	1156	993,392.39	968,730.00	(24,662.39)	6,354.17	1.93%	Low	5/29/2018
FNMA - Callable 1 year, 3 mos-Step up - Cusip #3130AA5A2	AAA	12/6/2016	12/8/2021	1165	1,999,750.00	1,949,440.00	(50,310.00)	10,672.22	1.7% up to 3%	Low	6/8/2018
FNMA - Bullet - Cusip #3135GOS38	AAA	2/2/2017	1/5/2022	1193	998,097.60	971,130.00	(26,967.60)	4,777.78	2.06%	Low	7/5/2018
FNMA - Callable 1 year, 3 mos after - Cusip #3136G4LX9	AAA	2/28/2017	2/28/2022	1247	1,000,000.00	970,330.00	(29,670.00)	1,947.92	2.19%	Low	8/28/2018
FNMA - Callable 1 year, 1x - Cusip #3136G4ME0	AAA	2/28/2017	2/28/2022	1247	800,000.00	777,256.00	(22,744.00)	1,558.33	2.18%	Low	8/28/2018
FAMC (AGM) - Callable 1 year, 1x - Cusip #3132XORV5	AAA	5/10/2017	4/6/2022	1284	999,999.76	975,380.00	(24,619.76)	10,937.50	2.30%	Low	4/6/2018
FHLB - Callable 1 year, 3 mos after - Cusip #3134GBN17	AAA	5/25/2017	5/25/2022	1333	999,650.00	965,650.00	(34,000.00)	7,437.50	2.20%	Low	5/25/2018
FAMC (AGM) - Callable 1 year, 3 mos after - Cusip #3132XQUD1	AAA	6/29/2017	6/29/2022	1368	1,000,000.00	965,630.00	(34,370.00)	5,238.89	2.12%	Low	6/29/2018
FAMC (AGM) - Bullet - Cusip #3132XQUA7	AAA	6/29/2017	6/29/2022	1368	1,000,000.00	961,340.00	(38,660.00)	4,804.44	1.95%	Low	6/29/2018
FHLB - Callable 1 year, any time after - Cusip #3130ABQZ2	AAA	7/11/2017	7/11/2022	1380	1,000,000.00	965,120.00	(34,880.00)	4,666.67	2.16%	Low	7/11/2018
FHLB - Callable 1 year, 3 mos after - Cusip #3134GBY8	AAA	7/27/2017	7/27/2022	1396	1,000,000.00	965,920.00	(34,080.00)	3,911.11	2.27%	Low	7/27/2018
FHLB - Callable 1 year, any time after - Cusip #3130ABX68	AAA	8/15/2017	8/15/2022	1415	1,000,000.00	962,730.00	(37,270.00)	2,693.33	2.18%	Low	8/15/2018
TOTAL					50,728,751.78	49,923,876.00	(804,875.78)	188,573.32			
CORPORATE BONDS - MEDIUM TERM NOTES:											
TOTAL					0.00	0.00	0.00	0.00			
U.S. TREASURY BILLS:											
US Treasury Note - Cusip #912828P95	AAA	3/9/2018	3/15/2019	166	989,488.00	993,670.00	4,182.00	441.99	2.06%	Low	9/15/2018
US Treasury Note - Cusip #912828S1	AAA	4/3/2018	3/31/2019	182	994,319.00	995,390.00	1,071.00	7,541.21	2.08%	Low	4/3/2018
US Treasury Note - Cusip #912828Q52	AAA	4/24/2018	4/15/2019	197	987,510.00	991,720.00	4,210.00	4,040.30	2.17%	Low	4/15/2018
US Treasury Note - Cusip #912828X54	AAA	5/25/2018	5/31/2019	243	989,878.54	991,720.00	1,841.46	4,211.96	2.26%	Low	5/31/2018
US Treasury Note - Cusip #912828TC4	AAA	6/8/2018	6/30/2019	273	986,450.00	988,790.00	2,340.00	2,527.17	2.30%	Low	6/30/2018
TOTAL					4,947,646.54	4,961,290.00	13,643.46	18,762.63			
TOTAL CITY INVESTMENTS (under U.S. Bank Safekeeping)					55,676,397.32	54,885,166.00	(791,231.32)	207,335.95			

**CITY OF SOUTH GATE
QUARTERLY INVESTMENT REPORT
SEPTEMBER 30, 2018**

9/30/2018

QUARTER ENDING DATE:

INVESTMENT AGENCY	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/LOSS	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	DATE OF INT. PMT. RCVD.
MONEY MARKET/OVERNIGHT SWEEP ACCOUNTS:											
Preferred Bank Money Market Account		9/30/2018	10/1/2018	1	3,018.46	3,018.46	0.00	0.00	0.50%	Low	9/30/2018
US Bank - First American Treasury Obligation		9/30/2018	10/1/2018	1	156,598.87	156,598.87	0.00	0.00	1.56%	Low	9/30/2018
TOTAL					159,618.33	159,618.33	0.00	0.00			
CERTIFICATES OF DEPOSIT:											
Acct #00000306097 - Preferred Bank		4/8/2018	4/8/2019	180	700,000.00	700,000.00	0.00	4,027.40	1.20%	Low	4/8/2018
TOTAL					700,000.00	700,000.00	0.00	4,027.40			
LAIF INVESTMENTS:											
(General Fund Pooled Accounts)		9/30/2018	10/1/2018	1	33,804,045.28	33,730,771.77	(73,273.51)	156,174.69	2.16%	Low	7/15/2018
(Housing Authority)		9/30/2018	10/1/2018	1	274,610.33	274,015.09	(595.24)	1,251.32	2.16%	Low	7/15/2018
Total LAIF Investments					34,078,655.61	34,004,786.86	(73,868.75)	157,426.01			
TOTAL INVESTMENTS					90,614,671.26	89,749,571.19	(865,100.07)				
TOTAL UNREALIZED GAIN/LOSS							(865,100.07)				
TOTAL ACCRUED INTEREST								388,788.36			

Note (1) - The accrued interest is the City's estimate of interest based on the rate and ending balance. The actual amounts are different.

COST - LAIF POOLED @ 9/30/18	\$89,016,282,308.07
MARKET VALUE - LAIF POOLED @ 9/30/18	\$87,825,508,558.08
MARKET VALUE TO BOOK RATIO - LAIF	99.78324%
MARKET VALUE - CITY OF SOUTH GATE @ 9/30/18	34,004,786.88

ATTACHMENT 2

SCHEDULE OF CASH BALANCES SEPTEMBER 30, 2018

Fund	Description	Unrestricted Balance	Restricted Balance	Total
100	General	27,382,412.31	0.00	27,382,412.31
211	Traffic Safety	0.00	(866,082.41)	(866,082.41)
212	Gas Tax	0.00	(34,557.11)	(34,557.11)
213	TDA Bikeway	0.00	0.00	0.00
214	Street Sweeping	0.00	350,939.50	350,939.50
215	Road Repair and Accountability Act	0.00	566,915.25	566,915.25
216	CASp Certification and Training Fund	0.00	20,764.59	20,764.59
221	Prop A Transit	0.00	3,054,972.44	3,054,972.44
222	Prop C Transit	0.00	4,719,066.18	4,719,066.18
223	AQMD	0.00	444,153.98	444,153.98
224	Measure R Transit	0.00	4,881,206.97	4,881,206.97
225	Measure M	0.00	1,091,343.32	1,091,343.32
231	Law Enforcement Grants	0.00	430,702.34	430,702.34
235	Asset Seizure	0.00	5,321,891.82	5,321,891.82
241	Housing Authority	0.00	375,448.92	375,448.92
242	Home Program	0.00	(125,048.23)	(125,048.23)
243	CDBG	0.00	(127,116.13)	(127,116.13)
245	ARRA	0.00	0.00	0.00
251	Street Lighting & Landscaping	0.00	3,318.97	3,318.97
261	Federal & State Grants	0.00	(5,784,052.79)	(5,784,052.79)
262	UDAG	464,508.88	0.00	464,508.88
263	Public Access Corp.	0.00	90,135.50	90,135.50
271	Park Enhancement Fund	503,553.88	0.00	503,553.88
311	Capital Improvements	0.00	4,008,260.43	4,008,260.43
322	Low/Mod Income Housing Fund	0.00	947,682.35	947,682.35
411	Water	0.00	27,852,767.32	27,852,767.32
412	Sewer	0.00	1,765,471.23	1,765,471.23
413	Refuse	0.00	1,254,553.11	1,254,553.11
511	Insurance	6,842,519.47	0.00	6,842,519.47
521	Fleet Management	(102,187.30)	0.00	(102,187.30)
522	Information Systems	(541,305.67)	0.00	(541,305.67)
523	Capital Asset & Equipment Replacement	4,187,112.88	0.00	4,187,112.88
524	Building & Infrastructure Maintenance	1,648,511.10	0.00	1,648,511.10
711	Trust Fund	0.00	237,550.60	237,550.60
901	Inventory Clearing Fund	(121,854.51)	0.00	(121,854.51)
903	Payroll Clearing Fund	366,741.41	0.00	366,741.41
Total All Funds		\$ 40,630,012.45	\$ 50,480,288.15	\$ 91,110,300.60
			Invested Amount	\$ 90,614,671.26

RECEIVED

FEB 6 2019

City of South Gate
CITY COUNCIL

Item No. 11

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

2:30pm

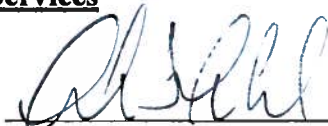
AGENDA BILL

For the Regular Meeting of: **February 12, 2019**
Originating Department: **Administrative Services**

Department Director:


Jackie Acosta

City Manager:


Michael Flad

SUBJECT: INVESTMENT REPORT FOR THE QUARTER ENDING DECEMBER 31, 2018

PURPOSE: California Government Code Section 53646 requires staff to submit a report to the City Council and City Manager, at least quarterly, which provides detailed information on all investments of the City.

RECOMMENDED ACTION: Receive and file the Quarterly Investment Report for the quarter ended December 31, 2018.

FISCAL IMPACT: Interest earnings totaled \$406,277.97 for the quarter.

ANALYSIS: None.

BACKGROUND: Attached is the Investment Report for the quarter ending September 30, 2018, for the City and Housing Authority (Attachment 1 – Quarterly Investment Report). In keeping with the City's investment policy, all investments are short-to-medium term in duration, with maturities currently ranging from 1 day to 3.62 years. All investments are maintained in accordance with California Government Code Section 53646 and the City's investment policy, with respect to the type of investment vehicles in which the City's money is invested. However, in order to earn higher yields, staff has purchased several longer term government agency securities and is temporarily out of compliance with Section V (B) of the City's investment policy which states that no more than 30% of the City's portfolio should have maturities in excess of one year. As of December 31, 2018, 32.26% of the City's portfolio is invested in agency securities that have maturities in excess of one year. In dollar amounts, that equates to \$27,799,030.95 of the City's total portfolio of \$86,173,529.09 invested in securities that mature between 13 months and 3.62 years from now. Based on upcoming maturities and expected cash flow, staff expects that the portfolio will be back under the 30% limit by the end of the current fiscal year. Even with 32.26% of the investment portfolio invested for more than one year, the City Treasurer and Director of Administrative Services can certify that the funds are invested to provide sufficient cash flow for a period of six months.

As of December 31, 2018, the City's General Fund had a **positive** cash balance of over \$26.5 million (Attachment 2 – Schedule of Cash Balances).

ATTACHMENTS: 1) Quarterly Investment Report
2) Schedule of Cash Balances

CITY OF SOUTH GATE
QUARTERLY INVESTMENT REPORT
DECEMBER 31, 2018

12/31/2018

QUARTER ENDING DATE:

INVESTMENT AGENCY	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/(LOSS)	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	DATE OF INT. PMT. RCVD.
U.S. GOVT & AGENCY ISSUES:											
FHLB - Bullet - Cusip #3130AAE46	AAA	2/20/2018	1/16/2019	16	993,380.00	999,500.00	6,120.00	5,729.17	1.26%	Low	7/16/2018
FHLMC - Callable quarterly - Cusip #3134GAK78	AAA	1/25/2018	1/25/2019	25	995,094.00	999,400.00	4,306.00	5,850.00	1.36%	Low	7/25/2018
FNMA - Bullet - Cusip #3136G3YL3	AAA	4/19/2018	1/25/2019	25	990,840.00	999,030.00	8,190.00	3,900.00	2.11%	Low	7/25/2018
FNMA - Bullet - Cusip #3135GOH63	AAA	1/24/2018	1/28/2019	28	995,270.00	999,210.00	3,940.00	5,843.75	1.38%	Low	7/28/2018
FHLB - Bullet - Cusip #3130ADNE8	AAA	2/12/2018	2/12/2019	43	999,480.00	999,320.00	(170.00)	7,239.58	1.88%	Low	8/12/2018
FFCB - Callable - Cusip #3133GEC70	AAA	4/24/2018	2/22/2019	53	991,182.00	998,370.00	7,188.00	4,013.33	2.20%	Low	8/22/2018
FHLB - Bullet - Cusip #313378OK0	AAA	4/3/2018	3/8/2019	67	997,925.00	998,960.00	1,035.00	5,895.42	2.10%	Low	9/8/2018
FHLB - Bullet - Cusip #3130AAXX1	AAA	4/12/2018	3/18/2019	77	993,238.18	997,730.00	4,491.82	3,934.03	2.11%	Low	9/18/2018
FAMC - Bullet - Cusip #3132XORZ6	AAA	4/12/2018	4/18/2019	108	992,995.44	997,220.00	4,224.56	2,899.72	2.13%	Low	10/18/2018
FFCB - Callable - Cusip #3133ECN59	AAA	4/25/2018	5/1/2019	121	998,303.00	995,400.00	7,097.00	1,800.00	2.25%	Low	11/1/2018
FFCB - Callable 1 year 1x - Cusip #3130A85P4	AAA	5/28/2018	5/24/2019	144	1,999,000.00	1,989,640.00	(9,360.00)	2,589.44	1.26%	Low	11/24/2018
FFCB - Bullet - Cusip #3133EJRJ0	AAA	6/11/2018	6/11/2019	162	999,800.00	998,990.00	(810.00)	1,277.78	2.32%	Low	12/11/2018
FHLB - Bullet - Cusip #3133379EE5	AAA	6/6/2018	6/14/2019	165	993,216.97	995,670.00	2,453.03	767.36	2.28%	Low	12/14/2018
FNMA - Callable 1 year 1x - Cusip #3135GOM91	AAA	7/28/2018	7/28/2019	207	999,850.00	991,650.00	(8,200.00)	4,843.75	1.14%	Low	7/28/2018
FAMC (AGM) - Bullet - Cusip #3132XOVK4	AAA	8/17/2017	8/2/2019	214	1,000,000.00	993,890.00	(6,110.00)	6,001.39	1.47%	Low	8/17/2018
FHLMCMTN - Callable every 3 mos - Cusip #3134GABN3	AAA	8/23/2016	8/23/2019	235	1,000,000.00	991,250.00	(8,750.00)	4,622.22	1.32%	Low	8/23/2018
FHLB - Callable 1 year 1x - Cusip #3130A8AE3	AAA	5/28/2016	8/26/2019	238	1,000,000.00	991,040.00	(8,960.00)	1,215.28	1.27%	Low	8/26/2018
FHLB - Callable 2 year 6 mos - Cusip #3130ABZ22	AAA	8/28/2017	8/28/2019	240	1,000,000.00	992,540.00	(7,460.00)	5,125.00	1.52%	Low	8/28/2018
FHLB - Callable 6 mos - Cusip #3130ACSK7	AAA	8/30/2017	11/27/2019	331	1,000,000.00	990,460.00	(9,540.00)	1,463.89	1.57%	Low	11/27/2018
FHLB - Callable 2 year 1x - Cusip #3130A6YW1	AAA	1/22/2016	1/22/2020	387	1,000,000.00	990,840.00	(9,160.00)	7,508.33	1.72%	Low	7/22/2018
FHLB - Callable 6 mos, 3 mos after - Cusip #3130AC6W9	AAA	8/28/2017	2/28/2020	424	1,000,000.00	988,770.00	(11,230.00)	5,466.67	1.63%	Low	8/28/2018
FHLMCMTN - Bullet - Cusip #3134G3K58	AAA	5/27/2016	3/19/2020	444	1,006,291.20	986,540.00	(19,751.20)	4,250.00	1.53%	Low	9/19/2018
FHLB - Callable 1 year 1x - Cusip #3130AAAH1	AAA	1/20/2016	3/20/2020	445	1,000,000.00	987,340.00	(12,660.00)	458.33	1.52%	Low	12/20/2018
FHLB - Bullet - Cusip #3133834H1	AAA	5/25/2016	6/12/2020	529	1,003,330.00	982,800.00	(20,530.00)	725.69	1.41%	Low	12/12/2018
Freddie Mac - Callable 1 year 1x - Cusip #3134GBB35	AAA	8/10/2017	8/10/2020	588	1,000,000.00	986,240.00	(13,760.00)	6,658.33	1.74%	Low	8/10/2018
FHLB - Callable 1 year 1x - Cusip #3130ABZE9	AAA	8/28/2017	8/28/2020	606	1,000,000.00	985,640.00	(14,360.00)	5,637.50	1.68%	Low	2/28/2018
FHLB - Callable 6 mos-Step up - Cusip #3130ABX27	AAA	8/23/2017	11/23/2020	693	1,000,000.00	991,570.00	(8,430.00)	6,222.22	1.5% up to 2%	Low	2/23/2018
FHLB - Callable 2 year anytime after - Cusip #3130A6YX9	AAA	1/19/2016	1/19/2021	750	1,000,000.00	986,500.00	(13,500.00)	7,500.00	1.94%	Low	7/19/2018
FHLB - Callable 1 year, 3 mos after - Cusip #3130AAPJ1	AAA	2/16/2017	2/16/2021	778	1,000,000.00	984,020.00	(15,980.00)	8,500.00	2.05%	Low	8/16/2018
FHLB - Callable 1 year, 3 mos after - Cusip #3130AAU63	AAA	2/23/2021	2/23/2021	785	1,000,000.00	980,470.00	(19,530.00)	7,111.11	2.06%	Low	8/23/2018
FFCB - Callable 1 year 1x - Cusip #3133EHGG2	AAA	5/12/2017	4/20/2021	841	999,000.00	985,850.00	(13,150.00)	3,806.39	1.98%	Low	10/20/2018
FHLMCMTN - Callable 3 mos-Step up - Cusip #3134G9L54	AAA	7/27/2016	7/27/2021	939	1,000,000.00	985,240.00	(14,760.00)	4,812.50	1% up to 6%	Low	7/27/2018
FHLB - Callable 1 year 1x - Cusip #3130A5C8	AAA	8/11/2017	8/11/2021	954	1,000,000.00	982,900.00	(17,100.00)	7,155.56	1.90%	Low	8/11/2018
FHLB - Bullet - Cusip #3130ABXE1	AAA	11/22/2016	11/22/2021	1057	999,520.00	978,310.00	(21,210.00)	1,895.83	1.81%	Low	11/22/2018
FHLB - Bullet - Cusip #3130AABG2	AAA	12/6/2016	11/29/2021	1064	993,392.38	981,950.00	(11,442.38)	1,666.67	1.93%	Low	11/29/2018
FNMA - Callable 1 year, 3 mos-Step up - Cusip #3130AA5A2	AAA	12/8/2016	12/8/2021	1073	1,999,750.00	1,974,980.00	(24,770.00)	2,172.22	1.7% up to 3%	Low	12/8/2018
FNMA - Bullet - Cusip #3135GOS38	AAA	2/8/2017	1/5/2022	1101	998,097.60	985,200.00	(12,897.60)	9,777.78	2.06%	Low	7/5/2018
FNMA - Callable 1 year, 3 mos after - Cusip #3136G4LX9	AAA	2/28/2017	2/28/2022	1155	1,000,000.00	981,090.00	(18,910.00)	7,260.42	2.19%	Low	8/28/2018
FNMA - Callable 1 year, 1x - Cusip #3136G4ME0	AAA	2/28/2017	2/28/2022	1155	800,000.00	789,552.00	(10,448.00)	5,808.33	2.18%	Low	8/28/2018
FAMC (AGM) - Callable 1 year, 1x - Cusip #3132XORV5	AAA	5/10/2017	4/6/2022	1192	999,999.76	990,750.00	(9,249.76)	5,312.50	2.30%	Low	10/6/2018
FHLMCMTN - Callable 1 year, 3 mos after - Cusip #3134GBNJ7	AAA	5/25/2017	5/25/2022	1241	999,650.00	982,050.00	(17,600.00)	2,125.00	2.20%	Low	11/25/2018
FAMC (AGM) - Callable 1 year, 3 mos after - Cusip #3132XOUD1	AAA	6/29/2017	6/29/2022	1276	1,000,000.00	982,340.00	(17,660.00)	113.89	2.12%	Low	12/29/2018
FAMC (AGM) - Bullet - Cusip #3132XOUA7	AAA	6/29/2017	6/29/2022	1276	1,000,000.00	977,560.00	(22,340.00)	104.44	1.95%	Low	12/29/2018
FHLB - Callable 1 year, any time after - Cusip #3130ABQZ2	AAA	7/11/2017	7/11/2022	1288	1,000,000.00	984,840.00	(15,160.00)	9,916.67	2.16%	Low	7/11/2018
FHLMCMTN - Callable 1 year, 3 mos after - Cusip #3134GBYM8	AAA	7/27/2017	7/27/2022	1304	1,000,000.00	982,860.00	(17,140.00)	9,411.11	2.27%	Low	7/27/2018
FHLB - Callable 1 year, any time after - Cusip #3130ABX68	AAA	8/15/2017	8/15/2022	1323	1,000,000.00	984,430.00	(15,570.00)	7,933.33	2.18%	Low	8/15/2018
TOTAL					47,728,615.54	47,289,802.00	(438,813.54)	214,341.93			
CORPORATE BONDS - MEDIUM TERM NOTES:					0.00	0.00	0.00	0.00			
TOTAL					0.00	0.00	0.00	0.00			
U.S. TREASURY BILLS:											
US Treasury Note - Cusip #912828P95	AAA	3/9/2018	3/15/2019	74	999,488.00	997,200.00	7,712.00	2,983.43	2.06%	Low	9/15/2018
US Treasury Note - Cusip #912828SN1	AAA	4/3/2018	3/31/2019	90	994,319.00	997,740.00	3,421.00	3,832.42	2.08%	Low	10/3/2018
US Treasury Note - Cusip #912828Q52	AAA	4/24/2018	4/15/2019	105	987,510.00	995,610.00	8,100.00	1,875.00	2.17%	Low	10/15/2018
US Treasury Note - Cusip #912828XS4	AAA	5/25/2018	5/31/2019	151	999,878.54	994,880.00	5,001.46	1,098.90	2.26%	Low	11/30/2018
US Treasury Note - Cusip #912828TIC4	AAA	6/8/2018	6/30/2019	181	996,450.00	992,500.00	(3,950.00)	27.62	2.30%	Low	12/30/2018
TOTAL					4,947,645.54	4,977,930.00	30,284.46	9,917.37			
TOTAL CITY INVESTMENTS (under U.S. Bank Safekeeping)					52,676,261.08	52,277,732.00	(398,529.08)	224,169.30			

**CITY OF SOUTH GATE
QUARTERLY INVESTMENT REPORT
DECEMBER 31, 2018**

12/31/2018

QUARTER ENDING DATE:

INVESTMENT AGENCY	BOND RATING	SETTLEMENT DATE	MATURITY DATE	DAYS TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN/LOSS	ACCRUED INTEREST	INTEREST RATE	RISK CATEGORY	DATE OF INT. PMT. RCVD.
MONEY MARKET/OVERNIGHT SWEEP ACCOUNTS:											
Preferred Bank Money Market Account		12/31/2018	1/1/2019	1	3,019.98	3,019.98	0.00	0.00	0.50%	Low	12/31/2018
US Bank - First American Treasury Obligation		12/31/2018	1/1/2019	1	40,275.00	40,275.00	0.00	0.00	1.88%	Low	12/31/2018
TOTAL					43,294.98	43,294.98	0.00	0.00			
CERTIFICATES OF DEPOSIT:											
Acct #0000030697 - Preferred Bank		4/8/2018	4/8/2019	98	700,000.00	700,000.00	0.00	1,933.15	1.20%	Low	10/8/2018
TOTAL					700,000.00	700,000.00	0.00	1,933.15			
LAIF INVESTMENTS:											
(General Fund Pooled Accounts)		12/31/2018	1/1/2019	1	32,477,870.64	32,514,266.59	36,395.95	150,047.76	2.16%	Low	10/15/2018
(Housing Authority)		12/31/2018	1/1/2019	1	276,102.39	276,411.80	309.41	1,258.12	2.16%	Low	10/15/2018
Total LAIF Investments					32,753,973.03	32,790,678.39	36,705.36	151,305.88			
TOTAL INVESTMENTS					86,173,529.09	86,811,705.37					
TOTAL UNREALIZED GAIN/LOSS							(361,823.72)				
TOTAL ACCRUED INTEREST								377,388.33			

Note (1) - The accrued interest is the City's estimate of interest based on the rate and ending balance. The actual amounts are different.

COST - LAIF POOLED @ 12/31/18	\$80,445,569,888.61
MARKET VALUE - LAIF POOLED @ 12/31/18	\$80,535,740,287.33
MARKET VALUE TO BOOK RATIO - LAIF	100.11208%
MARKET VALUE - CITY OF SOUTH GATE @ 12/31/18	32,790,678.39

ATTACHMENT 2

SCHEDULE OF CASH BALANCES DECEMBER 31, 2018

Fund	Description	Unrestricted Balance	Restricted Balance	Total
100	General	26,718,794.93	0.00	26,718,794.93
211	Traffic Safety	0.00	(957,799.52)	(957,799.52)
212	Gas Tax	0.00	10,841.55	10,841.55
213	TDA Bikeway	0.00	0.00	0.00
214	Street Sweeping	0.00	418,864.38	418,864.38
215	Road Repair and Accountability Act		1,013,018.49	1,013,018.49
216	CASp Certification and Training Fund		25,307.20	25,307.20
221	Prop A Transit	0.00	3,080,524.56	3,080,524.56
222	Prop C Transit	0.00	5,104,134.33	5,104,134.33
223	AQMD	0.00	475,979.14	475,979.14
224	Measure R Transit	0.00	5,256,497.40	5,256,497.40
225	Measure M		1,429,102.54	1,429,102.54
231	Law Enforcement Grants	0.00	574,398.90	574,398.90
235	Asset Seizure	0.00	5,100,466.74	5,100,466.74
241	Housing Authority	0.00	447,022.45	447,022.45
242	Home Program	0.00	(113,630.37)	(113,630.37)
243	CDBG	0.00	(278,268.51)	(278,268.51)
245	ARRA	0.00	0.00	0.00
251	Street Lighting & Landscaping	0.00	216,987.20	216,987.20
261	Federal & State Grants	0.00	(5,239,328.44)	(5,239,328.44)
262	UDAG	464,508.88	0.00	464,508.88
263	Public Access Corp.	0.00	68,655.40	68,655.40
271	Park Enhancement Fund	573,901.48	0.00	573,901.48
311	Capital Improvements	0.00	617,029.81	617,029.81
322	Low/Mod Income Housing Fund	0.00	904,237.33	904,237.33
411	Water	0.00	30,031,949.86	30,031,949.86
412	Sewer	0.00	1,918,750.36	1,918,750.36
413	Refuse	0.00	941,808.40	941,808.40
511	Insurance	6,531,628.50	0.00	6,531,628.50
521	Fleet Management	(484,108.75)	0.00	(484,108.75)
522	Information Systems	396,687.60	0.00	396,687.60
523	Capital Asset & Equipment Replacement	4,083,121.55		4,083,121.55
524	Building & Infrastructure Maintenance	1,625,870.43		1,625,870.43
711	Trust Fund	0.00	230,289.28	230,289.28
901	Inventory Clearing Fund	(105,381.59)	0.00	(105,381.59)
903	Payroll Clearing Fund	(871,242.69)	0.00	(871,242.69)
Total All Funds		\$ 38,933,780.34	\$ 51,276,838.48	\$ 90,210,618.82
			Invested Amount	\$ 86,173,529.09

RECEIVED

FEB 5 2019

Item No. 12

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

10:25am

City of South Gate
CITY COUNCIL

AGENDA BILL

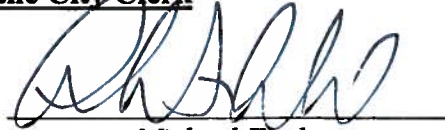
For the Regular Meeting of: February 12, 2019

Originating Department: Office of the City Clerk

City Clerk:


Carmen Avalos

City Manager:


Michael Flad

SUBJECT: APPROVAL OF CITY COUNCIL MEETING MINUTES.

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

RECOMMENDED ACTION:

Approve the Regular Meeting minutes and Special Meeting minutes of January 22, 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, JANUARY 22, 2019**

CALL TO ORDER Mayor María Belén Bernal called a Special City Council meeting to order at 5:10 p.m.

ROLL CALL Sonia Guerrero, Recording Secretary

PRESENT Mayor María Belén Bernal, Vice Mayor Jorge Morales Council Member Denise Diaz, Council Member Maria Davila and Council Member Al Rios; City Manager Michael Flad, City Attorney Raul Salinas

ABSENT City Treasurer Greg Martinez

LATE Carmen Avalos, City Clerk

CLOSED SESSION The Council Members recessed into Closed Session at 5:13 p.m. and reconvened at 6:40 p.m. with all 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. Betsaida Santana Lucas v. Los Angeles County DCFS, et al.
- b. Maria D. Osorio v. City of South Gate
- c. Saul Padilla v. City of Bell Gardens, City of South Gate, County of Los Angeles, et al.
- d. Blanca Ochoa v. City of South Gate

For Item 1a the City Council received a report from the City Attorney and upon completion of the report the City Council authorized the City Attorney to defend the action by motion of Vice Mayor Morales and seconded by Council Member Davila. The vote was 5 to 0.

On Item 1b the City Council received a report from the City Attorney and the City Council authorized the City Attorney to defend the lawsuit by motion of Council Member Davila and seconded by Mayor Bernal. The vote was 5 to 0.

SPECIAL CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

For Item 1c the City Council received a report from the City Attorney and the City Council authorized the defense of this claim by motion of Council Member Davila and seconded by Council Member Morales. The vote was 5 to 0.

Lastly, for Item 1d after receiving a report from the City Attorney the City Council voted to deny the claim by motion of Council Member Rios and seconded by Mayor Bernal. The vote was 5 to 0.

2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Pursuant to Government Code Section 54956.9(c)

One (1) - Potential Case

Outside the presence of the City Attorney to avoid any possible conflict of interest the City Council met with the City Manager and staff to discuss the possibility of bringing a claim against another agency. At this time the agency is not announced because the City is still contemplating whether or not to file litigation. After receiving a report and discussing the matter internally we have been advised by the City Manager that there was no reportable action.

3. CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6

Agency Representation: Michael Flad, City Manager

Unrepresented Employees: Top Management/Department
Directors

Hourly Employees

Employee Organizations: SGPMMA, SGMEA.
SGPOA, SGPMA

The City Council received a number of reports by the City Manager with respect to ongoing negotiations involving several of the cities unions. The City Council provided guidance but there was no action taken in closed session.

SPECIAL CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

ADJOURNMENT

Council Member Davila unanimously motioned to adjourn the meeting at 6:47 p.m. and seconded by Council Member Rios.

PASSED and **APPROVED** this 12th day of February, 2019.

ATTEST:

María Belén Bernal, Mayor

Carmen Avalos, City Clerk

**CITY OF SOUTH GATE
REGULAR CITY COUNCIL MEETING
MINUTES
TUESDAY, JANUARY 22, 2019**

- CALL TO ORDER** Mayor María Belén Bernal called a Regular City Council meeting to order at 6:47 p.m.
- INVOCATION** Reverend Sean Pica, Redmeemer Lutheran Church
- PLEDGE OF ALLEGIANCE** Sandra Varela, Community Development Technician II
- ROLL CALL** Carmen Avalos, City Clerk
- PRESENT** Mayor María Belén Bernal, Vice Mayor Jorge Morales, Council Member Denise Diaz, Council Member Maria Davila and Council Member Al Rios; City Treasurer Greg Martinez, Assistant City Manager Michael Flad, City Attorney Raul Salinas
- 1 PRESENTATIONS** The City Council issued a Certificate of Appreciation to Esmeralda Perez and Celeste Espinoza for participating in Mayor Bernal's South Gate Mentors Initiative during the month of December.
- 2 PERSONNEL** The City Council allowed staff to introduce the new and promotional full-time employees hired or promoted between October 1, 2018 and December 31, 2018, and four from prior quarters that were missed.
- 3 CITY SEAL** The City Council conducted a Public Hearing to consider taking public testimony concerning the proposed Ordinance amending certain Sections of the South Gate Municipal Code regarding the use of the City Seal, and continued the Public Hearing to the regularly scheduled City Council Meeting of April 23, 2019.
- 4 TWEEDY BLVD SPECIFIC PLAN** The City Council conducted a Public Hearing to consider:
- a. The Planning Commission's proposed changes pertaining to Library/Gallery/Museum, Alcohol Sales as Part of a Restaurant, and Antenna/Communications Equipment and provide staff with direction as to which, if any, of the modifications should be made to the final Tweedy Boulevard Specific Plan document;
 - b. Waiving the reading in full and introducing an Ordinance - adding new Section 11.28.030 (Tweedy Boulevard Specific Plan), to

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

Chapter 11.28 (Specific Plans), of Title 11 (Zoning), of the South Gate Municipal Code:

- c. Adopting a Resolution - approving General Plan Amendment No. 2019-01 by adding place types "Light Industrial/Flex and Manufacturing Distribution" to the Tweedy Educational District and changing the residential General Plan designation of a portion of the General Plan area from Neighborhood-Low to Neighborhood Medium; and
- d. Adopting a Resolution - approving the Initial Study and Negative Declaration, dated April 19, 2017, pertaining to the Tweedy Boulevard Specific Plan.

This item was continued to the April 23, 2019 City Council Meeting.

5 BUSINESS LICENSE

The City Council conducted a Public Hearing and unanimously approved the six-month compliance review of the Live Entertainment Permit for Buena Mesa restaurant, located at 5861 Firestone Boulevard by motion of Vice Member Morales and seconded by Council Member Davila.

Joe Perez, Community Development gave a brief presentation on this item.

Mayor Bernal opened the Public Hearing.

Ralph Verdugo, 5861 Firestone Boulevard said that the restaurant is doing well. The Food Network is going to do a spot on the resident. They have had some problems with transients but the Police Department has been very responsive.

Council Member Davila has visited the restaurant and enjoyed the food.

Council Member Diaz has also visited the restaurant and has also enjoyed the food.

COMMENTS FROM THE AUDIENCE

Virginia Johnson, 5751 McKinley Avenue is sorry to hear the Alvie Betancourt is leaving the City. She stated that the libraries are not receiving current editions of the local newspaper. She is concerned that the Parking Study Meeting regarding the Eastside of the City is scheduled on the same date and time as the City Council Meeting and this is the only parking meeting that they scheduled for a Tuesday. Art Cervantes, Assistant City Manager/Public Works Director has scheduled a parking meeting for Area 4 to accommodate the residents that were not able to attend for Wednesday, January 30, 2019. Also, there is Street Sweeping

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

COMMENTS FROM

THE AUDIENCE CONT'D

now on Holidays and asked if Code Enforcement will be following this same schedule. She thanked Joe Perez, Community Development Director and City Staff for making it possible to visit the Vermont permanent housing facility in Gardena. She noticed, there is no curfew, there are three meals a day, air conditioning, the residents can have alcohol and drugs in their units but the staff will try to dissuade this behavior but she believes this is just a way for the State to try to make California look better for the future Olympic Games.

Darrell Hatch, County Sanitation District stated that he has been working with County for the 18 years and he spoke about contract negotiations between the Sanitation District and the Employees.

Orman Gaspar, Santa Barbara said that he was informed by his tenant that the City has placed a median down the center of Firestone Boulevard which limits his access to his business and reports that his business is down 40% due to the median. As the owner of the property, he is upset that he did not receive any type of notice from the City. He requested that City Staff meet with him to discuss this matter further.

Ben Rod, Firestone Boulevard business owner stated that since the median was put in place he has lost about 50% of his business and continues to get worse. His employees are complaining because he is having to cut their hours. He has been trying to talk to someone from the City since October with no response.

REPORTS AND COMMENTS

FROM CITY OFFICIALS

Joe Perez, Community Development Director informed everyone that on January 23, 2019 we will be having our homeless count at the South Gate Senior Center, we will have a Career Expo which is sponsored by HUB Cities and the Chamber of Commerce on January 31st at the South Gate Park Auditorium and lastly the METRO is hosting an update on the West Santa Ana Branch Project on Saturday, February 2nd at the South Gate Girls Clubhouse.

Art Cervantes, Assistant City Manager/Public Works Director stated the City was awarded a 4.6 million dollar grant to make improvements on Tweedy Boulevard.

Mike Flad, City Manager spoke on the UTLA strike and the deal points to a possible contract. He had a very productive trip to Sacramento for the California Contract Cities legislative action day wherein he had the opportunity to meet face to face with legislatures. His discussion focused on the States pressure on housing and provided push back to Senator Weiner's Office with regards to how these types of housing projects impact communities like ours. Redevelopment 2.0 and protecting police services were discussed as well.

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

REPORTS AND COMMENTS FROM CITY OFFICIALS

CONT'D

Raul Salinas, City Attorney said that he normally doesn't comment when employees leave the City but Alvie Betancourt is leaving the City and during Mr. Salinas's early years with the City, when we were trying to search for documents and embroiled in litigation he was there helping us. We were successful in our litigation in partial due to Mr. Betancourt's help. The City Attorney's Office owes him a great deal of gratitude and will miss him.

Greg Martinez, City Treasurer spoke on the passing of Allen Treen. He also stated that he will be working the Homeless Count and encouraged people to volunteer.

Carmen Avalos, City Clerk said that Council did receive the most current version of the UTLA agreement and she also emailed to each member of Council as soon as she received it. Last week she attended the Community Voter Outreach Committee at the County. Our auditorium will be used during the election on March 5th for those City's that did not consolidate. More than half the county have already transitioned to having their elections aligned to the next Presidential Election. The County is looking into the possibility of having Vote Centers and making those available for March of 2020. They are excited about the new voting system that is coming online in 2020 and the possibility of having more people being able to vote.

Council Member Diaz said that along with the Mayor she attended "WELL" Water Education for Latino Leaders. It was a three day water education conference on how communities of color get overlooked when it comes to water issues. It is a six month training traveling throughout the State of California.

Council Member Rios said that he attended the METRO Next Gen meeting in Bell. It was an opportunity for the communities to speak on METRO and the bus routes. He also attended the Urban Orchard Event this weekend and is very excited about the plans.

Council Member Davila also attended the Urban Orchard Community Meeting and thought it was a very successful event. She informed Council that the City of Bellflower decided to pull out of Eco Rapid Transit.

Vice Mayor Morales attended the California League of Contract Cities Legislative Tour and feels that this is going to be an incredibly tough year for local government. There are a lot of issues with the taking away of local control. He congratulated Alvie Betancourt on his new job.

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

REPORTS AND COMMENTS FROM CITY OFFICIALS

CONT'D

Mayor Bernal asked if any residents have contacted the City regarding payment options because they were experiencing hard ship because of the government shut down.

Mr. Flad responded that the first thing that we are most worried about is HUD funding and the vouchers.

Mr. Perez stated that in regards to Section 8 funding we are covered all the way through February and HUD just indicated to us that we can use our reserves. The reserves should cover us through at least half of March.

Mayor Bernal attended the ICA meeting and they are getting ready for their winter seminar on February 2, 2019. ICA focus on public safety, business matters and economy. Along with Council Member Davila she attended the Northgate reopening and she met with AltaMed. The Mayor spoke on the "WELL" program and how it is not only for Latino Elected Officials but Elected Officials that represent communities that are larger Latinos. She is looking forward to learning more about this program.

The Mayor attended the County Sanitation District meeting and thanked Mr. Hatch for being here tonight. There is another meeting tomorrow and will review the letters and emails that she has received from Sanitation District employees.

CONSENT CALENDAR

Agenda Items 6, 7, 9, 10, 11, 12, and 14 were unanimously approved by motion of Vice Mayor Morales and seconded by Council Member Davila. Items 8, 13 and 15 were pulled for discussion.

6 ASSESSMENT DISTRICT

The City Council unanimously adopted Resolution No. 7843 entitled – Resolution of the City Council of the City of South Gate, California, - initiating the annual proceedings for the levy of the Fiscal Year 2019/20 assessments and ordering the preparation of an Engineer's Report for the Street Lighting and Landscaping Maintenance District No. 1 during consent calendar.

7 WIRELESS COMMUNICATION

The City Council considered unanimously approved A and B during consent calendar.

- a. Approved Amendment No. 1 to Contract No. 2873 with Bear Communications, Inc., (successor-in-interest to Advanced Electronics, Inc.) extending maintenance services and a related FCC license for the City's radio communication system through June 30, 2019, in the amount of \$34,958; and

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

7
WIRELESS
COMMUNICATION
CONT'D

- b. Authorized the Mayor to execute Amendment No. 1 in a form acceptable by the City Attorney.

8
SIGNAL
SYNCHRONIZATION

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

- a. Approved an Agreement (Contract No. 3500) with Iteris, Inc., to provide engineering plans, specifications and estimates for the Tweedy Boulevard Signal Synchronization Project, LAMTA ID F7309, City Project No. 514-TRF, in the amount not-to-exceed \$169,929; and
- b. Authorized the Mayor to execute the Agreement in a form acceptable to the City Attorney.

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

9
PARKING

The City Council unanimously approved A, B, C, D and E during the consent calendar.

- a. Approved an Agreement (Contract No. 3501) with EC Construction to construct the Hildreth Avenue Traffic Mitigation Project, City Project No. 600-ST (Project) and award the Base Bid - Schedule A and Additive Bid - Schedule B, in the amount not-to-exceed \$254,411;
- b. Appropriated \$94,411 in Measure M funds to Account No. 311-790-39-9472 to fund the project;
- c. Authorized the Director of Administrative Services to transfer \$15,000 in Measure R funds and \$120,000 in Measure M funds from Account No. 311-790-31-9447 to Account No. 311-790-39-9472 to fund the project;
- d. Authorized the Mayor to execute the Agreement in a form acceptable to the City Attorney; and
- e. Approved the Notice of Exemption for the construction of the Project and direct the City Clerk to file it with the Los Angeles County Recorder's Office.

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

10

URBAN GREENING

The City Council unanimously approved A and B during the consent calendar.

- a. Approved Amendment No. 1 to Contract No. 3352 with The Trust for Public Land for supplemental environmental soil characterization studies, in the amount not-to-exceed \$34,350; and
- b. Authorized the Mayor to execute Amendment No. 1 in a form acceptable to the City Attorney.

11

MEMORANDUM OF UNDERSTANDING

The City Council unanimously approved A and B during the consent calendar.

- a. Approved the Side Letter of Agreement (Amendment No. 2 to Contract 3393) with the South Gate Police Management Association regarding retiree medical for lateral peace officers; and
- b. Authorized the Mayor to execute the Side Letter of Agreement in a form acceptable to the City Attorney.

12

MEMORANDUM OF UNDERSTANDING

The City Council unanimously approved A and B during the consent calendar.

- a. Approved the Side Letter of Agreement (Amendment No. 2 to Contract 3394) with the South Gate Police Officers' Association regarding retiree medical for lateral peace officers; and
- b. Authorized the Mayor to execute the Side Letter of Agreement in a form acceptable to the City Attorney.

13

QUARTERLY REPORT

The City Council unanimously received and filed the First Quarter Financial Report for Fiscal Year 2018/19 by motion of Mayor Bernal and seconded by Council Member Davila.

14

SIDEWALK IMPROVEMENTS

The City Council unanimously approved A, B and C during the consent calendar.

- a. Accepting completion of construction, effective November 16, 2018, of the Citywide Sidewalk Improvements Project, Phase V and the Walnut Street Parking Lot Improvements, City Project No. 566-ST;

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

14 SIDEWALK IMPROVEMENTS CONT'D

- b. Approving owner-initiated Change Order No. 2 to Contract No. 3446 to fund final construction quantities for the Project, in the amount of \$45,706; and
- c. Directing the City Clerk to file a Notice of Completion with Los Angeles County Recorder's Office.

15 MINUTES

The City Council approved A, B, C, and D by Council Member Rios and seconded by Council Member Davila. Vice Mayor Morales abstained on Item 1c.

- a. Approving the Special and Regular Meeting minutes of November 13, 2018; and
- b. Approving the Special and Regular Meeting minutes of November 27, 2018; and
- c. Approving the Special and Regular Meeting minutes of December 11, 2018; and
- d. Approving the Special Meeting minutes of January 10, 2019.

ROLL CALL: Mayor Bernal, yes; Vice Mayor Morales, abstain for Item 1c; Council Member Rios, yes; Council Member Davila, yes; Council Member Diaz, yes.

16 CITY COUNCIL

The City Council unanimously approved the City Council Goals for Fiscal Year 2018/19 by motion of Vice Mayor Morales and seconded by Mayor Bernal.

17 WARRANTS

The City Council unanimously approved the Warrants and Cancellations for January 22, 2019 by motion of Council Auditor Davila and seconded by Mayor Bernal.

Total of Checks:	\$ 1,929,378.96
Voids:	(\$ 1,200.00)
Total Payroll Deductions:	<u>\$ 335,753.18</u>
Grand Total:	\$1,592,425.78

Cancellations: 80711

REGULAR CITY COUNCIL MEETING MINUTES OF JANUARY 22, 2019

ADJOURNMENT

Mayor Bernal adjourned the meeting in memory of Allen Treen, long time City resident and South Gate Museum volunteer at 10:19 p.m. seconded by Council Member Davila.

PASSED and APPROVED this 12th day of February, 2019.

ATTEST:

María Belén Bernal, Mayor

Carmen Avalos, City Clerk

RECEIVED

FEB 6 2019

City of South Gate Item No. 13
CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

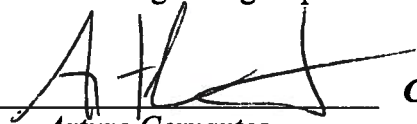
5:05pm

AGENDA BILL

For the Regular Meeting of: February 12, 2019

Originating Department: Public Works

Department Director:


Arturo Cervantes

City Manager:

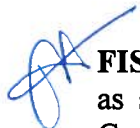

Michael Flad

SUBJECT: AUTHORIZATION OF FUNDS FOR THE SOUTH GATE SPORTS CENTER SKY LIGHT REPLACEMENT, CITY PROJECT NO. 586-ARC

PURPOSE: The Public Works Department recently replaced the roof of the South Gate Sports Center, and completed the project \$893,395 under budget. Staff is recommending that \$450,000 of the fund savings be programmed to replace the Sport Center's aging skylights, and that the remaining balance revert back to the unallocated General Fund balance.

RECOMMENDED ACTIONS:

- a. Amend the Capital Improvement Program (CIP) to add the South Gate Sports Center Skylights Replacement Project (Project);
- b. Authorize the Director of Administrative Services to transfer \$450,000 in General Funds savings from the South Gate Sports Center Roof Replacement, City Project No. 498-ARC, Account No. 311-790-61-9459, to the South Gate Sports Center Sky Light Replacement, City Project No. 586-ARC, Account No. 311-790-61-9460; and
- c. Authorize the Director of Administrative Services to transfer the remaining balance of \$443,395 in General Fund savings from the South Gate Sports Center Roof Replacement Project, City Project No. 498-ARC, Account No. 311-790-61-9459 to the unallocated General Fund balance.

 **FISCAL IMPACT:** The Project is proposed to be budgeted with \$450,000 in General Fund savings as summarized below. The balance of \$443,395 is proposed to be transferred to the unallocated General Fund balance.

Project Component	General Fund Savings
Design	\$25,000
Construction	\$300,000
Project Management	\$25,000
Inspection	\$25,000
Contingency	\$75,000
Total	\$450,000

ALIGNMENT WITH COUNCIL GOALS: These actions meet the City Council's goal for Continuing Infrastructure Improvements.

ANALYSIS: On June 9, 2015, the City Council allocated \$1,123,597 to the South Gate Sports Center Roof Project (a) to replace the aging sky lights and, (b) to re-roof the building. Soon after construction

began, the sky light improvements were removed from the project and the funds were re-programmed to address an unforeseen condition; a severely deteriorated roof metal deck. Subsequently, the City Council allocated \$1,641,046 in additional funds for a grand total of \$2,764,643. The work is now complete and the project was delivered under budget. Staff is recommending that \$450,000 of the fund savings be re-programmed to replace the sky lights, since that was a part of the original scope of the project.

BACKGROUND: The South Gate Sports Center is an approximate 64,000 square foot facility that was constructed more than 40 years ago. The Sports Center has nine large sky lights that bring natural light into the pool area.

The sky lights were installed in the early 1980's, and are now demonstrating signs of significant wear and tear. Recently, in December of 2018, one of the skylights failed during the rain storm. The skylight was removed and water fell into the pool area. No one was injured; however, staff is concerned that other skylights may fail.

Staff is recommending that the skylights be replaced using the fund savings from the Sports Center Roof Replacement Project. Staff is recommending programming \$450,000 for design and construction services. The balance is recommended to be transferred to the undesignated General Fund.

The budget will cover project management, design, construction and inspection services. The project will be managed by contract staff; therefore, funding has to be programmed for project management.

ATTACHMENT: None

ES:lc

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FEB 6 2019

City of South Gate
CITY COUNCIL

Item No. 14

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

4:10pm

AGENDA BILL

For the Regular Meeting of: February 12, 2019

Originating Department: Administration

Management Analyst:

M. Urias
Marina Urias

City Manager:

Michael Flad
Michael Flad

SUBJECT: AUTHORIZATION OF FUNDS FOR THE CITY HALL OPEN HOUSE/HISTORIC SEABORG HOUSE RIBBON CUTTING EXPENSES

PURPOSE: To authorize the expenditure of \$10,700 for the City Hall Open House and Historic Seaborg House Ribbon Cutting Event.

RECOMMENDED ACTION: Authorize the expenditure of \$10,700 in Park Enhancement Funds, budgeted in Account No. 311-790-69-9424, for the City Hall Open House and Historic Seaborg House Ribbon Cutting scheduled for Saturday, March 23, 2019.

FISCAL IMPACT: Funding in the amount of \$10,700 in Park Enhancement Funds is available in Account No. 311-790-69-9424, under the Park Enhancement Project, City Project No. 531-ARC.

ALIGNMENT WITH COUNCIL GOALS: This event meets the City Council's goal to improve civic engagement with an emphasis on improving communication and relationships with community partners.

ANALYSIS: The anticipated budget for the event is the following:

Staff overtime	\$5,000
Marketing materials	\$400
Entertainment	\$500
Polos for staff w/new logo	\$600
Promotional giveaways	\$3,000
Refreshments/food	\$1,200
Total	\$10,700

BACKGROUND: In an effort to improve communications and civic engagement in the community, the City is planning a City Hall Open House and Historic Seaborg House Ribbon Cutting on Saturday, March 23, 2019, from 8:30 A.M. to 1:00 P.M. The agenda for the event includes a community prayer and breakfast at 8:30 A.M.; ribbon cutting for the historic Glenn T. Seaborg house at 10:00 A.M.; and City Hall open house from 10:30 A.M. to 1:00 P.M. The plan is to open the doors to City Hall to allow residents to go in and meet the City Council at the Council Chambers and obtain information from each department.

Several activities are planned to foster communication and civic engagement. The Parks & Recreation Department will have children activities out on the lawn in front of the South Gate Courthouse, and the Police Department will conduct an emergency response presentation in the Council Chambers. In addition, local service providers such as Hub Cities Workforce Center, Fair Housing Foundation, ELAC, AltaMed, SEAACA, CEHAT, LA River, Edison and The Gas Company. The South Gate Museum will be open, and the Art Association will have an art exhibit. There will also be a "Historic Fact Scavenger Hunt" available throughout the day with prizes for those who answer the questions correctly. Answers to the questions will be in the information provided by or displayed at the various departments.

There is a public outreach component to the event. Public input will be collected for several park projects such as the Urban Orchard, Circle Park and Hollydale Community Park.

ATTACHMENT: City Hall Open House and Historic Seaborg House Ribbon Cutting Flyer

The City of South Gate presents

Welcome to your City

Saturday, March 23

8:30am - 1pm

City Hall • 8650 California Avenue

8:30 am - Prayer & Continental Breakfast

10 am - Historic Seaborg House Ribbon Cutting

10:30 am - City Hall Open House

Get to know your Mayor and City Council

Chat with Police Officers

Receive Info from all City Departments

City of
South Gate

**Azalea
Festival
2019**



PRIZES!



Children Activities | Food Trucks | Giveaways | Scavenger Hunt



HISTORIC SEABORG HOUSE



For more information call City Manager's office at (323)563-9508

WARRANT REGISTER COUNCIL MEETING 02/12/2019

RECEIVED

apChkLst

02/05/2019 4:32:11PM

Final Check List
City of South Gate

FEB 5 2019
6:05pm

Page: 1

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
60	1/17/2019	00004266	U.S. BANK CORPORATE PAY				
0011860		SITOA SACRAMENTO	11/27/18	11/27/2018	CAB RIDE FROM SACRAMEN	65.50	
0005293		MICHAELS	068422	11/28/2018	FAMILY VIOLENCE - PAGEAN	108.64	
0006635		NEWEGG.COM	165435761	11/29/2018	32GB MICROSDHC CANVAS	14.75	
0006635		NEWEGG.COM	165559725	12/1/2018	SAMSUNG SCREEN PROTEC	67.52	
0011861		HICCUPS	12/11/18	12/12/2018	DINNER FOR COUNCIL MEET	154.21	
0008153		TIME WARNER CABLE-	049515112718	11/27/2018	ACCT# 8448 30 017 0495151 -	119.99	
0008153		TIME WARNER CABLE-	0435603120518	12/5/2018	ACCT# 8448 30 017 0435603 -	93.15	
0010690		CANVA FOR WORK	02163-0369543	12/3/2018	RENEW 1YR MEMBERSHIP F	119.40	
0005723		SOUTHWEST AIRLINES	FLAD,M-01/06-0	1/6/2019	FLIGHT TO SACRAMENTO FC	187.96	
0005548		RITE AID	11/27/18	11/27/2018	CHRISTMAS DECORATIONS I	178.16	
0008153		TIME WARNER CABLE-	0013582121918	12/19/2018	ACCT# 8448 30 017 0013582 -	149.63	
0010664		PD: GOLD COAST K9	001	11/27/2018	TRAINING - K9 STRESS INOC	500.00	
0011351		KIM TURNER, LLC	0266	1/18/2018	TRAINING - TRAUMA EXPOS	130.00	
0002446		CALIFORNIA NARCOTIC OFFIOW	11/14-18/2019	11/29/2018	TRAINING - NARCOTIC & SPE	400.00	
0007582		PD: CAPE	11/29/2018	11/29/2018	MEMBERSHIP & DUES: CALI	45.00	
0008227		LITTLE CAESARS	12/14/2018	12/14/2018	TRAINING- SWAT MONTHLY	78.36	
0006533		HOLLYWOOD SPORTS PARK	12/14/2018	12/14/2018	TRAINING- SWAT MONTHLY	582.18	
0010827		CARD INTEGRATORS CORPO	00100635-IN	11/19/2018	RIBBON PURCHASED FOR ID	110.25	
0010958		GREEN OLIVE	12/06/18	12/6/2018	TRAINING MEETING/LUNCHE	299.99	
0005481		HILTON HOTELS	BROWN,SAMUE	12/8/2018	TRAINING - SUPERVISORY LI	281.74	
0008153		TIME WARNER CABLE-	0586090121618	12/16/2018	ACCT# 8448 30 017 0586090 -	205.63	
0007198		SUPERA FOODS	014246	12/11/2018	DRINKS FOR COUNCIL MEET	4.84	
00000322		SAM'S CLUB	002056	12/13/2018	CLEANING SUPPLIES FOR AI	36.65	
00004195		CCCA	DIAZ, D.	12/3/2018	REGISTRATION FEE FOR THI	550.00	
0005723		SOUTHWEST AIRLINES	MORALES, JOR	1/6/2019	FLIGHT FOR J.MORALES TO	218.96	
0008153		TIME WARNER CABLE-	0490384121718	12/17/2018	ACCT# 8448 30 017 0490384 -	102.99	
0005295		WALMART	12/13/18	12/13/2018	CHRISTMAS DECORATIONS I	5.25	
0008153		TIME WARNER CABLE-	0426602121618	12/16/2018	ACCT# 8448 30 017 0426602 -	182.29	
0008153		TIME WARNER CABLE-	0500034121718	12/17/2018	ACCT# 8448 30 017 0500034 -	182.29	
0008153		TIME WARNER CABLE-	0490491121718	12/17/2018	ACCT# 8448 30 017 0490491 -	182.29	
0008153		TIME WARNER CABLE-	0586017120818	12/8/2018	ACCT# 8448 30 017 0586017 -	590.00	
0008153		TIME WARNER CABLE-	0600966121218	12/12/2018	ACCT# 8448 30 017 0600966 -	104.99	
0008153		TIME WARNER CABLE-	0426263120518	12/5/2018	ACCT# 8448 30 017 0426263 -	1.58	

Item No. 15

Page: 1

Bank : botw BANK OF THE WEST (Continued)

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0007995		BOB HOPE AIRPORT	864439	11/27/2018	PARKING AT BOB HOPE AIRP	24.00	
0008341		DUNN EDWARDS PAINTS	058090	12/6/2018	CITY HALL REMODAL PROJEI	482.53	
00000268		HOME DEPOT CREDIT SERVI	7363026	11/27/2018	AUDIO EQUIPMENT SUPPLIE	49.45	
00000268		HOME DEPOT CREDIT SERVI	5363035	11/29/2018	FLOOR MATS	79.11	
0005368		PRINTCO DIRECT	81453	12/20/2018	PROGRAM FLYERS - FITNESS	110.25	
00004657		TYLER TECHNOLOGIES	RUIZ, N.	12/17/2018	TYLER CONNECT 2019 REGI	950.00	
0010312		ABM PARKING	12/13/18	12/13/2018	PARKING FOR WSAB MEETIN	8.00	
0008911		LBC AND EC TICKETS	ORD# 8908	10/15/2018	ADMISSIONS- DISNEY ON ICE	1,812.00	
00004234		CHANDLER'S AIR CONDITION	154018	12/13/2018	REPAIR OF AUDITORIUM FRE	278.00	
0010634		PANTAGES THEATRE	368438 - 2	10/16/2018	DEPOSIT ADMISSIONS - "WIC	2,401.00	
0009649		AT&T	12/21/18-01/20/1	12/20/2018	ACCT# 143648353, 12/21/18-0	116.13	
0005347		AMAZON.COM	111-6897081-36	11/28/2018	CAUTION TAPE	19.94	
00002871		ICC-INTERNATIONAL CODE CORD	# 10062120	11/27/2018	INTERNATIONAL CODE COUN	283.34	
0009026		TGI FRIDAY'S RESTAURANT	11/28/2018	11/28/2018	LUNCH FOR STREET MAINT	96.47	
0009026		TGI FRIDAY'S RESTAURANT	12/05/2018	12/5/2018	LUNCH FOR STREET LEADW	159.04	
0010956		L.A. TIMES	10073645131-12	12/19/2018	12/20/18/01/16/19- MONTHLY	15.96	
0010312		ABM PARKING	12/13/2018	12/13/2018	PARKING - MEETING WITH M	8.00	
0005347		AMAZON.COM	113-9600774-39	12/6/2018	RED PILOT 37011 BETTER BA	12.78	
0010689		MICROSOFT	KIM&JACKIE-12	12/20/2018	OFFICE 365 HOME SUBSCRIF	99.99	
00004657		TYLER TECHNOLOGIES	ALCALA,A.	12/17/2018	TYLER CONNECT 2019 REGI	950.00	
00004657		TYLER TECHNOLOGIES	SAO,K	12/17/2018	TYLER CONNECT 2019 REGI	950.00	
00004657		TYLER TECHNOLOGIES	BONILLA-CLAY	12/17/2018	TYLER CONNECT 2019 REGI	950.00	
0005347		AMAZON.COM	ORD# 69348762	11/27/2018	COOKIE SWAP ITEMS	22.90	
0005347		AMAZON.COM	113-1258122-01	12/2/2018	COOKIE SWAP ITEMS	44.24	
0011285		RESTAURANTE TAMALERIAS	11/28/18	11/28/2018	TREE LIGHTING EVENT: FOO	987.62	
0005295		WALMART	072657	11/28/2018	TREE LIGHTING EVENT: GIVE	199.33	
00003996		OFFICE MAX	11/28/18	11/28/2018	TREE LIGHTING EVENT: PRO	24.02	
00000268		HOME DEPOT CREDIT SERVI	6303822	11/28/2018	TREE LIGHTING: DECORE	111.74	
00000268		HOME DEPOT CREDIT SERVI	5080654	11/29/2018	TREE LIGHTING EVENT: DEC	153.81	
00000268		HOME DEPOT CREDIT SERVI	9701047	12/5/2018	SANTA'S BREAKFAST: TREES	163.81	
0005291		PARTY CITY	094748	11/28/2018	SENIOR CENTER HOLIDAY E	174.55	
0005454		RALPHS	12/06/18	12/6/2018	FAMILY VIOLENCE - HOLIDAY	661.90	
0005454		RALPHS	003326	12/6/2018	FAMILY VIOLENCE - CHRISTM	630.95	
0006108		STARBUCKS COFFEE	12/10/18	12/10/2018	FAMILY VIOLENCE - HOLIDAY	10.00	
0011437		YOBITECH LLC	ORD# 118974	12/11/2018	REPLACE/EMERGENCY HARI	599.58	

Bank : botw BANK OF THE WEST (Continued)

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0007583		USPS	068346	12/21/2018	STAMPS FOR RECORD BUREAU	150.00	
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0008504		PD: EMBASSY CONSULTING	ERODRIGUEZ,M-12/11/18	12/10/2018	TRAINING - CIVILIAN LEADER	99.00	
0005292		TARGET		12/11/2018	SENIOR CENTER HOLIDAY EVENT	323.77	
0005292		TARGET		12/05/18	SANTA'S BREAKFAST EVENT	234.26	
0011885		SPATIAL ANALYSIS ETC	51B95CB-0001	11/29/2018	TRAINING - MICROSOFT ACC	300.00	
00002063		CACEO	200008378	12/11/2018	CEO CARDENAS FRANK COE	430.00	
00002063		CACEO	300008800	11/9/2018	MEMBERSHIP RENEWAL CAL	95.00	
0005291		PARTY CITY	044603	12/7/2018	SANTA'S BREAKFAST EVENT	116.94	
00002063		CACEO	300009863	11/9/2018	MEMBERSHIP RENEWAL CAL	95.00	
00004854		SMART & FINAL	082272	12/6/2018	SANTA'S BREAKFAST EVENT	162.23	
00002871		ICC-INTERNATIONAL CODE	CORD# 10062813	12/11/2018	WILLIAM CAMPANA CERTIFIC	360.02	
0006241		TRUE CREST	RECEIPT# 3622	12/11/2018	SAFETY VEST - COMMUNITY	82.13	
0005296		BEST BUY	072766	11/30/2018	RECEIVER FOR WELLNESS C	220.00	
0005296		BEST BUY	097124	11/26/2018	AV RECEIVER FOR WELLNE	329.99	
0005677		DEPARTMENT OF PESTICIDE	091981 - HAGE,	12/6/2018	CERTIFICATE RENEWAL - #0	60.00	
00000268		HOME DEPOT CREDIT SERVI	8363022	11/26/2018	MISCELLANEOUS ITEMS	164.49	
0008513		EBAY	11/29/2018	11/29/2018	REPLACEMENT PART - RANG	209.95	
00003843		NORTH STAR ELECTRONICS	2477	11/16/2018	LIGHT BAR - RANGER REPLA	1,505.00	
0011048		THE TORO COMPANY	ORD# 20569207	12/4/2018	REPLACEMENT IRRIGATION	560.00	
0010518		A TECH ESPRESSO & COFFE	51462	12/6/2018	COFFEE BREWER SERVICE	167.56	
0009469		ADOBE SYSTEMS, INC	971245850	11/29/2018	ADOBE CREATIVE CLOUD RE	599.88	
0006828		WINCHELL'S DONUTS	12/12/2018	12/12/2018	REFRESHMENTS FOR ERC E	31.07	
0009367		NETFLIX	12/20/2018	12/20/2018	MONTHLY SVCS FOR TEEN C	10.99	
0005347		AMAZON.COM	113-6724966-91	11/28/2018	COOKIE SWAP ITEMS	11.12	
0009420		SPARKLETT'S	16963364 12131	12/13/2018	12/13/18 CUST ACCT# 74255	49.54	
0009025		IPMA-HR	INV-41929-R9N	12/11/2018	AGENCY MEMBERSHIP(3 ST	397.00	
0007198		SUPERA FOODS	077990	12/10/2018	DRINKS FOR COUNCIL MEET	18.97	
0005723		SOUTHWEST AIRLINES	DIAZ, D.	12/6/2018	FLIGHT FOR D.DIAZ TO SACF	198.96	26,776.50
81224 1/17/2019		SO CALIF EDISON	1/07/19	1/7/2019	BILLING PRD-DEC 18/JAN 20	76,499.69	76,499.69
Voucher:							
81230 1/28/2019		SOUTHERN CALIFORNIA EDI	S337445	11/29/2018	SCE INSTALL - DISCOUNT ST	26,907.64	26,907.64
Voucher:							
81231 1/29/2019		CALIFORNIA DEPARTMENT O	01014-001624-CY2	1/14/2019	OUT OF STATE SALES TAX - (	7,438.00	7,438.00
Voucher:							

Bank : botw BANK OF THE WEST (Continued)

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81232	1/30/2019	00003701	LOS ANGELES UNIFIED SCHCPERMIT# S6415	7/19/2018	JUL, AUG, SEP, OCT 2018 - U	838.48	838.48
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81233	1/31/2019	00004865	SO CALIF EDISON	01/18/2019	BILLING PRD- DEC 2018/JAN	15,353.40	15,353.40
	Voucher:						
81235	2/12/2019	00004166	4 SERVICE INC.	181265	NOVEMBER 2018- OFFSITE D	2,230.00	
	Voucher:						
				190162	JANUARY 2019- OFFSITE DAI	2,230.00	
				190261	FEBRUARY 2019- OFFSITE D	2,230.00	6,690.00
81236	2/12/2019	00002706	AC&C NETWORK SERVICES 3013923-IN	10/10/2018	NETWORK CABLE RUN BETV	1,907.70	1,907.70
	Voucher:						
81237	2/12/2019	00004607	ADLERHORST INTERNATIONAL/102015	12/21/2018	ON-SITE TRAINING RE-CERT	400.00	400.00
	Voucher:						
81238	2/12/2019	00001467	ADMINISTRATIVE SERV. CO-C2999	12/31/2018	DEC 2018 - SERVICES FOR D	64,832.11	64,832.11
	Voucher:						
81239	2/12/2019	00003971	ADMINISURE INC.	11730	WORK COMP CLAIM ADMIN- I	9,224.00	9,224.00
	Voucher:						
81240	2/12/2019	00004372	AIRGAS USA, LLC	9083277206	CARBON DIOXIDE FOR POOL	121.48	
	Voucher:						
				1601491014	LATE CHARGES	2.47	
				9083770697	CARBON DIOXIDE FOR POOL	176.25	
				9083472829	CARBON DIOXIDE FOR POOL	122.95	
				9084292983	CARBON DIOXIDE FOR POOL	74.63	497.78
81241	2/12/2019	00000185	ALL CITY MANAGEMENT SER'58993	1/16/2019	SCHOOL CROSSING GUARD	8,637.75	8,637.75
	Voucher:						
81242	2/12/2019	00003098	AMERINATIONAL COMMUNITY19-00006	1/1/2019	DEC 2018- LOANS BOARDED	112.00	112.00
	Voucher:						
81243	2/12/2019	0007290	APW KNOX-SEEMAN	13786959	8- AIR FILTERS	67.27	67.27
	Voucher:						
81244	2/12/2019	0011875	AREVALO, ERNESTO	Ref000246403	UB REFUND CST #00057712 -	81.08	81.08
	Voucher:						
81245	2/12/2019	0011891	ARMAS, NORBERTA	Ref000246668	UB REFUND CST #00050566 -	89.15	89.15
	Voucher:						

FinalCheck List
City of South Gate

apChkLst
02/05/2019 4:32:11PM

(Continued)

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81246	2/12/2019	00005075 AT&T Voucher:	12409474 12477735 12477732 12477728 12477734 12477733 12477729 12477731 12477730	1/1/2019 1/13/2019 1/13/2019 1/13/2019 1/13/2019 1/13/2019 1/13/2019 1/13/2019 1/13/2019	BAN: 9391034759- BP- BAN: 9391034761- BP- BAN: 9391034760- BP- BAN: 9391034764- BP- BAN: 9391034758- BP- BAN: 9391034766- BP- BAN: 9391034763- BP- BAN: 9391034762- BP- BAN: 9391034765 - BP - 12/13/	39.82 81.28 35.92 2,635.79 20.73 105.40 2,228.52 2,853.42 1,467.77 2,190.93	
81247	2/12/2019	00003692 AT&T MOBILITY Voucher:	875963643X0111	1/16/2019	BILLING PRD- 12/09/18-01/08/	2,190.93	9,468.65 2,190.93
81248	2/12/2019	00004126 A-THRONE CO INC. Voucher:	0000553092 0000557425	11/23/2018 12/21/2018	PORT REST RENT FOR SALT PORTABLE RESTROOM REN	178.05 178.05	356.10
81249	2/12/2019	00000201 ATLANTIC LOCK & KEY Voucher:	16636	1/16/2019	LABOR: RE-KEY CIRCLE PAR	129.22	129.22
81250	2/12/2019	0010585 AUTOZONE STORES, INC. Voucher:	5488505580 5488512113 5488507593 5488507747 5488507993 5488512073 5206	1/8/2019 1/15/2019 1/10/2019 1/10/2019 1/10/2019 1/15/2019 12/6/2018	AIR FILTER FOR UNIT 162 BELT TENSIONER FOR UNIT BATTERY TERMINALS FOR U BATTERY TERMINALS FOR U BATTERY TERMINALS FOR U 10- WINSFIELD WASHER FLL NOV 2018 - PROF LABOR COI	16.74 49.60 14.09 8.80 14.97 32.96 352.30	137.16 352.30
81251	2/12/2019	0011336 AVANT-GARDE INC. Voucher:					
81252	2/12/2019	0010615 BEARCOM Voucher:	4773229 4774380 4772856 4773655 4773961 4774713 4772219	1/4/2019 1/9/2019 1/3/2019 1/7/2019 1/8/2019 1/10/2019 1/2/2019	SEP 2018 - RENEWAL: PD - BI DEC 2018 - RENEWAL: PD - B AUG 2018 - RENEWAL: PD - f OCT 2018 - RENEWAL: PD - B NOV 2018 - RENEWAL: PD - B JAN 2019 - RENEWAL: PD - BI JUL 2018 - RENEWAL: PD - B	2,569.59 2,569.59 2,569.59 2,569.59 2,569.59 2,569.59 2,569.59	17,987.13
81253	2/12/2019	0009876 BIGGS CARDOSA Voucher:	75056 75057	11/5/2018 11/5/2018	OCT 1-31, 2018 - DESIGN OF OCT 1-31, 2018 - CONSTRUCT	13,441.50 40,041.50	53,483.00

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81254	2/12/2019	0008396	BLUE DIAMOND MATERIALS	1367505-TAX	11/2/2018 TAX FOR INVOICE 1367505	1.07	
	Voucher:		1395184	12/13/2018	COLD MIX	154.35	
			1372008	11/12/2018	DUMP BOTTOM DUMP	150.00	
			1391464	12/7/2018	COLD MIX	289.41	
			1391595	12/11/2018	DUMP END DUMP	172.40	
			1395099	12/12/2018	DUMP BOTTOM DUMP	75.00	
			1396409	12/17/2018	DUMP BOTTOM DUMP	150.00	992.23
81255	2/12/2019	00000651	BSN SPORTS, LLC	904236675	1/15/2019 SPORTS EQUIPMENT	429.17	
	Voucher:		903924358	12/13/2018	SPORTS EQUIPMENT	570.64	
			903852813	12/7/2018	SOFTBALL FIELD MAINTENANCE	1,365.40	2,365.21
81256	2/12/2019	0005450	C & J LIFT TRUCKING INC	R-34009	01/07/19-02/01/19 - C&J FOR	964.69	964.69
	Voucher:						
81257	2/12/2019	0008937	CALIFORNIA FUELS & LUBRIKL	121206	12/26/2018 DRIPPER OIL FOR WELLS	1,256.35	1,256.35
	Voucher:						
81258	2/12/2019	00000847	CARL WARREN & CO	1858364	9/28/2018 CLAIM #15-26-30 LAZARO, AN	1,000.00	
	Voucher:			1858365	9/28/2018 CLAIM #15-26-30 LAZARO, AN	1,000.00	2,000.00
81259	2/12/2019	0011626	CEBALLOS, HILDA	Ref000239159-F	7/17/2018 RICK#78937- UB REFUND CS	35.39	35.39
	Voucher:						
81260	2/12/2019	00000898	CENTRAL BASIN MUNI WATER	SG-NOV18	12/11/2018 NOV 2018- WATER USAGE- C	27,507.63	
	Voucher:			SG-DEC18	1/15/2019 DEC 2018 - WATER USAGE- C	15,211.48	42,719.11
81261	2/12/2019	0006239	CENTRAL FORD	328237	12/4/2018 BRAKE PADS FOR RESTOCK	73.76	
	Voucher:			329900	1/9/2019 FUEL FILLER CAP FOR UNIT	21.98	95.74
81262	2/12/2019	0005839	CHAMPION CHRYSLER JEEP	549619	1/3/2019 FUEL PUMP ASSEMBLY FOR	270.10	270.10
	Voucher:						
81263	2/12/2019	00002408	CITY CLERKS ASSOC. OF CAL	453	12/22/2019 CCAC ANNUAL MEMBERSHIP	170.00	170.00
	Voucher:						
81264	2/12/2019	00005274	CLEAN STREET	92502	11/30/2018 NOV 2018 - EMERGENCY STF	9,000.00	9,000.00
	Voucher:						
81265	2/12/2019	0007825	CLUB SERVICES	2029-REISSUE	5/21/2018 RICK#77678, BPO#10724 - 4/	389.09	389.09
	Voucher:						
81266	2/12/2019	0010131	CMR: PEREZ, JENNY	08/21/2018- REI	8/23/2018 RICK#79128- 08/21/2018- PLA	125.00	125.00
	Voucher:						
81267	2/12/2019	00000311	COASTLINE EQUIPMENT	548236	12/21/2018 CUTTING EDGE FOR UNIT 35	309.58	
	Voucher:			516581	8/29/2018 2,000 HOUR SERVICE- UNIT 2	3,455.28	3,764.86

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81268	2/12/2019	00004583	CODE PUBLISHING COMPAN ^Y 62394	1/21/2019	SG MUNICIPAL CODE- WEB L	1,594.00	1,594.00
	Voucher:						
81269	2/12/2019	00000461	COMMERCIAL TRANSPORTAT ³ 365	10/14/2018	CDL CLASS FOR TWO DRIVE	195.00	195.00
	Voucher:						
81270	2/12/2019	0009269	CONSTRUCTION & DEMOLIT ¹ 0000434823	12/31/2018	RECYCLE & DISPOSAL- MIXE	1,140.00	1,140.00
	Voucher:						
81271	2/12/2019	0010352	COUNTY OF LOS ANGELES	11/15/2018	FY2018-2019 BACKFLOW ASE	37.00	
	Voucher:						
			IN0674394	11/15/2018	FY2018-2019 BACKFLOW ASE	37.00	
			IN0674395	11/15/2018	FY2018-2019 BACKFLOW ASE	296.00	
			IN0674396	11/15/2018	FY2018-2019 BACKFLOW ASE	74.00	
			IN0674397	11/15/2018	FY2018-2019 BACKFLOW ASE	37.00	
			IN0674393	11/15/2018	FY2018-2019 BACKFLOW ASE	74.00	
			IN0674398	11/15/2018	FY2018-2019 BACKFLOW ASE	74.00	
			IN0669247	11/15/2018	FY2018-2019 BACKFLOW ASE	958.06	629.00
81272	2/12/2019	00005149	COUNTY OF LOS ANGELES DIRE-PW-181210	12/10/2018	THROUGH NOV 2018 - TS MA		958.06
	Voucher:						
81273	2/12/2019	00001303	CPRS	112996-THRU 0	10/22/2018 MEMBER REGULAR DEVELO	170.00	170.00
	Voucher:						
81274	2/12/2019	0011879	CRUZ, MICHAEL	Ref000246407	1/23/2019 UB REFUND CST #00062687 -	45.50	45.50
	Voucher:						
81275	2/12/2019	00004105	DELL CATALOG SALES LP	10292399235	1/15/2019 LIVE SCAN TONER FOR JAIL	585.44	585.44
	Voucher:						
81276	2/12/2019	00001565	DEPT OF JUSTICE-(DOJ) CEN349668	1/4/2019	DEC 2018 - FINGERPRINT AP	132.00	132.00
	Voucher:						
81277	2/12/2019	0006821	DIV. OF THE STATE ARCHITE	01/29/18-QUAR	1/29/2019 DSA QUARTER #1 2018 FEES	106.40	
	Voucher:						
				01/29/18-QUAR	1/29/2019 DSA QUARTER #2 2018 FEES	862.40	
				01/29/18-QUAR	1/29/2019 DSA QUARTER #3 2018 FEES	466.40	
				01/29/18-QUAR	1/29/2019 DSA QUARTER #4 2018 FEES	217.20	1,652.40
				1/25/2019	AMMUNITIONS	1,590.39	1,590.39
81278	2/12/2019	00000175	DOOLEY ENTERPRISES, INC. 56120				
	Voucher:						
81279	2/12/2019	00004746	ELECSYS CORPORATION	183756	9/28/2018 NOVEMBER 2018- UMS SOFT	350.00	350.00
	Voucher:						
81280	2/12/2019	0011872	EMP: BUNGAY, TROI A.	01/05/19- REIME	1/5/2019 REIMB: EXAM & GRADE T2 CI	125.00	125.00
	Voucher:						
81281	2/12/2019	0011655	EMP: KOKOT, IAN	EDUC - FALL 20	1/16/2019 EDUC. REIMB.: FALL 2018-2 7	1,416.31	1,416.31
	Voucher:						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81282	2/12/2019	0011658 Voucher:	EMP: SALAZAR, DONNA	08/18/18-09/29/1	08/18/18-09/29/18 - EDUCATIC	910.00	910.00
81283	2/12/2019	00001917 Voucher:	ENTENMANN - ROVIN CO.	0140905-IN 0140998-IN	12/27/2018 BADGES 1/3/2019 BADGES	374.33 171.60	545.93
81284	2/12/2019	0010017 Voucher:	ENTERPRISE FM TRUST	FBN3571730 FBN3591500 FBN3630879 FBN3611013 FBN3546095 FBN3630808 FBN3630726	10/3/2018 PD- LEASED VEHICLES, REF 11/3/2018 PD- LEASED VEHICLES, REF 1/4/2019 PD- LEASED VEHICLES, REF 12/5/2018 PD- LEASED VEHICLES, REF 9/6/2018 PD- LEASED VEHICLES, REF 1/4/2019 JAN 2019 - ADMIN LEASED VEHICLES, REF 1/4/2019 JAN 2019 - PD- LEASED VEHICLES, REF	2,895.17 2,895.17 2,895.17 2,895.17 2,902.41 1,005.22 1,488.03	16,976.34
81285	2/12/2019	0011877 Voucher:	ESCOBAR, REINA	Ref000246405	1/17/2019 UB REFUND CST #00062694 -	168.66	168.66
81286	2/12/2019	0008184 Voucher:	EVIDENT CRIME SCENE PROJ140279A	1/10/2019	JAIL SUPPLIES-INK TOWELETS	110.78	110.78
81287	2/12/2019	00001988 Voucher:	FAIR HOUSING FOUNDATION DECEMBER 201	1/16/2019	DECEMBER 2018 - #6 PERSONNEL	1,911.79	1,911.79
81288	2/12/2019	00000619 Voucher:	FALCON FUELS, INC.	2431 2447 2894	12/6/2018 ULTRA LOW SULFUR DIESEL 12/6/2018 REGULAR UNLEADED FUEL 12/18/2018 REGULAR UNLEADED FUEL	2,524.86 8,883.21 3,776.78	15,184.85
81289	2/12/2019	0010014 Voucher:	FARMERS STATE BANK OF H(1) 8644 SAN LL	6/4/2018	1ST- HOMEOWNER REHAB PROJECT	33,625.00	33,625.00
81290	2/12/2019	0011672 Voucher:	FARWEST CORROSION CONT017957-IN	12/14/2018	INSPECTION FOR ELIZABETH	2,925.00	2,925.00
81291	2/12/2019	00002026 Voucher:	FEDERAL EXPRESS CORPOR4177277720	1/11/2019	FEDEX FREIGHT ECONOMY -	129.00	129.00
81292	2/12/2019	00002026 Voucher:	FEDERAL EXPRESS CORPOR6-426-71447	1/11/2019	FEDEX PRIORITY OVERNIGHT	65.14	65.14
81293	2/12/2019	0005869 Voucher:	FERGUSON WATERWORKS 0658267	12/11/2018	INVENTORY PO/ WATER PARK	4,946.56	4,946.56
81294	2/12/2019	00003770 Voucher:	FLEMING ENVIRONMENTAL IN14365	12/17/2018	INVENTORY PO/ WATER PARK	1,513.53	6,460.09
81295	2/12/2019	0008331 Voucher:	FORENSIC NURSE RESPONSES12-12-2018	1/11/2019	JAN 2019 - MONTHLY DESIGN DEC 2018- MONTHLY DESIGN SART EXAM- AGENCY CASE#	865.08 380.00 1,020.00	1,245.08 1,020.00

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81296	2/12/2019 Voucher:	0006579	FORENSIC NURSE SPECIALIS4291	1/2/2019	SUSPECT EXAM (CASE#18-1;	400.00	400.00
81297	2/12/2019 Voucher:	0010237	FRONTIER COMMUNICATION;562-869-7582-0- 562-622-5327-0- 562-923-9514-0- 562-806-9232-0- 562-928-0039-0- Ref000246402	1/19/2019 1/19/2019 1/10/2019 1/19/2019 1/25/2019 1/17/2019	562-869-7582-01/19 BILLING- 01/19/19-02/18/19 BILLING 01/10/2019- 02/09/201 562-806-9232-01/19 BILLING - 01/25/18-02/24/19 UB REFUND CST #00055666 -	57.14 59.24 106.59 57.14 59.24 33.31	339.35 33.31
81298	2/12/2019 Voucher:	0011874	GALINDO, JESUS	1/17/2019	UNIFORM - RAINSUIT - ERIC F	32.18	32.18
81299	2/12/2019 Voucher:	00003955	GALLS/QUARTERMASTER	1/23/2019	UB REFUND CST #00059075 -	89.87	89.87
81300	2/12/2019 Voucher:	0011880	GARCIA, KARLA	1/16/2019	GROUNDS MAINTENANCE EC	241.51	241.51
81301	2/12/2019 Voucher:	0006890	GARVEY EQUIPMENT COMPA116668	7/1/2018	WATER MANAGMENT JOINT I	40,657.39	40,657.39
81302	2/12/2019 Voucher:	0008691	GATEWAY WATER MANAGEMLLAR 2018-8	12/14/2018	NOV 2018 - FIXED ROUTE (G/	59,471.54	110,266.97
81303	2/12/2019 Voucher:	0010016	GLOBAL PARATRANSIT INC. 111819-05 111819-06	1/14/2019	DEC 2018 - FIXED ROUTE (G/	50,795.43	40.00
81304	2/12/2019 Voucher:	0011452	GONZALEZ, RODOLFO	4/12/2018	RI CK#77197 - UB REFUND C;	136.35	136.35
81305	2/12/2019 Voucher:	0011403	GONZALEZ, SALVADOR	5/10/2018	RI CK#77409 - UB REFUND C;	143.28	143.28
81306	2/12/2019 Voucher:	0008109	GOODIE'S UNIFORM	1/8/2019	UNIFORM ACCESSORIES	1,101.14	1,101.14
81307	2/12/2019 Voucher:	00002890	GRAINGER	12/7/2018 12/21/2018 12/21/2018 12/21/2018 11/20/2018	SPECIALTY HARDWARE STORAGE BOX FOR UNIT 638 STANDBY TOOLS TO OUTFIT SPECIALTY HARDWARE 10/16/18-11/15/18- PMNT# 010	16.51 516.21 73.90 753,523.50	1,707.76 753,523.50
81308	2/12/2019 Voucher:	0009528	GRIFFITH COMPANY	010		261.76	261.76
81309	2/12/2019 Voucher:	00002568	HAAKER EQUIPMENT COMPAC48810	1/15/2019	7- RUBBER DIRT SHOES FOR	3,370.50	3,370.50
81310	2/12/2019 Voucher:	00000564	HARTZOG & CRABILL INC. 18-0674	11/20/2018	OCT 2018 - PROF ENGINEER		

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81311	2/12/2019	0011526	HASA, INC.	12/6/2018	CHLORINE	577.27	577.27
	Voucher:		624968				
81312	2/12/2019	0009879	HDL COREN & CONE	1/25/2019	JANUARY-MARCH 2019 - CON	3,375.00	3,375.00
	Voucher:		0026184-IN				
81313	2/12/2019	00000268	HOME DEPOT CREDIT SERV	11/28/2018	CONCRETE CREW	158.64	
	Voucher:		6351170	1/16/2019	GROUNDS MAINTENANCE SI	25.26	
			7363129	12/12/2018	MATERIALS FOR ST DIV	78.08	
			2344326	1/16/2019	GROUNDS MAINTENANCE SI	102.39	
			7351252	1/14/2019	GROUNDS MAINTENANCE SI	94.20	
			9344460	12/17/2018	TOOL LOCK UP KEYS	12.99	471.56
			7344351	1/11/2019	OCT 2018 - SENIOR CARE MA	1,250.00	
81314	2/12/2019	0006153	HUMAN SERVICES ASSOCIAT	1/11/2019	NOV 2018 - SENIOR CARE MA	1,250.00	
	Voucher:		OCT 2018	1/11/2019	DEC 2018 - SENIOR CARE MA	1,250.00	
			NOV 2018	9/21/2018	APPROVAL STAMP FOR PW F	60.85	3,750.00
			DEC 2018				60.85
81315	2/12/2019	00002832	HUNTINGTON PARK RUBBER	1/2/2019	NOV 2018 - PLAN CHECK SEF	10,926.62	10,926.62
	Voucher:		RGC013482				
81316	2/12/2019	00004578	INTERWEST CONSULTING	12/19/2018	BARRICADES, TRAFFIC PROC	149.17	
	Voucher:		GF45863	12/19/2018	BARRICADES, TRAFFIC PROC	140.00	
81317	2/12/2019	0008222	JCL TRAFFIC SERVICES	12/19/2018	BARRICADES, TRAFFIC PROC	62.14	
	Voucher:		98473	12/19/2018	BARRICADES, TRAFFIC PROC	58.98	410.29
			98431	1/4/2019	GATOR MODEL YEAR 19 UTIL	26,140.65	26,140.65
			98424				
			98423				
81318	2/12/2019	0007026	JOHN DEERE COMPANY	1/23/2019	ENTRNG/CHCKNG (9) PRNTS	865.00	865.00
	Voucher:		116483774				
81319	2/12/2019	0007866	KJC LATENT PRINT SERVICES	12/12/2018	EQUIPMENT RENTALS	1,769.30	1,769.30
	Voucher:		\$SGT00066				
81320	2/12/2019	0010099	L.G.P. EQUIPMENT RENTALS	1/14/2019	TAP BUS PASSES - DEC 2018	4,155.00	4,155.00
	Voucher:		107592				
81321	2/12/2019	00005175	LA COUNTY METROPOLITAN	1/10/2019	DEC 2018 - FOOD FOR THE J.	785.40	785.40
	Voucher:		103200				
81322	2/12/2019	0006905	LA COUNTY SHERIFF'S DEPA	1/10/2019	TRNG - LACPCA 2019 SPRING	300.00	300.00
	Voucher:		192182BL				
81323	2/12/2019	00005062	LA CTY POLICE CHIEF'S ASS	1/10/10/			
	Voucher:		CDAVIS. R 10/10/				

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81324	2/12/2019	00001478 Voucher:	036801 4042741218 4042751218	12/17/2018 12/19/2018 12/19/2018	SCHOOL SUPPLIES FOR TIN) PRESCHOOL PROGRAM SUP PRESCHOOL PROGRAM SUP	71.14 399.76 71.14	542.04
81325	2/12/2019	00004292 Voucher:	LEVERAGE INFORMATION SY1930086	1/10/2019	RENEWAL- ANNUAL MAINTEN	3,592.68	3,592.68
81326	2/12/2019	00003793 Voucher:	LONG BEACH BMW MOTORC33405	1/11/2019	REPLACE THROTTLE BODY C	1,245.47	1,245.47
81327	2/12/2019	00004729 Voucher:	LONG BEACH PRESS TELEGF0011219970 001120969	1/4/2019 12/31/2018	PUBLIC NOTICE - OVERSIGH PUBLIC NOTICE FOR COSG C	985.13 812.79	1,797.92
81328	2/12/2019	0006106 Voucher:	MAR-CO EQUIPMENT COMPA158189 158141 158748 158337	12/20/2018 12/19/2018 1/15/2019 12/28/2018 12/21/2018	HYDRAULIC CONTROL VALVE RHEOSTAT ASSEMBLY WITH DRIVE BELT FOR HYDRAULIC RHEOSTAT ASSEMBLY AND V EQUIPMENT FOR UNIT 638	989.26 266.91 146.63 214.46 163.11	1,617.26 163.11
81329	2/12/2019	00004060 Voucher:	MCMMASTER-CARR SUPPLY C82325183	1/30/2019	UB REFUND CST #00062358 -	143.43	143.43
81330	2/12/2019	0011893 Voucher:	MEDRANO, PEDRO	1/30/2019	UB REFUND CST #00062287 -	204.28	204.28
81331	2/12/2019	0011894 Voucher:	MILDNER, ROBERT	1/30/2019	UB REFUND CST #00062287 -	56.00	56.00
81332	2/12/2019	00000170 Voucher:	MISC - PKS & REC REFUND	1/11/2019	163828-REFUND - DOG OBEC	45.00	45.00
81333	2/12/2019	00000170 Voucher:	MISC - PKS & REC REFUND	1/8/2019	147513- REFUND - YOUTH SF	6.67	6.67
81334	2/12/2019	0007720 Voucher:	MRI SOFTWARE, LLC.	12/20/2018	IVR PHONE CHARGES - 11/20	117.20	117.20
81335	2/12/2019	0011685 Voucher:	MULTI CLOTHING DEPOT, INCRRef000241007-F 9/11/2018	RI CK#79365- UB REFUND CS			
81336	2/12/2019	0008506 Voucher:	MUNITEMPS	12/14/2018 10/19/2018 12/28/2018 1/25/2019 1/15/2019 1/22/2019 9/25/2018 3/20/2018	11/26/18-12/06/18 - PW PROJE 10/01/18-10/11/18 - PW PROJE 12/10/18-12/20/18 - PW PROJE HR ANALYST- TAYLOR, TIMO PROPANE GAS AND COMPLI/ PROPANE GAS AND COMPLI/ PROPANE GAS AND COMPLI/ PROPANE GAS AND COMPLI/ PROPANE GAS AND COMPLI/	8,000.00 8,000.00 8,000.00 3,332.00 1,783.23 634.50 685.39 839.13	27,332.00
81337	2/12/2019	00004620 Voucher:	MUTUAL LIQUID GAS & EQUIF372527 373727 363560 324542				3,942.25

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81338	2/12/2019	0009426	MV CHENG & ASSOCIATES, IN/1/31/2019	2/3/2019	JAN 2019 - INTERIM SR. ACCI	12,250.00	12,250.00
	Voucher:						
81339	2/12/2019	0011779	NACHO AUTOMOTIVE REPAIR24530	1/14/2019	REPAIR EMISSION SYSTEM A	115.00	
	Voucher:		24555	1/15/2019	SMOG INSPECTION- UNIT 80	35.00	
			24406	12/17/2018	REBUILT CARBURETOR, REP	510.42	
			24531	1/14/2019	VEHICLE SMOG INSPECTION	203.44	863.86
81340	2/12/2019	00004969	NATIONAL READY MIXED CON671143	11/13/2018	8145 SAN CARLOS - CONCRE	939.73	
	Voucher:		673318	12/7/2018	9400 DEEBLE- CONCRETE, S	975.73	
			674977	12/22/2018	4244 SANTA ANA- CONCRETE	538.53	
			674056	12/14/2018	CONCRETE, SAND AND AGGI	859.99	3,313.98
81341	2/12/2019	0007199	NATIONWIDE	1/8/2019	POLICY# C-1664249 FOR ZAI	715.27	715.27
	Voucher:						
81342	2/12/2019	0009990	NATURE'S SELECT PET FOOT3117	12/31/2018	DOG FOOD-VEGA/MAILLO	88.36	
	Voucher:		3097	12/28/2018	DOG FOOD NEW ZEALAND R	88.36	176.72
81343	2/12/2019	0006418	ORANGE COUNTY TREASURISH52307	1/16/2019	TACTICAL RANGE FEES FOR	1,585.68	1,585.68
	Voucher:						
81344	2/12/2019	0007984	O'REILLY AUTO PARTS	12/20/2018	STARTER SOLENOID FOR UN	44.21	
	Voucher:		3063-264167	12/20/2018	3- GREASE GUNS AND HI-TEI	125.07	
			3063-267258	1/10/2019	3- BELTS FOR UNIT 359	54.15	
			3063-267852	1/14/2019	WIRING PIG TAIL FOR UNIT 2	38.95	
			3063-266727	1/7/2019	4- CAR WASH SOAP AND ANT	67.41	
			3063-266901	1/8/2019	BATTERIES FOR CAR REMOT	7.71	
			3063-267219	1/10/2019	2- MUD FLAPS FOR UNIT 284	29.75	
			3063-267860	1/14/2019	BRAKE ROTORS FOR UNIT 1:	185.40	
			3063-264169	12/20/2019	OIL FILTER FOR UNIT 462	6.60	
			3063-265916	1/2/2019	11- OIL FILTERS	44.75	
			3063-266899	1/8/2019	TRAILER LIGHT ASSEMBLIES	48.50	
			3063-268094	1/16/2018	EXTRACTOR	20.94	
			3063-267196	1/10/2019	BELT, BELT TENSIONERS ANI	123.88	
			3063-264133	12/20/2018	OIL FILTER FOR UNIT 462	9.70	
			3063-263986	12/19/2018	HEATER HOSE FOR UNIT 220	3.26	
			3063-264077	12/20/2018	4SETS, BRAKE PADS FOR RE	346.23	
			3063-264085	12/20/2018	4SETS, BRAKE PADS FOR RE	346.23	
			3063-267854		CFEDIT FOR RETURNED PAR	-10.52	1,492.22

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81345	2/12/2019	00002817 OSCAR'S PRINTING INC. Voucher:	4849 4850	12/19/2018 12/27/2018	PRINTING DOMESTIC VIOLEN PRINTING # 10 REGULAR EN	148.84 403.24	552.08
81346	2/12/2019	00002769 PARIS LASER PRINTER REPAIR Voucher:	25484	1/14/2019	LABOR ON LASERJET P3015	293.90	293.90
81347	2/12/2019	00004582 PARKHOUSE TIRE INC Voucher:	1010651348	1/9/2019	TIRE REPAIR- UNIT 288	310.57	310.57
81348	2/12/2019	0011294 PARKWOOD LANDSCAPE Voucher:	2648 2855	10/31/2018 12/31/2018	OCTOBER 2018 - LANDSCAP DECEMBER 2018 - LANDSCAP	20,777.00 20,777.00	41,554.00
81349	2/12/2019	0007582 PD: CAPE Voucher:	07447	1/9/2019	TRNG - CAASSOC FOR PROF	225.00	225.00
81350	2/12/2019	00001346 PD: CSULB RESEARCH FOUNLOPEZ, M.I. 01/ Voucher:		1/10/2019	TRNG - TRAINING MANAGER	199.00	199.00
81351	2/12/2019	0010664 PD: GOLD COAST K9 Voucher:	SGPD-03	1/10/2019	TRNG - K9 DETECTION SCHC	5,000.00	5,000.00
81352	2/12/2019	0011254 PD: PULSIAM Voucher:	7267	8/9/2018	11/01/18-11/30/19 - SAFETYNE	102,925.90	102,925.90
81353	2/12/2019	0011892 PEREZ, ROBERTO Voucher:	Ref000246669	1/30/2019	UB REFUND CST #00055186 -	132.82	132.82
81354	2/12/2019	00004713 PETTY CASH- PARKS & REC. Voucher:	101/23/19-INCRE 12/06/18-01/14/1 JAN 2019	1/23/2019 1/15/2019 1/16/2019	PETTY CASH INCREASE - AQ PETTY CASH RECEIPTS - 12/ KARATE - 01/02/19-01/30/19	50.00 226.44 950.40	276.44 950.40
81356	2/12/2019	00003721 PLUMBERS DEPOT INC. Voucher:	PD-40111 PD-40163 PD-40164	11/9/2018 11/15/2018 11/1/2018	GAPVAX REPAIR AND PARTS GAPVAX REPAIR AND PARTS GAPVAX REPAIR AND PARTS	259.75 436.85 511.02	1,207.62
81357	2/12/2019	0011876 POTTER, JORGE Voucher:	Ref000246404	1/17/2019	UB REFUND CST #00062402 -	100.95	100.95
81358	2/12/2019	00000488 PRAXAIR DISTRIBUTION, INC. Voucher:	86773237	12/21/2018	WELDING CYLINDER RENTAL	134.85	134.85
81359	2/12/2019	0010401 PRISCILA DAVILA & Voucher:	1 (PRJ#498-ARC	12/18/2018	CONSULTING SERVICES FOF	15,648.75	15,648.75
81360	2/12/2019	00004055 PROFORCE LAW ENFORCEMENT Voucher:	366029 366172	1/11/2019 1/14/2019	BHP STORM SNGL POINT SLI RIFLE SIGHTS AND RIFLE M/	231.33 616.17	847.50
81361	2/12/2019	0006933 PSYCHOLOGICAL CONSULTING Voucher:	IN523515	1/15/2019	12/19/2018, PRE-EMPLOYMEN	400.00	400.00

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81362	2/12/2019	0009453 Voucher:	RET: LOPEZ, VERONICA	SEPTEMBER 20	9/10/2018 RI CK#79454- RETIREE MEDI	150.00	150.00
81363	2/12/2019	0006327 Voucher:	RET: RASCO, ANGELA	SEPTEMBER 20	9/10/2018 RI CK#79465- RETIREE MEDI	150.00	150.00
81364	2/12/2019	0007826 Voucher:	RON'S MAINTENANCE, INC.	4828	11/13/2018 MAINTENANCE OF BASINS	14,023.00	14,023.00
81365	2/12/2019	0007637 Voucher:	RSG, INC	I004288	12/31/2018 DEC 2018 - RSG1925-9019 LO	2,083.75	2,083.75
81366	2/12/2019	0009424 Voucher:	SAFESHRED CO., INC	303159	12/31/2018 12/05/18- DOC. DEST.- REG. E	301.50	301.50
81367	2/12/2019	0010999 Voucher:	SAFNA ENGINEERING	SSG201812	1/7/2019 DEC 2018 - AMEND NO. 1 - AC	9,520.00	9,520.00
81368	2/12/2019	0000322 Voucher:	SAM'S CLUB	3926	1/8/2019 SENIOR CENTER SUPPLIES	86.07	
				005073	1/30/2019 REFRESHMENTS FOR SCHO	232.36	
				3129	1/8/2019 GOLF COURSE CONCESSION	148.99	467.42
81369	2/12/2019	0005808 Voucher:	SCOTCH PAINT CORPORATIC	125	1/14/2018 INVENTORY PO/ PAINT	4,124.73	
				418439	1/22/2019 INVENTORY PO/ PAINT	21.02	4,145.75
81370	2/12/2019	0008973 Voucher:	SCOTT ROBINSON CHRYSL	CM135149	CREDIT FOR RETURNED PAF	-54.75	
				CM136654	CREDIT FOR RETURNED PAF	-43.80	
				136729	1/14/2019 OXYGEN SENSOR FOR UNIT	129.10	
				136275	1/8/2019 SHOCK FOR UNIT 151	346.57	
				136280	1/7/2019 OXYGEN SENSOR FOR UNIT	169.18	
				135994	1/3/2019 STRUT TENSIONS FOR REST	497.35	
				136805	1/15/2019 ABIENT AIR SENSOR AND WI	46.32	
				135339	12/18/2018 MOTOR MOUNT FOR UNIT 17	97.73	
				136654	1/15/2019 STARTER FOR UNIT 172	227.76	
				136502	1/10/2019 RADIATOR FOR UNIT 172	307.15	
				135992	1/3/2019 STEERING SHIFTER FOR UNI	650.43	2,373.04
81371	2/12/2019	0005331 Voucher:	SERRANO, PABLO	DJ020119	1/15/2019 DJ MOBILE SERVICES 02/01/2	365.00	365.00
81372	2/12/2019	00002616 Voucher:	SHRED-IT USA LLC	8126355857	12/31/2018 DEC 2018 SHREDDING OF DC	72.00	72.00
81373	2/12/2019	0011878 Voucher:	SILLAS, MIGUEL	Ref000246406	1/23/2019 UB REFUND CST #00055506 -	19.56	19.56

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81374	2/12/2019	0009253 Voucher:	SITEONE LANDSCAPE SUPPL88466815-001	1/17/2019	CALSENSE IRRIGATION EQUI	23,565.89	23,565.89
81375	2/12/2019	0011484 Voucher:	SMITHSON ELECTRIC, INC. 60194	12/11/2018	SMITHSON ELECTRIC - SAN.	5,000.00	5,000.00
81376	2/12/2019	0011459 Voucher:	SOTELO, JOSE Ref000234603-F	4/12/2018	RI CK#77278- UB REFUND CS	115.87	115.87
81377	2/12/2019	00004873 Voucher:	SOUTH GATE CAR WASH INC 141-09/17/2018	9/17/2018	CAR WASH SRVS- AUG TO S	640.00	1,140.00
81378	2/12/2019	0009420 Voucher:	SPARKLETTS 142	10/1/2018	CAR WASH SRVS SEPT 2018	500.00	503.80
			15758432011118	1/11/2019	01/11/19CUST ACCT#: 697590	503.80	
81379	2/12/2019	00004908 Voucher:	STATUS ONE MEDICAL INC 55702	12/17/2018	FIRST AID SUPPLIES	109.20	109.20
81380	2/12/2019	0005394 Voucher:	STEVE SWAIN INVESTIGATOF:1317	1/19/2019	BACKGROUND INVESTIGATI	1,200.00	1,200.00
81381	2/12/2019	0011468 Voucher:	SUPERIOR VISION SERVICES Ben241795-REI	10/4/2018	RI CK#79719 - SUPERIOR VIS	3,965.73	7,902.18
81382	2/12/2019	0011371 Voucher:	TATE, TRINA Ben240214-REI	9/6/2018	RI CK#79244- SUPERIOR VISI	3,936.45	24.42
			Ref000235643-F	5/10/2018	RI CK#77593 - UB REFUND C	24.42	
81383	2/12/2019	0009039 Voucher:	TETRA TECH 51367620	10/19/2018	THRU - 09/28/18 - DESIGN SE	25,010.00	86,450.59
			51404247	1/30/2019	P/E 01/25/2019 - PRJ# 194-60	24,594.06	60,666.00
			51396620	1/8/2019	P/E 12/28/2018 - PRJ# 194-60	36,846.53	
81384	2/12/2019	0011648 Voucher:	THE PUBLIC RESTROOM CON13521	12/21/2018	REPLACEMENT OF RESTRO	60,666.00	
81385	2/12/2019	00003851 Voucher:	THOMSON REUTERS 839555258	1/1/2019	DEC 2018- WEST INFORMATI	394.00	640.41
			839620824	1/4/2019	CAPENAL CODE 2019	246.41	
81386	2/12/2019	0008153 Voucher:	TIME WARNER CABLE- 0439993121118	12/11/2018	ACCT# 844830 017 0439993-1	134.99	539.96
			0439993011119	1/11/2019	ACCT# 844830 017 0439993-1	134.99	
			043993111118	11/11/2018	ACCT# 844830 017 0439993-1	134.99	
			0439993091118	9/11/2018	ACCT# 844830 017 0439993-1	134.99	
81387	2/12/2019	0010408 Voucher:	TOURCOACH CHARTER AND 35811	1/7/2019	TRIP ON 1/06/19 TO DISNEY C	551.38	2,240.59
			35813	1/28/2019	TRIP ON 01/10/19 TO PECHA	1,002.50	4,200.00
			35814	1/28/2019	TRIP ON 01/27/19 TO WICKEL	686.71	
81388	2/12/2019	0011316 Voucher:	TRANSTECH ENGINEERS, INC20182881	10/31/2018	THRU 10/31/18 - CONSTRUCT	4,200.00	

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81389	2/12/2019	0006351	TRENCH PLATE RENTAL COM11-08338-18	9/13/2018	SUPPLIES FOR SEWER DIV	770.30	
	Voucher:		11-10453-18	11/30/2018	TRENCH PLATE - FIRESTONE	246.70	1,017.00
81390	2/12/2019	00004657	TYLER TECHNOLOGIES	12/1/2018	01/01/19-12/31/19- MAINTENA	68,776.40	68,776.40
	Voucher:						
81391	2/12/2019	0008005	U.S. BANK-PARS ACCT#67460MARCH 2019	3/1/2019	PARS SUPPLMNTL RETIREMT	5,618.97	5,618.97
	Voucher:						
81392	2/12/2019	0008005	U.S. BANK-PARS ACCT#67460MAR 2019- LOU	3/1/2019	MARCH 2019- KEN LOUIE- PA	550.00	
	Voucher:		MAR 2019- R.B/	3/1/2019	MARCH 2019- RON BATES- P/	160.00	
			MAR 2019-MOS	3/1/2019	MAR 2019- M.MOSTAKHAMI -	680.00	1,390.00
81393	2/12/2019	0005474	U.S. HEALTHWORKS MEDICAL3456048-CA	1/4/2019	DEC 2018 - DOT RENEWALS,	1,440.00	
	Voucher:		153-272593	1/11/2019	TRMNT ON 09/05/2018-GILBE	276.42	
			3456064-CA	1/4/2019	PD: BLOOD DRAWS & BOOKI	355.00	2,071.42
81394	2/12/2019	00001928	U.S. POSTAL SVC/PITNEY BOIMARCH 2019	3/1/2019	POSTAGE- MARCH 2019	2,500.00	2,500.00
	Voucher:						
81395	2/12/2019	00004964	UNDERGROUND SERVICE AL1220180186	1/1/2019	DIG ALERTS- 352 TICKETS &	590.80	590.80
	Voucher:						
81396	2/12/2019	0005750	UNITED INDUSTRIES	1/17/2019	INVENTORY PO/ NITRILE GLC	352.58	352.58
	Voucher:						
81397	2/12/2019	0006581	UNITED ROTARY BRUSH COR307300	12/28/2018	STREET SWEEPER AND BRO	1,333.94	1,333.94
	Voucher:						
81398	2/12/2019	00003928	US BANK TRUST N.A.	165017000- 02/2	1/31/2019	FEB 2019 - SERIES 2012 SOU	146,037.50
	Voucher:			788757000- 02/2	2/1/2019	FEB 2019 - 2005 PERS OBLIG.	167,703.25
				94431820- 03/2C	3/1/2019	MAR 2019 - 2001 SERIES SG /	115,416.67
81399	2/12/2019	00000379	VERIZON BUSINESS	6587122	1/10/2019	BILLING -12/01/2018 - 12/31/2018	80.11
	Voucher:			6140085	1/25/2019	BILLING -12/15/2018 - 01/14/2019	55.30
81400	2/12/2019	00001848	VERIZON WIRELESS	9822684968	1/21/2019	BILLING PRD- 12/22/18-01/21/19	38.01
	Voucher:			9820932656	12/23/2019	BILLING PRD- 11/24/18-12/23/19	10,469.84
							10,507.85

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81401	2/12/2019	00002634	VULCAN MATERIALS COMPANY	72017981	11/12/2018 ASPHALT, BASE, EMULSION I	246.88	
	Voucher:		72038562	11/30/2018 ASPHALT, BASE, EMULSION I		220.97	
			72051450	12/17/2018 ASPHALT, BASE, EMULSION I		248.48	
			72054151	12/19/2018 ASPHALT, BASE, EMULSION I		245.28	
			72042555	12/7/2018 ASPHALT, BASE, EMULSION I		115.92	
			72054152	12/19/2018 ASPHALT, BASE, EMULSION I		166.14	
			72049052	12/14/2018 ASPHALT, BASE, EMULSION I		637.95	
			231197	12/31/2018 FINANCE CHARGES		30.79	
			72015657	11/9/2018 ASPHALT, BASE, EMULSION I		246.08	
			72015658	11/9/2018 ASPHALT, BASE, EMULSION I		244.48	
			72040276	12/5/2018 ASPHALT, BASE, EMULSION I		225.46	
			72058750	12/26/2018 ASPHALT, BASE, EMULSION I		933.16	
			72058752	12/26/2018 ASPHALT, BASE, EMULSION I		202.12	
			72058751	12/26/2018 ASPHALT, BASE, EMULSION I		243.68	
			72058753	12/26/2018 ASPHALT, BASE, EMULSION I		207.50	
			227798	11/30/2018 FINANCE CHARGE		28.20	
			72042554	12/7/2018 ASPHALT, BASE, EMULSION I		391.57	
			72045957	12/12/2018 ASPHALT, BASE, EMULSION I		165.35	
			72049051	12/14/2018 ASPHALT, BASE, EMULSION I		168.54	4,968.55
81402	2/12/2019	0011716	WAGNER, STEPHEN	Ref000241670-F	9/26/2018 RICK#79693- UB REFUND CS	161.74	161.74
	Voucher:						
81403	2/12/2019	00004423	WALTERS WHOLESALE ELECS	112071096.001	12/20/2018 PW YARD GATE CONTROLLE	184.32	
	Voucher:		S111439445.003		CREDIT FOR RETURNED PAF	-89.75	
			S111273140.001	12/10/2018	LIGHT POLE AND FIXTURE RI	1,842.27	
			S111439445.002	12/6/2018	ELECTRICAL SUPPLIES	89.14	
			S112070810.001	12/20/2018	MATERIALS FOR CITY OWNE	473.63	2,499.61
81404	2/12/2019	00002593	WAXIE'S SANITARY SUPPLY	77998282	1/16/2019 INVENTORY POJ JANITORIAL	6,110.12	
	Voucher:		77936905	12/17/2018	INVENTORY POJ JANITORIAL	77.30	6,187.42
81405	2/12/2019	00001953	WEBSTER'S BEE'S REMOVAL	9133	10/2/2019 BEE REMOVAL AT MCNERNE	185.00	185.00
	Voucher:						
81406	2/12/2019	0010476	WECK LABORATORIES INC	W8L1399-COSC	12/19/2008 WATER QUALITY SAMPLING	190.00	190.00
	Voucher:						
81407	2/12/2019	00000482	WEST COAST ARBORISTS, IN	143651	12/31/2018 EMERGENCY TREE REMOVA	1,200.00	
	Voucher:		142534	11/15/2018	11/01/18-11/15/18 - TREE TRIM	5,068.00	6,268.00

Bank : botw BANK OF THE WEST (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81408	2/12/2019 Voucher:	0007074	WEST COAST SAND & GRAVE83907	11/26/2018	SAND FOR PARK - STORM MI	473.62	473.62
81409	2/12/2019 Voucher:	00001280	WILLDAN	9/10/2018	AS NEEDED PROFESSIONAL	340.00	
			003-27661	11/25/2016	THRU 11/04/16 - AS NEEDED I	1,150.25	
			00514521R	12/10/2018	THRU - 04/27/18 - ENG SERV	69,586.50	
			005-16320	12/14/2016	THRU 11/25/16 - AS NEEDED I	662.25	
			00514662	3/23/2018	THRU 02/23/18 - AS NEEDED	1,797.00	
			00515785	6/18/2018	THRU 05/25/18 - AS NEEDED	2,823.50	
			00515976	9/10/2018	AUG 2018 - AS NEEDED PROI	507.50	
			003-27660	10/8/2018	SEPT 2018 - AS NEEDED PRC	580.00	
			003-27880	3/23/2018	THRU 03/23/18 - AS NEEDED	878.00	
			00515787	12/13/2018	THRU 11/23/18 - AS NEEDED I	4,504.00	82,829.00
			00617056	10/31/2018	BC IMPRINT- ART CERVANTE	31.97	31.97
81410	2/12/2019 Voucher:	00003342	X-IGENT PRINTING, INC.	44217			
81411	2/12/2019 Voucher:	0011063	XTREME AUTO BODY INC	1773	1/15/2019	REPAIRS TO UNIT 134	3,238.22
81412	2/12/2019 Voucher:	00003442	YOUNGBLOOD & ASSOCIATE:3612A	1/22/2019	PRE-EMPLOYMENT POLYGR	300.00	300.00
81413	2/12/2019 Voucher:	00000062	ZIEGLER'S HARDWARE& SUP7406	1/9/2019	HARDWARE SUPPLIES FOR :	35.21	
			7217	11/20/2018	MISC HARDWARE	49.58	
			7321	12/14/2018	MISC HARDWARE	36.36	
			7412	1/9/2019	MISC HARDWARE - PAINT	6.60	
			7399	1/8/2019	MISC HARDWARE - BLADES	30.83	
			7216	11/20/2018	MISC HARDWARE	65.03	223.61
81414	2/12/2019 Voucher:	00000063	ZUMAR INDUSTRIES INC	81533	1/9/2019	STREET SIGNS AND TRAFFIC	1,965.10
1312019	1/31/2019 Voucher:	00004309	AMERIFLEX	81308	12/14/2018	STREET SIGNS AND TRAFFIC	1,382.95
11244767	1/17/2019 Voucher:	00000343	PUBLIC EMPLOYEES RETIRE10000001553031	JANUARY 2019	1/31/2019	JANUARY 2019- ACH DEBITS	5,829.95
				12/19/2018	2019 REPLACEMENT CHARG	35,510.40	35,510.40
Sub total for BANK OF THE WEST:							2,586,925.92

188 checks in this report.

Grand Total All Checks: 2,586,925.92

Void Checks

Bank code: botw
(none)

WARRANT REGISTER COUNCIL MEETING 02/12/2019

PART I Ia

apChkLst

01/23/2019 8:16:57AM

Final Check List

City of South Gate

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81225	1/24/2019	00002138	FRANCHISE TAX BOARD	Ben246260	1/24/2019	GARNISHMENT - FRANCHISE	469.03
Voucher:							
81226	1/24/2019	0009920	OCSE CLEARINGHOUSE SDU	Ben246258	1/24/2019	GARNISHMENT - AR CHILD S	324.00
Voucher:							
81227	1/24/2019	0008951	SENCION, CARMEN	Ben246256	1/24/2019	SPOUSAL SUPPORT-E. SENC	553.85
Voucher:							
81228	1/24/2019	0008005	U.S. BANK-PARS ACCT#67460	Ben246254	1/24/2019	PARS 11.87%: PAYMENT	749.66
Voucher:							
Sub total for BANK OF THE WEST:							2,096.54

4 checks in this report.

Grand Total All Checks:

2,096.54

Void Checks

Bank code: botw
(none)

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WARRANT REGISTER COUNCIL MEETING 02/12/2019

PART IIB

apChkLst

01/28/2019 7:46:21AM

Final Check List

City of South Gate

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Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
1622	1/24/2019	00000004	NATIONWIDE RETIREMENT SBen246262	1/24/2019	DEF COMP NATIONWIDE: PA'	62,607.36	62,607.36
1623	1/24/2019	00000343	PUBLIC EMPLOYEES RETIREIBen246264	1/24/2019	PERS RETIREMENT: PAYMEN	201,864.77	201,864.77
1624	1/24/2019	00001186	EMPLOYMENT DEVELOPMENBen246266	1/24/2019	SDI: PAYMENT	41,687.97	41,687.97
1625	1/24/2019	00002370	INTERNAL REVENUE SERVICIBen246268	1/24/2019	MEDICARE: PAYMENT	128,901.14	128,901.14
1627	1/24/2019	00004836	SEIU LOCAL 721 CTW CLC-23Ben246270	1/24/2019	SEIU DUES: PAYMENT	3,131.46	3,131.46
1634	1/24/2019	00004996	SEIU-COPE LOCAL 721, LA/OCBen246272	1/24/2019	SEIU- COPE LOCAL 721 DEDI	51.50	51.50
1635	1/24/2019	00004988	CHILD SUPPORT ON-LINE, STBen246274	1/24/2019	CHILD SUPPORT-ONLINE: PA	2,163.81	2,163.81
Sub total for BANK OF THE WEST:						440,408.01	

7 checks in this report.

Grand Total All Checks:

440,408.01

Void Checks

Bank code: botw
(none)

Page: 1

WARRANT REGISTER COUNCIL MEETING 02/12/2019

PART III

apChkLst

01/23/2019 2:38:29PM

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
81229	1/23/2019	00004869	GOLDEN STATE WATER COMI33744100000-01	1/4/2019	BILLING PRD- 12/04/2018 - 01,	307.88	
			63744100007-01	1/4/2019	BILLING PRD- 12/04/2018 - 01,	204.80	
			53744100008-01	1/4/2019	BILLING PRD-12/04/18-01/03/1	198.10	
			73744100006-01	1/4/2019	BILLING PRD- 12/04/2018 -01/1	130.84	
			29007447310-01	1/4/2019	BILLING PRD-12/05/2018 - 01/1	51.19	937.39
			32809400008-01	1/4/2019	BILLING PRD-12/04/2018 - 01/1	44.58	937.39
					Sub total for BANK OF THE WEST:		

1 checks in this report.

Grand Total All Checks:

937.39

Void Checks

Bank code: botw
(none)

Page: 1

WARRANT REGISTER COUNCIL MEETING 02/12/2019

PART IV

Page: 1

Final Check List
City of South Gate

apChkLst
01/31/2019 9:26:44AM

Bank : botw BANK OF THE WEST

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
81234	1/31/2019	00004934 GAS COMPANY	115 800 9600 3-01	1/16/2019	BILLING PRD- 12/12/18 - 01/14/19	4,193.03	
		Voucher:	013 900 7300 3-01	1/16/2019	BILLING PRD- 11/09/18 - 12/12/18	1,536.42	
			189 300 9500 7-01	1/22/2019	BILLING PRD- 12/17/18 - 01/17/19	1,376.97	
			186 100 7200 3-01	1/16/2019	BILLING PRD- 12/12/18-01/14/19	1,316.99	
			102-000-8100-7 0	1/15/2019	BILLING PRD- 12/11/18 - 01/11/19	520.78	
			094 300 7500 3-01	1/18/2019	BILLING PRD- 12/14/18-01/16/19	266.44	
			134-700-9400-7 0	1/15/2019	BILLING PRD- 12/11/18 - 01/11/19	229.23	
			130 500 9400 5-01	1/15/2019	BILLING PRD- 12/11/18 - 01/11/19	157.12	
			045 400 7300 6-01	1/16/2019	BILLING PRD- 12/12/18 - 01/14/19	49.02	
			049 200 7902 9 01	1/17/2019	BILLING PRD- 12/13/18 - 01/15/19	44.51	
			132-600-9400-1 0	1/15/2019	BILLING PRD- 12/11/18 - 01/11/19	32.43	
			126 300 9600 1-01	1/16/2019	BILLING PRD- 12/12/18 - 01/14/19	20.92	
			083-407-6536-4 0	1/24/2019	BILLING PRD- 12/20/18 - 01/22/19	16.27	
					Sub total for BANK OF THE WEST:	9,760.13	

1 checks in this report.

Grand Total All Checks:

9,760.13

Void Checks

Bank code: botw
(none)

Page: 1

WARRANT REGISTER COUNCIL MEETING 02/12/2019

TOTALS

FISCAL YEAR 2018/2019

TOTAL AP PART I	2,586,925.92
TOTAL PAYROLL PART II a - 01/24/2019	2,096.54
TOTAL PAYROLL PART II b - 01/24/2019	440,408.01
TOTAL PREPAID PART III - 01/23/2019	937.39
TOTAL PREPAID PART IV - 01/31/2019	9,760.13
TOTAL	3,040,127.99
VOIDS	(\$52,726.94)
LESS: EMPLOYEE PAYROLL DEDUCTIONS	(\$441,787.50)
TOTAL	2,545,613.55

SOUTH GATE CITY COUNCIL WARRANT APPROVAL AND CANCELLATION

Warrant Number 81224 to Number 81414 Inclusive, Totaling \$ 2,545,613.55 as listed on the accompanying Accounts Payable Warrant Register of February 12, 2019 and approved as presented, with the exception of the following warrants:

79719	SUPERIOR VISION SERVICES, INC.	10/04/2018	3,965.73	CHECK WAS LOST IN MAIL. WILL BE REISSUED
81028	CENTRAL BASIN MUNI WATER ASSOC	01/10/2019	27,507.63	INCORRECT AMOUNT WAS PAID. WILL BE REISSUED
81045	BOARD OF EQUALIZATION	01/22/2019	7,438.00	INCORRECT VENDOR NAME. WILL BE REISSUED
81218	WASTE MANAGEMENT	01/22/2019	3,128.52	CHECK IS NO LONGER NEEDED, PAYMENT WAS MADE ONLINE.
	" See next page " for stale dated list		10,687.06	
	GRAND TOTAL OF VOIDED CHECKS		\$ 52,726.94	

CITY AUDITOR

CITY MANAGER



DIRECTOR OF ADMINISTRATIVE SERVICES

Pursuant to action of the City Council on February 12, 2019 at a regular or adjourned meeting, the City Treasurer was ordered to pay and/or cancel the above demands, as approved.

STALE DATED CHECKS FOR 02/12/2019

Cancelled Warrant #	Payee	Date	Amount	Description
77131	BELTRAN, HENRY	05/08/2018	39.70	STALE DATED
77133	ABARCA, JESUS	05/08/2018	56.68	STALE DATED
77197	GONZALEZ, RODOLFO	05/08/2018	40.00	STALE DATED (WILL BE REISSUED)
77213	M & G BLOWN GLASS	05/08/2018	53.15	STALE DATED
77278	SOTELO, JOSE	05/08/2018	115.87	STALE DATED (WILL BE REISSUED)
77295	VASQUEZ, MARIA	05/08/2018	78.25	STALE DATED
77338	ANDUJO, CARMEN	05/22/2018	77.03	STALE DATED
77360	CASAS, GABRIELA	05/22/2018	40.34	STALE DATED
77375	CMR: NUNEZ, BENIGINO	05/22/2018	25.00	STALE DATED (WILL BE REISSUED 2/26/19)
77409	GONZALEZ, SALVADOR	05/22/2018	136.35	STALE DATED (WILL BE REISSUED)
77437	LINARES, HELMER	05/22/2018	113.60	STALE DATED
77453	MOOREFIELD, ROY	05/22/2018	115.95	STALE DATED
77487	RAMIREZ, JOSE	05/22/2018	281.62	STALE DATED
77593	TATE, TRINA	05/22/2018	24.42	STALE DATED (WILL BE REISSUED)
77644	DIV. OF THE STATE ARCHITECT	06/05/2018	500.00	STALE DATED
77678	CLUB SERVICES	06/12/2018	389.09	STALE DATED (WILL BE REISSUED)
77766	NAN MCKAY & ASSOCIATES INC.	06/12/2018	3,577.50	STALE DATED
78033	RALPH PARTNERS II, LLC	06/26/2018	204.28	STALE DATED
78229	IMSA CERTIFICATION	07/10/2018	80.00	STALE DATED
78417	LOPEZ-GONZALEZ, WILIVALDO	07/24/2018	24.03	STALE DATED
78419	MEDINA, MIRIAM	07/24/2018	38.42	STALE DATED
78937	CEBALLOS, HILDA	08/28/2018	35.39	STALE DATED (WILL BE REISSUED)
79244	SUPERIOR VISION SERVICES, INC	09/06/2018	3,936.45	STALE DATED (WILL BE REISSUED)
79128	CRM: PEREZ, JENNY	09/11/2018	125.00	STALE DATED (WILL BE REISSUED)
79365	MULTI CLOTHING DEPOT, INC	09/25/2018	117.20	STALE DATED (WILL BE REISSUED)
79454	RET:LOPEZ, VERONICA	09/25/2018	150.00	STALE DATED (WILL BE REISSUED)
79465	RET: RASCO, ANGELA	09/25/2018	150.00	STALE DATED (WILL BE REISSUED)
79693	WAGNER, STEPHEN	10/09/2018	161.74	STALE DATED (WILL BE REISSUED)
		TOTAL :	10,687.06	