



# 7

## Healthy Community Element

# INTRODUCTION

The increased prevalence of chronic diseases in the United States, including diabetes, obesity, heart disease and respiratory illnesses has been widely recognized as one of the major social and economic challenges. Recent research has found that people’s environments – where they live and work, how they travel, what they eat and where and when they play, socialize, and are physically active – have a major impact on their health and well-being. In response to these issues, the General Plan includes this Healthy Community Element, which provides policy direction for improving health for South Gate residents.

Although conventional planning practices (such as separating residential and commercial uses, building low density areas, constructing streets primarily for automobiles, and not providing adequate transportation choices) are not the single cause of chronic health problems in the United States, there is increasing documentation that they are often a contributing factor. Research indicates that auto-oriented, low density, single use places – as well as places underserved by parks and active recreation facilities – discourage physical activity and therefore contribute to an increased risk of heart disease, cancer, stroke, and diabetes. These four diseases are among the top ten causes of death in California; heart disease, stroke and diabetes are also the top three killers in the City of South Gate. Poor nutrition, which can be exacerbated by land use decisions that limit people’s access to healthy food, also contribute to these chronic diseases. Physical inactivity and poor nutrition is also a primary

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**Research has found that lifestyles in low-density, auto-oriented communities, such as the one pictured above, contribute to poor health outcomes such as obesity, diabetes, respiratory illness and social isolation.**

risk factor for obesity (the fastest-growing disease in California, along with diabetes), and obesity in turn increases the risk of a myriad of chronic diseases. Conversely, research shows that higher density, walkable urban places, transportation choices, and access to recreation all increase physical activity, and thus promote positive health impacts.

Land uses and urban form have other health impacts as well. Emissions from transportation sources are strongly linked with respiratory diseases, while automobile accidents consistently kill over 40,000 Americans each year. Land use decisions also impact people's access to grocery stores, farmers markets, community gardens and other sources of nutritious foods and healthcare. Poor mental health is associated with a number of factors related to how cities are designed,

including long commute times, exposure to crime, lack of transportation choice and lack of access to public spaces.

This Healthy Community Element addresses the major intersections of public health and planning, including transportation and active living, access to nutritious foods, access to health care, mental health and social capital and clean air. It also addresses safety issues such as seismic safety, neighborhood safety, and emergency preparedness. Because health is such a cross cutting issue, the policy areas covered in this Element at times overlap with the other Elements in the General Plan. Where such overlap occurs, policies



**Walkable communities with a diverse mix of uses enable residents to walk and bike, rather than drive, to meet their daily needs. This results in positive health outcomes.**

reference and reinforce the appropriate Element rather than repeating

language included elsewhere.

# STATUTORY REQUIREMENTS

The California State Government Code Section 65302, requires that all general plans include a safety element, as follows:

“A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires.”

The mandatory state requirements for a safety element are met in the Healthy Community Element and the Green City Element of the General Plan. The Healthy Community Element includes policies and programs to protect the community from risks associated with seismic and geologic hazards. The Green City Element addresses flooding hazards. The City of South Gate Natural Hazards Mitigation Plan, adopted October 26, 2004 and amended May 13, 2008, provides the required background material and policies related to these hazards and is hereby incorporated into this General Plan. It addresses additional issues related to emergency preparedness, hazard mitigation, and general public safety concerns.

# PUBLIC OUTREACH

In preparation for this Healthy Community Element, South Gate conducted three public workshops to educate residents about the relationship between planning and health, to better understand the community's priorities for health, and to provide an opportunity for citizens to discuss their concerns about the overall health in the community, healthy eating and access to nutritious foods, and the quality and safety of the pedestrian environment. Over 100 people attended these workshops. The data gathered at these workshops directly informed the content of the Healthy Community Element. These workshops are described in detail in Chapter 2 of the General Plan, entitled, "Development of the General Plan."



**Over 100 people attended community workshops focused on health issues in SouthGate.**



**Citizens participated in a work Audit to identify health issues in their community.**

# EXISTING CONDITIONS SUMMARY

This section presents a summary of the existing health conditions in South Gate. The findings are a summary of the South Gate Public Health Existing Conditions Report (May 2008) which provides an overview of the relationship between planning and public health and discusses the key health conditions in the City. It also reflects information collected during the three public outreach meetings held as part of the process of developing the Community Health Element.

## Overall Health in South Gate

South Gate, as part of the San Antonio Health District defined by the Los Angeles County Department of Public Health (LACDPH), has a higher rate of people (20 percent higher for adults and 40 percent higher for children) who report being in poor or fair health overall than is found in Los Angeles County as a whole. The City's health challenges include high rates of obesity and death rates from diabetes, poor nutrition, lower-than-average access to healthcare and higher-than-average rates of poverty. The data suggests that obesity, which is strongly affected by lack of physical activity, may be a critical public health problem for South Gate. This is borne out by the fact that 68.0 percent of South Gate residents are obese or overweight, compared to 56.4 percent of residents in Los Angeles County and 56.1 percent state-wide.

## Chronic Diseases

Diabetes, heart disease and stroke are the three leading causes of death in South Gate. Although South Gate residents suffer disproportionately from these conditions, many are not diagnosed or are diagnosed at a late stage of the disease. These diseases are generally linked to unhealthy weight, poor nutrition, and physical inactivity, and these are conditions suffered by many South Gate residents. Age is a major risk factor for these chronic diseases. Because South Gate has a younger-than-average population, there may be residents with unhealthy lifestyles that are at high risk for developing these chronic diseases in older age, but that have not yet been diagnosed. Treatment and diagnosis is often hampered by lack of preventative care, lack of insurance and poor access to healthcare.

## Rates of Overweight and Obese Residents

The City's adult overweight and obesity rates are significantly higher than Los Angeles County and the State of California. Specifically, 68 percent of South Gate residents are overweight or obese, compared to 56 percent in both Los Angeles County and the State of California. The rates also have been increasing at nearly twice the rate of Los Angeles County since 1999 thus making obesity a major issues for the City.

## Physical Activity

Overall, residents of South Gate and surrounding cities report a similar or slightly higher amount of physical activity than residents of Los Angeles County and residents of the State as a whole. However, there are some barriers to activity faced by the community. According to research by LACDPH, a slightly higher than average proportion of the population reports that their level of physical activity is limited due to poor mental or physical health. Generally, the City has a very good pedestrian network, however there are some parts of the City where walking and bicycling is curtailed because of large physical barriers (i.e., major roadways with high traffic volumes, the Los Angeles River and I-710) that cut off neighborhoods from each other and some sidewalks are in need of repair.

Another limit to physical activity is the 30 minutes or more a day South Gate residents spend commuting to work. This commute time is higher than both the national average of 25.0 minutes and the Los Angeles County average of 28.7 minutes. Long commute times reduce the amount of time available for physical activity as well as levels of community involvement. Another limiting factor on activity levels is restricted access to recreational and open space in South Gate as is shown in Figure HC 1. Only 28.3 percent of parcels are within ¼ mile of a park and the City has only approximately 1.5 acres of park per

thousand residents, just half the 3 acres per thousand recommended by the State. Lastly, South Gate does not have a well-developed bicycle network or infrastructure, a fact which limits the ability of residents to use bicycles for commuting, daily needs, or recreational purposes.

## Nutrition

As noted above, South Gate has higher than average rates of obesity and overweight residents and poor diet is likely a significant cause of this trend. According to a survey prepared by the LACDPH, children in South Gate eat more fast food and adults eat less fruits and vegetables than residents of Los Angeles County as a whole. One reason people may consume higher levels of unhealthy food is that it is often cheaper and easier to access than healthier food options. As is shown in Figure HC 2, South Gate has a significant number of retailers selling food with low nutritional values distributed throughout the City while healthy food sources are more limited both in number and proximity to residential parcels. Where grocery stores do exist in the City, residents feel they carry lower than average quality food products. That said, there are some good options for purchasing healthy foods, including the Farmer's Market in South Gate Park that sells fresh fruits and vegetables, although the hours this resource is available are limited.

## Transportation Safety

Based on data provided by the South Gate Police Department, there were a total of 6,214 traffic collisions in South Gate from 2003 to 2007. Of these, 1,091 (about 218 per year) involved injuries and 15 (about 3 per year) resulted in fatalities. The location of these accidents are shown in Figures HC 3 and HC 4. The majority of injury and fatality incidents occurred on South Gate's high-volume streets, most notably Firestone Boulevard, but also along Garfield Avenue, Tweedy Boulevard, Long Beach Boulevard, and Tuba

and Santa Fe Avenues. Other accidents with injuries are spread throughout the City. Pedestrian accidents (though not fatal pedestrian accidents) were concentrated on Tweedy Boulevard, where there is high pedestrian traffic.

## Air Quality

South Gate is fortunate to experience less air pollution than its inland neighbors, primarily because of prevailing winds that blow air pollution inland. Over the last several years, the City rarely exceeded the federal standards for ozone, although it was somewhat more likely to be subject to high levels of particulate matter. At the same time South Gate's reported rates of adult asthma, childhood asthma and chronic respiratory illness are all lower than average for Los Angeles County and the rest of California. While this is good news for South Gate, there are some concerns about air quality and respiratory illnesses. One concern is that cases of asthma may be underreported as a result of residents' restricted access to health care. Respiratory disease data is collected for the San Antonio Health District in general, and thus does not identify whether there are specific pockets within South Gate that have higher instances of respiratory problems. Additionally, 15 percent of residential parcels in the City are within 500 feet of heavy industrial lands (see Figure HC 5) and 19.4 percent of residential parcels are located within 500 feet of freeways and designated truck routes (see Figure HC 6). Residents of these parcels may have a higher risk of cancer or lung disease.

## Access to Healthcare

Residents of South Gate have lower than average access to insurance and health care facilities. With 32 percent of adults and 12 percent of children uninsured, South Gate and surrounding cities have about 50 percent more uninsured residents than the county as a whole. South Gate's high rate of uninsured residents is a public health problem with wide-ranging negative impacts resulting from lack of treatment for treatable diseases and lack of preventative care. Even if residents are insured, there are a limited number of health care facilities in the City. There are no hospitals in South Gate, though there are some relatively close by. Close-by facilities include St. Francis Medical Center in Lynwood, the Bell Gardens Health Center, Downey Regional Medical Center, and AltaMed Health Services in Pico Rivera. The Martin Luther King-Harbor Hospital in Los Angeles had been one of the closest full-service hospitals to South Gate, but it closed in late 2007.

## Social Capital and Mental Health

Compared to other jurisdictions, South Gate residents are under higher than average economic stress, resulting from relatively low incomes, high unemployment rates, difficulty in finding adequate and affordable housing and concentrations of poverty within certain areas of the City. Even with these pressures, South Gate residents have a high level of community involvement and strong family and community networks and support systems, which can have a positive impact on mental health. This is evidenced by the high number of people who participate in some form of community activity, including participation in school activities, sports programs sponsored by the City, and civic organizations.



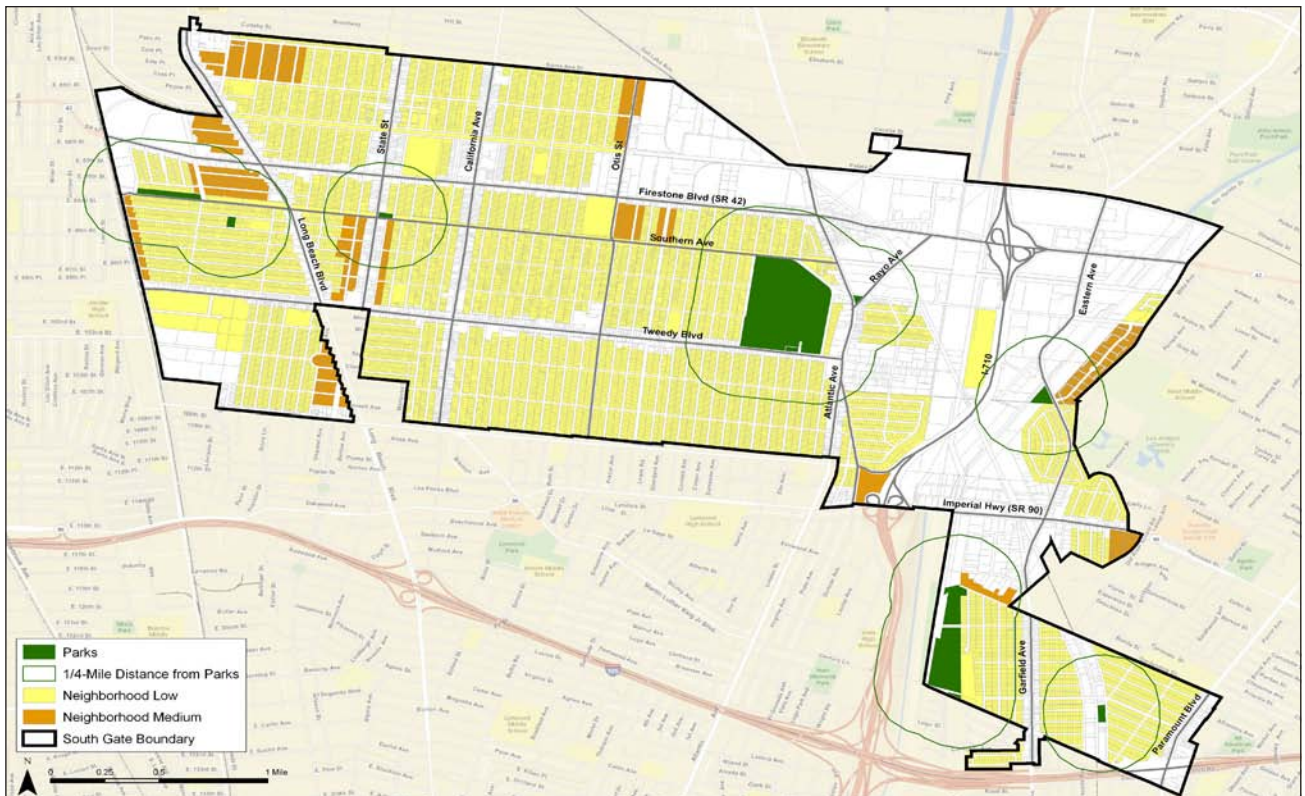


Figure HC 1 Parcels with 1/4 mile of parks.

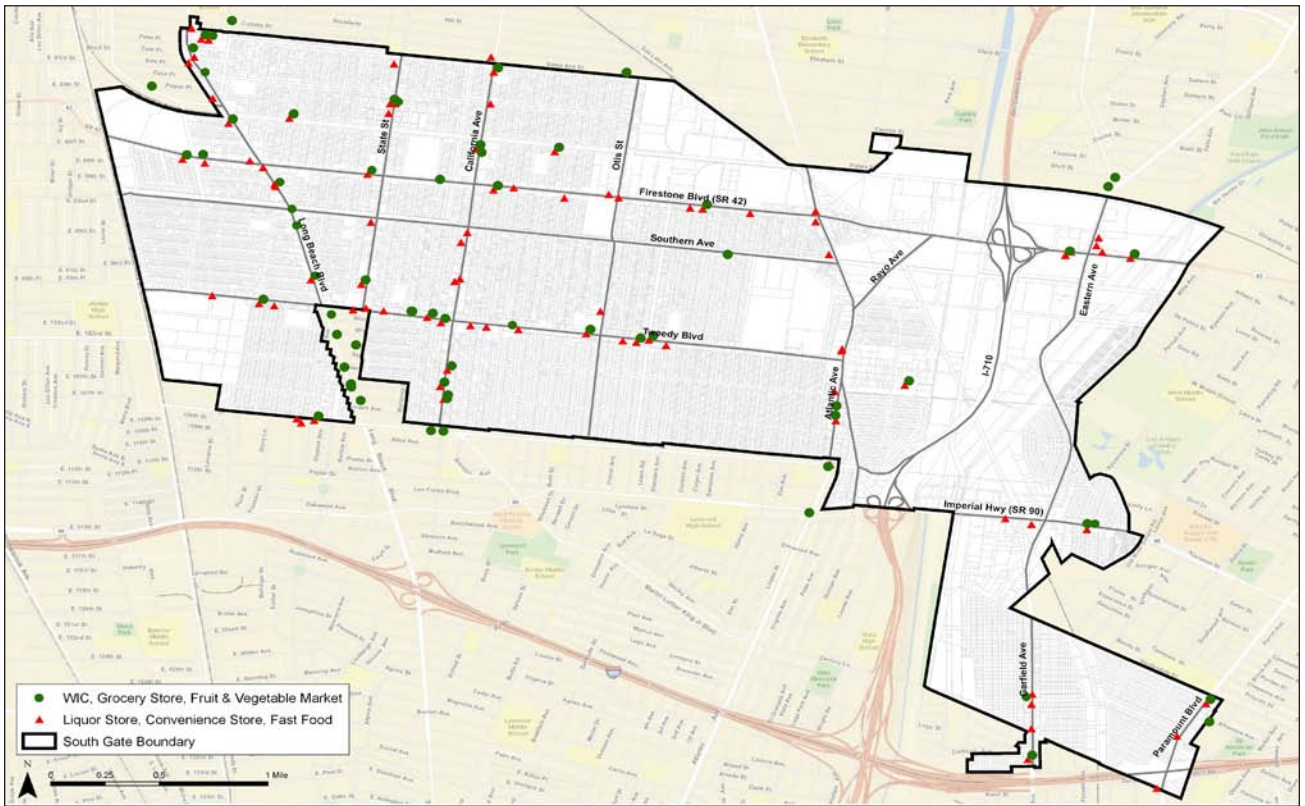


Figure HC 2 Location of healthy and unhealthy food sources.

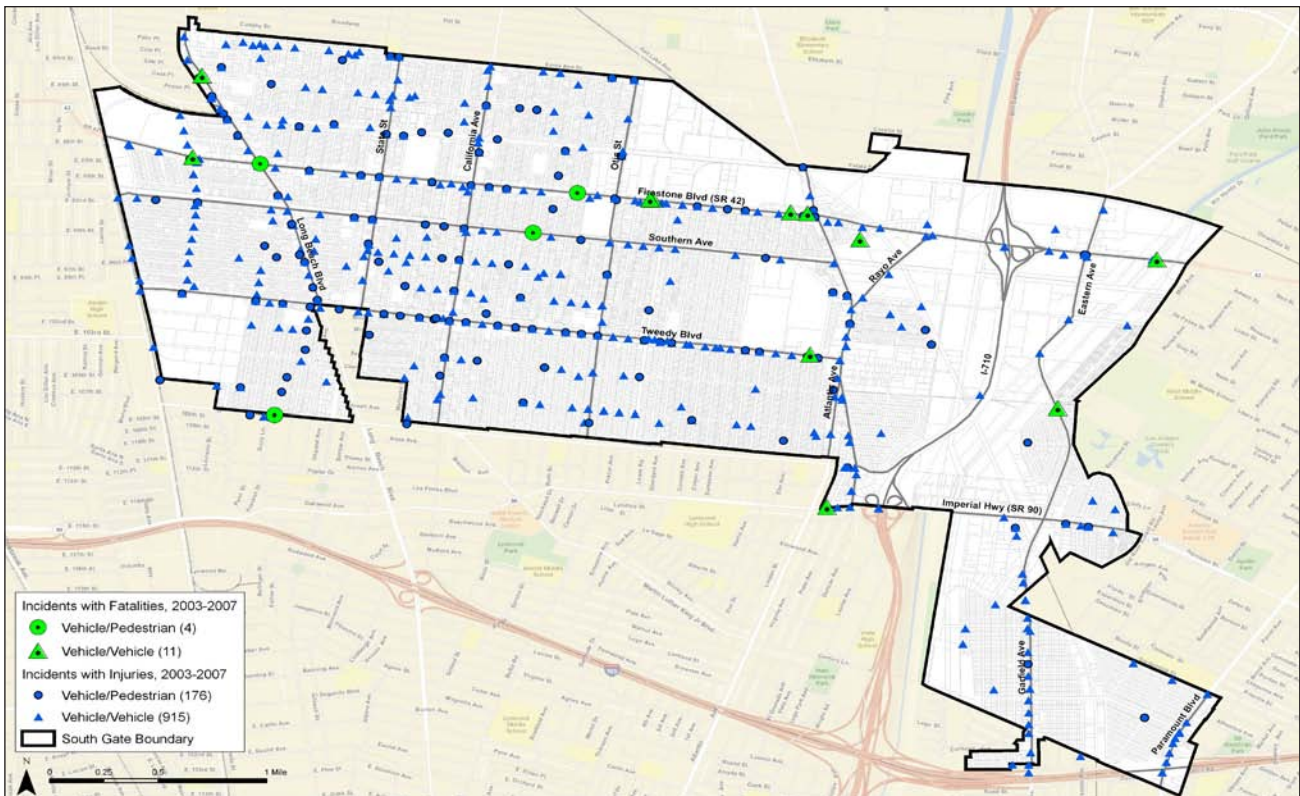


Figure HC 3 Locations of incidents with injuries or fatalities (2003-2007).

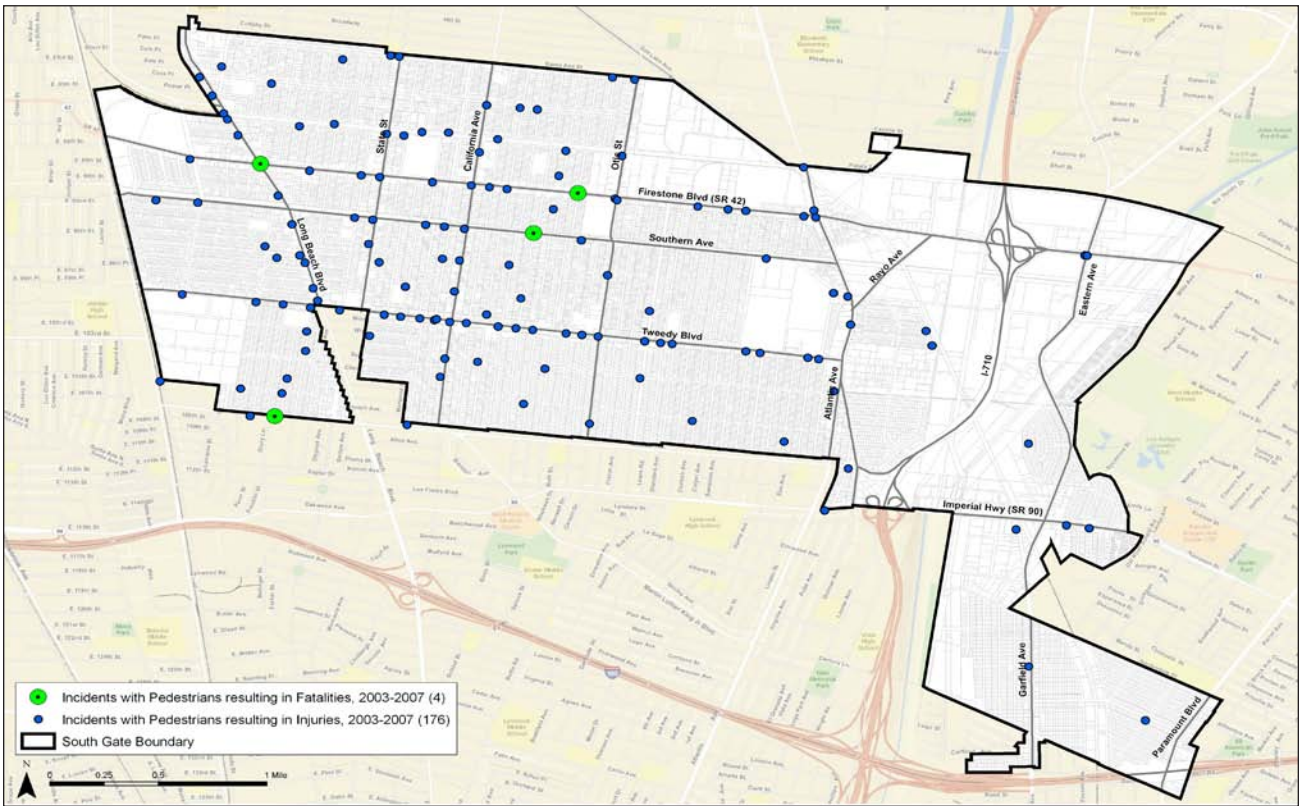


Figure HC 4 Fatalities and injury incidents involving pedestrians (2005-2007).

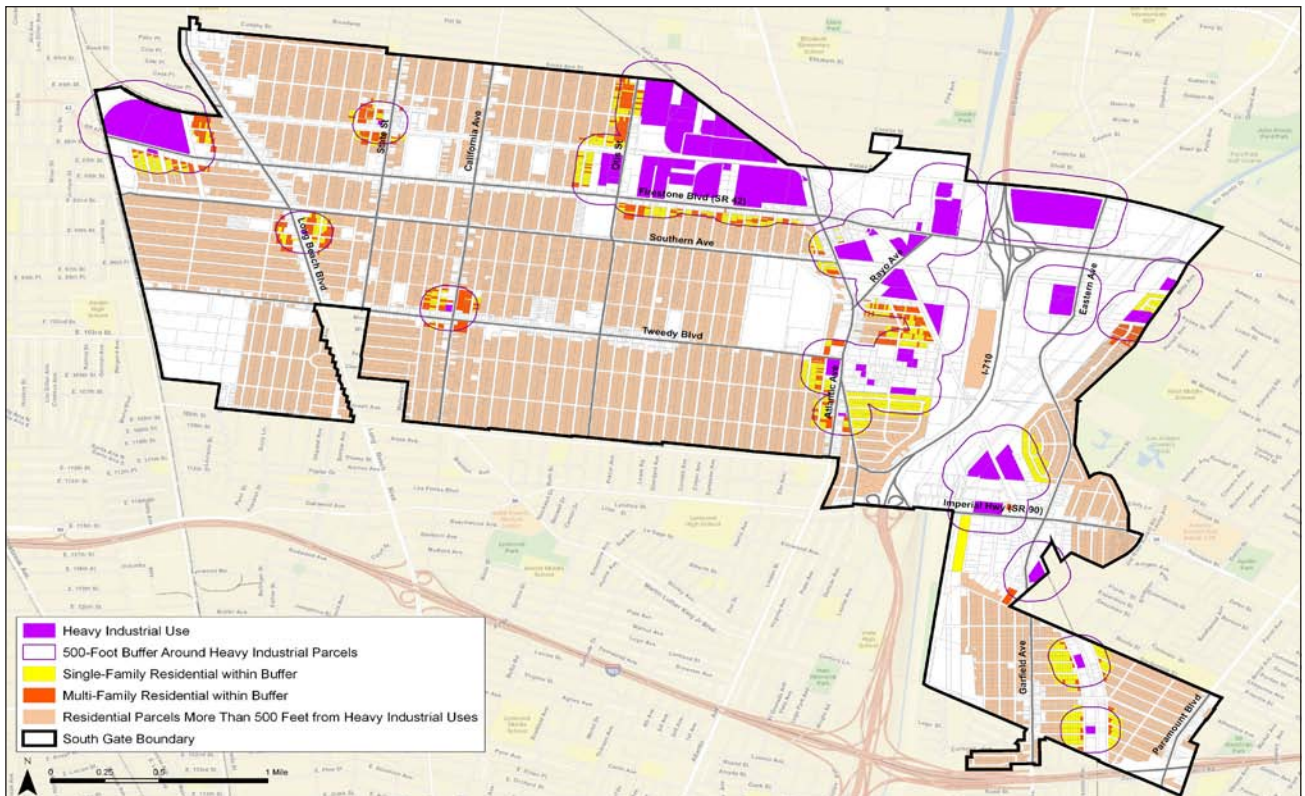


Figure HC 5 Parcels within 500 feet of heavy industrial uses.

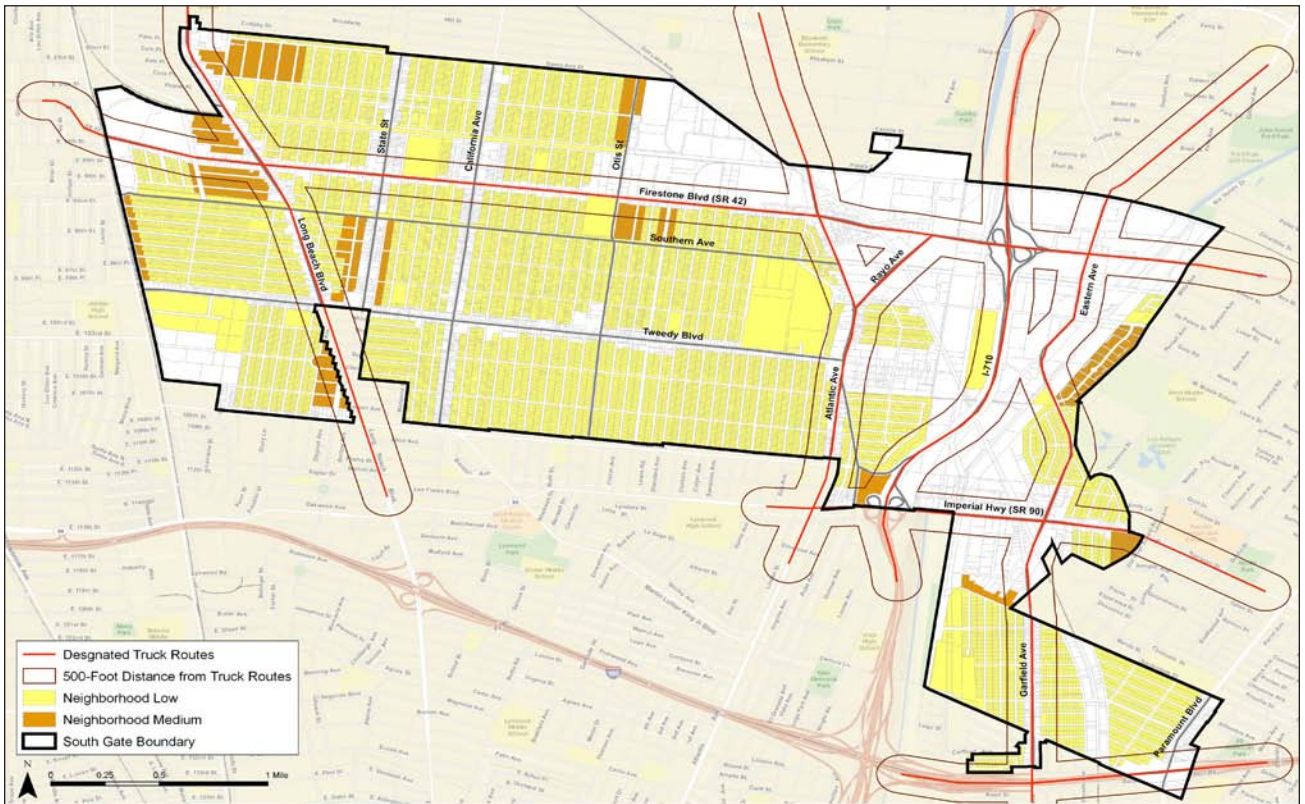


Figure HC 6 Parcels within 500 feet of a designated truck route.

# KEY ISSUES AND CHALLENGES

The Existing health conditions in South Gate suggest several key issues and challenges that should be addressed in the Community Health Element. These issues are summarized below.

## High Rates of Overweight and Obese Residents

South Gate has high overweight and obesity rates that undoubtedly contribute to its high number of residents who report being in poor health. Overweight and obesity rates are influenced by levels of physical activity and access to nutritious foods.

## Barriers to Physical Activity

South Gate residents report being relatively physically active. However, many transportation corridors – such as roadways, freeways and train tracks – are difficult and dangerous for pedestrians to cross and thus discourage physical activity. In other parts of the City, the traditional street grid has been replaced with giant blocks of industrial or commercial buildings, creating areas that are unattractive and unpleasant for walking. Streetscapes in various parts of the City are not inviting to pedestrian activity. Residents' ability to bicycle, walk, and exercise for recreation is also limited by a relative lack of parks and recreation facilities, a cohesive bicycle network, and the distance many South Gate residents must travel to reach such facilities.

## Lack of Access to Nutritious Foods

There is a general lack of access to healthy foods in South Gate. This has impacts on overall community health in the City, as evidenced by the high rates of obese and overweight residents. A significant number of the food outlets, grocery stores, restaurants and other food purveyors in the City offer food choices of limited quality, freshness, and nutritional value.

## Lack of Access to Health Care

Access to health care is a major health policy issue in South Gate. Many people cannot afford health care, and there is a limited number of health providers in the area. A lack of access to health care can exacerbate diseases like heart disease or diabetes, which is already diagnosed at higher-than-average rates in South Gate.

## Unsafe Streets for Walking, Driving, and Cycling

There are concerns about pedestrian and vehicle safety in South Gate as a result of the number of pedestrian/vehicle accidents along the City's largest streets. This is especially true of areas with high pedestrian and vehicle traffic.



**Some streets in South Gate are designed primarily for vehicles and provide little space for pedestrians and cyclists. These streets are locations with high traffic collision rates.**

## Poor Air Quality

Though South Gate has better ambient air quality and lower than average reported rates of respiratory disease than elsewhere in the region, many South Gate residents live near sources of air pollution – heavy industrial lands, truck routes or freeways – that contribute to respiratory illnesses. It is also possible that the City's lower than average level of access to health insurance, information and care leads to under-diagnosing and under-reporting of respiratory disease.

## Vulnerable Populations

South Gate has a high proportion of residents that are considered especially vulnerable to public health risks, including children, the elderly, the disabled, recent immigrants, and those in poverty. In general, children are especially susceptible to asthma from air pollution and the elderly and disabled can be socially isolated and less physically active. Recent immigrants face health risks from overcrowding, and may also be less likely to seek health services out of fear of legal repercussions due to their immigration status. Poverty consistently co-migrates with a wide variety of negative health outcomes.

## Safety Issues Due to Seismic Events

South Gate is located in the seismically active Los Angeles area and thus the City and its residents are susceptible to disasters resulting from earthquakes. As referenced above, The City of South Gate Natural Hazards Mitigation Plan, adopted October 26, 2004 and amended May 13, 2008, includes much of the background and policy direction for addressing this issue.

# KEY HEALTHY COMMUNITY CONCEPTS

The purpose of the Healthy Community Element is to address South Gate’s key health issues and challenges. The following key concepts have informed policy in the Healthy Community Element, and are intended to address South Gate’s key health issues and challenges.

## Promote Land Use and Transportation Decisions that Support Healthy Lifestyles

The development patterns of the City – how the land uses are arranged, the urban form is constructed, and the streets designed – should encourage people to drive less, walk more, and have greater access to healthy food. This can be achieved by focusing development in mixed use districts and along major transit corridors, constructing a diverse mix of uses throughout the City and providing neighborhood retail and services within the majority of residences. It can also be achieved by creating attractive and safe pedestrian and bicycle facilities and by promoting high-quality transit service. Many of the land use,



**Proximity to parks, perceived safety, and the presence of others exercising have been strongly correlated with increased levels of physical activity.**

urban design and transportation policies relevant to health are included in other elements of the General Plan. For this reason, the Healthy Community Element includes a table of the General Plan's policies and implementation actions with the strongest health benefits (see Table HC 1).

### Buffer Sensitive Uses from Pollution

Sources of pollution should be sufficiently buffered from sensitive uses, which include schools, residences, hospitals and health care facilities, and childcare or eldercare facilities. The main sources of pollution that should be buffered from sensitive uses are freeways, truck routes, dirty industrial uses, and concentrations of hazardous or toxic materials.

### Provide Easy and Affordable Access to Nutritious Foods

The City should encourage increased access to affordable nutritious food for all residents, particularly children. As a model employer, the City should make sure that healthy food choices are available in all City facilities. The City should also work to retain and ex-



**General Plan policies are designed to buffer sensitive land uses – homes, schools and senior facilities – from sources of air pollution such as heavy industrial areas and high-volume roads.**

pand access to existing healthy food retailers, such as grocery stores and the farmers' market. It should use economic development, land use, and other incentives to attract new retailers and encourage the selection of healthy food options at restaurants, stores, and other food vendors that already exist in the City. The City should also support the creation of community gardens and farmers markets throughout the City.

### Make City Actions a Model for Good Health

The City should lead the charge to make South Gate citizens healthier. It should sponsor events that raise awareness of healthy lifestyle choices, inform citizens of the resources available for them to improve their own health, and sponsor programs that help municipal employees to live healthier lifestyles, such as serving nutritious food at all city-sponsored events.

### Focus on Preventative Care

There are many ways in which preventative care, which increases residents' chance of staying healthy, is encouraged in the General Plan and the Healthy Community Element. First, as is mentioned elsewhere, the City will make land use and transportation decisions that encourage physical activity and access to healthy food. Second, the City will cooperate with local agencies to promote access to health care and regular doctors visits. And third, the City will sponsor health-oriented events, activities and programs so that city employees and residents have a better understanding of how to make healthy lifestyle choices.

### Strengthen Social Networks through Land Use Decisions

The City should foster the continuation and creation of strong family, community and civic networks. The City, community groups, religious organizations, and neighborhood associations can provide places for residents to meet, organize, learn and socialize. These activities increase social capital, which has positive cross-cutting physical and mental health benefits.

### **Promote Access to Health Care.**

South Gate residents should have access to quality and affordable health care. Preventative measures – such as screening for common health problems like diabetes and respiratory illnesses, dental care, vaccinations – should be widely available and promoted. Although, the City does not directly provide health care, it should explore how it can promote access to health care. The City should attract a wide range of health care providers – including hospitals, clinics, e-health outlets, mobile health facilities, and pharmacies – to locate in the City. It should also sponsor events and work with other organizations and agencies to facilitate residents to take advantage of low cost insurance, health care resources, and preventative care.

### **Minimize Potential Health Impacts of Natural and Manmade Disasters and Hazards**

The City should promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from natural hazards. It should also lead an effort to plan for natural and manmade hazards that includes residents, public and private sector organizations.



# Goals, Objectives, and Policies

## Goal HC 1:

### High levels of health and well-being for all residents

#### Objective HC 1.1:

#### Establish procedures and collaborations that improve the health of South Gate's residents.

*Policies:*

- P.1** Improving the overall health conditions in South Gate will be a priority for the City.
- P.2** The City should promote and maintain the health and safety of the public through its direct actions, policies, programs, and publications.
- P.3** The City should encourage the participation of individuals, organizations and businesses in supporting the health and safety of the public.
- P.4** The City should collaborate to the extent possible with health care providers in the City on decisions related to public health. These organizations and agencies include the Los Angeles County Department of Public Health, local health clinics, non-profit social service organizations and regional health care providers such as hospitals.
- P.5** The City may seek input from the Los Angeles County Department of Public Health and others on proposed development projects or other land use and transportation decisions to ensure that the decisions achieve positive health outcomes.
- P.6** The City may work with Los Angeles County Department Public Health to develop communication and collaboration between health officials and planners.

#### Objective HC 1.2:

#### Monitor the overall status of health in the community.

*Policies*

- P.1** The City should track the community's health status over time using the indicators presented in the South Gate General Plan Public Health Existing Conditions Report.
- P.2** The City should work with the local school districts to monitor and improve student health over time.

## Objective HC 1.3: Promote preventative care as a means of improving health conditions in the City.

### Policies

- P.1** To the greatest extent feasible, the City will cooperate with other agencies to promote preventative care, including such preventative techniques as regular doctor's visits and pre-natal care, increased physical activity, and enhanced nutrition.
- P.2** The City should support regional and national disease prevention programs, particularly those designed to reduce incidences of asthma, obesity, diabetes, heart disease and cancer.
- P.3** The City should cooperate with regional and national organizations to promote programs to reduce dependence on substances harmful to health, including drugs, alcohol and tobacco.
- P.4** The City should support local health care providers and the Los Angeles County Department of Public Health in their efforts to provide low- or no-cost health services to residents in need. Such services might include periodic check ups (e.g. blood pressure tests, diabetes screening, etc.), blood drives and education campaigns about the risk factors, prevention, and treatment alternatives for the most common health problems in South Gate.

## Objective HC 1.4: Promote the City as a health leader for residents and businesses.

### Policies

- P.1** The City will promote healthy lifestyles and activities at government offices and government-organized events.
- P.2** The City should promote the health and well being of city employees through health challenges (e.g. weight loss contests, stop smoking, lunchtime/worktime sponsored events, bike to work days), healthy food choices, and healthy work environments.

- P.3** All new and rehabilitated city buildings should be designed and constructed to improve the health of the workers and visitors. Actions should, at minimum, include:
  - Where practical, locating the building near transit and a diverse mix of uses.
  - Siting the building to encourage walking.
  - Providing secure bicycle parking and other cycling-friendly facilities such as showers and lockers.
  - Using materials that are proven to eliminate negative health impact on employees.
  - Designing internal staircases to be visually prominent and attractive.
  - Designing buildings to allow for high levels of natural light and air.
- P.4** The City will publicize its health-related successes to local employers and the media.
- P.5** The City will encourage local employers to adopt healthy living/healthy employee programs and practices.



**General Plan policies actively promote development near existing and future transit. Locating near transit reduces driving rates and increases the likelihood of residents receiving the minimum recommended levels of physical activity.**

## Goal HC 2: Land use patterns and transportation systems that encourage physical activity, promote healthy living, and reduce chronic illnesses

### Objective HC 2.1: Promote land use patterns that encourage physical activity and healthy lifestyles.

#### *Policies*

- P.1** The City should make land use and urban design decisions that promote physical activity, promote access to nutritious foods, and reduce air pollution.
- P.2** The City will recognize and actively promote goals, objectives, and policies in the Community Design Element that achieve positive health outcomes. These include the following:
  - Revitalizing Tweedy Mile with new retail, residential and upper-story office uses.
  - Redeveloping the Corridors and Districts with a diverse mix of higher-intensity uses.
  - Building higher density development near existing and proposed future transit.
  - Enhancing existing neighborhoods with walkable streets, a diverse mix of housing types, and neighborhood services (such as stores, recreational facilities, and child-care) within walking distance. This could also include promoting building designs that enhance opportunities for defensible space.
  - Creating new mixed use districts throughout the City, such as the Community College District, the Civic Center District and the El Paseo/South Gate Towne Center District.

(See Table HC 1 for a list of key policies in the Community Design Element that impact health outcomes.)

### Objective HC 2.2: Enhance existing neighborhoods to create safe and attractive places for recreation and exercise.

#### *Policies*

- P.1** The City will seek to increase its amount of parks, trails, open spaces and green spaces —which are important tools for increasing levels of physical activity and reducing the incidence of chronic illness.
- P.2** The City will strive to make its recreational facilities accessible to all South Gate residents.
- P.3** The City will actively promote and implement the policies in the Green City Element that increase the amount of, and access to, and quality of parks and open spaces in South Gate.
- P.4** The City will continue to work with the local school districts to implement and maintain the Beyond the Bell program for after-school use of school facilities for playing fields, park spaces and other activities.
- P.5** The City will work with public and private civic institutions to incorporate healthy public spaces into significant new development projects and planning efforts throughout the City, as defined in the Green City Element.

(See Table HC 1 for a list of key policies in the Green City Element that impact health outcomes)



**Expanding parks and open spaces is a critical part of improving health outcomes in the City.**

**Objective HC 2.3:**  
**Improve the transportation system to increase opportunities for physical activity and healthy lifestyles and reduce residents' reliance on cars.**

*Policies*

- P.1** The City will promote and support transportation decisions that reduce driving and increase rates of transit use, walking and biking, recognizing that local and regional transportation decisions impact the health of South Gate's residents and workers.
- P.2** The potential positive and negative health impacts of new transportation projects should be considered prior to approval by the City Council.
- P.3** The City will actively promote the goals, objectives, policies and actions in the Mobility Element that encourage positive health outcomes. These include the following:
  - Creating a connected, balanced and integrated transportation system
  - Improving local transit
  - Working with regional transit authorities to improve service and access
  - Encouraging walking, biking and transit use
  - Updating street standards to include, where necessary, sidewalks, bicycle facilities, landscaping, safe crosswalks and other design features that promote walking, biking and transit use
- P.4** The City will promote transit- and pedestrian- oriented development throughout the City.
- P.5** The City will implement policies and programs that encourage the use of bicycles and walking as alternatives to driving and as a means of increasing levels of physical activity.

(See Table HC 1 for a list of key policies in the Mobility Element that impact health outcomes)

**Goal HC 3:**  
**Excellent pedestrian and bicycle networks throughout the City**

**Objective HC 3.1:**  
**Create a high quality pedestrian network in all areas of the City so that residents can safely walk to their destinations.**

*Policies*

- P.1** Creating a continuous, safe, and attractive pedestrian environment should be a key strategy for improving community health.
- P.2** The policies and actions in the Mobility and Community Design Element that create an improved pedestrian environment will be implemented.
- P.3** Walking will be considered an integral mode of transportation for the City's circulation network.
- P.4** The City will balance the needs of pedestrians and cyclists with the needs of motor vehicles in decisions made about the transportation network.
- P.5** To the extent that funding is available, the City will maintain sidewalks to protect public safety and create a visually attractive environment.
- P.6** The City will improve unsafe and unattractive pedestrian areas, as resources become available. The City will promote streets as public, pedestrian oriented places through the appropriate placement of new buildings, parked cars and garages.
- P.7** New development projects and public infrastructure projects will be required to provide safe and direct pedestrian connections to transit stops.
- P.8** Private development on street frontages that do not currently include sidewalks will be required to install sidewalks in front of the property when new development occurs.
- P.9** The City will allow sufficient pedestrian cross times, particularly for the elderly and strollers, when setting traffic light timing.

## Objective HC 3.2: Create a citywide bicycle network that enables cycling to be used for both recreation and transportation.

### *Policies*

- P.1** Creating a continuous, safe, and attractive cycling network that connects all the City's neighborhoods and districts will be an important strategy for improving community health.
- P.2** The City will implement the policies and programs in the Mobility Element that provide for an extensive, safe and complete bicycle network that connects all the City's neighborhoods and districts.
- P.3** The City will balance the needs of bicycles with the needs of motor vehicles in all transportation and public works decisions.
- P.4** The City's bicycle network should be safely and directly connected to the regional bicycle network and the bicycle networks of adjacent jurisdictions.
- P.5** Where feasible, bicycle lanes and other bicycle facilities will be included as part of street improvement projects.
- P.6** The City will support regional efforts to increase cycling as a transportation alternative.
- P.7** The City will encourage or require a sufficient quantity of well-placed bike parking in all new development.

(See Table HC 1 for a list of key policies on walking and cycling in the Mobility and Community Design Elements that impact health outcomes.)



The General Plan is recommending a network of bicycle facilities, such as the one pictured above, across the City. These would include multi-use trails, bicycle boulevards and dedicated bicycle lanes.

## Goal HC 4: A safe transportation system

### Objective HC 4.1: Reduce traffic crashes in the City.

#### *Policies*

- P.1** The City should strive to maintain and improve the safety of the transportation system through implementation of the policies in the Mobility Element and other actions, as necessary.
- P.2** The City should monitor and, to the extent feasible, improve traffic safety and reduce the potential for traffic accidents through design and education improvements.
- P.3** The City should work to improve areas with a high incidence or risk of pedestrian/vehicle and bicycle/vehicle collisions.
- P.4** The City will encourage and support education campaigns on traffic and bicycle pedestrian safety.



Improving safety around schools by reducing traffic volumes and speeds is an important part of creating a healthier city.

## Objective HC 4.2: Improve pedestrian, bicycle and vehicle safety around schools in South Gate.

### *Policies*

- P.1** The City will pursue and support Safe Routes to Schools programs.
- P.2** The City will work to implement traffic calming in areas immediately around schools.
- P.3** The City will, where feasible, work with the Los Angeles Unified School District (LAUSD) and the East Los Angeles College (ELAC) District to improve transportation safety around schools.
- P.4** The City will encourage the creation of “Walking School Bus”/“Biking School Bus” programs, where parents take turns accompanying a group of children to school on foot or via bike.
- P.5** To the extent possible, the City will prioritize safety and roadway improvements around schools as funding is available.



“Walking school buses” have the co-benefits of increasing the physical activity levels of students, reducing the amount of driving, and reducing sources of air pollution.

## Goal HC 5: Safe, convenient access to healthy foods for all residents

### Objective HC 5.1: Encourage safe, convenient opportunities to purchase fresh fruits, vegetables and healthy foods in all neighborhoods.

### *Policies*

- P.1** The attraction and retention of high quality grocery stores and other healthy food purveyors should be pursued as an economic development strategy for the City. Healthy food outlets include full-service grocery stores, regularly-held farmer’s markets, fruit and vegetable markets, and convenience stores or corner stores that sell a significant proportion of healthy food.
- P.2** The City, to the extent possible, will seek to increase city-wide access to healthy food choices, such that every residential parcel is within ¼ -mile of a healthy food outlet.
- P.3** The City should expand access to certified farmers markets. This includes working to expand the hours of the existing farmer’s market, pursuing new farmers markets in transit-accessible locations, supporting expanded transit service to bring residents to and from the farmer’s markets, and allowing farmers markets on public property at minimal cost to the vendors.
- P.4** Partnerships between local merchants and farmers’ markets to increase the availability of healthy food choices in South Gate’s stores will be supported and encouraged by the City.



Farmer’s markets are just one way of increasing access to health foods.

## Objective HC 5.2: Encourage and support healthy eating habits and healthy eating messages.

### *Policies*

- P.1** The City should provide healthy food options at all municipal buildings and at city events where food is made available by the City.
- P.2** The City should explore partnering with the local school districts to create or implement educational programs for kids about healthy eating, such as edible school yards and healthy cooking classes.
- P.3** The City should encourage local employers to provide healthy food options for employees in vending machines and at private events.



**Unhealthy food sources, such as fast-food restaurants, should be limited and healthy food sources, such as the farmers' market pictured earlier, should be encouraged.**

## Objective HC 5.3: Avoid concentrations of unhealthy food retailers and liquor stores within the City.

### *Policies*

- P.1** The City will encourage LAUSD, ELAC and others to provide healthy food choices within schools and to minimize the sale of carbonated beverages, processed foods, and foods containing partially hydrogenated oils (e.g., trans fats).
- P.2** New drive-through restaurants should be discouraged from locating near public and private schools.
- P.3** The City will avoid concentrations of liquor stores in all areas of the City.
- P.4** The City will continue to update or enforce tobacco control laws that pertain to location and retailing practices, smoking restrictions and smoking-free home and workplace laws.
- P.5** The City will encourage the expansion of tobacco and alcohol abuse cessation and treatment services for South Gate residents. This may include building partnerships, educating the public about local services and working to locate these services in appropriate areas of the City.

## Objective HC 5.4: Provide opportunities for community gardens and local food production.

### *Policies*

- P.1** The City will support the use of public and private vacant lots, including school yards, for community gardens, as feasible or appropriate.
- P.2** The City will strive for community gardens to be evenly distributed throughout the City.
- P.3** Residents will be allowed to grow food (fruits and vegetables) in rear yards so long as there are not significant negative impacts to adjacent property owners.
- P.4** New residential and non-residential buildings will be encouraged to use "green roofs," which allow for growing plants, stormwater retention, and reduced heat island effect.

## Goal HC 6: Affordable and high-quality health care and social services for City residents and employees

### Objective HC 6.1: Improve access to health care for all.

#### *Policies*

- P.1** To the extent feasible, the City should support efforts that increase the number of residents with health care coverage over the time horizon of the General Plan.
- P.2** The City will encourage health care service providers in South Gate to provide services in a way that is culturally sensitive and linguistically appropriate for the members of the community.

### Objective HC 6.2: Encourage a wide range of health care facilities throughout the City.

#### *Policies*

- P.1** The City will actively pursue the development of one or more hospitals or other major medical facilities in the City, and may provide economic incentives to attract them. Such facilities should be seen as part of the City's overall economic development strategy. If possible, the City should pursue relationships with training and research institutions.
- P.2** The City should explore the development of mobile or neighborhood-based health care facilities and services in South Gate. (e.g. E-Health Care, Clinics on Wheels, etc.)
- P.3** The provision of accessible mental health care facilities and services should be supported by the City.
- P.4** The co-location of health care facilities and related services in "health care hubs" should be supported and encouraged.

### Objective HC 6.3: Increase the number and distribution of childcare facilities throughout the City.

#### *Policies*

- P.1** The City will encourage the development of a range of child care facilities including family day care homes and public and private childcare centers in order to fulfill the needs of South Gate residents and employees.
- P.2** The City should periodically work with local and regional agencies to assess child care supply and demand in South Gate, and will encourage and cooperate, where feasible, with the implementation of programs to address childcare shortfalls.
- P.3** The City will consider allowing density bonuses for development projects that provide childcare facilities.
- P.4** The City may provide child care providers with reduced city fees and taxes, such as the business license fee.
- P.5** The City should coordinate and integrate childcare programs with housing and social programs, wherever feasible.
- P.6** The City will strive to have an equitable distribution of childcare facilities throughout the City.
- P.7** Childcare facilities should be considered as part of the redevelopment of the Gateway Transit Village, the Civic Center District and the Community College District.
- P.8** As a means of reducing vehicle trips, childcare facilities should be located in or near major new employment centers with office and R&D jobs, wherever feasible.
- P.9** The City will incorporate child care programs into City-sponsored recreation activities, wherever feasible.



**South Gate will pursue the development of a hospital in the City. This will provide a needed regional resource and contribute to the City's long-term economic development strategy.**



## Goal HC7: High levels of air quality and improved respiratory health throughout the City

### Objective HC 7.1: Establish land use patterns that reduce driving, enhance air quality, and improve respiratory health.

#### *Policies*

- P.1** Strategies in the Community Design Element that reduce driving rates and improve air quality through land use and urban design will be implemented by the City and other responsible parties. These strategies include transit-oriented development, compact development, an appropriate mix of land uses, a jobs/housing balance, transit oriented development, and walkable streets.
- P.2** The City will discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources – including freeways and polluting industrial sites.
- P.3** Locating new homes, schools, childcare and elder care facilities and health care facilities within 500 feet of freeways should be avoided.
- P.4** If new development of sensitive land uses is proposed within 1,000 feet of potential air pollution sources, or if new development of potential air sources is proposed within 1,500 feet of sensitive receptors, the City will consult the California Air Resources Board’s Land Use and Air Quality Handbook, or a similar guidebook, and seek compliance with its standards.

(See Table HC 1 for a list of key policies that impact air quality and transportation behavior in the Mobility, Community Design and Green City Elements that impact health outcomes.)

### Objective HC 7.2: Encourage and enable transportation behavior that improves air quality and respiratory health.

#### *Policies*

- P.1** The City will implement strategies in the Mobility Element that improve air quality through transportation. These include multi-modal transit, reduction of Vehicle Miles Traveled (VMT) through Transportation Demand Management (TDM), and improved bicycle and pedestrian facilities.
- P.2** For special events at South Gate Park and other community-wide events that draw large numbers of visitors from outside of the City, event sponsors will be encouraged to create off-site park and ride options to reduce driving and traffic congestion around the event. The City will work with the event sponsor to identify an appropriate location of the off-site parking facility and may provide city-owned facilities at little or no cost.
- P.3** The City should support federal, state, and regional agencies in their efforts to reduce exposure to emissions from railroad, truck, and industrial diesel emissions.
- P.4** The City will not designate new truck routes on primarily residential streets.
- P.5** The state regulation that requires school buses and other heavy-duty vehicle operators to turn off their engines if they are idling within 100 feet of a school will be enforced by the City.
- P.6** The City will collaborate with transportation agencies, utilities, and developers to minimize fugitive dust and emissions from construction and maintenance activities.
- P.7** The City will pursue funding for transportation projects that improve air quality. Potential sources include AB 2766 “Local Government Match Program” grants for projects that reduce mobile source emissions and federal Congestion and Air Quality (CMAQ) Improvement funds.
- P.8** The City will promote and support transit improvements or facilities that are powered by electricity, alternative fuels (i.e. CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.

### Objective HC 7.3: Reduce air pollution from stationary sources.

#### *Policies*

- P.1** The City will implement strategies in the Green City Element that improve outside and inside air quality. These include green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.
- P.2** The City should promote and retain non-polluting industry and clean green technology companies to the City's industrial lands.
- P.3** New multi-family residential buildings and other sensitive land uses along designated truck routes or in areas with high levels of localized air pollution should be designed to achieve good indoor air quality through landscaping, ventilation systems, or other measures.
- P.4** The City shall minimize stationary source pollution through the following:
  - Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management District air quality thresholds by adhering to established rules and regulations.
  - Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
  - Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

### Objective HC 7.4: Improve air quality and respiratory health through city programs and operations.

#### *Policies*

- P.1** The City will manage the municipal vehicle fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.
- P.2** The City should encourage local businesses to use alternative fuel vehicles that reduce local air pollution emissions, particularly Particulate Matter 10 and 2.5 (PM10 and PM2.5).

### Objective HC 7.5: Promote measures that will be effective in reducing emissions during construction activities.

#### *Policies*

- P.1** The City will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.
- P.2** All construction equipment for public and private projects will also comply with CARB's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.
- P.3** Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include the following, among others:
  - Minimizing simultaneous operation of multiple construction equipment units.
  - Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures.
  - Watering the construction area to minimize fugitive dust.
  - Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board.
  - Minimizing idling time by construction vehicles.

## Goal HC 8: Reduced risks to the community from earthquakes and other natural and manmade hazards

### Objective HC 8.1: Regulate new development to prevent the creation of new geologic and seismic hazards.

#### *Policies*

- P.1** New underground utilities, particularly water and natural gas lines, will be designed to meet the most current seismic resistant design standards.
- P.2** Soil and/or geologic reports will continue to be required, as appropriate, for development in potentially seismic areas.
- P.3** The City will consider information about geologic hazards whenever making decisions influencing land use, building density, building configurations or infrastructure.
- P.4** The City will continue to require or encourage the retrofitting of existing structures, where appropriate or required by law.
- P.5** All new construction will conform to the Uniform Building Code, which specifies requirements for seismic design, foundations and drainage.
- P.6** To the extent funds are available, structural and non-structural hazards will be abated in city-owned structures.
- P.7** The City will consider the use of Redevelopment funds, if available and legally applicable, to help reconstruct or replace seismically unsafe structures.
- P.8** The Redevelopment Agency should explore financial and other incentives to help private entities replace or upgrade seismically unsafe structures.

### Objective HC 8.2: Establish and maintain an effective emergency response program to respond to disasters and maintain continuity of life-support functions during an emergency.

#### *Policies*

- P.1** The City will follow the policies in the most recently adopted City of South Gate Natural Hazard Mitigation Plan. This plan will be periodically updated by the City.
- P.2** Maintain and improve emergency services outlined in the Natural Hazards Mitigation Plan.
- P.3** The City will continue its participation in the Standardized EMS (SEMS) program and Los Angeles County Emergency Survival Program.
- P.4** The City will continue, to the extent possible, to enhance and strengthen communication and coordinate participation among and within public agencies, citizens, school districts, non-profit organizations, business, and industry to gain a vested interest in implementation.
- P.5** The City will pursue funding resources to assist in implementing hazard mitigation activities.
- P.6** Policies to address hot weather emergencies should be incorporated into the Natural Hazards Mitigation Plan.
- P.7** The City will maintain and regularly update the evacuation routes in the City.

## Goal HC 9: To protect the community from the harmful effects of hazardous materials and waste

### Objective HC 9.1: Minimize South Gate residents' and employees' exposure to hazardous materials and waste.

#### *Policies*

- P.1** The City will regularly update Hazardous Waste Management procedures and actively implement appropriate Hazardous Waste Management policies recommended by the Los Angeles County Emergency Survival Program.
- P.2** The City will enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.
- P.3** The City should monitor the use and release of hazardous materials in the City.
- P.4** The City should, to the extent possible, ensure on a case by case basis that new development near known locations of hazardous waste or materials is suitable for human habitation and does not pose higher than average health risks from exposure to hazardous material.

## Goal HC 10: Improved social capital and community cohesion

### Objective HC 10.1: Increase participation in community events.

#### *Policies*

- P.1** The City will strive to preserve and strengthen social capital by supporting formal and informal social networks in the community.
- P.2** The City will strive to increase rates of participation in community events such as voting, youth activities, adult education, senior activities and family-oriented programs.
- P.3** Information about community events should continue to be distributed to a wide range of community organizations including churches, senior facilities, schools, etc. using existing city-sponsored platforms such as the City website.
- P.4** The City should pursue the following cross-cutting strategies to support social capital:
  - Implement land use policies that reduce commute times.
  - Support policies and programs to beautify neighborhoods.
  - Create public gathering places, such as parks and plazas.
  - Take actions to reduce crime and violence across the City.
  - Support neighborhood watch or policing programs.
  - Support neighborhood associations throughout the City.
  - Actively enforce code violations.
  - Reduce conditions of blight and poverty across the City.

### Objective HC 10.2: Strive to reduce poverty throughout the City.

#### *Policies*

- P.1** Across all levels of city activity, the City should continue to develop and implement programs that reduce poverty and income disparities.
- P.2** The City will actively encourage the provision of employment training, rental assistance, financial training, and other supportive services that enable households to be self-sufficient.
- P.3** The City should work collaboratively with non-profits, government agencies and community groups to identify and ameliorate the symptoms and causes of blight and poverty.

## Goal HC 11: An involved citizenry that participates in implementing the General Plan's vision

### Objective HC 11.1: Provide opportunities for participation in the City's planning process.

#### *Policies*

- P.1** The City should encourage every individual, organization and business in the community to participate in the planning process.
- P.2** Sponsors of development or other major projects in the City should initiate early and frequent communication with the community.
- P.3** The City will work collaboratively with neighborhood associations and other similar organizations to address issues of concern in neighborhoods.
- P.4** The City will provide regular updates about the progress of the General Plan implementation and other planning-related activities through a variety of mechanisms such as the City web site, flyers in water bills or the South Gate Vista.
- P.5** The City should sponsor a bi-annual "town-hall" meeting to provide updates on major city activities that implement the General Plan as well as other city activities as provided for in the Community Design Element (Action CD 16).

### Objective HC 11.2: Create partnerships with key stakeholder to achieve the vision of the General Plan.

#### *Policies*

- P.1** The City should develop partnerships with businesses, property owners, non-profits and foundations to improve the physical and social character of the community.
- P.2** The City should pursue private investments in the City through programs such as the Community Reinvestment Act or other similar programs.

**Table HC1: Highlighted Health-Improving General Plan Objectives, Policies and Actions**

**Community Design Element**

Implementing policies and actions in the Community Design Element will have many positive health benefits. New development in South Gate will be compact and infill, and many policies promote a mix of uses. A compact mix of uses improves local access to goods, services, and jobs increasing walkability and decreasing trip distances. This increases physical activity, which has wide-ranging positive health impacts.

Various policies and actions seek to create an enhanced pedestrian environment and urban fabric, which encourages walking and physical activity. Policies to control the impact of parking on the pedestrian environment can also improve the pedestrian environment and encourage physical activity, as can enhanced bicycle and public transit infrastructure.

Enhancements and improved access to parks, open space, community gardens, and public space will increase physical activity, mental health, and social capital. They also decrease heat islands, which can have a negative impact on health. Active community gardens increase access to nutritious food, as does increased access to grocery stores and other vendors offering healthy food. Limiting residents' exposure to hazardous material, particulate matter and other air pollution from mobile sources like freeways and stationary sources like industrial uses preserves respiratory health, especially among children and the elderly. Finally, green building techniques increase indoor air quality, decrease exposure to toxic materials, and provide increased mental health for inhabitants and users.

| Goals/Objectives   | Policy Content  |
|--|---|
| Objective CD 1.1 Enhance South Gate's role, participation and leadership in the region.  | P.4 calls for city-sponsored or approved projects to be reviewed for, among other things, their public health impact.   |
| 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, including 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, calls for a match between residents and appropriate job types, and limits 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.   |
| 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.<br><br>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 include policies to prevent parking from encroaching on the pedestrian environment and the urban fabric, including placing parking behind buildings, reducing parking heat islands, and discouraging large uncovered lots.  |
| Objective CD 4.5: Locate services and amenities within walking distance of neighborhoods.  | P.1 encourages "complete" neighborhoods, including parks, community gardens, and the availability of nearby goods and services<br><br>P.2 and P.3 encourage pedestrian connections between neighborhoods and neighborhood centers with neighborhood-serving retail, services, and public gathering places.  |

**Community Design Element**

| <b>Goals/Objectives</b>  | <b>Policy Content</b>  |
|--|--|
| Objective CD 5.4: Maintain and enhance the pedestrian-oriented character of the area.  | P.1 to P.8 include guidelines and requirements for enhancing the pedestrian environment along Tweedy Mile.   |
| 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.2 requires parks and open space in any new development over 5 acres.<br>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 CD 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 CD 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 CD 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 in new development.  |
| Objective CD 8.4: Reduce the impact of Manufacturing/ Distribution and Light Industrial/Flex businesses on adjoining land uses.                          | P.7 calls for truck and employee traffic generated by industrial uses to be restricted to designated truck routes.<br>P.8 prohibits truck parking on public streets in non-industrial areas<br>P.9 limits industrial development that produces or deals with toxic substances, or that produces air or other pollution.  |

**Community Design Element – Specific Districts and Corridors**

| <b>District or Corridor</b>               | <b>Policy Content</b>   |
|---|---|
| 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.<br>P.10 the City commits to including public amenities such as parks, plazas and other public spaces.   |
| South Gate College District               | P.4 encourages all new buildings to be certified green buildings.   |
| Gateway District                          | P.1 and P.2 require the City to create specific plan identifying uses to support transit use, and to work with regional transit agencies to promote multi-modal transit.<br>P.3 to P.5 polices call for additional through-streets and pedestrian connections within the district.<br>P.8 discourages expansion of industrial uses in the Gateway District. |
| El Paseo/South Gate Towne Center District | P.7 discourages new truck traffic in the District.  |
| Imperial District                         | P.5 encourages development of a supermarket.<br>P.9 allows for a potential high-density transit village near Imperial Boulevard.  |
| South Gate Triangle District              | P.3 and P.4 encourage increased access to the Los Angeles River and Rio Hondo.  |
| Hollydale Industrial District             | P.3 and P.4 prohibit truck parking and require mitigation of negative effects of truck traffic.   |
| Tweedy Educational District               | P.4 and P.5 encourage enhancement of and increased access to the Los Angeles River.<br>P.6 encourages a park, open space, and joint-use athletic facilities.  |

## Community Design Element – Specific Districts and Corridors

| District or Corridor       | Policy Content  |
|----------------------------|---|
| Ardine Industrial District | P.2 and P.3 require physical buffers from truck traffic and air pollution, and encourage use of rail over trucks to move freight.   |
| Rayo Industrial District   | P.4 and P.5 encourage increased access to the Los Angeles River and the regional trail system.  |
| Firestone Corridor         | P.9 encourages development of a supermarket.  |
| Tweedy Mile Corridor       | Objectives and policies include specific guidelines and requirements for enhancing the pedestrian environment along Tweedy Mile.  |
| Garfield Corridor          | P.2 encourages creation of a business assessment district for streetscape beautification.<br>P.1 and P.6 commit the City to completing an in-progress mixed use project.  |
| <b>Actions</b>             | <p>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.</p> <p>Action CD 3: Create a Density Bonus Program. This program would define ways for project developers to achieve increased density for their projects.</p> <p>Action CD 8: Undertake a Citywide Parking Management Study. Planned topics to be explored include parking pricing and shared parking.</p> <p>Action CD 17: Create a Riverfront Enhancement Plan. Enhancements to the river would encourage its use as an open space and recreational area.</p> |

## Mobility Element

Transportation policies and actions have a major impact on health. An enhanced pedestrian, bicycle, transit and automobile environment – including improved transit service, increased bicycle and pedestrian access across barriers, and other safety and facility improvements – can allow for shorter vehicle trips, more walking to transit and other destinations, and more bicycling, all of which provide physical activity. An increase in mixed use and transit-oriented development supports transit and walking, and limiting the negative effects of parking on the pedestrian environment also encourages walking and physical activity. Street widenings could increase automobile or transit levels of service but decrease pedestrian, bicycle or automobile safety. Finally, reducing transportation pollution – through general VMT reductions and targeted reductions in diesel particulate matter from trucks – can increase air quality and respiratory health.

| 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.<br>P.2 and P.3 call for consideration of all modes, including transit, bicycles and pedestrians, in design, operation and maintenance of arterials.  |
| 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>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> <p>P.4 and 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> <p>P.6 encourages enhanced pedestrian and bike access to regional transit.</p> <p>P.7 encourages publication of bike and pedestrian maps and resource materials.</p> <p>P.8 encourages coordination with neighboring jurisdictions in provision of bike and pedestrian facilities.</p> <p>P.9 encourages office, industrial, institutional, and multi-family projects to provide bike parking and facilities.</p> |



| <b>Mobility Element</b>   |  |
|---|--|
| <b>Goals/Objectives</b>   | <b>Policy Content</b>  |
| 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.   |
| Objective ME 2.3: Encourage walking, biking and use of transit, through a variety of supportive land use development and urban design measures. | P.7 calls for the City to support all potential rail transit serving the City, including high-speed rail.  |
|   | P.1 encourages land use and architecture that promotes safety, 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. |
| Objective ME 3.2: Reduce adverse impacts from truck traffic.  | P.7 encourages providing parking without oversupplying.  |
|   | P.1 calls for truck traffic only on appropriate arterials.   |
|   | P.2 calls for truck traffic and new truck ramps to be focused on industrial areas, in such a way as to avoid adverse impacts on neighborhoods.   |
|   | P.4 calls for coordination with regional planning agencies to encourage use of rail along the I-710 corridor.  |
| Objective ME 4.1: Manage parking demand and supply in the City.   | P.5 calls for appropriate signage to direct trucks to truck routes.  |
|   | 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

### Actions

Action ME 1: Implement various street improvements for general circulation. Guidelines include public transit and other transportation modes.

Actions ME 7 Maintain and install truck directional signage throughout the City. Signage is intended to direct trucks to truck routes and limit the negative air quality and safety impacts of truck traffic.

Action ME 8: Work with Caltrans to install appropriate signage on the I-710 freeway. Signage is intended to direct trucks to truck routes and limit the negative air quality and safety impacts of truck traffic.

Action ME 9: Explore Alternate truck route to Firestone Boulevard. An alternate truck route could limit the negative air quality and safety impacts of truck traffic.

Action ME 12: Create a Firestone/Atlantic transit station. The Firestone/Atlantic station would be a hub for multiple transit modes.

Action ME 13: Create an Imperial/Atlantic transit station. The Imperial/Atlantic station would be a hub for multiple transit modes.

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.

Action ME 16: Build park and ride lots. This action commits the City to building park and ride lots, which decrease VMT.

Action ME 17: Provide enhanced bus stop amenities. This action commits the City to certain bus stop improvements.

Action ME 18: Promote the use of transit. This action defines activities to promote transit use throughout the City.

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.

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.

Action ME 22: Install bicycle "hubs." Hubs would be important destinations providing goods, services, and interesting resting points along the bicycle network.

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.

Action ME 24: Modify the city code for bicycle parking. Planned modifications include requiring provision of bike parking and showers.

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.

Action ME 27: Develop procedures for incorporating bike facilities into new development projects. Procedures would define requirements for including bike infrastructure in new development.

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.

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.

Action ME 30: Promote walking in the City. Walking would be promoted by the preparation and distribution of walking route maps and facilities information.

Action ME 33: Implement a city education program on safe travel speeds. This program would be designed to improve traffic safety.

Action ME 34: Develop parking policies and modify parking requirements to restrict the over-provision of on-site parking for private developments.

Action ME 35: Explore the establishment of parking districts in commercial areas. This would implement the "park once" program.

## Public Facilities and Services Element

A mix of land uses and enhancements to biking and walking facilities encourage physical activity through more walking and biking, and joint-use agreements for recreational facilities increase opportunities for recreational physical activity. Additionally, improving treatment of stormwater decreases exposure of City and region residents to toxics and pollution from stormwater run-off.

| Goals/Objectives  | Policy Content   |
|---|--|
| 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.1 encourages joint-use agreements of recreational facilities   |
|   | P.2 encourages safe routes to schools  |
|   | P.3 calls for a mixed use campus for the proposed new high and middle schools on Tweedy Boulevard.   |
| Objective PF 7.2 Encourage coordination between land use planning, site design and stormwater control.  | P.1 to P.6 call for improving the quality of stormwater runoff and treating stormwater on-site when possible.  |
| <b>Actions</b>  | Action PF 3: Pursue Safe Routes to School Grand Funding. Safe Routes to Schools is a proven source of funding with clear benefits for safety and increasing walking and bicycling.                                     |
|   | 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. |

# Implementation Actions

## Action HC 1: Review City codes and ordinances for their impact on health.

Following adoption of the General Plan, the Community Development Department and other relevant departments will review the City's existing codes and ordinances (including the Zoning Code and the Building Code) and make recommendations on how they can be improved to create more positive health outcomes in the City. Topics that should be addressed include:

- Minimum clearances.
- Location of fast food restaurants and liquor stores.
- Standards for improved indoor air quality resulting from pollution such as toxics, VOCs, mold, paint, asbestos, smoking, and other chemicals.
- Encouragement for HVAC systems that achieve high levels of indoor air quality.
- Reduction of dust and other emissions from construction sites and unpaved industrial areas of the City.
- Standards for multi-family buildings that locate along freeways or truck routes or near hazardous materials.
- Standards and regulating mechanisms to limit concentrations of liquor stores.
- Allowances to grow food on parcels within the City.
- Allowances to operate farmers' markets on parcels within the City.
- Internal circulation within buildings to encourage inhabitants to use stairs between floors whenever feasible.
- Reducing barriers to childcare facilities and allowing licensed childcare centers or family childcare facilities by right in all appropriate areas of the City.

## Action HC 2: Create a land development review checklist.

Develop or adopt a land development review checklist to ensure that projects enhance public health outcomes. The checklist should address topics such as the pedestrian environment, building siting, access to transit, access to parks, proximity to healthy food sources and proximity to existing or potential sources of pollution (such as freeways and land uses that use hazardous materials).

**Action HC 3:  
Create guidelines for healthy food at city buildings and events.**

Develop guidelines for the types of foods that should be served at city-sponsored events and in City vending machines. At minimum, the guidelines should require that there are healthy food options available.

**Action HC 4:  
Create City-sponsored programs to address employee health.**

Develop and continually implement a series of health programs and activities for city employees. Such programs could include weight loss challenges, exercise challenges, lunchtime exercise programs, sponsoring bike and walk to work days, and providing transit passes for employees.

**Action HC 5:  
Develop a business attraction strategy to bring more healthy food choices to the City.**

The City's Economic Development Director will develop a program of incentives to locate, establish and expand new and maintain existing grocery stores and other healthy food purveyors. Part of this strategy will be to strive, to the extent possible, for an equal distribution of healthy food stores throughout the City.

**Action HC 6:  
Develop a business attraction strategy targeted towards hospitals and health care facilities.**

The City's Economic Development Director will pursue a program of incentives and outreach to attract a hospital and/or health care facilities to the City.

**Action HC 7:  
Update the Natural Hazards Mitigation Plan.**

Implement the actions of the plan maintenance chapter of the Natural Hazards Mitigation Plan and incorporate modifications to the Natural Hazards Mitigation Plan recommended by FEMA Region IX.

**Action HC 8:  
Create an inventory of health resources in the City.**

Work with the Los Angeles County Department of Public Health and other service providers to create and regularly update a list of health resources in the City. The information should be both available in print form and included on the City website.

**Action HC 9:  
Hold an annual health fair.**

Host an annual Health Day Fair with information, health care screenings and services, and activities celebrating an active lifestyle. The event should be sponsored by the City and involve a wide range of service providers. The health fair should have a strong focus on preventative health care, healthy eating and active living.

**Action HC 10:  
Analyze unsafe pedestrian and cycling areas.**

The Public Works Department and the Police Department will analyze the locations of crashes involving pedestrians or cyclists over the last several years, attempt to identify the causes of the collisions and develop a priority list of future physical improvements. The City should also include on the priority list areas where it deems there to be a high risk of pedestrian or cyclist danger, even if collisions with cars have not yet occurred. This priority list should be incorporated into the City's Capital Improvement Plan.

**Action HC 11:**  
**Establish bike parking standards.**

The City's Community Development Department will establish standards for bike parking to be included as part of new commercial, mixed use and multi-family development. The standards should include incentives or requirements for a minimum number of short-term and long-term bike parking spaces, guidance on how bike parking requirements should interact with car parking requirements, and guidelines or requirements for the location of bike parking.

**Action HC 12:**  
**Adopt a city ordinance to limit diesel truck idling.**

The City will adopt an ordinance that limits diesel truck idling in certain circumstances and locations. In addition to reinforcing the statewide regulation that prohibits heavy vehicles to idle within 100 feet of a school, the ordinance could pursue such strategies as establishing truck routes to minimize diesel truck idling, limiting idling by construction vehicles, or limiting idling by transit vehicles.

**Action HC 13:**  
**Create a streamlined process for childcare permits.**

Upon adoption of the General Plan, the City will amend and simplify the procedures for obtaining a childcare permit. As part of this effort, the City will create a brief guide for opening a childcare center or home childcare facility in South Gate. The document should include a checklist of the relevant state, county, and local planning, building, safety, fire and business license requirements that are needed to open a childcare facility in the City.