

6

Green City Element



# INTRODUCTION

This Element of the General Plan provides goals, objectives, policies, and implementation actions on making South Gate a “green” city. The Element addresses parks, civic plazas, open space, rivers, trails, equestrian facilities, the conservation of natural resources, energy and climate change, and green building. This Element should be used in conjunction with the South Gate Parks and Recreation Master Plan, the Natural Hazard Mitigation Plan, and Street Tree Master Plan.

The Element covers the following topics:

- Parks, Plazas, Trails and Open Space
- Flooding
- Conservation and Enhancement of Natural and Biological Resources
- Green Building
- Climate Change

These topic areas encompass the Open Space and Conservation Elements required by state law, as described below. Each topic is addressed in its own section. Each section contains a brief description of the relevant existing conditions as well as goals, objectives, policies and implementation actions.

# STATUTORY REQUIREMENTS

The following is a discussion of statutory requirements established by the State that are addressed in the Green City Element.

## Open Space

The Green City Element combines the open space element required by the State of California with portions of the required conservation element. A city must have an action plan for the “comprehensive and long-range preservation and conservation of open space land,” (California Government Code (CGC) Section 65563). The purpose of the open space element is “to assure that cities and counties recognize that open space land is a limited and valuable resource which must be conserved whenever possible.” (CGC Section 65561(a)).

The State identifies numerous types of open space that must be addressed in the General Plan. The types of open space land are: 1) open space for the preservation of natural resources such as habitat, 2) open space for the managed production of resources, 3) open space for outdoor recreation, 4) open space for public health and safety, 5) open space in support of the missions of military installations, and 6) open space for the protection of certain places or features (CGC Section 65560). Of these types of open space land, South Gate primarily contains open space for outdoor recreation, provided by its city park and multiuse trail system and the nearby rivers. There is also a small amount of open space for public health and safety, such as flood zones or buffers from highways.

**The Green City Element combines the open space element required by the State of California with portions of the required conservation element.**

## Resource Conservation

State law also requires “a conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other resources” (CGC Section 65302(d)). Because South Gate is a fully urbanized area, the planning area also does not contain significant biological resources such as native or migratory wildlife species or endangered species. Nonetheless, to the extent that they exist or may exist in the future, this Element contains policies in the following required conservation areas:

- Water and its hydraulic forces
- Forests
- Soils
- Rivers
- Wildlife
- Fisheries

The planning area does not contain harbors or mineral resources, and therefore no policies about this are included. Other policy areas in this Element, in such areas as green building or environmentally preferable purchasing, are included as optional policy areas that the City believes are important to address. Policies about recycling and water conservation can be found in the Public Facilities and Services Element.

## AB 32, S-3-05, SB 375

With the passage of Assembly Bill 32 and the issuing of Executive Order S-3-05, the State of California has mandated a state-wide reduction in greenhouse gas emissions to 1990 levels by 2020. In addition, SB 375, a new law passed by the state in 2008, clarifies that CARB will set emissions reductions targets for regions, which they must meet to avoid certain penalties or funding cuts. Additionally, the Attorney General, in enforcing AB 32, has brought lawsuits against local governments that have failed to address greenhouse gas emissions in their General Plans, and has provided comment letters to multiple cities around the State requesting that climate change and greenhouse gas emissions be addressed in the General Plan. The Climate Change section of this Green City Element is intended to address comments the Attorney General has provided to other cities, to foresee the requirements described in the CARB Scoping Plan, and to broadly promote AB 32.

# KEY ISSUES AND CHALLENGES

The “Greening of South Gate” was one of the top community priorities that came out of the General Plan update process. South Gate has a number of key issues and challenges that the City should address to accomplish this priority and ensure that the future of the City is “greener” than its’ past. These issues were discovered through research and outreach to residents and other stakeholders during the General Plan process. As a result of these efforts, several “green city” issues have been identified as areas to be addressed in the General Plan.

## Global Climate Change

One of the major challenges facing South Gate – as well as the State and the country– is global climate change. The precise effects of climate change on individual communities, such as South Gate, are uncertain. However, increasing fluctuations in temperature and unpredictability of weather patterns are among some of the consequences that are already being experienced in California. While impacts are uncertain, it is clear that South Gate can take steps to reduce its production of greenhouse gas emissions, which lead to climate change. Greenhouse gas emissions are strongly influenced by development patterns, which dictate how energy is used in transportation and buildings. In this context, local development patterns and practices are of both local and global importance and will be increasingly relevant and valuable in the long-term planning horizon of this General Plan.

## Lack of Park Space

The City is underserved by parks and those that exist are unevenly distributed throughout the City. Many South Gate homes are located more than ¼ mile from a park and some neighborhoods are completely underserved. Although new facilities are a high priority, it is difficult for the City to fund such efforts because the City does not collect a parks impact fee for new development nor does it have another source of funding for parks projects.

## Poor Condition of the Los Angeles River and Rio Hondo

The Los Angeles River and Rio Hondo are potential green resources for South Gate. However, the current condition of these water ways is significantly degraded. Both suffer from severe pollution, are unattractive and have limited functionality as anything more than intermittent flood control channels. There are multi-use trails along the Los Angeles River and Rio Hondo Channel, however these are unattractive with few pedestrian and bicycle amenities.



**Multi-use trails along the Los Angeles River and Rio Hondo Channel provide one of the few pedestrian and bicycle amenities in South Gate.**

## Lack of Landscaping

During the General Plan update process, the community expressed a desire to increase the amount of landscaping and greenery in the City. Street trees are needed on many streets (particularly major roadways), and trees and landscaping are needed in many commercial and industrial areas.



**Many major roads in South Gate lack street trees and other greenery.**

# KEY STRATEGIES FOR THE GREEN CITY ELEMENT

Addressing the issues and challenges facing South Gate requires a bold vision for the City's future as well as practical strategies for achieving that future. During the General Plan update process, South Gate citizens and the City Council embraced the vision of South Gate as a "green" city in which trees, parks and open spaces are abundant, and the community pursues environmentally responsible development and policies. The following are the strategies in the Green City Element to help achieve the vision of a greener South Gate.

## Address Climate Change in the General Plan

The City will pursue a cross-cutting set of policies – about energy, land use, walking, cycling, and transit use, buildings, waste, ecology and government operations – that both reduce greenhouse gas emissions and adapt to the reality of a changing climate. The City will also set emissions reduction targets for itself, track its progress over time, and develop a detailed Climate Action Plan. The commitment to reducing the city's global climate change impacts was supported by the passage of a City Council resolution on April 8, 2008 that committed to establishing a greenhouse gas emission reduction target and the development of a climate action plan. As part of this effort, the City joined the International Council for Local Environmental Initiatives (ICLEI), an international non-profit organization that assists local governments with meeting their climate goals.

## Capitalize on the Los Angeles River and Rio Hondo Channel as a City Resource

The City will seek to develop the Los Angeles River and Rio Hondo Channel and transform these areas into community assets. The Rivers can provide much-needed open space, and new development near the rivers can improve their ecological functioning and provide increased access.

## Create a Green Building Program

The City will develop a comprehensive green building program that includes energy efficiency, water efficiency, material selection and indoor air quality. Tactics for achieving this include updating the City's Building Code, expediting the planning process for green buildings, and providing resources and advice to builders.



**The City will encourage the use of green technologies, like the solar panels on this building, as part of a comprehensive green building program.**

## Improve Access to Parks, Trails and Open Spaces

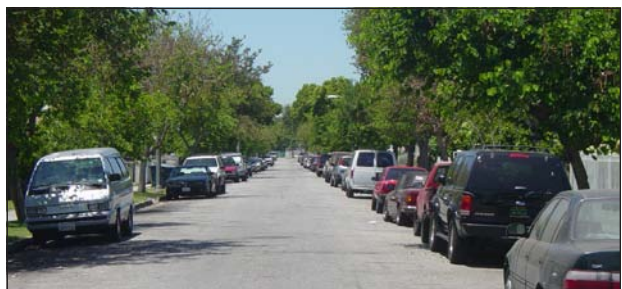
The City will maintain and enhance existing parks, which provide a crucial amenity. The City will also seek to increase the amount of parks, trails and open space whenever possible, to enhance pedestrian connections to these areas.



**Parks are a crucial amenity to South Gate residents.**

## Increase the Amount of Landscaping Throughout the City

During the public outreach process, the community identified a greener city as one of its most important priorities. The City will accomplish this goal by aggressively pursuing a street-tree planting and maintenance program, enhancing existing parks and open space, requiring greenery and landscaping as a condition of new development, and looking for other opportunities to enhance and increase greenery.



**An aggressive street-tree planting and maintenance program will be an important step to making South Gate a greener city.**



# PARKS, PLAZAS, TRAILS, AND OPEN SPACE

## Existing Conditions

The City of South Gate Parks and Recreation Department is responsible for the development and grounds maintenance of the City's parks and the Public Works Department is responsible for facilities maintenance. According to the Parks and Recreation Department, there are 9 parks in the City that total 165.74 acres. Figure GC-1 shows the location of the parks and multi-use trails in the City. As is seen in Table GC-1, the majority of the acres are located in 2 parks, South Gate Park and Hollydale Regional Park. These facilities contain a wide range of passive and active recreational facilities and, due to their size, are considered regional facilities and used by residents in surrounding areas. South Gate's parks provide a range of facilities including athletic fields, play equipment, picnic areas, a swimming pool, grassy open spaces, and activity buildings.

**Table GC-1: Parks**

Park Name	Acres	Facilities
South Gate Park	96.8	Auditorium, Sports Center with gym and pool, athletic fields, playgrounds, tennis courts, 3-Par golf course, Jr. hockey rink, pergolas, and senior recreation center
Hollydale Regional Park	56.0	Playground, tennis courts, ball fields, and equestrian arena
Cesar Chavez Park	9.0	Playgrounds, and a pergola
Circle Park	4.0	Playground, ball field
Hollydale Community Park	2.2	Community center, playground, and ball field
State Street Park	0.8	Grass field
Gardendale Tot Lot	0.45	Playground
Triangle Park	0.3	Pergola, seating
Stanford Avenue Park	0.19	Playground
Total	169.74	

Source: City of South Gate, 2006

New or existing trails in the City are envisioned both as transportation options integrated into the City's transportation network and as recreational alternatives to South Gate Park, which is heavily used. There are Class I multi-use trails that run along the east side of the Rio Hondo Channel and the west side of the Los Angeles River, north of Imperial Highway. (Class I facilities are physically separated from roadways and dedicated to cycling and other recreational activities.) These facilities are part of the regional system established and maintained by the County of Los Angeles. There is also a bike path north of Southern Avenue between Long Beach Boulevard and Atlantic Avenue in the City of Los Angeles Department of Water and Power (LADWP) right-of-way. A bicycle lane exists on the south side of Southern Avenue from Southern Place to the Los Angeles River. There is also a network of equestrian facilities along the riverfront.

The South Gate Parks and Recreation Master Plan provides a more detailed policy platform and implementation structure to the parks policies included below. Parks and trails can be active or passive, and are important destinations for recreation, relaxation, or public gathering. Civic plazas are smaller centers of passive public space that provide benches or resting spots in an attractive environment within the urban fabric. They are preserved exclusively for non-recreational pedestrian use and have the potential to add important public gathering and green space to the City. There are very few opportunity areas for large new parks in South Gate, and therefore civic plazas are a key component of the City's strategy for providing open space.

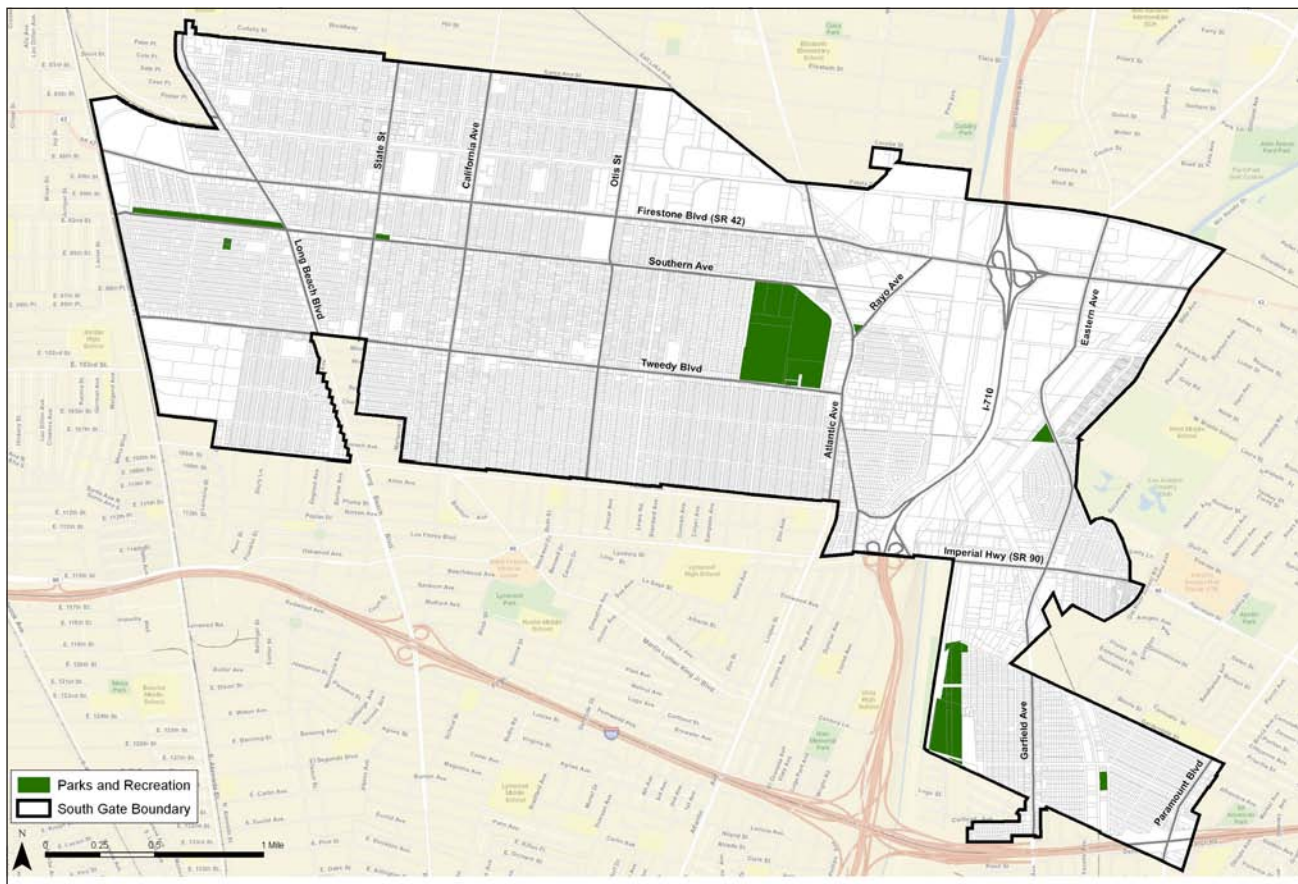


Figure GC 1 Parcels designated as Park/Plaza/Open Space.

# Goals, Objectives, and Policies

## Goal GC 1:

### An extensive, high-quality system of parks, civic plazas, and open space

#### Objective GC 1.1:

#### Maintain and improve existing parks and recreational facilities.

##### *Policies:*

- P.1** The specific actions and policies in the Park and Recreation Master Plan will be implemented as funding allows.
- P.2** South Gate will provide a full range of park and recreational opportunities and active and passive public space for residents.
- P.3** The City will prioritize the continued provision of high-quality recreational and community programs, since these highly subscribed programs increase social connection, physical activity, and quality of life.
- P.4** All parks will be clean, well-kept, and well-maintained, preserving it as one of the main community gathering points in the City.
- P.5** Parks in South Gate should be safe and well lit environments for recreational activities, both day and night.



South Gate will provide a full range of park and recreational opportunities throughout the community.

#### Objective GC 1.2:

#### Expand public space in the City by establishing new parks, civic plazas, and open space.

##### *Policies:*

- P.1** New parkland, civic plazas, and open space will be created as funding and other opportunities become available.
- P.2** The City will pursue innovative ways to provide parks and open space, including developing green roofs on buildings, reclaiming previously developed land, targeting vacant lots for use as passive parks or community gardens, or other strategies.
- P.3** The City will pursue joint use agreements with the Los Angeles Unified School District, Los Angeles Community College District, and East Los Angeles College.
- P.4** Wherever feasible, development of new park facilities will be located in areas of the City currently underserved by parks.
- P.5** The City will collect land dedications or in lieu fees from new development for the provision of parks and recreation facilities, in pursuit of a desired parkland standard of 3 acres per 1,000 residents, as allowed by the California Quimby Act. The City will prefer the physical provision of park and recreation infrastructure to in lieu fees, and will administer a Parkland Deduction Fee program through which new development can provide parkland in lieu of certain development fees.
- P.6** The City will expand the amount of open space by establishing a series of civic plazas. In particular, the following areas should be prioritized for plazas:
  - Civic Center
  - Gateway Transit Center
  - Community College District
  - Tweedy/Atlantic Education Center
  - Tweedy Boulevard
  - Imperial District, near the intersection of Imperial Boulevard and Garfield Avenue
  - Hollydale Village



## Goal GC 2: Improved trails, equestrian facilities and green streets

### Objective GC 2.1: Expand and enhance the City's trail network.

#### *Policies:*

- P.1** New trails should contribute to increased connectivity across the City by reducing pedestrian and cycle travel times, integrating with existing sidewalks, bike lanes and other bicycle/pedestrian infrastructure, and providing an alternate mode of access to goods, services, and other desirable destinations.
- P.2** New trails should integrate with existing local, regional, and state trail networks.
- P.3** Whenever possible, trails should be multi-use, accommodating both cyclists and pedestrians.
- P.4** The City should pursue new north/south trail connections across the City, in particular connecting to the potential east-west trails along Southern Avenue and Independence/Ardmore. These trail connections should be coordinated with the proposed bicycle network in the Mobility Element.
- P.5** The City should enhance the existing Class I bicycle facilities that run along the east side of the Rio Hondo Channel and the west side of the Los Angeles River, transforming them from underutilized pathways to beautified, connected pedestrian and bicycle thoroughfares with amenities such as benches, tables, and lighting.
- P.6** The City will pursue a Class I trail along the LADWP right-of-way that connects the west side of the City to the Los Angeles River trail.
- P.7** The City will pursue a Class I trail along the railroad right-of-way between Ardmore and Independence Avenues. This trail should connect the College District with the potential Gateway Transit Village and the Los Angeles River.

### Objective GC 2.2: Maintain and enhance equestrian facilities.

#### *Policies:*

- P.1** The City will plan for the continuation of equestrian facilities along the Los Angeles River and Rio Hondo Channel.
- P.2** The City will allow stables, and other equestrian facilities in suitable locations, in close proximity to the equestrian trails.

### Objective GC 2.3: Create green streets throughout the City.

#### *Policies:*

- P.1** The City will implement and periodically update the Street Tree Master Plan, which provides for a comprehensive street tree planting and maintenance program. The plan should include the following components:
  - Identification of streets where trees may be installed.
  - Standards for the location of street trees.
  - Standards for spacing between street trees.
  - Specification of a list of acceptable tree species and the appropriate streets and locations for each species.
  - Standards for size of trees and specifications for their installation (e.g. size of well, staking, materials).
  - Identification of responsibilities, procedures, and standards for tree maintenance.
- P.2** Project developers for redevelopment projects in Districts and Corridors will be required to plant new street trees and improve the streetscape as a condition of approval.



**Equestrian trails and facilities are part of the City's open space and trails network.**

## Goal GC 3: Enhanced utilization of the Los Angeles River and the Rio Hondo Channel as open space

### Objective GC 3.1: Improve access to and use of the Los Angeles River and Rio Hondo Channel.

#### *Policies:*

- P.1** The City will capitalize on the Los Angeles River and Rio Hondo Channel as public amenities that can enhance access to open space, create a unique identity for the City and enhance economic development opportunities in the City.
- P.2** New development along the Los Angeles River and the Rio Hondo Channel should encourage access to and utilization of the rivers.
- P.3** The City should seek to develop attractive destinations, businesses, and resting points along and in close proximity to the Los Angeles River and Rio Hondo Channel.
- P.4** New development, redevelopment, landscaping, and infrastructure along the Los Angeles River and the Rio Hondo Channel should utilize xeriscaping and native plants and enhance riparian habitat, wherever feasible.
- P.5** New development that may result in increased water pollution to the Los Angeles River or the Rio Hondo Channel will be required to mitigate the potential sources of pollution, especially pollution from stormwater runoff.
- P.6** The City may support regional or multi-jurisdictional efforts to improve the riverfront and to naturalize the river in a manner that restores the ecological functioning of the area.

## Implementation Actions

### Action GC 1: Adopt an ordinance allowing for the collection of Quimby Fees.

Community Development Department, with the assistance of the Parks and Recreation Department and the City Attorney, will draft an ordinance that will allow the implementation of the Quimby Act in South Gate, consistent with state law.

### Action GC 2: Update the Parks and Recreation Master Plan on a regular basis.

The Parks and Recreation Department, in coordination with other city departments, will update the Parks and Recreation Master Plan on a regular basis. The intervals between updates may vary based on specific conditions but updates should take place approximately once every five years.

### Action GC 3: Create an equestrian overlay district during the update of the Zoning Code.

The Community Development Department, in coordination with the Parks and Recreation Department, will create an equestrian overlay district as part of the Zoning Code update. The purpose of this overlay will be to identify areas of the City that would be appropriate and feasible for allowing equestrian access and facilities.

# FLOODING

## Existing Conditions

The Los Angeles River and Rio Hondo Channel represent the primary flood risk for the City of South Gate. During a flood in 1980, the lower Los Angeles River reached its flood control capacity and the U.S. Army Corps of Engineers determined that portions of the system provided less than a 40-year level of flood protection, far below the minimum federal standard for flood control channels of 100 years. The Los Angeles County Drainage Area (LACDA) Project, completed in 2001 and administered by the Los Angeles County Department of Public Works, was a response to this flooding danger. The project raised the height of 21 miles of levee along the Los Angeles River from the Southern Pacific Railroad to the confluence with the Rio Hondo, and along the Rio Hondo Channel from the confluence with the Los Angeles River to just downstream of the Whittier Narrows Dam. The LACDA provided 133-year storm flood protection in the areas in which it was installed, including through the City of South Gate. As a result, National Flood Insurance Program (NFIP) river and flood hazard insurance is no longer required anywhere within South Gate City limits. This is demonstrated in the LACDA Overflow Map,<sup>1</sup> which identifies areas in Los Angeles County where flood insurance is mandatory and shows South Gate outside of these areas. The recreational benefits from the LACDA included improvements to equestrian and bicycle trails, installation of rest stops, and landscaping. Because the City's elevation is around 115 feet there is little to no risk of tsunamis, which rarely rise more than 40 feet above sea level before hitting land.

The *City of South Gate Natural Hazard Mitigation Plan* was adopted by the City Council on October 26, 2004 and amended May 13, 2008. This Plan identifies information regarding flood hazards, establishes a set of comprehensive goals, policies and objectives and a set of feasible implementation measures pursuant to CGC Section 65302(g)<sup>2</sup>. The Plan includes all of the information and maps required by state law. In a letter dated July 23, 2008, FEMA Region IX approved the Plan for a 5 year period. A copy of the document is included in the National Emergency Management Information System.<sup>2</sup>

<sup>1</sup> [http://dpw.lacounty.gov/wmd/watershed/LA/lacda\\_map.cfm](http://dpw.lacounty.gov/wmd/watershed/LA/lacda_map.cfm)

<sup>2</sup> Official Letter from Ms. Sally Ziolkows, Director, Mitigation Division FEMA Region IX to Mr. Alvie Betancourt, Planning Department, City of South Gate CA. Dated July 23, 2008.

# Goals, Objectives, and Policies

## Goal GC 4: The prevention of hazards from flooding

### Objective GC 4.1: Encourage appropriate flood control and prevent negative impacts of new development on flood-control efforts.

#### *Policies:*

- P.1** The *City of South Gate Natural Hazard Mitigation Plan*, including all background materials, goals, policies, objectives and implementation measures will be incorporated into this General Plan.
- P.2** New development in South Gate should not exacerbate potential flooding hazards.
- P.3** The City will provide continued support for the Los Angeles County Drainage Project (LACDP), which reduces the flood risk in a significant portion of the City.
- P.4** The City will coordinate with the flood-control activities of the Los Angeles County Department of Public Works.
- P.5** The City will work with the Emergency Services Division of the Los Angeles County Division of the Army Corps of Engineers to develop better flood warning systems.
- P.6** The Public Works Department will continue to identify and enforce NPDES provisions within the City.

# Implementation Actions

## Action GC 5:

### Review, and if necessary revise the Green City Element Flooding section upon each revision of the Housing Element.

In accordance with CGC Section 65302(g), this section of the Green City Element will be updated upon each revision of the Housing Element.

## Action GC 6:

### Update the Natural Hazard Mitigation Plan on a regular basis.

The Natural Hazard Mitigation Plan will be updated upon each revision of the Housing Element to ensure that it includes all information in accordance with CGC Section 65302(g).

# CONSERVATION AND ENHANCEMENT OF NATURAL AND BIOLOGICAL RESOURCES

## Existing Conditions

This section provides information on the natural and biological resources such as threatened or endangered species, mineral resources and green spaces, such as landscaping and street trees.

South Gate is an entirely urbanized area. Plants and trees are limited to parks, streetscaping, some riparian zones around the Los Angeles River and Rio Hondo Channel, and private yards and gardens. There are no known threatened or endangered species and very sparse wildlife, though migratory or native birds may be found in natural areas such as South Gate Park or areas around the Los Angeles River.

Residents contributing to the General Plan update process identified a greener city as a priority. Many of the City's best opportunities for greening the City involve preserving and enhancing existing spaces, and in some cases rehabilitating or converting them back to biologically active areas. Improving parks and open space, enhancing the Rio Hondo Channel and Los Angeles River, and streetscape improvements are the major policy goals that can achieve this. Improving the "urban forest" - the network of trees throughout the City - is another important opportunity to enhance the City's biological resources.

Additionally, the City can conserve and enhance global natural and biological resources by purchasing environmentally preferable products and making informed consumer choices. In an increasingly globalized economy, and in the absence of major natural resources within the City, this is one of South Gate's best opportunities to have a positive effect on natural and biological resources. Other strategies to conserve natural and biological resources well beyond the City limits include enhanced community-wide recycling and reuse, as discussed in the Public Facilities and Services Element, and reduced energy use and greenhouse gas emissions, as discussed later in this Element.

**The Los Angeles River and Rio Hondo Channel represent the primary flood risk for the City of South Gate.**



To this end, the South Gate Municipal Code (SGMC) Chapter 1.54 Purchasing System And Bidding Rules (sections 1.54.710 - 750) supports purchasing recycled and environmentally-preferred products, and reducing the environmental impacts of city operations. Specifically, the SGMC contains the following language relating to environmentally preferred products and the use of recycle materials:

- Require all city departments to adopt and promote the use of recycled or recyclable supplies and materials
- Require the use of recycled or recyclable supplies and materials as a condition of approval for all city-sponsored construction, demolition, and renovation projects
- Encourage city staff to reduce their consumption of resources

## Goals, Objectives, and Policies

### Goal GC 5: The protection of local and global natural resources

#### Objective GC 5.1: Preserve and enhance the City's plants and wildlife.

*Policies:*

- P.1** The City should encourage property owners to landscape their property, and will encourage native plants, tree planting, and xeriscaping.
- P.2** The City should protect any rare or endangered plants or wildlife that may be found in the City in the future.

#### Objective GC 5.2: Preserve and enhance the City's urban forest.

*Policies:*

- P.1** The City will preserve and expand the urban forest in accordance with the Street Tree Master Plan.
- P.2** The City will be responsible for maintaining street trees.
- P.3** Residents will be responsible for watering new and existing streets trees on or adjacent to their property.
- P.4** The City should consider native and drought resistant species of street trees whenever possible.
- P.5** The City should use integrated pest management to avoid the unnecessary use of pesticides.
- P.6** As needed, new non-residential and multifamily development will be required to incorporate the new tree planting or landscape improvements in the public rights-of-way along the property boundary consistent with the Tree Master Plan.

#### Objective GC 5.3: Create "green" parking lots with trees and other landscaping in order to improve vi- sual appearance and to minimize negative effects on the environment.

*Policies:*

- P.1** Large parking lots as part of new development or major renovations should be well landscaped with trees and other greenery and designed to hold and filter stormwater runoff, reduce heat island effects and create a comfortable pedestrian environment.
- P.2** Where parking lots front public streets, landscaping should be provided to serve as a buffer between the parking lot and the public right-of-way.

**Objective GC 5.4:**  
**Increase the use of environmentally preferable products in city purchasing and operations.**

*Policies:*

- P.1** The City will purchase and use recycled-content office products, whenever practicable, using U.S. EPA recycled content standards as a guide. The City will also include such directions in its standard professional services contract.
- P.2** The City will include environmentally preferable purchasing requirements in janitorial contracts and direct city custodians to purchase and use environmentally preferable products.
- P.3** The City will use recycled mulch and soil products in city park and landscaping projects whenever practicable, and will include the same direction in city landscaping contracts.
- P.4** The City should use recycled content playground equipment, park landscape surfacing, and other park and recreational equipment whenever feasible.
- P.5** The City should use recycled-content materials for building, streetscaping and roadway construction whenever feasible.

## Implementation Actions

**Action GC 8:**

**Create, maintain and distribute a list of preferred “green products.”**

The City’s purchasing supervisor will create, maintain and distribute a list of preferred “green products” consistent with the City’s Green Purchasing ordinance (SGMC 1.54.700-750).



**Using environmentally preferable products can reduce the environmental impacts of City operations and maintenance.**

# GREEN BUILDING

## Existing Conditions

Green building is a term used to refer to buildings that have a reduced impact on the natural environment compared to conventional building practices. While the exact definition of green building varies widely and is defined based on local circumstances, the term usually refers to buildings that use less energy, conserve water, use recycled materials in the construction and ongoing maintenance, and create healthy indoor environments for inhabitants.

While retrofitting the existing building stock could have a wide and immediate impact on South Gate's greenhouse gas emissions, new green buildings can have an important long-term and accumulating impact as they replace old buildings. Green building efforts that address single-family homes as well as municipal, commercial, mixed-use or multi-unit residential projects, and address existing as well as new buildings, have the most widespread and long-lasting effect. However, cities often have less direct leverage over existing buildings, and green building requirements for smaller development like single-family homes can be more difficult to administer than requirements for larger developments or municipal buildings.

Besides minimizing impact on the environment, green building incentives and initiatives have the potential to encourage economic investment in South Gate's Neighborhoods, Districts and Corridors, and to increase health and productivity. During the planning horizon of this General Plan, green building technology is likely to become more widespread, mainstream and incentivized or required by various bodies other than the City, and as green buildings reap increasing dividends, their presence in South Gate will improve the City's overall strategic position.

# Goals, Objectives, and Policies

## Goal GC 6: A robust green building program

### Objective GC 6.1: Increase the use of green techniques in new buildings, new building sites and building remodels and retrofits.

#### *Policies:*

- P.1** All new municipal buildings should meet or exceed silver in the appropriate LEED Rating System, or a comparable green building standard.
- P.2** The City should encourage green building techniques efforts in single-family homes as well as in new municipal, commercial, mixed-use or multifamily residential projects.
- P.3** The City should encourage and create incentives for green building techniques in existing building retrofits as well as new buildings.
- P.4** The City should emphasize design for water conservation in its green building efforts.
- P.5** New buildings should meet or exceed California Title 24 energy efficiency requirements.
- P.6** When feasible or required by law, new development should utilize Low Impact Design (LID) features, including infiltration of stormwater, but LID should not interfere with the City's goals of infill development and appropriate densities as defined in the Community Design Element.
- P.7** The City should assess all new development's use of green building techniques as a formal stage of design review.
- P.8** The City may finance energy efficiency retrofits and on-site renewable energy installation through a local assessment district, or provide administrative or financial support in other ways.
- P.9** On an ongoing basis, city staff should be trained to implement the green building program and to provide advice and expertise about green building to residents, particularly small-scale developers or homeowners that may have less access to green building expertise.

# Implementation Actions

## Action GC 9:

### Develop a green building ordinance or program for different kinds of new development and remodels.

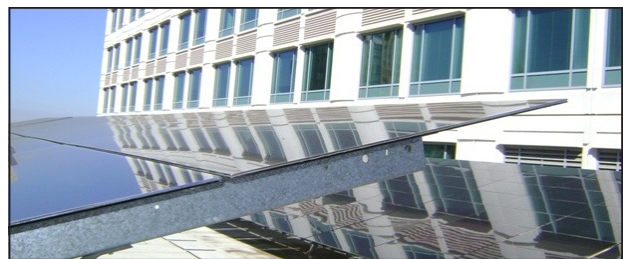
Develop a green building ordinance or program for different kinds of new development and remodels. The green building ordinance or program may address the following issues, among others:

- Updating the City's Building Code to require and/or provide incentives for recycling of construction materials, solar access, pipe insulation, water heater heat-traps and any other widely attainable green building techniques.
- Energy efficiency required or incentivized above Title 24
- Water conservation
- Brownfield rehabilitation
- On-site renewable energy, especially solar
- Different types of development that may be required or incentivized to be certified or certifiable under the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) rating systems, the Green Point Rated system, Build-it-Green or another other green building standards deemed appropriate by the City
- Expedited plan check or design review, or waiving of fees, for new green development
- Procedures for projects to demonstrate compliance with requirements or incentives

## Action GC 10:

### Standardize incentives for green building practices.

Separately or as part of the green building ordinance, standardize a program for fee reductions, incremental incentives, rebates, grants, density bonuses, or expedited plan checks for projects that adhere to the various portions of the green building ordinance or program.



**Buildings are responsible for around 40 % of world energy consumption. Implementing green building practices are an important step to greening the City.**

# CLIMATE CHANGE

## Existing Conditions

Global climate change is an increasingly acknowledged global environmental issue. There is scientific consensus that it is caused by greenhouse gases being released into the atmosphere faster than the earth's natural systems can re-absorb them. Models predict world temperatures will rise by between 1.4 and 5.8 °C (2.5 and 10.4 °F) during the 21st century, depending on the level to which atmospheric concentrations of greenhouse gases rise, and on the eventual effect of such rises.<sup>3</sup> These global changes would affect residents of South Gate in a variety of ways, including:

- More frequent heat waves.
- Rising sea levels, which would threaten nearby coastal infrastructure such as the Port of Los Angeles, other development near sea level, and coastal ecosystems.
- More extreme weather events such as storms and floods.
- Increased drought and water supply shortages .
- Increased potential for tropical insect-borne diseases.

Besides a small portion of emissions resulting from waste decomposition, soil disruption, or the release of industrial chemicals, energy use (in buildings, transportation, or elsewhere) is the primary source of greenhouse gas emissions in most U.S. cities, including South Gate. This means that local planning and urban development decisions are crucial to addressing global climate change.

On April 8, 2008, the City passed Resolution 7245 expressing a commitment to conduct periodic greenhouse gas emissions inventories and enact policies and actions that will achieve emissions reductions. Concurrent with the General Plan update, the City and its consultant, Raimi + Associates, prepared a greenhouse gas inventory that provides an overview of the major causes of greenhouse gas emissions that result from activity in the City of South Gate.

The Greenhouse Gas Inventory inventory was conducted separately for municipal sources (resulting from city operations) and community sources (resulting from transportation, building energy use, and waste produced by all South Gate residents). Total municipal emissions in South Gate (8,678 metric tons CO<sub>2</sub>eq) is only around 1.5% of the

<sup>3</sup> Intergovernmental Panel on Climate Change, Working Group III Report: Climate Change 2007: Mitigation of Climate Change, p. 133.

amount of total community emissions (575,206 metric tons CO<sub>2</sub>eq). This means that addressing community-wide emissions is crucial for any long-term strategy of emissions reductions, while municipal actions taken early can provide a model for wider community action. Of community emissions, 51.5% came from residential and commercial building energy use, 41.4% came from transportation within city limits, and 7.1% came from waste produced by residents. This means that buildings and transportation are the largest targets for city-wide emissions reductions, followed by waste. The South Gate Greenhouse Gas Inventory of 2005 emissions is included as an appendix to the Green City Element, and informs the policies and actions below.

Since climate change is a cross-cutting issue relevant to various policy arenas, it has been addressed in a cross-cutting way throughout some of the elements of this General Plan. This Climate Change section of the Green City Element includes a summary table of policies throughout the General Plan that directly reduce greenhouse gas emissions or help the City adapt to climate change. It also contains policies and actions explicitly related to the City's approach to climate change, such as emissions reduction targets, guidelines for preparing inventories or plans, and general reduction strategies.

## Goals, Objectives, and Policies

### Goal GC 7: To mitigate against and adapt to climate change

#### Objective GC 7.1: Reduce South Gate's production of greenhouse emissions and contribution to climate change, and adapt to the effects of climate change.

##### *Policies:*

- P.1** The City will pro-actively cooperate with the State to implement AB 32, which calls for reducing greenhouse gas emissions to 1990 levels by 2020, and Executive Order S-3-05, which calls for 1990 levels by 2020 and 80% below 1990 levels by 2050.
- P.2** In cooperation with the State and SCAG, the City will pro-actively promote implementation of SB 375, in particular utilizing its incentives for transit-oriented development.
- P.3** The City will strive to reduce its per capita greenhouse gas emissions to 15% below 2005 levels by 2020 (note: the 2005 levels are presented in the 2005 Greenhouse Gas Inventory, which is located in the Appendix of this General Plan).
- P.4** The City will reduce greenhouse gas emissions and adapt to climate change with efforts in the following areas:
  - **Energy.** Major mitigation and adaptation strategies will include incentivizing renewable energy installation, facilitating green technology and business, and reducing community-wide energy consumption through the strategies described here.
  - **Land Use.** Major mitigation and adaptation strategies will include transit-oriented development, compact development, infill development, and encouraging a mix of uses.
  - **Transportation.** Major mitigation and adaptation strategies will include enhanced multi-modal transportation, cycling infrastructure and walking infrastructure.

- **Buildings.** Major mitigation and adaptation strategies will include green building incentives, assessment of green building techniques as a formal stage of city design review, and development of a green building ordinance. Adaptation strategies will also include increased water efficiency in buildings.
- **Waste.** Major mitigation strategies will include increased composting and recycling, and efforts to reduce waste generation.
- **Ecology.** Major mitigation strategies will include tree planting and city greening. Major adaptation strategies will include native and drought-resistant planting.
- **Government Operations.** Major mitigation strategies will include green procurement and energy saving in operations and maintenance.
- **Communication and Programs.** Major mitigation and adaptation strategies may include energy- or climate change-themed publications and workshops, facilitating energy audits for residents, or establishing partnerships to promote climate action.

*(For a list of related policies already addressed in the General Plan, see Table GC 2.)*

- P.1** The City will create a Climate Action Plan to guide city efforts in reducing greenhouse gas emissions and adapting to climate change. Any major city decisions made before the Climate Action Plan is prepared should be consistent with the climate change goals and strategies in the Green City Element.
- P.2** To the extent feasible, the City should complete a greenhouse gas inventory and review the Climate Action Plan's mitigation strategies every 5 years to ensure they are still appropriate.

## Implementation Actions

### Action GC 11:

#### Create a Climate Action Plan.

Create a Climate Action Plan that builds on the major strategies listed in the Climate Change section of the Green City Element, and clarifies how the City will meet its emissions reduction target. The Climate Action Plan should include specific mitigations in addition to overall strategies, and it should be completed within one year of adoption of the General Plan.



Reducing carbon emissions from vehicles is an important component of addressing climate change.

**Table GC 2: Key Climate Change Adaptation and Mitigation General Plan Objectives, Policies and Actions**

**Community Design Element**

Land use policies and actions in the Community Design Element have a variety of climate change benefits. Nearly all new development in South Gate will be compact and infill since the City is almost entirely built out, and many policies promote a mix of uses. A compact mix of uses will increase local access to goods and services. This will increase walkability, decrease trip distances, and reduce greenhouse gas emissions. A better balance of local jobs and employed residents also decreases commute distances and associated emissions. Multiple policies and actions call for transit-oriented development and support of regional transportation connections. Transit-oriented development enables residents to use public transit and increases system-wide transit use, thereby reducing greenhouse gas emissions. More compact buildings also use less energy and produce fewer building emissions.

Urban design and transportation policies and actions also have climate change benefits. Multiple policies and actions require or encourage an enhanced and safer pedestrian environment – addressing building facades and entrances, architecture, streetscapes, parking, and pedestrian connections – which is likely to increase walking rates and decrease community transportation emissions. Policies that allow for improvement or expansion to public transit, bicycle and pedestrian facilities increase trips made by those modes and decrease transportation emissions.

At the building level, policies that encourage building and building material reuse, green building techniques, and durable architecture with a higher chance of being maintained and invested in decrease current and future emissions from buildings. Green buildings, infrastructure, and businesses are also better adapted to future resource constraints from climate change than conventional buildings. Finally, parks and community gardens protect against heat island effect and potential future disruptions in the food supply chain from changing climate or energy shortages.

<b>Goals/Objectives</b>	<b>Policy Content</b>
Objective CD 1.1: Enhance South Gate's role, participation and leadership in the region.	P.1 calls for the City to accommodate its share of regional housing needs. P.5 calls for the City to "actively support regional transportation decisions that benefit the City and the region."
Objective CD 1.2: Pursue new uses and projects that make South Gate a great place to live, work, socialize and do business.	P.1 commits the City to pursuing several major projects and activities, including: <ul style="list-style-type: none"> <li>• High-speed transit along the Union Pacific right-of-way</li> <li>• Expanded public transportation and bicycle infrastructure</li> </ul>
Goal CD 2: A complete, integrated and balanced mix of residential and non-residential uses that meets the needs of existing and future residents	All Objectives and Policies within Goal CD 2 encourage a complete, integrated and balanced mix of residential and non-residential uses, with a clearly defined urban form of "Neighborhoods," "Districts," and "Corridors."
Objective CD 2.2: Maintain a jobs-housing balance in the City.	P.1 to P.3 set a target of 1.5 jobs for every housing unit, call for a match between residents and appropriate job types, and limit conversion of non-residential land to residential uses.
Objective CD 2.4: Provide land for a diversity of job-producing uses throughout the City.	P.1 to P.4 call for preserving land for a diversity of job-producing uses.
Objective CD 2.7: Allow increased densities for projects that provide public amenities and improvements beyond those required by code.	P.1 to P.3 define density bonuses available for various public improvements and public amenities, including USGBC-certified green buildings.
Objective CD 3.1: Support transit-oriented development in the City.	P.1 requires the City to encourage multi-modal transportation, including public transit, walking, and biking. P.2 to P.6 commit the City to pursuing higher intensity, pedestrian oriented, transit oriented development near areas well-served by high frequency bus transit, and identifies several of these areas, including new transit villages at Firestone and Atlantic and in Hollydale.
Objective CD 3.2: Minimize the impact of parking on the pedestrian environment and residential neighborhoods.	P.1 to P.12 encourage and require parking design that preserves and enhances the pedestrian environment and the urban fabric, including placing parking behind buildings, reducing parking heat islands, and discouraging large uncovered lots.



## Community Design Element

Goals/Objectives	Policy Content
Objective CD 4.5: Locate services and amenities within walking distance of neighborhoods.	P.1 encourages “complete” neighborhoods, including parks, community gardens, and goods and services within walking distance of homes. P.2 and P.3 encourage pedestrian connections between neighborhoods and neighborhood centers with neighborhood-serving retail, services, and public gathering places.
Goal CD 5: Revitalization of Tweedy Mile to become the social and cultural heart of South Gate	Objectives and Policies within Goal CD 5 encourage enhancement of Tweedy Mile as a central shopping and public gathering area.
Objective CD 6.1: Create a series of distinct Districts throughout the City, each with its own character, identity and mix of uses.	P.1 to P.4 define distinct Districts in the City. Districts have designated purposes such as job production, mixed uses and multifamily housing, and/or expanded retail. Specific locations for these uses are identified throughout the policies for specific Districts. P.5 and P.6 encourage diverse housing choices, including live-work units and mixed use buildings. Specific locations for housing types and mixed use areas are identified throughout the policies for specific Districts. P.7 encourages high-quality urban design and architecture to enhance the urban fabric.
Objective CD 6.2: Design landscaping, buildings and sites to enhance the pedestrian environment and enhance the urban character of the City’s Districts.	P.3 and P.5 require new development to enhance the pedestrian environment, including minimizing blank walls and providing entrances and interesting building facades along sidewalks, integrating sidewalks and plazas, incorporating first-floor uses that encourage pedestrian traffic, minimizing setbacks, and providing street trees and landscaping.
Objective 7.1: Create attractive corridors with a mix of uses throughout the City of South Gate.	P.1 to P.8 identify corridors as areas that should be re-developed with a mix of uses and housing types and a reduced number of single-use retail parcels.
Objective 7.2: Design landscaping, buildings and sites to enhance the pedestrian environment.	P.2 and P.4 require new development to enhance the pedestrian environment, including minimizing blank walls and providing entrances and interesting building facades along sidewalks, integrating sidewalks and plazas, incorporating first-floor uses that encourage pedestrian traffic, minimizing setbacks, and providing street trees and landscaping.
Objective 8.1 Ensure high quality architecture and urban design throughout the City.	P.1 to P.8 require high quality, pedestrian-friendly, durable architecture and urban design.
Objective CD 9.1: Identify and preserve cultural and historic resources.	P.1 encourages preservation of historically and culturally significant buildings.
Community Design Element – Specific Districts or Corridors	
District or Corridor	Policy Content
Civic Center District	P.1 and P.2 specifically encourage pedestrian safety and pedestrian connections across California Street, given the high level of foot traffic expected in the Civic Center District. P.3 encourages all new buildings to be certified green buildings.
South Gate College District	P.1 and P.9 encourage adaptive reuse and façade preservation of the existing Firestone Tire Factory. P.1 and P.5 encourage development of “green workforce” training and curriculae. P.3 requires the City to pursue a public/private partnership creating a green technology center. P.4 encourages all new buildings to be certified green buildings.
Gateway District	P.1 and P.2 require the City to create a specific plan for a future transit district, and to work with regional transit agencies to promote multi-modal transit. P.3 to P.5 identify the need for additional through-streets and pedestrian connections within the district.
Imperial District	P.9 allows for a potential high-density transit village near Imperial Boulevard.
Ardine Industrial District	P.3 encourages use of rail over trucks to move freight.
Tweedy Mile Corridor	Objectives and policies include specific guidelines and requirements for enhancing the pedestrian environment along Tweedy Mile.

Community Design Element	
District or Corridor	Policy Content
Garfield Corridor	P.2 encourages creation of a business assessment district for streetscape beautification. P.1 and P.6 commit the City to completing a specific in-progress mixed use project.
<b>Actions</b>	Action CD 2: Create Citywide Design Guidelines and/or Streetscape Plans. Planned actions include detailed streetscape plans for Corridors, implementing street cleaning and improvement programs, and identifying streetscape and pedestrian facility improvements. Action CD 3: Create a Density Bonus Program. Program would define ways for project developers to achieve increased density for their projects. Action CD 8: Undertake a Citywide Parking Management Study. Planned topics to be explored include parking pricing and shared parking. Action CD 12: Commission an Historic Resource Survey. Planned topics to be explored include preserving significant historic resources and a historic resources ordinance.

**Mobility Element**

Policies and actions in the Mobility Element that enhance public transit, walking and bicycling are likely to achieve substantial greenhouse gas reductions. Improvements in transit, pedestrian and bicycle infrastructure and service are likely to result in an increase in trips made by these modes, which will decrease community transportation emissions. Enhanced bicycle, pedestrian and street connections across barriers could decrease transportation emissions by increasing bike and pedestrian trips and allowing shorter vehicle trips. South Gate's encouragement of freight and passenger rail infrastructure could also reduce community transportation emissions by replacing freight trucks and other traffic with rail.

The Mobility Element calls for increasing the feasibility of mixed use and transit-oriented development, which supports transit, induces walking, and is usually more compact and energy-efficient than average. This will result in decreased community building and transportation emissions. Policies that limit parking or increase the feasibility of urban development that is not automobile dependent encourage alternatives to single-occupancy vehicles and enhance the pedestrian environment. Policies that call for street-widening could cause additional community transportation emissions by inducing increased VMT.

Goals/Objectives	Policy Content
Objective ME 1.1: Balance the roadway system with the planned uses in the City.	P.2 calls for establishing multi-modal arterial corridor design standards, including for transit, bikes and pedestrians.
Objective ME 1.2: Fully develop the street system, and maximize its operational efficiency.	P.1 calls for a more connective street grid, with additional connections over barriers such as the Los Angeles River and I-710 freeway. P.2 and P.3 call for consideration of all modes, including transit, bicycles and pedestrians, in design, operation and maintenance of roadways.
Objective ME 2.1: Provide a connected, balanced, and integrated transportation system of bicycle and pedestrian networks that enable residents to walk and bike, as alternatives to use of the car.	P.1 to P.3 call for developing a citywide bicycle network, including on- and off-street bike paths, bike lanes, widespread bike parking, and centralized bike hubs near transit facilities and commercial uses. P.4 to P.5 call for developing a citywide pedestrian network, including connections to schools, neighborhoods, open space, and other major destinations, and including facilities such as benches and street trees throughout the City. P.6 encourages enhanced pedestrian and bike access to regional transit. P.7 encourages publication of bike and pedestrian maps and resource materials. P.8 encourages coordination with neighboring jurisdictions in provision of bike and pedestrian facilities. P.9 encourages office, industrial, institutional, and multi-family projects to provide bike parking and facilities.

**Mobility Element**

**Goals/Objectives**

**Policy Content**

Objective ME 2.2: Improve local and regional transit service in the City.

P.1, P.2 and P.4 encourage the City to work with Metro (LACMTA) to provide more direct transit routes to neighborhoods, provide additional routes, and increase the frequency of routes.

P.3 calls for supporting Metro's expansion of Rapid Bus Service.

P.5 encourages the City to work with Metro to provide attractive and convenient bus stops.

P.6 encourages development of a bus transit hub at Firestone and Atlantic, with potential expansion.

P.7 calls for the City to support all potential rail transit serving the City, including high-speed rail.

Objective M 2.3: Encourage walking, biking and use of transit, through a variety of supportive land use development and urban design measures.

P.1 encourages land use and architecture that promotes transit access and pedestrian orientation.

P.2 to P.4 call for the City to require office, retail, industrial, and multi-family development to install transit, bike, and pedestrian amenities, and to develop Transportation Demand Management (TDM) programs.

P.5 encourages the promotion of TDM programs.

P.6 encourages development of park and ride facilities.

Objective M 3.2: Reduce adverse impacts from truck traffic.

P.4 calls for coordination with regional planning agencies to encourage use of rail along the I-710 corridor.

Objective M 4.1: Manage parking demand and supply in the City.

P.2 calls for revision of the City's parking guidelines to allow reduced parking for new development in areas with high mixed uses, along major mixed use corridors, and near high-frequency transit service.

P.3. calls for "Park Once" programs to encourage walking within commercial districts.

Mobility Element	
Goals/Objectives	Policy Content
<b>Actions</b>	<p>Action ME 1: Implement various street improvements for general circulation. Guidelines include public transit and other transportation modes.</p> <p>Action ME 2: Upgrade the City's traffic signals and signal timing. Upgrade specifications Call for taking into account the needs of pedestrians, bicyclists and transit in addition to autos.</p> <p>Action ME 10: Plan and develop rail service in UPRR north-south corridor. Action includes planned coordination with multiple public agencies to support rail development.</p> <p>Action ME 11: Coordinate with City of Downey on potential train station. This action commits the City to cooperating with Downey for a potential high speed, grade-separated transit line on the Union Pacific right-of-way.</p> <p>Action ME 12: Create a Firestone/Atlantic transit station. The Firestone/Atlantic station would be a hub for multiple transit modes.</p> <p>Action ME 13: Create an Imperial/Atlantic transit station. The Imperial/Atlantic station would be a hub for multiple transit modes.</p> <p>Action ME 15: Initiate local transit service. This action calls for initiation of a local bus service in the City and defines its desired characteristics and types of service.</p> <p>Action ME 16: Build park and ride lots. This action commits the City to building park and ride lots, which decrease VMT.</p> <p>Action ME 17: Provide enhanced bus stop amenities. This action commits the City to certain bus stop improvements.</p> <p>Action ME 18: Promote the use of transit. This action defines activities to promote transit use throughout the City.</p> <p>Action ME 19: Conduct a citywide bicycle study and develop a bicycle plan. A bicycle plan would include planned improvements to the bike network as well as specific plans for things like traffic controls and push buttons for bicycles to cross arterial roadways.</p> <p>Action ME 21: Improve bicycle access to the regional bike paths on the Los Angeles River and the Rio Hondo Channel. Connection to the existing regional bike path would increase its utilization by residents.</p> <p>Action ME 22: Install bicycle "hubs." Hubs would be important destinations providing goods, services, and interesting resting points along the bicycle network.</p> <p>Action ME 23: In conjunction with other agencies and developers the City should develop and implement an ongoing bicycle amenities program. Bicycle amenities would be installed at various publicly-owned locations.</p> <p>Action ME 24: Modify the city code for bicycle parking. Planned modifications include requiring provision of bike parking and showers.</p> <p>Action ME 26: Promote the use of bicycles. Bicycle use would be promoted by the preparation and distribution of bike route maps and facilities information.</p> <p>Action ME 27: Develop procedures for incorporating bike facilities into new development projects. Procedures would define requirements for including bike infrastructure in new development.</p> <p>Action ME 28: Conduct a citywide pedestrian study to develop a pedestrian plan and program. The planned Pedestrian Amenities Program would involve comprehensive improvements to streetscapes and the walking network.</p> <p>Action ME 29: Develop procedures for new development to support and promote walking and contribute to enhancing supporting facilities and amenities. Procedures would define requirements for including pedestrian infrastructure in new development.</p> <p>Action ME 30: Promote walking in the City. Walking would be promoted by the preparation and distribution of walking route maps and facilities information.</p> <p>Action ME 34: Develop parking policies and modify parking requirements to restrict the over-provision of on-site parking for private developments.</p> <p>Action ME 35: Explore the establishment of parking districts in commercial areas. This would implement the "park once" program.</p> <p>Action ME 36: Develop TDM Program. A TDM program would define specific TDM strategies and procedures that could be used as a model for individual development projects.</p>

**Economic Element**

The Economic Element calls for walkable multi-modal streets, locally available goods and services, and more South Gate residents working in South Gate, which will all decrease VMT and therefore greenhouse gas emissions. Additionally, an increase in the level of green businesses and technology will both reduce climate change impacts and adapt to future constraints from climate change.

<b>Goals/Objectives</b>	<b>Policy Content</b>
Objective E 1.1: Generate sufficient fiscal revenue through the use of land use planning.	P.1 encourages maintenance and enhancement of infrastructure such as multi-modal streets.
Goal E 2: To enhance South Gate’s commercial market by attracting and retaining a healthy balance of local and national businesses	Objectives and policies call for attracting and retaining commercial businesses.
Goal E 3: Enhance employment, educational and business opportunities	Objectives and policies call for an increased number of South Gate residents to be employed in improved South Gate businesses.
Objective E 4.1: Help create a new identity and a more diverse business base for South Gate.	P.1 encourages expansion of diverse business activity, including “green technology.”  P.4 encourages environmentally friendly “green” businesses in and around the Community College District.
<b>Actions</b>	Action E 1: Develop a business attraction and marketing campaign. Business attraction would focus on providing a balanced mix of business and jobs in the City.  Action E 2: Develop a business retention program. The business retention program would support existing businesses and jobs.  Action E 4: Create an incentive program for South Gate-based employers to hire residents. Creating connections between local jobs and residents encourages jobs-housing balance and reduces VMT.  Action E 5: Create new business improvement districts. Business improvement districts create synergies between businesses and support local-serving businesses.

**Public Facilities and Services Element**

Several policies and actions in the Public Facilities Element are likely to reduce greenhouse gas emissions. Creating mixed use, walkable public facilities and ensuring that fire codes allow mixed use, compact, walkable development will both decrease VMT and community emissions from transportation. Increased energy efficiency in educational facilities and water infrastructure and decreased waste and landfilling throughout the City will also decrease greenhouse gas emissions. Policies that increase water efficiency and conservation are adaptations to drought – which is exacerbated by climate change – and increased permeable surfaces for treating stormwater can decrease heat island effect, which is a protection against higher temperatures from climate change.

<b>Goals/Objectives</b>	<b>Policy Content</b>
Objective PF 2.2: Ensure that all new development includes adequate provision for fire safety	P.4 calls for “allowing mixed use and compact development, pedestrian-friendly streets, and other elements of a walkable, bikeable, and safe City” while maintaining fire access in new development.
Objective PF 3.2: Assist educational providers in the location and design of school sites to prevent negative impacts on the health, safety and welfare of students and nearby residents.	P.3 calls for a mixed use campus for the proposed new high and middle schools on Tweedy Boulevard.  P.4 encourages energy efficiency in educational facility renovation.
Objective PF 4.1: Reduce the volume of solid waste generated in South Gate through recycling and resource conservation.	P.1 to P.5 encourage maintained and enhanced recycling services and set a waste diversion goal.

## Public Facilities and Services Element

Goals/Objectives	Policy Content
Objective PF 5.2: Promote water conservation and increase the use of reclaimed and recycled water.	<p>P.1 and P.2 encourage creation of recycled water infrastructure.</p> <p>P.3, P.6 and P.9 encourage use of recycled water and xeriscaping on municipal property and in municipal operations.</p> <p>P.4 encourages incentives to potential customers for using recycled water.</p> <p>P.5, P.7, and P.8 require that large new development be compatible with recycled water use, and encourages xeriscaping and rainwater capture and reuse.</p>
Objective PF 5.3: Promote coordination between land use planning and water facilities and service.	<p>P.4 calls for increased energy efficiency in water infrastructure.</p>
Objective PF 7.2: Encourage coordination between land use planning, site design and stormwater control.	<p>P.3, P.5 and P.6 encourage permeable surfaces and treatment of stormwater on-site.</p>
<b>Actions</b>	<p>Action PF 3: Pursue Safe Routes to School Grant Funding. Safe Routes to Schools is a proven source of funding with clear benefits for safety and increasing walking and bicycling.</p> <p>Action PF 4: Implement and Update the Recycling and Diversion Plan. This Plan would increase recycling and waste reduction throughout the City.</p> <p>Action PF 5: Expand Public Education Programs About Waste Reduction and Diversion Strategies. This program would increase awareness of waste reduction and recycling and promote behavior change.</p> <p>Action PF 6: Amend Building Code to Allow Water-conserving Technologies. A new allowed in the building code would enable utilization of a variety of water-conserving technologies.</p> <p>Action PF 10: Adopt the Reclaimed Water Usage Plan. this plan would define conditions and applications for reclaimed water, which provide water conservation and energy savings.</p> <p>Action PF 12: Explore an Energy Efficiency Evaluation Program for the Water System. This action would identify opportunities to reduce energy from water conveyance and treatment.</p> <p>Action PF 16: Revise the Building Code to Allow Technologies that Reduce Stormwater Runoff. Revisions to the building code would allow new technologies that reduce stormwater runoff but may be currently disallowed.</p>