SOUTH GATE PLANNING COMMISSION
REGULAR PC AGENDA

Tuesday, May 5, 2026 at 6:30 p.m.

SOUTH GATE COUNCIL CHAMBERS
8650 CALIFORNIA AVE
SOUTH GATE, CA 90280

VIEW MEETING LIVE ONLINE AT:
HTTPS://YOUTUBE.COM/@SOUTHGATECA90280

1. Call To Order

2. Pledge of Allegiance

3. Roll Call

4. City Officials

CHAIRPERSON
Lizette Ruiz

VICE CHAIRPERSON
Daisy Prieto

COMMISSIONERS
Mayra Castaneda
Jimmy Ozaeta
Margarita Valenzuela

5. Report On Posting

I, Javier Barraza, Special Projects Coordinator, certify that a true and correct copy of the foregoing meeting agenda was properly posted on May 1, 2026, seventy-two hours prior to the scheduled meeting, as required by law.

6. Meeting Compensation Disclosure

Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by the Planning Commission is $125.00 per meeting.

7. Consent Calendar

Business items, except those formally noticed for public hearing or require discussion, are placed in

the Consent Calendar. Any Commissioner may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items remaining on the Consent Calendar will be approved in one motion unless another action is taken. The Chair will call on anyone wishing to address the Commission on any Consent Calendar item, which has not been pulled for discussion.

A. **PLANNING COMMISSION MINUTES FOR APRIL 7, 2026**
The Planning Commission will consider approval of the minutes for the Regular Planning Commission meeting of April 7, 2026.

Documents:

PC Minutes 04.07.26.pdf

8. Public Hearings

Public hearings are those items formally noticed under the requirements of South Gate Municipal Code Section 11.50.020. The Planning Commission shall hold a public hearing and make required findings to either approve, approve with conditions, or deny an application by adopting a resolution.

A.

CONDITIONAL USE PERMIT (CUP NO. 26-01) AND SITE PLAN AND DESIGN REVIEW (PL NO. 26-0007) FOR A "GREEN OPERATION," PARKING FOR A COMMERCIAL FLEET OF BOX TRUCKS, CONSTRUCTION OF A TWO-STORY OFFICE AND STORAGE BUILDING, CONSTRUCTION OF A PARKING CANOPY, AND OTHER IMPROVEMENTS FOR A PROPERTY LOCATED AT 10000 ATLANTIC AVENUE (APPLICANT: CATALDO)

Staff recommends that the Planning Commission:

1. Find that in accordance with CEQA, this project qualifies for a categorical exemption under CEQA Guidelines Section 15332 (Class 32) "In-Fill Development Projects," and is thereby exempt from CEQA in that urban uses surround the project site, and the project meets all other requirements to qualify for a Class 32 exemption.
2. Adopt Resolution No. 2026-06 approving CUP No. 26-01 and PL No. 26-0007.

Documents:

(1) AB_PC_10000_Atlantic_Ave_CUP 26-01_PL 26-0007_050526.pdf
(2) Attachment 1_PC Reso No 2026-06.pdf
(3) CUP_supplement-form.pdf
(4) Environmental Information Form.pdf
(5) Traffic_Access_Circulation_Analysis_20260412-10000 Atlantic Ave.pdf
(6) Development_Plan_10000 Atlantic Ave 04.22.2026.pdf
(7) Landscape Plan_29-4-26.pdf
(8) Solar_Plan_10000_Atlantic_Ave.pdf

9. Open Session Items

Open session items are intended to be discussed by the Planning Commission but do not require a public hearing. These include presentations, trainings, and workshops.

A.

PROPOSED MURAL FOR AN EXISTING BUSINESS, LOCATED AT 3537

TWEEDY BOULEVARD ("NIKY'S SPORTS, INC.")

The Planning Commission will consider to receive and file the proposed painted outdoor mural for an existing business, located at 3537 Tweedy Boulevard (Niky's Sports, Inc.).

Documents:

3537 Tweedy Bvd-Mural-Agenda Bill_050526.pdf

10. Comments

At this time, members of the public and staff may address the City Planning Commission regarding any items within the subject matter jurisdiction of the Planning Commission. No action may be taken on items not listed on the agenda unless authorized by law.

A. AUDIENCE COMMENTS

B. CITY STAFF COMMENTS

C. PLANNING COMMISSION COMMENTS

11. Adjournment

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Planning Commission meeting, please contact Community Development Department. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility.

All of the above resolutions and zoning case items have been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines unless otherwise stated.

Any final action of the Planning Commission, on this agenda, is appealable to the City Council upon filling the request with the City Clerk prior to 5:00 p.m. on Thursday, May 21, 2026.

Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the Community Development Department, 8650 California Ave., South Gate, CA 90280. For more information, call (323) 563-9565 or visit the City's website at www.cityofsouthgate.org.

ACTION MINUTES OF THE REGULAR MEETING
OF THE SOUTH GATE CITY PLANNING COMMISSION
TUESDAY, APRIL 7, 2026
https://www.youtube.com/watch?v=AKJmwRsO31Y

1. CALL TO ORDER – 6:30 p.m.

The Planning Commission of the City of South Gate met in-person on April 7, 2026.

2. PLEDGE OF ALLEGIANCE

Vice-Chairperson Prieto led the Pledge of Allegiance.

3. ROLL CALL

Commissioner(s) Present:	Chairperson Lizette Ruiz Vice Chairperson Daisy Prieto Commissioner Margarita Valenzuela Commissioner Jimmy Ozaeta
Commissioner(s) Absent:	Commissioner Castaneda

4. CITY OFFICIALS

Staff Present:	Gabriel Perez, Community Development Director John F. Signo, AICP, Planning Manager Craig Hardwick, Assistant City Attorney Javier Barraza, Special Projects Coordinator

5. REPORT ON POSTING

Special Projects Coordinator Barraza certified that the meeting agenda was properly posted.

6. MEETING COMPENSATION DISCLOSURE

Special Projects Coordinator Barraza disclosed the Commissioners' compensation.

7. CONSENT CALENDAR

A. PLANNING COMMISSION MINUTES FOR MARCH 17, 2026

The Planning Commission considered approval of the minutes for the Regular Planning Commission meeting of March 17, 2026.

Action: Approved 4-0.
Motion by Commissioner Ozaeta to approve the minutes for March 17, 2026.
Seconded by Vice-Chairperson Prieto.

COMMISSIONER	VOTE
Castaneda	Absent
Ozaeta	Yes
Valenzuela	Yes
Vice-Chairperson Prieto	Yes
Chairperson Ruiz	Yes

8. PUBLIC HEARINGS

A. CONDITIONAL USE PERMIT NO. 25-06 - 8730 GARFIELD AVENUE

The Planning Commission conducted a Public Hearing to consider approving Conditional Use Permit No. 25-06 to allow the sales of alcohol (ABC License Type 41 - beer and wine) for on-site consumption in conjunction with an existing restaurant (Kazan BBQ) located at 8730 Garfield Avenue, and finding that the project is Categorically Exempt from the CEQA under Section 15301, (Class 1) “Existing Facilities.”

Presented by Planning Manager Signo

Staff Comments

- Planning Manager Signo
- Assistant City Attorney Hardwick

Public Comments

- Valley Lin

Commissioner Comments

- Vice-Chairperson Prieto
- Chairperson Ruiz
- Commissioner Ozaeta

Action: Approved 4-0.
Motion by Commissioner Ozaeta to approve as presented.
Seconded by Vice-Chairperson Prieto.

COMMISSIONER	VOTE
Castaneda	Absent
Ozaeta	Yes
Valenzuela	Yes
Vice-Chairperson Prieto	Yes
Chairperson Ruiz	Yes

B. **APPEAL OF DIRECTOR DETERMINATION — LAND USE CLASSIFICATION FOR A PROPOSED SELF-SERVICE LAUNDROMAT AT 4382–4390 TWEEDY BOULEVARD; APPELANT: EMILIA KERIAN - (PL NO. 26-0107)**

Staff recommended the Planning Commission:

Consider the applicant's appeal and determine if the proposed self-service laundromat at 4382–4390 Tweedy Boulevard is most appropriately classified as "Personal Services, General" under South Gate Municipal Code Section 11.60, and that such use is a permitted use within the TMU-2 (Tweedy Mixed-Use 2) zone pursuant to the Tweedy Boulevard Specific Plan land use table. Resolution No. 2026-05, Appeal denial, was prepared based on the original Director's land use determination.

The project is not subject to the California Environmental Quality Act (CEQA) because it is an administrative activity which will not result in a direct or reasonably foreseeable indirect physical change to the environment and is not a "project" as defined by State CEQA Guidelines Section 15378, pursuant to Sections 15060(c)(2 and 3) and 15061(b)(3).

Staff Comments

- Director of Community Development Perez
- Assistant City Attorney Hardwick

Public Comments

- Dmitriy Kazakov
- Emilia Keushkerian
- Eric Baruch
- Sam Nourafshan
- Ariel Baruch
- Bradley
- Art S.
- Kumud Patel
- Mario Domiguez Jr.

Commissioner Comments

- Commissioner Ozaeta
- Commissioner Valenzuela
- Vice-Chairperson Prieto
- Chairperson Ruiz

Action: 2-2. Motion fails and Director's determination stands.
Motion by Vice Chairperson Prieto to consider the applicant's appeal and reverse the Director's determination.
Seconded by Chairperson Ruiz.

COMMISSIONER	VOTE
Castaneda	Absent
Ozaeta	No
Valenzuela	No
Vice-Chairperson Prieto	Yes
Chairperson Ruiz	Yes

9. OPEN SESSION ITEMS

A. CONTINUATION OF A STUDY SESSION TO REVIEW PROPOSED AMENDMENTS TO THE SOUTH GATE ZONING CODE FOR 2026

Community Development Director Perez gave the presentation.

It was recommended that the Planning Commission RECEIVE the presentation, ASK questions of staff, OPEN the item for public comment, DISCUSS the item, PROVIDE direction to staff, and RECEIVE and FILE the item.

Staff Comments

- Director of Community Development Perez
- Assistant City Attorney Hardwick

Public Comments

- Jake Walford

Commissioner Comments

- Commissioner Ozaeta
- Commissioner Valenzuela
- Vice-Chairperson Prieto
- Chairperson Ruiz

Motion by Commissioner Ozaeta.
Seconded by Vice-Chairperson Prieto.
Action: Approved 4-0.

COMMISSIONER	VOTE
Castaneda	Absent
Ozaeta	Yes
Valenzuela	Yes
Vice-Chairperson Prieto	Yes
Chairperson Ruiz	Yes

10. COMMENTS

A. Public Comments
- Mario Domiguez Jr.

B. Staff Comments
- Community Development Director Perez

C. Planning Commission Comments
- Vice-Chairperson Prieto
- Commissioner Ozaeta
- Chairperson Ruiz

11. ADJOURNMENT

The meeting was adjourned at 10:26 p.m.

Respectfully submitted by:

_____
John F. Signo, AICP, Planning Manager

_____
Lizette Ruiz, Chairperson

City of South Gate
PLANNING COMMISSION
AGENDA BILL

For the Regular Meeting of: ***May 5, 2026***

Planning Manager: *John F. Signo, AICP*

SUBJECT: CONDITIONAL USE PERMIT (CUP NO. 26-01) AND SITE PLAN AND DESIGN REVIEW (PL NO. 26-0007)

PROJECT LOCATION/REQUEST:
Project Location: 10000 Atlantic Avenue

- Assessor's Parcel Numbers: 6221-011-036
- Property Owner: Daniel Morales
- Applicant: John Cataldo
- Zoning: Light Manufacturing (M2)
- Lot Size: 20,480 square feet, or 0.47 acres

Request: The applicant requests to change the use of the subject site from a truck dealership to "green operation," parking for a commercial fleet of box trucks, construction of a two-story office and storage building, construction of a parking canopy, and other improvements. Per South Gate Municipal Code (SGMC) Section 11.21.030, a CUP is required in the Light Manufacturing (M2) zone for "renewable energy system, standalone or ground mounted" and "truck storage." Discretionary plan review is required for truck storage, and design review is required for development on lots 15,000 square feet or more.

Required Permits

- Conditional Use Permit (CUP No. 26-01) for "renewable energy system, standalone or ground mounted" and "truck storage."
- Site Plan and Design Review (PL No. 26-0007) for development of a site greater than 15,000 SF.

RECOMMENDATION:
Staff recommends that the Planning Commission:

1. Find that in accordance with CEQA, this project qualifies for a categorical exemption under CEQA Guidelines Section 15332 (Class 32) "In-Fill Development Projects," and is thereby exempt from CEQA in that urban uses surround the project site, and the project meets all other requirements to qualify for a Class 32 exemption.

2. Adopt Resolution No. 2026-06 approving CUP No. 26-01 and PL No. 26-0007.

PROJECT DESCRIPTION:
The applicant requests approval of a Conditional Use Permit (CUP) to allow a "green operation" parking lot for a commercial fleet of box trucks. The project site is located within the M2 (Heavy Industrial) Zone and is subject to the Tweedy Boulevard Specific Plan.

The property is intended to be used by PacTrack, a logistics courier service that serves various industries, including healthcare, legal, and government sectors. Electric charging stations will be provided to charge box trucks while parked. Truck operations are expected to be conducted from approximately 3:30 p.m. to 1:00 a.m. During operating hours, drivers will utilize the designated truck parking spaces for personal vehicle parking while trucks are off-site. Upon return, trucks are parked on-site for electric charging between approximately 1:00 a.m. and 3:30 p.m.

The office building will be staffed by one to two employees. The operation currently employs 12 drivers, with the potential to expand to up to 20 drivers based on the site layout.

The site is currently developed with an approximately 800-square-foot commercial office building and has been used for truck sales. The proposed project would convert the existing use to a truck parking facility designed to support regional operations. Proposed site improvements include:

- 20 truck parking stalls
    - Employees will park personal vehicles in spaces when trucks are in use
- 3 customer parking spaces
- Construction of a 2,274-square-foot (SF) building, including:
    - Retention of an existing 800 SF office space
    - Construction of an 844 SF second-floor addition
    - Construction of a 630 SF storage room
- Installation of a new on-site power station, including a battery energy storage system and charging stations
- Construction of an approximately 13,000 SF parking canopy spanning the entire parking area, equipped with solar panels
- Perimeter landscaping, fencing, and other improvements

ENVIRONMENTAL ANALYSIS:
Under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines"), the project qualifies as a Class 32 Categorical Exemption pursuant to Section 15332 (Class 32 – Infill Development Projects) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations).

BACKGROUND:

Site Location and Surroundings:
The site is flat, adequately sized, and capable of accommodating all required parking, circulation, screening, and operational features. Two driveway access points are provided to facilitate circulation and minimize traffic impacts.

The project site has access to Interstate 710 and is located west of Legacy High School, southeast of Tweedy Elementary School and South Gate Park, and across from a vacant property at the

southwestern corner of Atlantic Avenue and Tweedy Boulevard. The surrounding area consists of a mix of industrial, institutional, and emerging mixed-use development.

Consistency with Plans and Regulations:
The proposed use is consistent with the South Gate Municipal Code, the General Plan, and the Tweedy Boulevard Specific Plan. The project complies with applicable development standards and incorporates site design and landscaping features to ensure compatibility with surrounding uses.

The project incorporates sustainable elements, including a new power station and enhanced landscaping, consistent with the City's environmental and design objectives. Site improvements are designed to provide appropriate screening and aesthetic integration with the surrounding area.

Project Overview
Site Characteristics: The subject site measures approximately 138 feet wide by 157 feet deep, and is located at the northeastern corner of Atlantic Avenue and Chakemco Street. Table 1 provides a summary of the lot dimensions and the lot area of the subject parcel, and Table 2 provides the zoning and surrounding land uses.

Table 1 – Property Data	
Lot Depth	~157'
Lot Width	~138'
Lot Area	20,480 SF (0.47 AC)

Surroundings: Surrounding properties include commercial uses along Atlantic Avenue, industrial uses to the east, and vacant land to the west. Figure 1 shows an aerial photograph of the area. Figure 2 shows the zoning designations.

Table 2 – Surrounding Land Uses		
	Zone	**Land Use**
North	M2	Commercial shopping center
East	M2	Truck sales and repair
South	M2	Carwash
West	TMU1/PP	Commercial shopping center; vacant land zoned Precise Plan (PP)

Figure 1 – Aerial Photograph

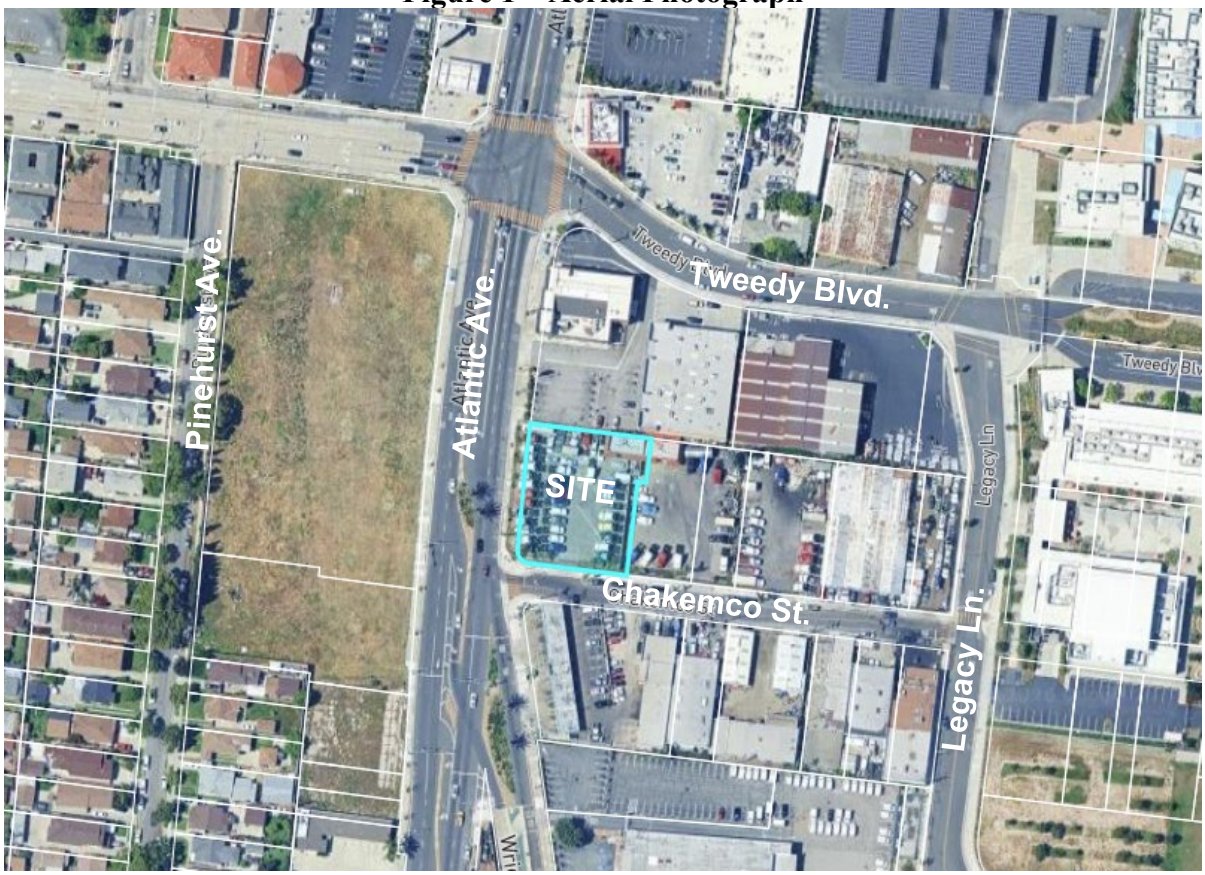

Figure 2 – Zoning Map



ANALYSIS:

Required Findings for a CUP
Pursuant to SGMC Section 11.52.030, before a CUP may be granted, the Planning Commission (or the City Council on appeal) shall make all the following findings, as applicable to the property:

A. Approval of the CUP is consistent with and will not adversely affect the intent and purpose of this title or the city's General Plan.

B. The design and development of the land use and conditions of the CUP are compatible with the existing and future land uses of the applicable zone.

C. Approval of the CUP would not result in detrimental impacts to adjacent properties or to the character or function of the neighborhood.

1. Consistency with Zoning and General Plan: The proposed use is permitted subject to CUP approval and aligns with the intent of the M2 Zone and applicable planning documents.
2. Compatibility with Surrounding Uses: The project is designed to operate in a manner that is compatible with existing and future land uses in the vicinity.
3. Adequate Site Design: The site is sufficient in size and configuration to accommodate the proposed use, including parking, circulation, landscaping, and screening.
4. No Adverse Impacts: The project will not be detrimental to adjacent properties or the surrounding neighborhood due to its design, operational features, and traffic access provisions.
5. Public Convenience and Welfare: The project supports economic activity and provides a functional, sustainable commercial use that benefits the community.

The proposed Resolution supports the findings required under Section 11.52.030.

Development Standards
The proposed project is subject to the development and design standards of SGMC Section 11.24.060 (Light and Heavy Manufacturing (M2 and M3) Zones). The project meets the standards as summarized in Table 3.

Table 3 – M2 Development Standards

Requirement	Standard	Proposed Project
Floor Area Ratio (FAR)		
Minimum	0.25	Existing: 0.04 Proposed: 0.11 (bldg. only) Proposed is more conforming
Maximum	2.0	
Maximum Height		
Along Street/Interior PL	4 stories 50 ft., whichever is less	Building: 25'-10", 2 stories
Architectural Features	60 ft.	Canopy: ~20'

Requirement	Standard	Proposed Project
Required Building Setbacks		
Primary Frontage	10 ft.	10 ft.
Side Street	10 ft.	10 ft.
Interior PL	0 ft.	0 ft.
Between Buildings	20 ft.	0 ft. (existing)
Maximum Frontage		
Hardscape in Front Setback Area	40%	25%
Driveway Width	45 ft.	30 ft.
PL Site Wall Height		
Any Street Frontage	6 ft. max. height	6 ft.
Front Setback Area	6 ft. max. height	6 ft.
Outdoor Use Screening	6 ft. wall on all sides	6 ft. recycling area
Landscape Screen	Landscape screening between site wall and primary street frontage	10 ft. landscaping provided along streets
Parking	Business office: 1/300 SF	Required: 8 spaces Provided: 3 guests, 20 trucks
Primary Frontage	10 ft. min.; max. 60% of frontage, then 30 ft. (5)	>30 ft.
Side Street	5 ft. min.	>5 ft.
Recycling/Refuse Enclosure Minimum Area	20 sq. ft. per 1,000 sq. ft. of building	45.5 sq. ft. required 192 sq. ft. provided

Issues of Concern

Parking

The site plan shows 20 truck parking spaces for box trucks that measure 10' wide by 28' deep. Three customer (guest) spaces are provided, including one handicap space. The 2,274 SF building is best categorized as a business office with 600 SF of ancillary storage. Based on the City's requirement of one parking space per 300 SF of gross floor area, eight parking spaces are required. The applicant proposes that drivers use the truck parking spaces for their personal vehicles when the trucks are off-site. When drivers return, the trucks will be parked overnight in those spaces. This arrangement accommodates drivers' personal vehicles and leaves three parking spaces available for office staff and visitors. Although it is not ideal, this is an efficient way to utilize parking spaces when trucks are off-site.

Additionally, the proposed 2,274 SF building is an expansion of an existing 800 SF building. There are parking spaces currently provided; however, many of the spaces are used for parking trucks for sale. The site currently has minimal landscaping, lighting, and other improvements. The proposed project would improve these conditions.

Design/Site Plan Review

Development on parcels 15,000 square feet or larger is subject to Design Review and does not require Planning Commission approval. Since the project includes a request for a Conditional Use Permit (CUP), the project is being processed as a single, consolidated application. Pursuant to SGMC Section 11.51.080, an application for a land use not permitted by right within a zone requires a Site Plan Review for all project-related activities, subject to Planning Commission approval.

Entrance to the site is from a 30-foot-wide driveway on Chakemco Street to the south. Vehicular access is not provided onto Atlantic Avenue, although there will be a pedestrian walkway in the northwestern corner of the site. A six-foot-high wrought-iron fence will be placed along the street frontage with a 10-foot-wide landscape area between the fence and sidewalk. The landscaping will soften views of the site from the public right-of-way and provide a buffer from pedestrians. A condition has been included that the project meets the model water efficient landscape ordinance (MWELO) requirements.

The applicant is proposing to expand an existing building and add a second floor. The building will be rectangular and finished with smooth stucco. It will be located in the back corner where it is least visible from the street. The parking canopy will cover much of the site and will be most visible from the street. An architectural rendering has been provided showing a wavy roofline. However, it is unlikely that the canopy would be built in this form due to the limited space for the solar panels. The canopy will most likely be built flat, with a slight tilt toward the south to maximize solar exposure.

A recycling area is located in the northeastern portion of the site next to the building. The recycling area will need to be screened to meet Code. Any outdoor storage located behind the building along the northern property line will have to be screened.

There are ample areas along the building and canopy to provide exterior lighting to provide better security for the parking lot.

Conceptual signage has been provided on the renderings; however, final signage will be reviewed and approved administratively to meet Code requirements.

Truck Parking and Circulation

The facility has the potential to serve 20 electric vehicle trucks. Recently, there have been concerns with trucks operating in the City, particularly with the storage and parking of trucks. A traffic report has been prepared for review by the Public Works Department, but after review, there are concerns about the findings and recommended mitigation measures since the Public Works Department has recently made street improvements to Chakemco Street. The Public Works Department will continue to work with the applicant's traffic engineer on appropriate measures.

Traffic is generally expected to head north and south along Atlantic Avenue. Access to the I-710 Freeway is available to the north on Firestone Boulevard, and to the south on Imperial Highway. According to the traffic report, the proposed use is expected to generate substantially fewer vehicle trips than the existing truck dealership use. The analysis shows that the net traffic impact of the proposed project is minimal and will not create unsafe conditions on the surrounding street network. The findings show that the project will generate 3 trips in AM and PM peak hours and 18 trips daily, which is below the County's 100-trip threshold requiring a full Traffic Impact Study.

Proximity to Schools

Legacy High School and the International Studies Learning Center Middle School are located about 1,000 feet to the east. Access is available on Tweedy Boulevard to the north, with secondary access on Chakemco Street. Trucks leaving the site are expected to depart around 3:30 p.m., which coincides with the end of the school day when kids leave. This may cause a traffic issue during that time. However, since Chakemco Street is a secondary road that serves mostly industrial uses, and traffic heading westbound on Chakemco Street must turn right at Atlantic Avenue, vehicles coming from the schools are less likely to use Chakemco Street for egress.

Economic and Environmental Impacts

The proposed conversion of the site from a truck dealership to a "green" operation for parking commercial box trucks presents both advantages and disadvantages. The existing dealership generates sales tax revenue for the City, which would be largely lost with the proposed parking use. With respect to traffic, the applicant's analysis indicates that the proposed use may result in fewer impacts than the current operation; however, the Public Works Department is still reviewing these findings for accuracy.

The project would also provide several site improvements. The existing fence and landscaping along Atlantic Avenue currently encroach into the public right-of-way; the proposal would correct these conditions by providing a wider sidewalk and new landscaping, which greatly benefits the area. In addition, the use of electric vehicles would support the adoption of cleaner technology within the community.

Conclusion

Approval of the Conditional Use Permit and Site Plan and Design Review is justified as the project is consistent with applicable regulations, compatible with surrounding uses, and will not result in significant adverse impacts. The project represents an appropriate reuse of the site.

ATTACHMENTS:

1. Resolution No. 2026-06
2. CUP Supplemental Form
3. Environmental Information Form
4. Traffic Access Circulation Analysis
5. Development Plan
6. Landscape Plan
7. Solar Plan

RESOLUTION NO. 2026-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SOUTH GATE, APPROVING A CONDITIONAL USE PERMIT (CUP NO. 26-01) AND SITE PLAN AND DESIGN REVIEW (PL NO. 26-0007) TO CHANGE THE USE OF THE SUBJECT SITE FROM TRUCK SALES TO A "GREEN OPERATION" FOR PARKING A COMMERCIAL FLEET OF BOX TRUCKS, CONSTRUCTION OF A TWO-STORY OFFICE AND STORAGE BUILDING, CONSTRUCTION OF A PARKING CANOPY, AND OTHER IMPROVEMENTS FOR A PROPERTY LOCATED AT 10000 ATLANTIC AVENUE, AND FINDING THE PROJECT CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, John Cataldo ("Applicant"), on behalf of Daniel Morales ("Property Owner"), filed a complete application requesting approval of a Site Plan and Design Review (PL No. 26-0007) for development of a site greater than 15,000 square feet (SF), and a Conditional Use Permit (CUP No. 25-01) for "renewable energy system, standalone or ground mounted" and "truck storage" in the Light Manufacturing (M2) zone, for a 0.47-acre property at 10000 Atlantic Avenue (Assessor Parcel Number 6221-011-036) described herein ("Application"); and

WHEREAS, the Application pertains to the development of a "green operation" parking lot for a commercial fleet of box trucks for PacTrack, a logistics courier service. Electric charging stations will be provided to charge box trucks while parked. Truck operations are expected to be conducted from approximately 3:30 p.m. to 1:00 a.m. During operating hours, drivers will utilize the designated truck parking spaces for personal vehicle parking while trucks are off-site. Site improvements include: 20 truck parking stalls; three customer parking spaces; construction of a 2,274-square-foot (SF) building, including retention of an existing office space and construction of a second-floor addition and storage room; installation of a new on-site power station, including a battery energy storage system and charging stations; construction of a parking canopy equipped with solar panels; and perimeter landscaping, fencing, and other improvements; and

WHEREAS, pursuant to South Gate Municipal Code (SGMC) Section 11.51.060(A)(2), Design Review is required for development on parcels 15,000 square feet or larger; pursuant to Section 11.51.080, an application for a land use not permitted by right within a zone requires discretionary Site Plan Review; and pursuant to Section 11.21.030, a CUP is required for a "renewable energy system, standalone or ground mounted" and "truck storage" in the M2 zone; and

WHEREAS, Pursuant to South Gate Municipal Code Section 11.52.030, before a CUP may be granted, the Planning Commission shall make all of the following findings, as applicable to the property:

(a) Approval of the CUP is consistent with and will not adversely affect the intent and purpose of this title or the city's General Plan.

(b) The design and development of the land use and conditions of the CUP are compatible with the existing and future land uses of the applicable zone.

(c) Approval of the CUP would not result in detrimental impacts to adjacent properties or to the character or function of the neighborhood.

WHEREAS, notice of the Planning Commission's regular public hearing was published in compliance with State law in a local newspaper of general circulation on April 23, 2026. In addition, a public notice was mailed at least 10 days in advance of the hearing to each property owner, occupant, and resident within a 1,000-foot radius of the project site, indicating the date and time of the public hearing in accordance with California Government Code 65091; and

WHEREAS, on May 5, 2026, the Planning Commission held a regular public hearing to receive public testimony and other evidence regarding the Application, including, without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing, including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met**.**

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE, AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based upon substantial evidence presented to this Planning Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, site plans, and Conditions of Approval ("Conditions") attached hereto as Exhibit "A," the Planning Commission hereby specifically finds as follows:

A. Approval of the CUP is consistent with and will not adversely affect the intent and purpose of this title or the city's General Plan ***in that the proposed use is permitted subject to CUP approval and aligns with the intent of the M2 Zone and applicable planning documents. The site is part of the Tweedy Educational District, but is located in an industrial area and is compatible with adjacent land uses.***

> ***Objective CD 1.1, Policy P.2 specifies that "The City should support the growth of the regional economy by making land use decisions that help keep the Los Angeles region competitive in the worldwide marketplace." The proposed use will provide an electric vehicle courier service for the region.***
>
> ***Objective CD 8.4, Policy P.7 specifies that "Truck and employee traffic generated by industrial uses should be restricted to designated truck routes as specified in the Mobility Element of the General Plan." The site is along Atlantic Avenue, which is designated as a truck route in the Mobility Element of the General Plan.***

B. The design and development of the land use and conditions of the CUP are compatible with the existing and future land uses of the applicable zone ***in that the project is designed to operate in a manner that is compatible with existing and future land uses in the vicinity. The site is sufficient in size and configuration to accommodate the proposed use, including parking, circulation, landscaping, and screening.***

C. Approval of the CUP would not result in detrimental impacts to adjacent properties or to the character or function of the neighborhood, ***in that the project will not be detrimental to adjacent properties or the surrounding neighborhood due to its design, operational features, and traffic access provisions. The project supports economic activity and provides a functional, sustainable commercial use that benefits the community.***

SECTION 3. The Planning Commission reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code Section 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations Section 15000, et seq., the "CEQA Guidelines") and finds the project to be exempt under a Class 32 Categorical Exemption pursuant to Section 15332 (Infill Development Projects) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations). Further, no exceptions to the exemption apply; there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The site is already developed with a building and surface use, and the proposed project is compatible with the area.

SECTION 4. The Planning Commission hereby approves CUP No. 26-01 and PL No. 26-0007, subject to the execution and fulfillment of Conditions of Approval set forth in Exhibit "A" attached to this Resolution.

_____
John F. Signo, AICP
Planning Manager
Community Development Department

APPROVED:

_____
Lizette Ruiz
Chairperson
City Planning Commission

STATE OF CALIFORNIA)

COUNTY OF LOS ANGELES) SS

CITY OF SOUTH GATE)

I, John F. Signo, AICP, Planning Manager of the City of South Gate, California, hereby certify that the whole number of Members of the Planning Commission of said City is five; that Resolution No. 2026-06 was adopted by the Planning Commission at its Regular Meeting held on May 5, 2026, by the following vote:

AYES:

NOES:

APPROVED and ADOPTED this 5th day of May 2026.

_____
John F. Signo, AICP
Planning Manager
Community Development Department

Exhibit "A" - Resolution No. 2026-06

CONDITIONS OF APPROVAL (PL No. 25-0058 and CUP No. 25-01)

Violation of, or noncompliance with, any of these conditions shall constitute grounds for revocation of this permit:

Planning Division

1. The permittee shall agree to defend, indemnify and hold harmless the City of South Gate, its agents, officers, and employees from any claim, action, or proceeding against the City of South Gate or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of South Gate, its legislative body, advisory agencies, or administrative officers concerning the issuance of the permit to which these conditions are attached. The City of South Gate will promptly notify the permittee of any such claim, action, or proceeding against the City of South Gate and the permittee will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of South Gate fails to promptly notify the permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the permittee shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of South Gate. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the permittee's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

3. The proposed use shall be conducted, and the property be maintained in a clean, neat, quiet, and orderly manner at all times pursuant to South Gate Municipal Code Section 5.08.020(A).

4. The approval of this permit, and the permit itself, shall expire if the entitlement is not exercised within one (1) year from the date of approval by the Planning Commission, unless an extension has been granted by the Planning Commission.

5. The permittee shall obtain the approvals, clearances, permits, and/or licenses required from City departments and outside agencies (i.e. County of Los Angeles Public Health Department, and California Department of Alcoholic Beverage Control) prior to the expiration of this entitlement.

6. Permittee shall obtain its City of South Gate Business License prior to commencing business operations.

7. Violation of, or noncompliance with, any of these conditions shall constitute grounds for revocation of this permit.

8. The applicant shall submit a sign plan for all proposed signage in compliance with applicable Zoning Code regulations. The sign plan shall be reviewed and approved by the Planning Division prior to issuance of a building permit and installation of any signs.

9. Permittee shall agree to maintain (and/or cause its landlord to maintain, if the permittee is a tenant) the property and all related on-site improvements and landscaping thereon, including without limitation, buildings, parking areas, lighting, signs, and walls in a first class condition and repair, free of rubbish,

debris and other hazards to persons using the same, and in accordance with all applicable laws, rules, ordinances and regulations of all Federal, State, County and local bodies and agencies having jurisdiction, at permittee's sole cost and expense. Such maintenance and repair shall include, but not be limited to the following: (i) power washing, sweeping and the removal of trash and debris as soon as possible but at least within 24 hours; (ii) the care of all shrubbery, plantings and other landscaping in a healthy condition and replacement of diseased or dead plant material with new material at an age similar to the material being replaced; (iii) maintenance of all irrigation systems in properly operating condition; (iv) the removal of graffiti within 24 hours; and (v) the repair, replacement and restriping of asphalt or concrete paving using the same type of material originally installed, to the end that such paving at all times be kept in a level and smooth condition. This condition shall apply to the adjacent sidewalks, landscape planters, and parking lot. The applicant shall ensure that the landscape improvements are maintained in a first-class condition. Any modifications to the project landscaping from the approved landscape plan shall require approval by the Planning Manager.

10. Plant materials and irrigation design shall comply with the Model Water Efficient Landscape Ordinance (MWELO) referenced in SGMC Chapter 6.64 and Section 14.06.08.020. Trees shall be a minimum of 24" box. The landscape plan shall be subject to the review and approval of the Public Works Director pursuant to SGMC Section 5.33.040.5.

11. If the application for this permit, or any conditions of the permit, violate the Zoning Code or do not fulfill the intent of the Code, the Planning Commission shall, following a public hearing, be authorized to take the following actions:

    a. Revoke the permit, revoke and reissue the permit with new or modified conditions, or modify the conditions of the existing permit as may be appropriate under the circumstances.

    b. Impose, as a condition of the continuation, reinstatement, or reissuance of the permit, a requirement that the permittee reimburse the City for all costs and expenses reasonably incurred in investigating, identifying, and documenting the violation, and in processing information concerning the violation for presentation to the Planning Commission, and, upon any appeal, to the City Council.

    c. This permit shall be revocable if the exercises of rights granted by the permit are discontinued for 6 consecutive months. The use subject to the permit may not be resumed if the permit is revoked; a new permit, including processing and public notification, shall be required.

12. Prior to Building plan check submittal:

    a. Fencing and wall material shall be reviewed and approved by the Planning Division.

    b. The site plan shall be revised to provide a 10-foot landscape area between the front face of the wall/fence and the sidewalk.

    c. Calculations of building sizes and the number of parking spaces shall be updated for consistency.

    d. The trash enclosure shall be roofed and screened with doors, and shall be painted to match the building. Plans shall be submitted to the Planning Division for review.

    e. Outdoor storage shall be screened and located in an area not visible from the public right-of-way.

13. Design, colors, and materials of the building shall be in substantial conformance with the plans on file at the Community Development Department.

14. The permittee shall operate the facility for its commercial box trucks only. There shall be no third party parking of trucks, nor subleasing to an outside entity.

15. Commercial trucks parked at the site shall be electric vehicle trucks only that are used by the primary business. Trucks shall not exceed a length of 28 feet, which is the length of the truck parking stalls.

16. Storage of trailers, shipping containers, and other freight equipment is prohibited.

17. Washing, detailing, truck repair, and overhauling is prohibited.

18. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

19. The permittee and property owner shall agree in writing to all conditions contained herein, and the development plan approved by the Planning Commission.

Building & Safety

20. Applicant shall comply with all Americans with Disabilities Act (ADA) accessibility requirements.

21. Applicant shall provide and maintain ADA parking stall with path of travel clearly identified at all times.

22. Applicant shall obtain Fire Department approval.

23. Applicant must provide geotechnical and soils report.

24. Applicant must obtain Health Department approval.

25. All exterior common areas shall be properly illuminated.

26. Applicant shall obtain building permits for any new signage.

Code Enforcement

27. Obtain all required permits for signage, including temporary banners and window signs exceeding the 25% coverage limit. A-frame signs located within a parking lot area or sidewalk are not permitted.

28. Maintain all areas in a clean condition, free of litter, trash, and debris at all times.

29. Ensure that all garbage containers are kept inside designated trash enclosures and that these areas are maintained in a clean and orderly manner.

Police Department

30. It is recommended that the business install a security camera system and ensure that all staff members are trained in its use and footage retrieval.

31. If a burglary alarm system is installed, emergency information for a responsible person should be kept updated at all times.

Public Works

General Design Parameters

32. All streets and public works improvements shall be designed and constructed in accordance with the latest editions of the APWA Standard Specifications for Public Works Construction ("Green Book") and APWA Standard Plans, to the satisfaction of the City Engineer prior to the issuance of a Certificate of Use and Occupancy.

33. All drainage facilities shall be designed in accordance with Los Angeles County Flood Control District standards and the latest edition of the APWA Standard Plans for Public Works Construction.

34. Prepare drainage, utility, and street improvement plans showing all existing and proposed public works improvements and dry and wet utilities. Said plans shall be prepared by a registered Civil Engineer on City approved title blocks.

35. Provide an engineer's estimate for all public works improvements and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.

36. Pay permit and inspection fees associated with this project in accordance with the latest Public Improvement Plan Check fee schedule at the time of permit issuance and inspection.

37. Any new driveways proposed shall meet the classification of commercial driveways and shall have a minimum width requirement of 26 feet. The impacted palm tree shall be salvaged and planted in a designated area approved by the City Engineer or designee.

38. Developer's contractor, subcontractors, and consultants working on this project must obtain and pay City Business License and permits fees.

39. Comply with the requirements of the American Disability Act (ADA compliance) in regard to access ramps, sidewalks, driveway and any public access pathways.

Fees and Deposits

40. Developer shall provide a deposit of $5,000 with the City to cover the City's cost for review of pre-development submittals such as preliminary plans, including traffic, civil, planning, and environmental consultants, etc.

41. Prior to the City's acceptance of the public improvements, developer shall submit a refundable deposit in the amount of $1,000, which will be refunded upon receipt of "Record Drawings" for all the required improvements on approved Mylar(s) AutoCAD files on a flash drive.

42. The developer shall pay Road Mitigation fees in accordance with the latest fee schedule. The Road Mitigation fee will be determined once site plan is approved by the Community Development Department. Road Mitigation fee for Office is calculated at $7 per square feet gross building area unless otherwise exempt from the Road Mitigation Ordinance or waived by the City Council.

43. The developer shall pay LID Plan Check fees. Review is done by City's Environmental Consultant, John Hunter & Associates.

44. Additional plan check and/or deposits may be required based on the requirements for the project.

Coordination

45. Coordinate all Public Works improvements inspection with the Public Works Department at least 72 hours prior to commencing work. Contact Louis Quezada at (323) 357-5814 to arrange for a Public Works Inspection.

46. Comply with the City's Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.

47. Developer to contact the City's waste hauling company Universal Waste System at (800) 631-7016 and obtain approval for the location of waste disposal container(s), including facilities for recycling.

48. Developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations. Contact the AQMD for applicable regulations.

Streets Improvements

49. Development is encroaching approximately eight (8) feet onto the public right-of-way on Atlantic Avenue. Remove existing improvements encroaching on to public right-of-way. The improvements include but are not limited to wrought iron fence, curbs, light standards with foundations and associated improvements, asphalt pavement, landscape and irrigation. Construct a full-width sidewalk and driveway approach along Atlantic Avenue in compliance with ADA standards. Ensure that the driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the review and approval of the City Engineer.

50. Remove and reconstruct any and all damaged/or deficient existing improvements along the property frontage on Atlantic Avenue and Chakemco Street including but not limited to driveways, access ramps, curb and gutter and sidewalk within the parkway along the perimeter of the proposed development. Existing sidewalks with non-compliant ADA cross slope exceeding 2% shall be replaced. Any damage done to existing public improvements during construction shall be removed and replaced to original conditions to the satisfaction of the City Engineer.

51. Construct new tree wells and plant new 24-inch boxed street trees on Atlantic Avenue with a spacing of 50 feet on center. Tree wells shall be placed such that there are minimum clearances from dry and wet utility lines (10 feet), streetlight (20 feet), driveway (10 feet), and power pole (20 feet). The species of any new street trees shall be in accordance with the Citywide Tree Master Plan. Install decorative cast iron tree well covers. All tree wells shall be irrigated with dedicated irrigation line.

52. Proposed landscape shall be designed to incorporate water conservation techniques through application of xeriscape landscaping principles. Landscape plans to include low-water demanding plants with limited turf, efficient irrigation system and use of California native plants.

53. Where utility cuts on concrete are proposed, the entire concrete panels shall be removed and reconstructed.

54. Paint property address on the curb, in front of the proposed development, to the City and Fire Departments satisfaction.

55. Repaint all curb markings along the perimeter of the property on with two coats of paint.

56. Upon completion of construction, developer shall remove temporary construction markings (USA marking).

57. Centerline ties, property corners and benchmark monuments shall be preserved in the public right of way. In the event that ties, property corners and benchmark monuments are disturbed or removed, a licensed surveyor shall re-establish, and file required corner record survey with the Los Angeles County Surveyors office. All recorded copies of the documents shall be submitted to the City along with the final set of as-built plans.

Right-of-Way Dedications, Easements and Lot Merger

58. Developer shall provide to the City a boundary survey map defining the boundaries of the existing property lines.

Grading and Drainage Improvements

59. Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which establishes regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit.

60. Comply with the City's Storm Water Management Ordinance. Implement all NPDES requirements and Best Management Practices during and after construction.

61. Submit Grading and Drainage plans prepared by a Registered Civil Engineer to the satisfaction of the Public Works Department and Building Division. Show all existing and proposed driveways, curb & gutter, sidewalks, street trees, tree wells, streetlights, street signs, power poles, fire hydrants, utility boxes, meters, curb drains, etc. on the plans.

62. Submit a Low Impact Development Plan, reports and calculations required to address storm water discharge and NPDES requirements by City's Environmental Consultant, John Hunter and Associates.

63. If the LID proposed improvement infiltrates, developer shall prepare and submit a Geotechnical Report, including which shall further include but not be limited to infiltration and percolation reports. Grading plan shall include a geotechnical and geologist certification, stating that grading plan has been reviewed and found to be in conformance with the recommendations as outlined in the soils, geotechnical and geological report. All on-site parking and circulation areas shall be paved as required by a pavement engineering or geotechnical report prepared by a Registered Civil Engineer, subject to the review and approval of the Public Works and Community Development Departments.

64. Provide a final detailed drainage study (prepared by a registered/licensed civil engineer) for review and approval. The study shall include existing and proposed hydrologic conditions as well as hydraulic calculations (per Los Angeles County format) for all drainage control devices and storm drain lines.

65. Historical or existing stormwater flow from adjacent parcels must be received and directed by gravity to street or a public drainage facility or an approved drainage easement.

66. Any crossflow drainage from the property over the sidewalks is not permitted. Construct parkway drains as required by the Assistant City Manager/Director of Public Works.

67. Dust control operations shall be performed by the developer at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The developer is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).

Potable Water System

68. All proposed improvements shall be served by adequately sized to accommodate the total domestic, irrigation and fire flows. Plans shall include size, type and location for proposed fire hydrants approved by the Los Angeles Fire Department. Provide fire flow calculation to justify the size and velocity in the pipe.

69. Coordinate with the City's Water Division regarding the removal and abandonment of existing water meter that will not be used by the development. The water lateral abandonment shall be conducted at the water main at the center of the street.

70. Water meters are not allowed to be constructed on or along driveways.

71. If a new water lateral connection is required to meet the water demands of the proposed development, the Developer shall pay Water Development Impact Fees in accordance with the latest City Fee Schedule. The fee is based on the size of the water meter(s) and shall be paid at the time the building permit is issued.

Traffic

72. The Traffic Memo signed and stamped by a registered Traffic/Civil Engineer addressing potential safety issues, trip generation, queuing analysis, line of sight, and internal circulation includes mitigation measures that are under review. The City Engineer or designee reserves the right to add additional conditions as deemed necessary.

73. Commercial vehicles are restricted from traveling east to Legacy Lane to exit from Tweedy Boulevard.

74. Should the City Engineer or designee determine that traffic impacts from the business operation exceed those identified in the approved traffic analysis, the operator shall implement modifications to the business operations as directed to reduce impacts to the levels evaluated in that analysis.

75. Internal circulation, particularly where there are deliveries or trash pick-ups should be shown accommodating the vehicles that will serve the development.

76. Clear unobstructed sight distance lines shall meet AASHTO guidelines and shall be shown on the improvement plans at driveways.

Utilities

77. Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site and proposed improvements.

78. All existing on-site utility lines and existing utility lines serving the proposed development that conflict with the project, shall be relocated, removed, or abandoned at the developer's expense to the satisfaction of the City Engineer.

79. For all electrical needs the developer will coordinate with Southern California Edison (SCE) Planner.

80. All proposed on-site sewer, water, and drainage facilities shall be private system(s) maintained by the property owner.

81. Remove an abandoned utility within the parkway area including but not limited to service pedestals, pull boxes, etc.

Use and Occupancy

82. All Public Works improvements shall be completed prior to the issuance of a Certificate of Occupancy. If the Developer wishes to obtain a Certificate of Occupancy before completing all required public improvements, the Developer shall first enter into a Development Agreement and post the required securities in an amount approved by the City Engineer and in a form approved by the City Attorney. All public improvements shall be completed at the Developer's sole expense.

83. The City reserves the right to add additional conditions as deemed necessary to comply with health and safety requirements.

City of South Gate

8650 California Avenue
South Gate, Ca 90280
Phone: (323) 563-9526

Community Development Department
Planning Division

SUPPLEMENT FORM – CONDITIONAL USE PERMIT (CUP)

Finding of Facts

The following conditions and findings must be met before a **Conditional (Unclassified) Use Permit** can be granted. Please indicate how the proposed project meets these criteria (attach additional sheets as necessary):
(Yes or No responses are not acceptable)

1. Describe how the approval of the proposed Conditional Use Permit is consistent with and will not adversely affect the intent and purpose of this title or the city's general plan:

The approval of the proposed Commercial Fleet Parking Use, Green Operation "Change of Use"Conditional Use Permit is consistent with the intent and purpose of the municipal code and the City of South Gate's General Plan. The proposed use at 10000 Atlantic Avenue, South Gate, CA 90280 will not adversely affect surrounding properties or the overall planning objectives for the area. The proposed adheres to the South Gate Municipal Code (SGMC) and the Tweedy Boulevard Specific Plan requirements to ensure neighborhood compatibility the project's aesthetic integration with the surrounding community

2. The design and development of the land use and conditions of the Conditional Use Permit are compatible with the existing and future land uses of the applicable zone:

The design and development of the land use and conditions of the Conditional Use Permit are compatible with the existing and future land uses of the applicable zone
This proposal presents a comprehensive plan to secure planning approval for a fleet parking facility located at 10000 Atlantic Avenue in South Gate, California. Situated within the M2 Zone and governed by the Tweedy Boulevard Specific Plan, the project aims to establish a modern, sustainable, and fully compliant fleet parking operation that supports regional logistics and economic growth.

3. Describe how the approval of the Conditional Use Permit would not result in detrimental impacts to adjacent properties or to the character or the function of the neighborhood:

The approval of the Conditional Use Permit would not result in detrimental impacts to adjacent properties or to the character or the function of the neighborhood
The PROPOSED COMMERCIAL FLEET PARKING USE, GREEN OPERATION "CHANGE OF USE".
We have 2 driveway access to control traffic. Landscape around the property line.
The project also integrates renewable energy systems and landscaping improvements to align with the city's environmental and design standards.

4. The site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in the City of South Gate Zoning Ordinance, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and

The site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in the City of South Gate Zoning Ordinance, or as is otherwise required in order to integrate said use with the uses in the surrounding area
1) CONSTRUCT (N) POWER STATION 2) PROVIDE NEW LANDSCAPING PER S.G.P.W. 3) 20 FLEET PARKING STALLS 4) 8 EMPLOYEE PARKING STALLS 5) 3 CUSTOMER PARKINGS 6) (N) ADDITION STORAGE (600 SF) 7) (E) OFFICE (800 SF) TO REMAIN
We have 2 driveway access to control traffic. Landscape around the property line.

City of South Gate
8650 California Avenue
South Gate, Ca 90280
Phone: (323) 563-9526

Community Development Department
Planning Division

ENVIRONMENTAL INFORMATION FORM

Date Filed: _____

General Information

1. Name and address of developer or project sponsor: Nabeil S. Hazu 11135 Rush St Ste A South El Monte, CA 91733
2. Address of project: 10000 Atlantic Ave
   Assessor's Block and Lot Number: 6221-011-036
3. Name, address, and telephone number of person to be contacted concerning this project:
   John Cataldo
   835 Mission Street South Pasadena CA 91030 telephone number (626)799-4400
4. Indicated number of the permit application for the project to which this form pertains: To be assigned
5. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state and federal agencies:
   Planning Department, Building Department, Public Works Department & Southern Cal. Edison (SCE)
6. Existing zoning district: M2
7. Proposed use of site (Project for which this form is filed): PROPOSED COMMERCIAL FLEET PARKING USE, GREEN OPERATION "CHANGE OF USE".

Project Description

8. Site size 0.47 AC
9. Square footage Existing 800 SF Office & addition 2-story 630+844= 1,474 SF total storage use
10. Number of floors of construction 2 Stories
11. Amount of off-street parking provided 20 fleet parking, 8 employees, 3 customer
12. Attach plans ☑
13. Proposed scheduling 1 year
14. Associated projects NONE
15. Anticipated incremental development NA
16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected NA
17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities Regional oriented, 800sf office and no loading area
18. If industrial, indicate type, estimated employment per shirt, and loading facilities NA
19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project NA
20. If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required (please attach additional forms if necessary)

Conditional Use Permit required for fleet parking by Tweedy Mile Specific Plan

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

	YES	NO
21. Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours	☐	☑
22. Change in scenic views or vistas from existing residential areas or public lands or roads	☐	☑
23. Change in pattern, scale or character of general area of project	☐	☑
24. Significant amounts of solid waste or litter	☐	☑
25. Change in dust, ash, smoke, fumes or odors in vicinity	☐	☑
26. Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns	☐	☑
27. Substantial change in existing noise or vibration levels in the vicinity	☐	☑
28. Site on filled land or on slope of 10 percent or more	☐	☑
29. Use of disposal of potentially hazardous materials, such as toxic substances, flammables or explosives	☐	☑
30. Substantial change in demand for municipal services (police, fire, water, sewage, etc).	☐	☑
31. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc).	☐	☑
32. Relationship to a larger project or series of projects	☐	☑

Environmental Setting

33. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or polaroid photos will be accepted.

The existing is a commercial building of 800 sf. The existing site is flat. Main part of the site is Long-standing semi-truck sales business

34. Describe the surrounding properties, including information on plant and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, set-back, rear yard, etc.). Attach photographs of the vicinity. Snapshots or polaroid photos will be accepted.

The site has convenient access to the Interstate 710 freeway. The site is located “just west of” Legacy High School. It is “south of” Tweedy Elementary School and South Gate Park. Directly “across the street” from the property is a proposed 5-story mixed-use project at the intersection of Atlantic Ave & Tweedy Boulevard.
The proposed fleet parking facility located at 10000 Atlantic Avenue in South Gate, California. Situated within the M2 Zone and governed by the Tweedy Boulevard Specific Plan, the project aims to establish a modern, sustainable, and fully compliant fleet parking operation that supports regional logistics and economic growth. The facility will include 20 fleet parking stalls, 8 employee parking spaces, and 3 customer stalls, while retaining the existing 800 square foot office building. The project also integrates renewable energy systems and landscaping improvements to align with the city’s environmental and design standards.

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date John Cataldo Signature _____

For 10000 Atlantic Ave.

TRIP GENERATION, QUEUING ANALYSIS, SIGHT DISTANCE & INTERNAL CIRCULATION

Green Operation & Commercial Fleet Parking
10000 Atlantic Avenue, Southgate, Los Angeles
United States

April 12, 2026



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Introduction

This memorandum provides a comprehensive traffic, access, and circulation analysis for the proposed fleet parking facility conversion located at 10000 Atlantic Avenue in South Gate, California. This analysis has been prepared in direct response to the City of South Gate's Conditions of Approval (COA) for Planning Case PL 25-0007/CUP26-01.

The project site is a corner parcel located at a three-way signalized intersection of Atlantic Avenue, Chakemco Street, and Wright Road. It is zoned M-2 and falls under the Tweedy Boulevard Specific Plan.

Existing Use: A long-standing used semi-truck sales business has occupied the site for years. It features an approximately 800-square-foot office building.

Proposed Use: The project seeks to convert the existing use into a "green operation" commercial fleet parking facility for box trucks. For detailed layout plan see **Annex-A**. The proposed site plan includes:

- 20 fleet parking stalls for box trucks
- 3 customer parking stalls
- A new 600-square-foot storage building (retaining the 800 sq. ft. office)
- New power station and landscaping

The proposed use is expected to generate substantially fewer vehicle trips than the existing use. This analysis demonstrates that the net traffic impact of the proposed conversion is minimal and will not create unsafe conditions on the surrounding street network. The Google map's location of the proposed development is shown in following Figure 1.



Figure 1: Google Maps Aerial of Subject Property

The orientation and space occupied by each facility of proposed development is illustrated by following Figure 2.

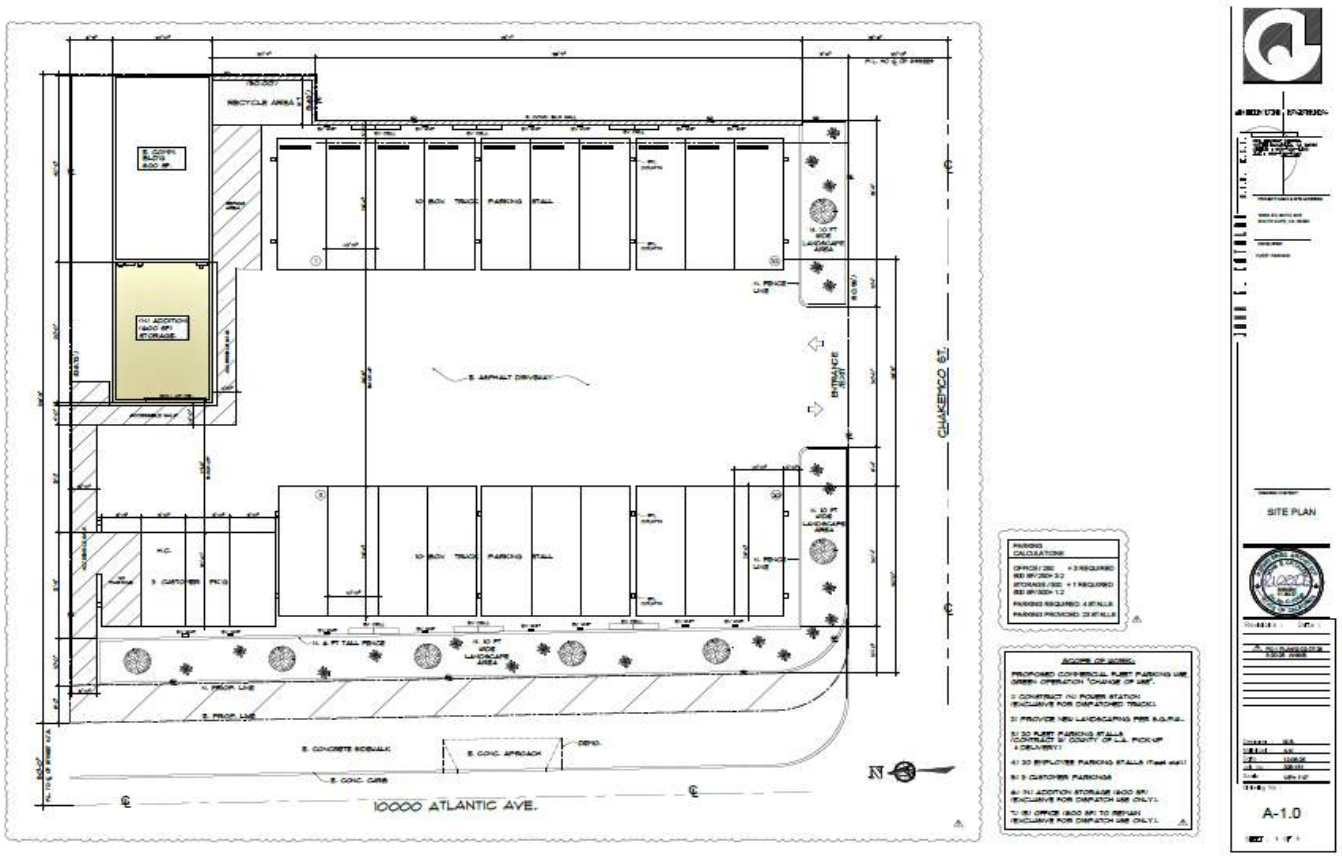


Figure 2: Proposed Site Plan

Site Access and Circulation Conditions

The site has approximately 120 feet of frontage along Atlantic Avenue and 130 feet along Chakemco Street, with existing point of ingress and egress. The existing driveways must be upgraded to meet current City standards. The COA requires that "Any new driveways proposed shall meet the classification of commercial driveways and shall have a minimum width required is 26 feet". The project must either widen the existing driveway or construct a new one to meet this 26-foot minimum commercial driveway width. The final driveway layout is subject to City Engineer review and approval.

Ingress and Egress Movements

The site's location at a fully signalized three-way intersection provides superior access control for heavy vehicles. All movements are signal-protected, which significantly reduces collision potential compared to un-signalized driveways. The point of ingress and egress provide operational flexibility and ensure prominent visibility.

Truck Access

Atlantic Avenue is a designated truck route per the Mobility Element, making it fully appropriate for the proposed fleet parking use. However, all other streets used for local deliveries must comply with City policies restricting truck traffic to designated routes only.

Internal Maneuvering

The site must accommodate turning movements for box trucks (typically 25-40 feet in length). The internal circulation plan, to be prepared with the improvement plans, must demonstrate adequate aisle widths and turning radii for the expected design vehicle.

Trash and Service Movements

The COA specifically requires that "Internal circulation, particularly where there are deliveries or trash pick-ups should be shown accommodating the vehicles that will serve the development". The site plan must clearly depict the trash enclosure location and demonstrate that service vehicles (e.g., Class 4-6 box trucks) can access it without blocking parking stalls or through aisles.

Compatibility with Adjacent Street Operations

The site is compatible with adjacent street operations given its signalized corner location and the low trip generation of the proposed use. However, the COA requires removal of existing encroachments (approximately 8 feet onto the Atlantic Avenue right-of-way), including a wrought iron fence, curbs, light standards, asphalt pavement, and landscaping. A full-width ADA-compliant sidewalk and driveway approach must be constructed along Atlantic Avenue

Trip Generation Analysis

Trip generation estimates for the proposed drive-through fast-food restaurant were developed using the **Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition**. The analysis presents both existing and proposed trip generation to demonstrate the net change. All of the relevant land use code utilized for trip generation are attached as **Annex-B** at the end of the report.

Existing Trip Generation – Truck Sales (ITE LUC 841)

The existing use is a used semi-truck sales business with an 800-square-foot office building. The best ITE proxy for this use is **Land Use Code 841 – Automobile / Truck Sales**.

Table 1. Existing Trips Generated as per ITE Trip Generation Manual (12th edition)

LU Name	Size	GFA	Trip rate			Trips					
Truck Sales	(Sq.Ft)	**Per 1K sq.ft**	**AM**	**PM**	**Daily**	**AM (52% In / 42% out)**		**PM (50% In / 50% out)**		**Daily (50% In / 50% out)**	
Code	1000					IN	OUT	IN	OUT	IN	OUT
841	800	0.8	4.21	4.92	27.06	2	1	2	2	11	11
Total Vehicular Trips			4.21	4.92		2	1	2	2	11	11

Proposed Trip Generation – Fleet Parking

The proposed use is a commercial fleet parking facility for box trucks with 23 total truck parking stalls (20 fleet + 3 customer) and 8 employee parking spaces. There is no direct ITE land use code for this specific use. To provide a robust and defensible analysis, estimate by combining a truck terminal rate for the parking area with a warehousing rate for the building area (800 SF office + 600 SF storage = 1,400 SF total).

Table 2. Proposed Development Trips Generated as per ITE Trip Generation Manual (12th edition)

Sr No.	LU	Units	Size	GFA	Trip rates			Trips					
1	**Truck & Trailer Parking**			**Per 1K sq.ft**	**AM**	**PM**	**Daily**	**AM (31% In / 69% out)**		**PM (68% In / 32% out)**		**Daily (50% In / 50% out)**	
	Code	Parking Spaces						IN	OUT	IN	OUT	IN	OUT
2	*35*		23	-	0.05	0.05	0.70	1	1	1	1	8	8
	Warehousing	Sq.Ft	1000	**Per 1K sq.ft**	**AM**	**PM**	**Daily**	**AM (70% In / 30% out)**		**PM (34% In / 66% out)**		**Daily (50% In / 50% out)**	
	Code												
	150		1400	1.4	0.15	0.17	1.38	1	0	0	1	1	1
	Total Vehicular Trips							2	1	1	2	9	9

The proposed conversion of the existing truck sales facility into a commercial fleet parking operation will result in a net decrease of approximately 4 daily vehicle trips, with no increase in AM peak hour trips and a reduction of 1 trip in the PM peak hour. This change confirms that the project will have no adverse impact on the surrounding street network or intersection Level of Service (LOS).

Finding: The Proposed development of Commercial Fleet parking will generates 3 trips in AM & PM peak hours and 18 trips daily, which is below the County's 100-trip threshold requiring a full Traffic Impact Study.

Queuing Analysis

The proposed use will generate a maximum of approximately 3 peak hour trips. With the site located at a signalized intersection and the driveway meeting the 26-foot minimum commercial width (30-foot wide Entry/Exit point), there is adequate stacking depth to prevent any queue from spilling back onto Atlantic Avenue. Queuing analysis was performed using the following conservative assumptions:

Table 3. Parameters for Queue Analysis and Justifications

Parameter	**Value**	**Justification**
Peak hour trips (proposed)	3 vehicle trips (per trip generation table, AM peak = 2 in / 1 out)	ITE LUC 035 + 150 combined peak hour
Peak hour distribution	Worst-case: all 3 trips occur within the same 15-minute interval	Conservative over-estimation
Service time per vehicle at driveway (gate/entry)	30 seconds (includes stopping, access control, and maneuvering)	Standard for commercial fleet gates
Driveway width	30 feet (exceeds COA minimum of 26 feet)	Per site plan; allows two-way truck passage
Stacking distance (from property line to first internal obstruction)	60 feet minimum, 90 feet provided	Per industry standard for truck facilities
Signalized intersection influence	Adjacent signal at Atlantic Ave/Chakemco St provides natural gaps in traffic	Reduces delay and queue formation at driveway

Queue-length for this development can be calculated using deterministic queuing theory:

- **Maximum arrival rate** (peak 15-minute): 3 trips ÷ 4 = **0.75 vehicles per minute**
- **Service rate** (30 seconds per vehicle): **2 vehicles per minute**

Since the service rate (2 veh/min) exceeds the arrival rate (0.75 veh/min), **no persistent queue forms**.

Maximum instantaneous queue is calculated as:

- **Queue = (Arrival rate × service time)** = 0.75 veh/min × 0.5 min = **0.375 vehicles**

Even under a conservative “all trips arrive at the same second” scenario:

- **Maximum queue = 3 vehicles**

Stacking Capacity Assessment

Table 4. Queue Stacking Capacity Assesment

Parameter	**Value**	**Requirement Met?**
Stacking depth (property line to first obstruction)	90-100 ft	Yes (industry standard for trucks is 50-60 ft)
Average vehicle length (box truck)	30 ft	Yes
Maximum queue length (3 trucks)	90 ft (3 × 30 ft)	Reach stacking depth if all three trucks are 30 ft long and moving in same direction

However, the critical observation is that 3 simultaneous arrivals in a single queue are reaching maximum stacking depth under the proposed use's operational pattern:

- Employee shift changes: Typically spread over 15-30 minutes, not instantaneous.
- Customer trips: Rare and random.
- Directional distribution: **AM peak has 2 entering, 1 exiting, they do not queue in the same direction.**

Therefore, the realistic maximum queue in any single direction is 2 vehicles, requiring 60 ft of stacking depth, which is met by the site design.

Mitigation Measures

Even though no queuing problem is anticipated, the following design features provide additional defence:

Table 5. Mitigation Measures to avoid Queueing Problem

Measure	**Description**
Driveway stacking lane	30-ft wide driveway allows entering vehicles to pass exiting vehicles without queueing behind them.
Signal coordination	The adjacent traffic signal creates natural breaks in Atlantic Avenue traffic, allowing smooth egress.
Internal circulation	One-way aisles (minimum 30 ft width) prevent internal blockage.
Backup alarm and signage	Warns pedestrians and other drivers of truck movements, reducing unexpected stops.

Measure	Description
"Use Both Lanes" signage	Install "Use Both Lanes" signage at the driveway entrance to encourage entering vehicles to utilize the full 30-ft width, preventing single-file queuing.
Paint stacking distance markings	Paint stacking distance markings (e.g., "STACKING – 90 FT") on the internal driveway pavement to assist drivers in maintaining clear space for exiting vehicles.

These measures are low-cost, easy to implement, and further enhance operational efficiency without altering the conclusion that the design is fully defensible under ITE and industry standards.

Sight Distance Analysis

The City's COA requires that "Clear unobstructed sight distance lines shall meet AASHTO guidelines and shall be shown on the improvement plans at driveways". Additionally, local regulations require compliance with the vehicular sight distance requirements of the current edition of the Caltrans Highway Design Manual.

Caltrans HDM Section 405.1(2)(d) clarifies that urban driveways do not require the same level of sight distance as intersections. For new driveways, the city adheres to CA-MUTCD Section 3B.19.12, which recommends prohibiting parking within six feet on either side of a driveway.

The driveway is located on Chakemco Street, east of the signalized Atlantic Avenue/Chakemco Street intersection. Vehicles exiting the site travel along Chakemco Street (either eastbound or westbound) to the intersection, where they are restricted to right-turn movements only onto Atlantic Avenue (northbound or southbound); left turns from Chakemco onto Atlantic are prohibited. Following are the observed parameters of the roadway network in vicinity of site

Table 6. Observed Roadway Parameters

Parameter	**Value**
Posted speed limit, Atlantic Avenue	35 mph
85th percentile speed	35-40 mph
Minimum intersection sight distance (ISD) for 35 mph travelling car	250-300 feet (AASHTO)
Driver eye height (box truck)	8-10 ft
Grade at driveway	Level

Table 7. Intersection Sight Distance (ISD) Calculation Assumptions

Parameter	**Value**	**Source**
Major road (for sight distance)	Chakemco street (considering driveway as a minor link)	Driveway egress onto Chakemco
Design vehicle	Single-unit box truck (25-40 ft)	Proposed fleet vehicles
Time gap (t_g) for single-unit truck making a right turn	9.5 seconds	AASHTO table for single-unit truck (no adjustment needed because crossing only one lane in each direction on Chakemco)

Parameter	Value	Source
AASHTO formula (U.S. customary)	$ISD = 1.47 \times V_{major} \times t_g$	AASHTO Green book 2018 Page 9-45
Available sight distance along Chakemco Street	To be field-measured	Estimated >400 ft (straight alignment)

Required Intersection Sight Distance (ISD) Calculation
Using the formula:

$$ISD_{required} = 1.47 \times 35 \text{ mph} \times 9.5 \text{ s}$$
$$ISD_{required} = 1.47 \times 35 \times 9.5 = 488.8 \text{ feet (rounded to 490 feet)}$$

Provided all existing encroachments are removed and the required clear vision triangles are maintained, sight distance is adequate and complies with AASHTO and Caltrans HDM guidelines. The sight distance exhibit shall show:

- Sight triangle along Chakemco Street: **30 ft along proposed development driveway driveway** (minor road leg) and **490 ft along Chakemco** (major road leg) looking west.
- Clear zone notation: no permanent obstructions (buildings, poles, vegetation) within the triangle. Speed limit signage for Chakemco Street (35 mph) shown. Distance from driveway to the signalized intersection (to be field-measured).



Figure 3. Sight Distance Triangle marking

Effect of Signalized Intersection

The project driveway connects directly to Chakemco Street, approximately 50-80 feet east of the signalized intersection of Atlantic Avenue and Chakemco Street. At a fully signalized intersection (like Atlantic & Chakemco), traffic on both the major (Atlantic) and minor (Chakemco) streets is controlled by a traffic signal. This significantly reduces the risk of conflicts compared to an un-signalized intersection, which is why some municipal codes recognize that **sight distance requirements are less restrictive at signalized intersections**. The vehicle's movement is governed by the signal phase, not solely by gap acceptance.

AASHTO sight distance guidelines are primarily intended for un-signalized intersections. For driveways located near a signalized intersection, the signal provides protection, and the primary requirement is corner clearance to prevent queue spillback into the intersection. As the strict AASHTO sight distance requirements are often relaxed by municipal codes for driveways adjacent to signalized intersections. However Vehicular Sight distance lines are added in the Internal Circulation plan of the report. (See **Annex-C)**

Corner Clearance Assessment

Table 8. Corner Clearance Assesment Table

Requirement	**Standard**	**Site Condition**
Minimum corner clearance from signalized intersection to driveway	125 ft (typical municipal code)	Estimated 50-100 ft, below standard
Driveway located on corner radius?	No	Driveway is on the east leg of Chakemco, not on the curb return.
Queue spillback risk	Low, because site generates only 1-2 peak hour trips	Acceptable

Although the driveway is closer than the ideal 125 ft, the **extremely low trip generation** (net decrease of 4 daily trips, 1 peak hour trip) means the probability of a queue extending from the driveway into the intersection is negligible. The following operational measures are recommended:

- Ensure driveway stacking depth of 90 ft to contain any queue on-site.
- Coordinate signal timing to prevent long queues on Chakemco Street from blocking the driveway (standard practice).

Optional Mitigation Measures

To provide exiting drivers with an unobstructed view of oncoming traffic on Chakemco Street, especially Eastboud vehicles approaching the signalized intersection at Chakemco street. Convex mirrors are proposed as a low-cost, effective enhancement to supplement existing sight distance. Convex mirrors provide an extra margin of safety for truck drivers (higher eye height, longer stopping distance).



Figure 4. Placement of Convex Mirror

A convex mirror having following Specifications can be utilized at the site:

Table 9. Convex Mirrors Specifications

Parameter	**Specification**
Type	Outdoor, all-weather convex traffic mirror (concave reflective surface)
Diameter	36 inches (minimum) – suitable for truck driver eye height (8-10 ft)
Mounting height	6-10 feet above sidewalk grade
Field of view	160-180 degrees
Material	UV-stabilized polycarbonate or acrylic (shatter-resistant) with galvanized steel housing
Reflectivity	High-intensity reflective coating for night visibility
Mounting	On existing utility pole (preferred) or new dedicated post within public right-of-way

Internal Circulation & Storage Capacity

Overview

A well-designed internal circulation plan is essential for Fleet Parking facilities to ensure safe and efficient vehicle movement, minimize conflicts with parking and pedestrian areas, and prevent queue spillback onto the public street. The internal circulation plan has been designed to accommodate the largest vehicles expected to regularly access the site, including:

- **Single Unit Truck (SU)** – representative of box trucks (26-40 ft length) used for fleet parking.
- **Volvo Truck FE 4X2** – a typical medium-duty delivery truck (up to 22 ft length) used for occasional deliveries or service calls.
- **Hino 268 Refuse Truck** – representing the largest vehicle that may access the site for trash collection (up to 25 ft length with rear-load configuration).

Turning exhibits (AutoTURN simulations) demonstrate that all three vehicle types can safely enter, circulate within, and exit the site without encroaching into opposing traffic lanes or pedestrian areas. The sight distance lines marked on the plan indicate the clear visibility zones available to drivers while circulating within the fleet parking site. These lines, typically depicted as hatched or dashed boundaries, extend from key points along the internal driveways and at aisle intersections, ensuring that approaching vehicles, pedestrians, or obstructions can be seen early enough for safe stopping and maneuvering. (See Attached **Annex-C** for Autoturn exhibits)

Key Design Features

Table 10. Key Design Features

Feature	**Dimension / Specification**	**Justification**
Primary driveway (entry/exit)	30 ft wide (exceeds 26 ft minimum)	Allows two-way truck passage; accommodates turning radii of SU and Hino vehicles.
Internal circulation aisles	One-way: 30 ft minimum width	SU truck requires 30-35 ft for 90-degree turns.
Fleet parking stalls (box trucks)	10 ft × 28 ft (per stall)	Standard for commercial truck parking; accommodates SU and Volvo FE 4X2.
Employee/customer stalls	9 ft × 20 ft (standard car)	Adjacent to office building.
Loading / trash collection zone	Designated area near storage building; accessible from main aisle	Hino 268 refuse truck turning radius: 20-22 ft curb-to-curb; accommodated within 30 ft aisle.

Stacking depth (entry to first obstruction)	90 ft	Prevents queue spillback onto Chakemco Street.
Pedestrian-vehicle separation	Painted crosswalks, signage, speed bumps	Enhances safety for employees walking to/from office

Recommended Circulation Improvements

Table 11. Recommended Circulation Improvements

Improvement	**Purpose**
Directional arrows painted on pavement	Guide drivers to one-way circulation, prevent wrong-way entry.
"STOP" signage at driveway exit	Reinforce yielding to Chakemco Street traffic.
Speed bumps (2-3 inches high) at driveway entrance and near office	Reduce internal speed to 5-10 mph.
Pedestrian crosswalk from office to parking area	Marked with high-visibility striping and "YIELD TO PEDESTRIANS" signage.
Backup alarms on all trucks	Audible warning for pedestrians and other drivers.

The proposed internal circulation plan accommodates all expected vehicle types (SU truck, Volvo FE 4X2, Hino 268 refuse truck) with adequate turning radii, aisle widths, and stacking depth. For vehicular details and their trun-template see attached **Annex-D**. The AutoTURN exhibits confirm that entering, circulating, and exiting maneuvers are safe and efficient. With the addition of convex mirrors for line-of-sight enhancement and recommended pavement markings/signage, the site will operate safely for both vehicles and pedestrians.

Multimodal Access Review

Pedestrian Continuity and Safety

The City's Conditions of Approval (COA) require full compliance with the Americans with Disabilities Act (ADA) for all public-facing improvements along the project frontage. A full-width ADA-compliant sidewalk must be constructed along Atlantic Avenue, replacing the existing encroachments (fence, curbs, light standards, and landscaping) that currently intrude into the public right-of-way. Any existing sidewalk segments with cross slopes exceeding 2 percent shall be removed and replaced to meet ADA standards. At the driveway crossing on Chakemco Street, detectable warning surfaces (truncated domes) shall be installed to alert visually impaired pedestrians of the vehicle crossing. The existing pedestrian signal push-buttons at the signalized intersection of Atlantic Avenue and Chakemco Street are operational.

Table 12.Pedestrian Facility Requirements and Status

Requirement	**Status**
Full-width ADA sidewalk along Atlantic Avenue	Required by COA, to be constructed prior to CO
ADA cross slope ≤2% for all sidewalk segments	Required, replace non-compliant sections as identified in field survey
Pedestrian signal push-buttons at Atlantic/Chakemco intersection	Existing, verify operation and adjust if needed

Conflict Mitigation Between Trucks and Pedestrians

Given the proposed use as a commercial fleet parking facility, truck movements will occur daily, primarily during shift changes (early morning and late afternoon). To minimize conflicts between trucks and pedestrians (primarily employees walking between the office building and parking area), several design and operational measures are recommended. The driveway entry and exit points shall be clearly marked with "**TRUCK ENTRANCE**" and "**TRUCK EXIT**" signage, and all trucks operating on site shall be equipped with audible backup alarms. The pedestrian crossing at the driveway shall be controlled with high-visibility yield markings (ladder-style crosswalk) and "YIELD TO PEDESTRIANS" warning signs. These measures, combined with the site's low trip generation (net decrease in daily trips), will ensure that pedestrian-truck conflicts remain negligible.

Transit Compatibility

Atlantic Avenue is designated as a **Primary Transit Street** under the South Gate Mobility Element, serving multiple Metro bus routes with frequent service. The intersection of Firestone Boulevard and Atlantic Avenue, located approximately 0.25 miles north of the project site, is identified as a future transit hub (Action ME 12 of the Mobility Element), which may include bus shelters, real-time information displays, and bicycle parking. The project site does not require relocation of any existing bus stops; however, the applicant shall ensure that the new sidewalk along Atlantic Avenue maintains a clear, unobstructed path to the nearest bus stop (located near the intersection). No transit-related mitigation is required beyond standard sidewalk continuity and ADA compliance.

Bicycle Compatibility

The City does not currently have any established plan or system of bicycle routes, either physically existing or in the existing General Plan. Atlantic Avenue is not included in the City's designated bicycle network; parallel routes (e.g., California Avenue, State Street) serve as Class III bike streets. Nevertheless, the project shall provide bicycle parking facilities near the main office entrance to accommodate employees or visitors who may bike to the site. A minimum of two bicycle racks (each accommodating two bicycles) or lockers shall be installed, consistent with Mobility Element Action ME 24 (modification of municipal code for bicycle parking). The racks shall be placed in a visible, well-lit area, preferably within 50 feet of the building entrance and protected from vehicular traffic. No on-street bicycle facilities are required along the project frontage. No adverse impacts to transit or bicycle facilities are anticipated.

Potential Safety Concerns & Mitigation (Summary)

The report discusses all of the Potential Safety concern along with mitigation measures, however a summary of these safety concerns and their mitigations are summarized below.

Table 13. Potential Safety Hazards and their Mitigation

Sr #	Safety Concern	Location	Mitigation Measure(s) (Already in Report)
1	Inadequate sight distance at driveway exit- Drivers exiting onto Chakemco Street may not see approaching eastbound vehicles due to existing encroachments (fence, landscaping, light poles) or limited corner clearance.	Sight Distance Analysis	• Remove all encroachments within ROW (fence, curbs, light standards, asphalt, landscaping). • Install 36-inch convex mirror on existing utility pole. • Maintain clear vision triangle (30 ft along driveway, 490 ft along Chakemco).
2	Queue spillback onto Chakemco Street- Even a short queue of trucks could block the driveway throat and extend into the travel lane or signalized intersection.	Queuing Analysis	• Provide 90 ft stacking depth (measured from property line to first obstruction). • Use 30-ft wide driveway to allow entering/exiting vehicles to pass. • Install “USE BOTH LANES” signage and pavement markings.
3	Pedestrian-truck conflicts- Employees walking between office and parking area may cross active truck travel paths, especially near driveway entrance and trash collection zone.	Multimodal Access Review	• Install high-visibility ladder crosswalk at driveway crossing. • Post “YIELD TO PEDESTRIANS” signs. • Install speed bumps (2-3 inches high) at driveway entrance and near office. • Require audible backup alarms on all fleet trucks.
4	Corner clearance below ideal- Driveway located only 50-100 ft from signalized intersection (ideal is 125 ft). Queue from driveway could theoretically block intersection.	Sight Distance Analysis	• Low trip generation (net decrease of 4 daily trips) makes queue spillback negligible. • Signal coordination prevents long queues on Chakemco Street. • Stacking depth of 90 ft keeps queue on-site.
5	Wrong-way entry or confusion at driveway – Two-way driveway with 30 ft width could cause vehicles to enter the exit lane or block opposing traffic.	Queuing / Circulation	• Paint directional arrows on pavement. • Install “TRUCK ENTRANCE” and “TRUCK EXIT” signage. • Post “STOP” signage at exit.
6	ADA non-compliance – Existing sidewalk encroachments may block accessible path; cross slopes may exceed 2%.	Multimodal	• Construct full-width ADA sidewalk along Atlantic Avenue. • Replace non-compliant sidewalk segments. • Install detectable warning surfaces (truncated domes) at driveway crossing.

Conclusion & Results

Below is a concise, section-by-section conclusion for the proposed fleet parking facility at 10000 Atlantic Avenue.

- **Trip Generation-** The existing truck sales use generates 3 AM, 4 PM, and 22 daily trips. The proposed fleet parking operation generates 3 AM, 3 PM, and 18 daily trips – a net reduction of 1 PM trips and 4 daily trips. The traffic impact is de minimis, and no full Traffic Impact Study is required.

- **Queuing & Stacking-** Maximum realistic queue is 2 vehicles, as peak hour trips are split between entering and exiting. With 90 feet of stacking depth and a 30-foot wide driveway, queues remain on-site and never spill back onto Chakemco Street or the signalized intersection.

- **Sight Distance-** AASHTO requires 490 feet of sight distance for a truck turning right, for a non-signalized intersection. After removing existing encroachments, the available distance exceeds this requirement. The signalized intersection further reduces risk, and a 36-inch convex mirror is recommended as an additional safety enhancement.

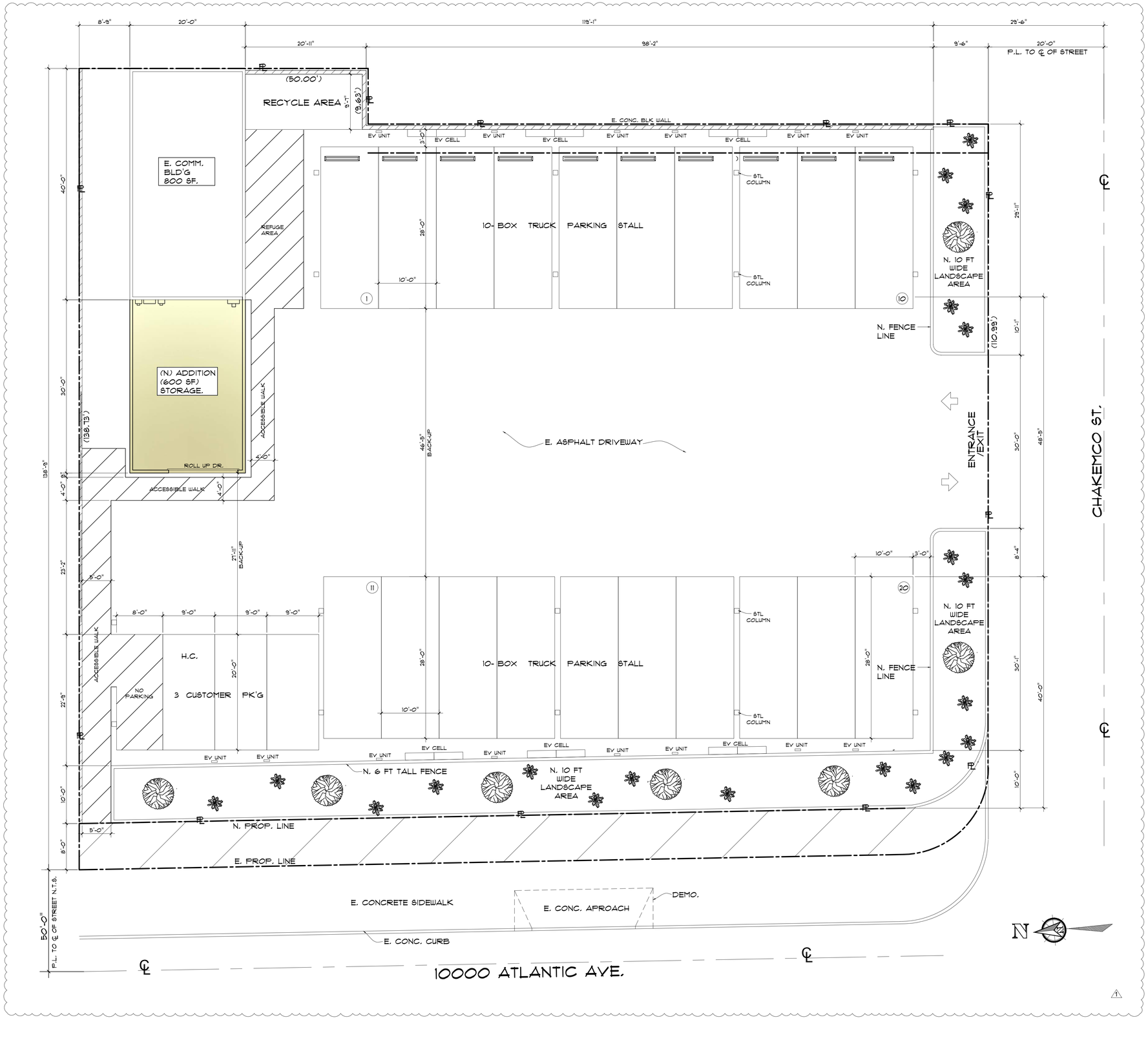
- **Internal Circulation & Maneuvering-** AutoTURN simulations confirm that all design vehicles (box trucks, delivery trucks, refuse trucks) can safely enter, circulate, and exit using 30-foot aisles, 10 ft × 28 ft fleet stalls, and a designated trash enclosure.

- **Multimodal Access-** A full-width ADA sidewalk will replace existing encroachments. Detectable warning surfaces, a high-visibility crosswalk, bicycle racks, and continued access to bus stops ensure full compliance with City requirements.

- **Potential Safety Concerns-** Six concerns (sight distance, queue spillback, pedestrian-truck conflicts, turning radii, corner clearance, wrong-way entry, ADA compliance) are identified and each is addressed by specific mitigation measures. No unresolved safety issues remain.

- **Recommended Mitigation Measures-** Remove all ROW encroachments; install a 36-inch convex mirror; provide 90 ft stacking depth and 30-ft driveway; add “USE BOTH LANES” signage, directional arrows, and “TRUCK ENTRANCE/EXIT” signs; install high-visibility crosswalk, “YIELD TO PEDESTRIANS” signs, speed bumps, and backup alarms; construct ADA sidewalk with detectable warnings; provide bicycle racks. These measures satisfy all Conditions of Approval.

ANNEX A- SITE LAYOUT PLAN



PARKING CALCULATIONS	
OFFICE / 250 800 SF/ 250= 3.2	= 3 REQUIRED
STORAGE / 500 600 SF/ 500= 1.2	= 1 REQUIRED
PARKING REQUIRED: 4 STALLS	
PARKING PROVIDED: 23 STALLS	

SCOPE OF WORK:

PROPOSED COMMERCIAL FLEET PARKING USE, GREEN OPERATION "CHANGE OF USE".

1) CONSTRUCT (N) POWER STATION (EXCLUSIVE FOR DISPATCHED TRUCK).

2) PROVIDE NEW LANDSCAPING PER S.G.P.W..

3) 20 FLEET PARKING STALLS (CONTRACT W/ COUNTY OF L.A. PICK-UP & DELIVERY)

4) 20 EMPLOYEE PARKING STALLS (fleet stall)

5) 3 CUSTOMER PARKINGS

6) (N) ADDITION STORAGE (600 SF) (EXCLUSIVE FOR DISPATCH USE ONLY).

7) (E) OFFICE (800 SF) TO REMAIN (EXCLUSIVE FOR DISPATCH USE ONLY).

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DEVELOPER:

FLEET PARKING

DRAWING CONTENT:

SITE PLAN

REGISTERED ARCHITECT
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Revisions : Date :

1 PC-1 PLAN'G 02-27-26
3-20-26 AN/MB

Designer : M.B.
Manager : A.N.
Date : 12-05-25
Job No : 025-151
Scale : 1/8"= 1'-0"

Drawing No :

A-1.0

SHEET : 1 OF 1

ANNEX B- TRIP GENERATION MANUAL REFERENCE

Truck and Trailer Parking
(035)

Vehicle Trip Ends vs: **Parking Spaces**
On a: **Weekday**

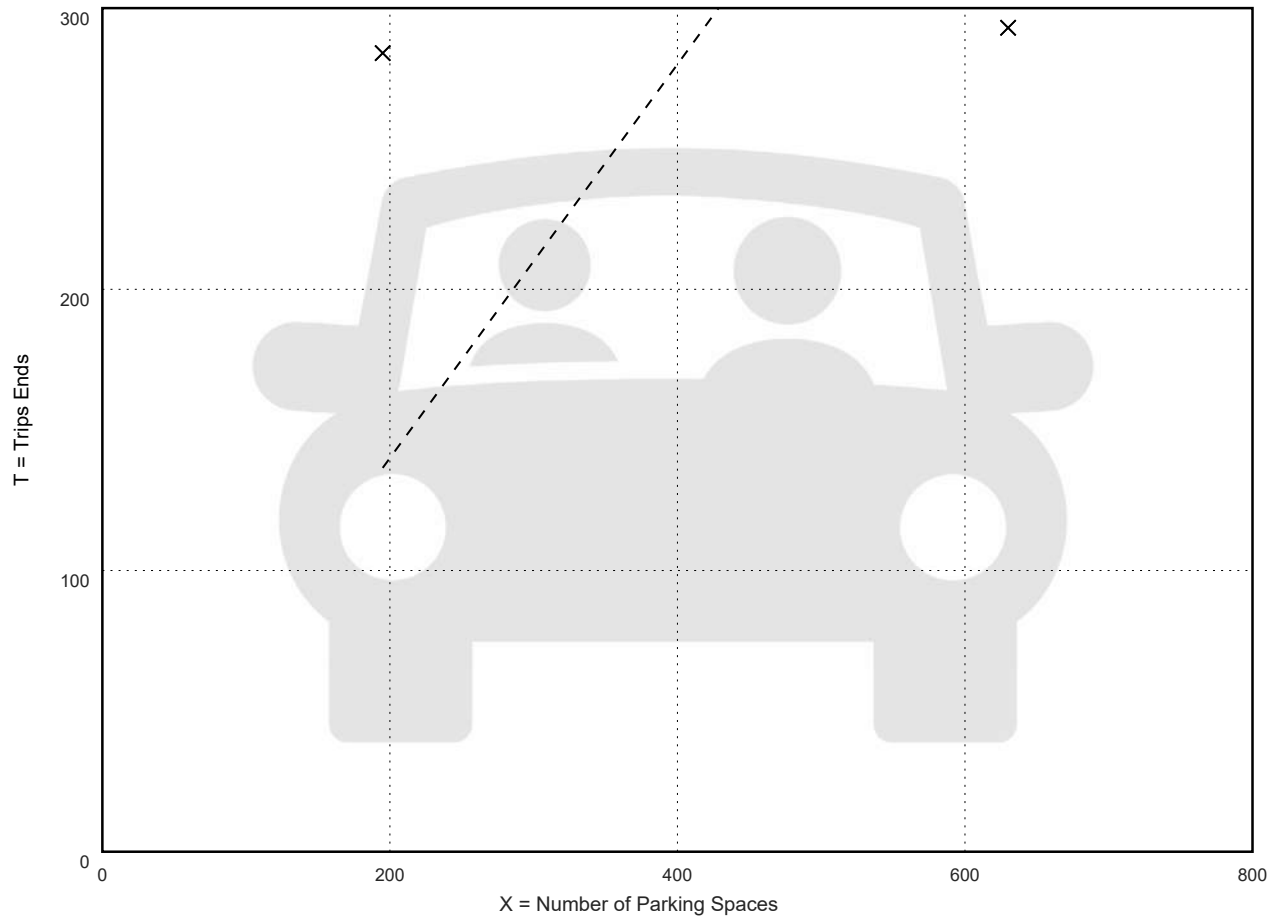
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Parking Spaces: 413
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
0.70	0.47 - 1.46	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Truck and Trailer Parking
(035)

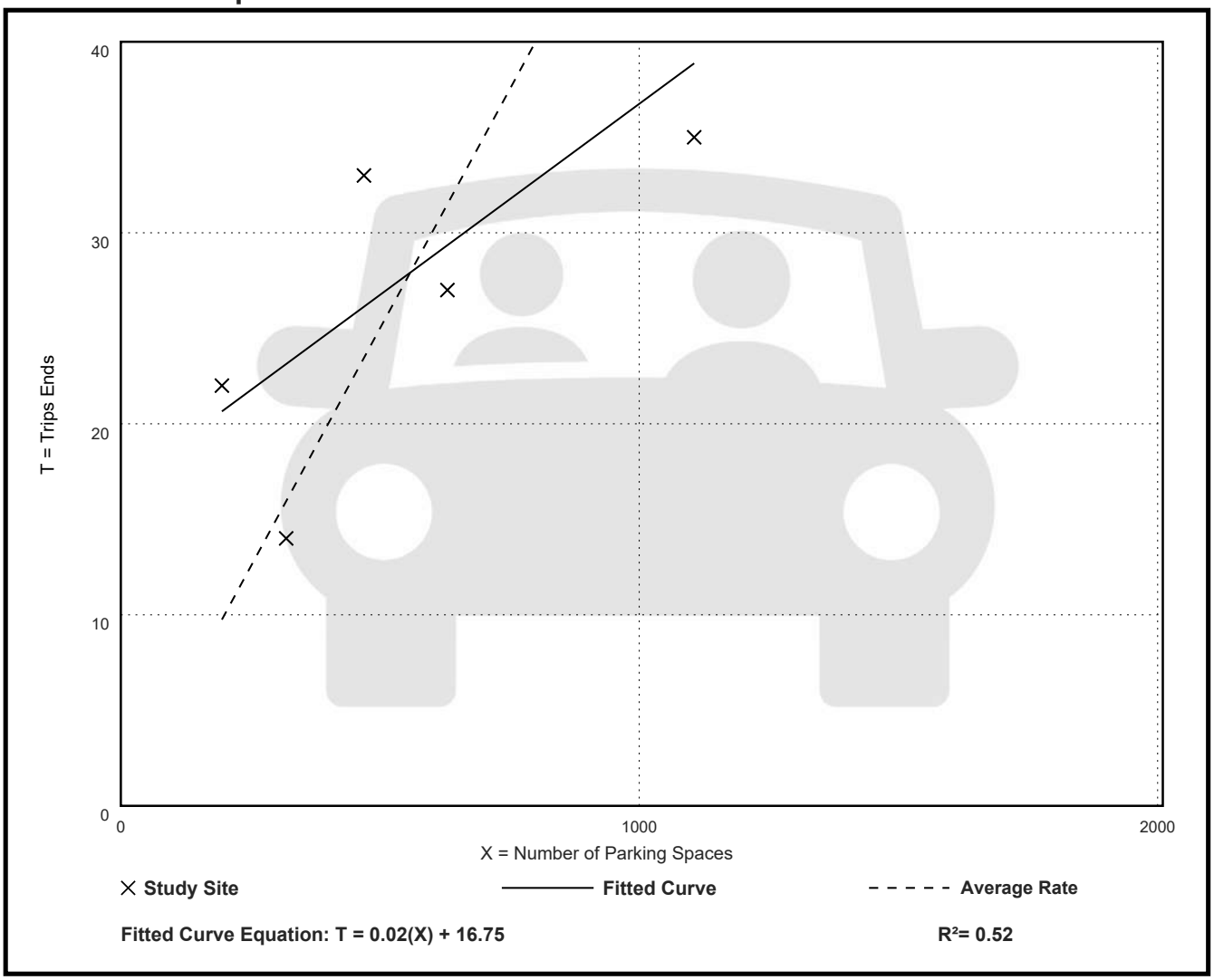
Vehicle Trip Ends vs: **Parking Spaces**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Parking Spaces: 544
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
0.05	0.03 - 0.11	0.03

Data Plot and Equation



Fitted Curve Equation: T = 0.02(X) + 16.75

R^2= 0.52

Truck and Trailer Parking
(035)

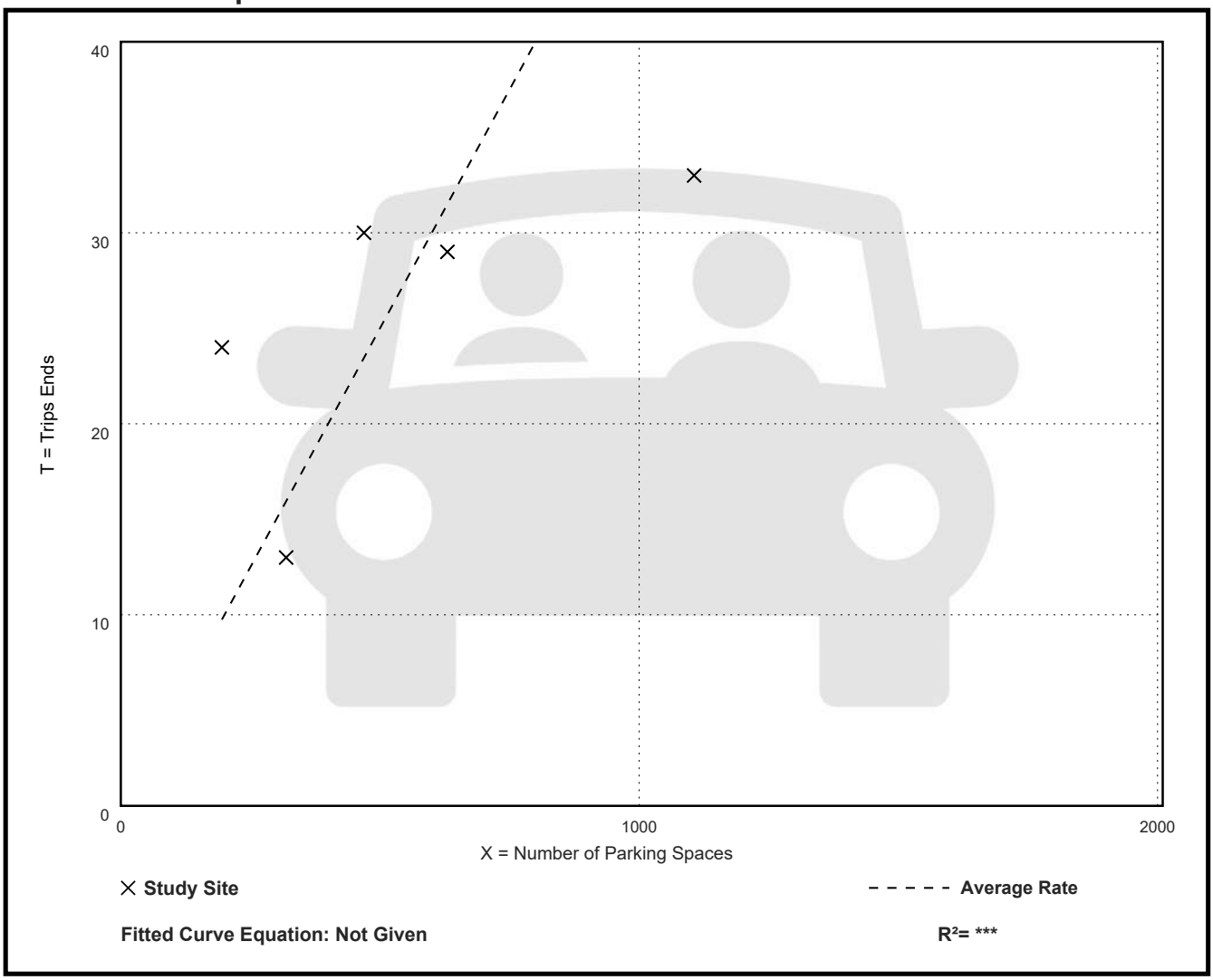
Vehicle Trip Ends vs: **Parking Spaces**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Parking Spaces: 544
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
0.05	0.03 - 0.12	0.03

Data Plot and Equation



Warehouse
(150)

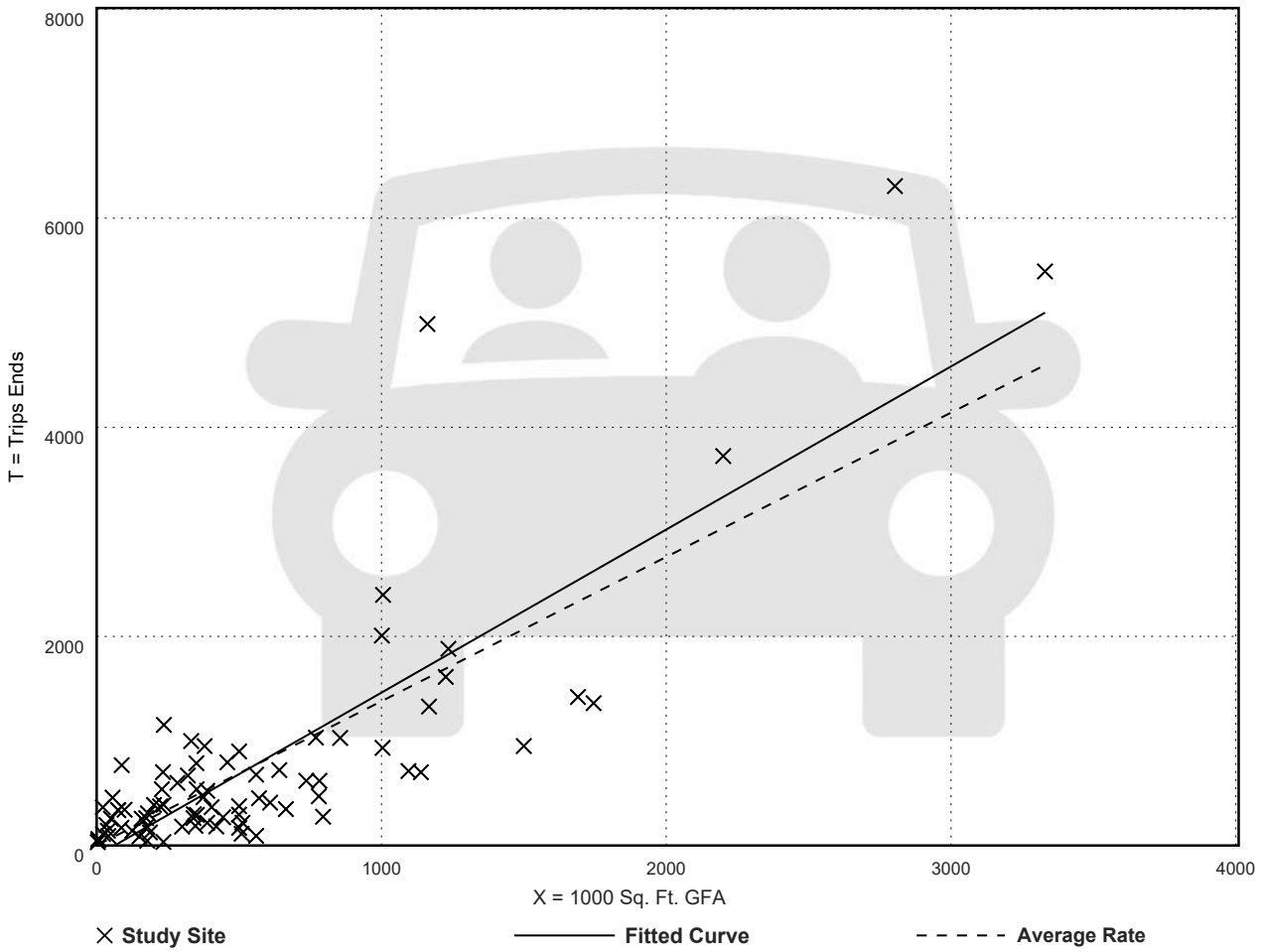
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 81
Avg. 1000 Sq. Ft. GFA: 554
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.38	0.15 - 16.93	1.05

Data Plot and Equation



Fitted Curve Equation: T = 1.56(X) - 97.97

R^2= 0.69

Warehouse
(150)

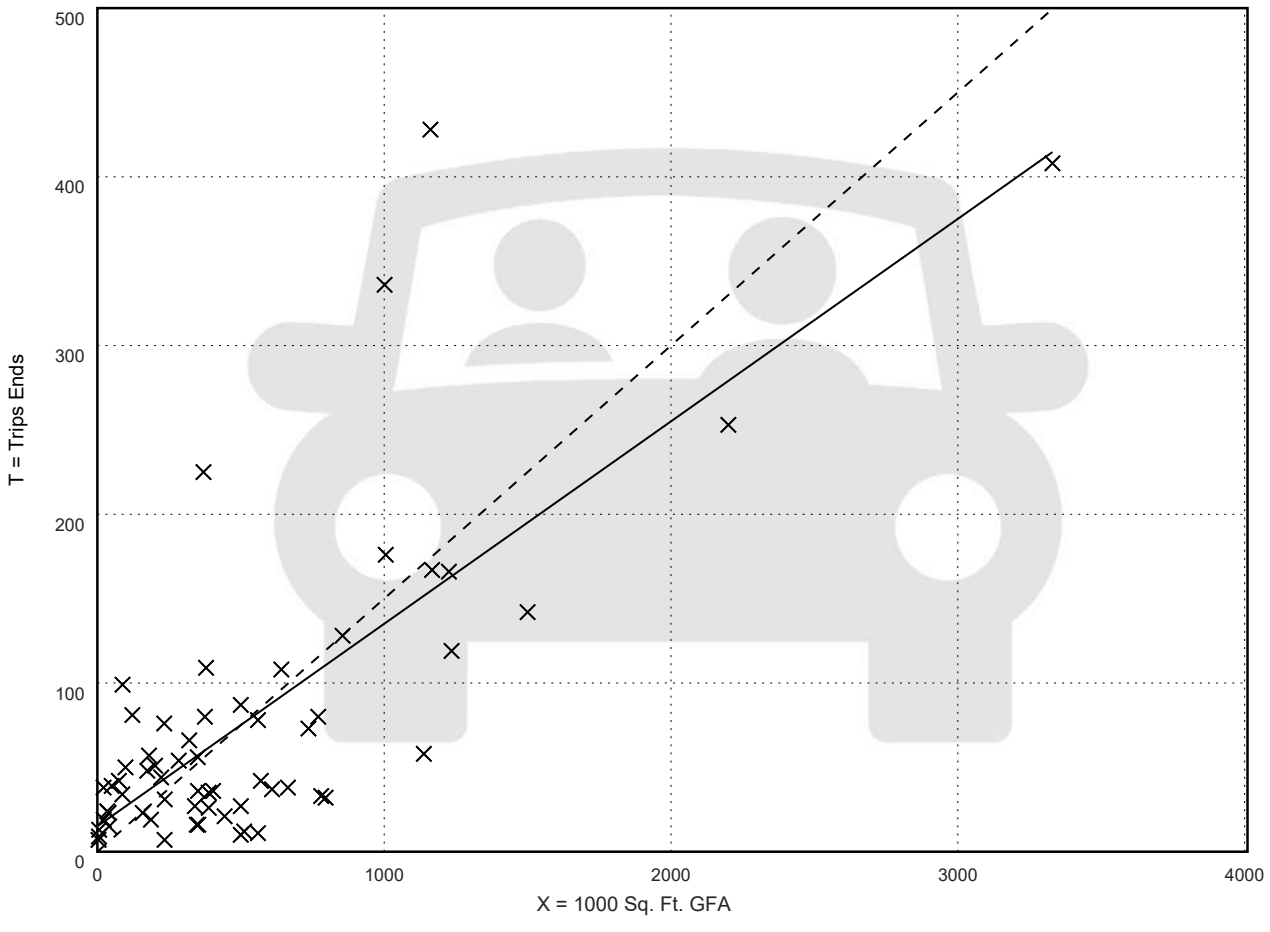
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 62
Avg. 1000 Sq. Ft. GFA: 518
Directional Distribution: 70% entering, 30% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 2.08	0.14

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 15.07

R^2= 0.54

Warehouse
(150)

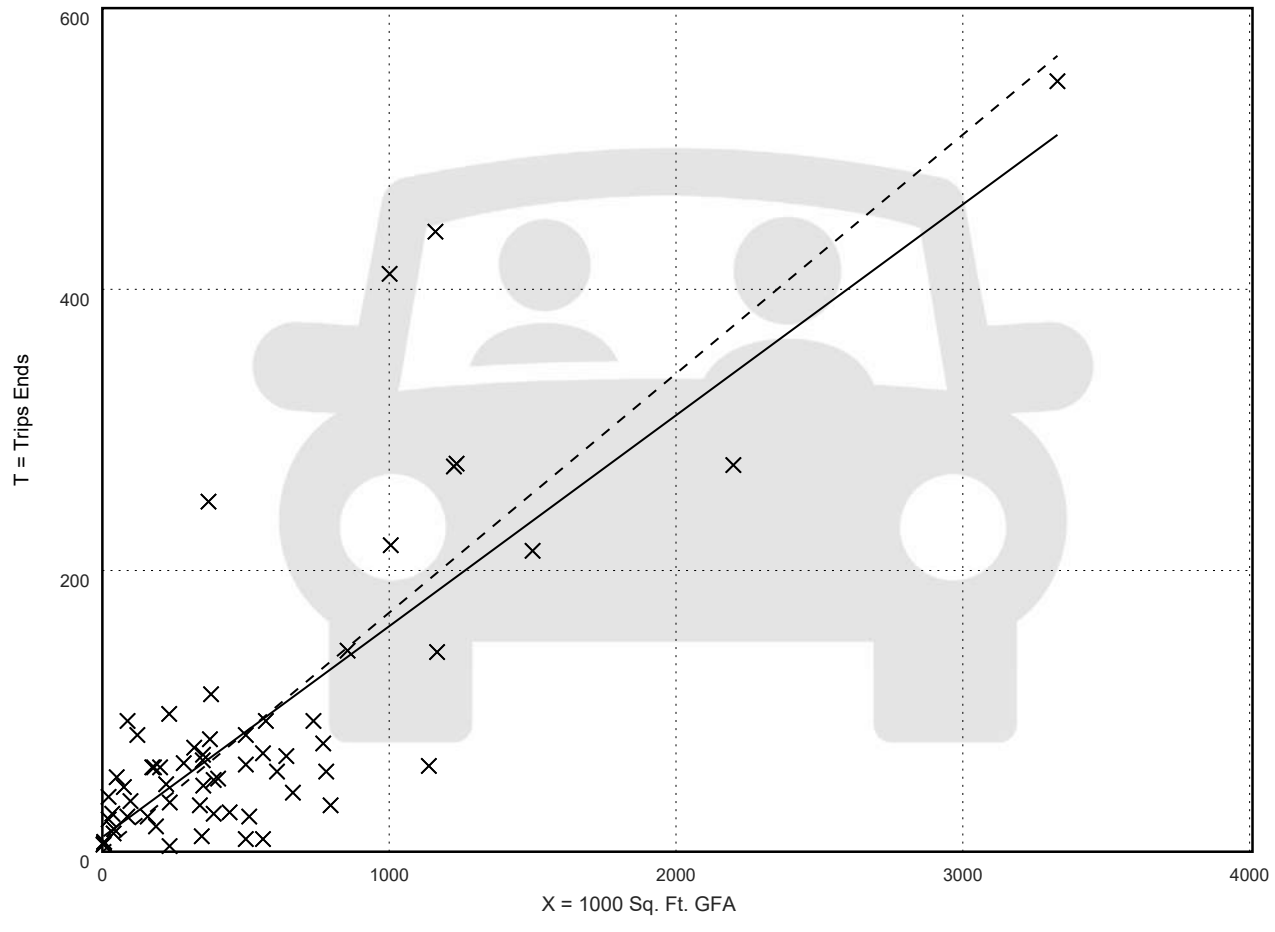
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 62
Avg. 1000 Sq. Ft. GFA: 518
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.80	0.14

Data Plot and Equation



Fitted Curve Equation: T = 0.15(X) + 10.37

R^2= 0.63

Automobile Sales (Used)
(841)

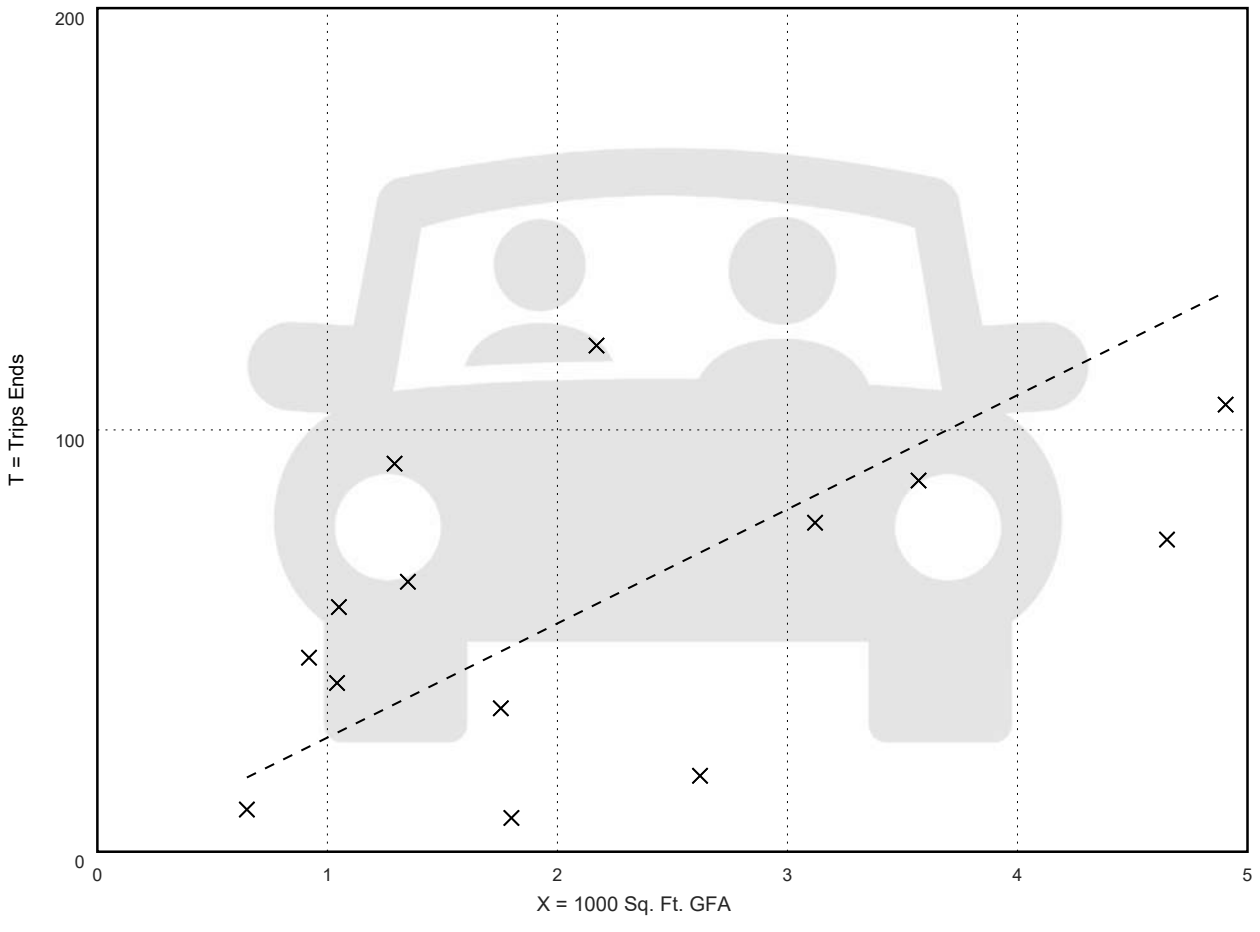
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.06	4.44 - 71.21	17.91

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Automobile Sales (Used)
(841)

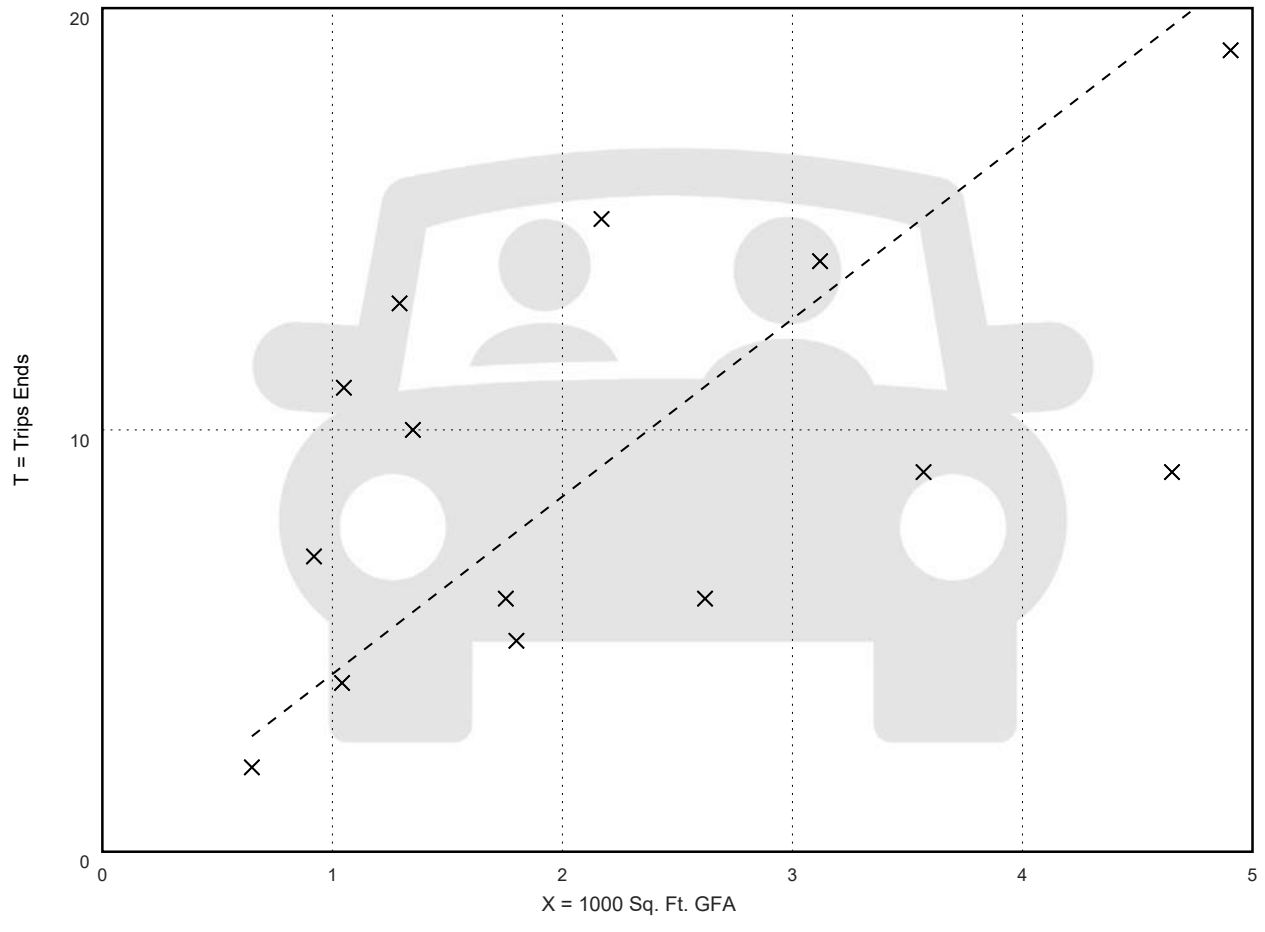
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.21	1.94 - 10.48	2.48

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Automobile Sales (Used)
(841)

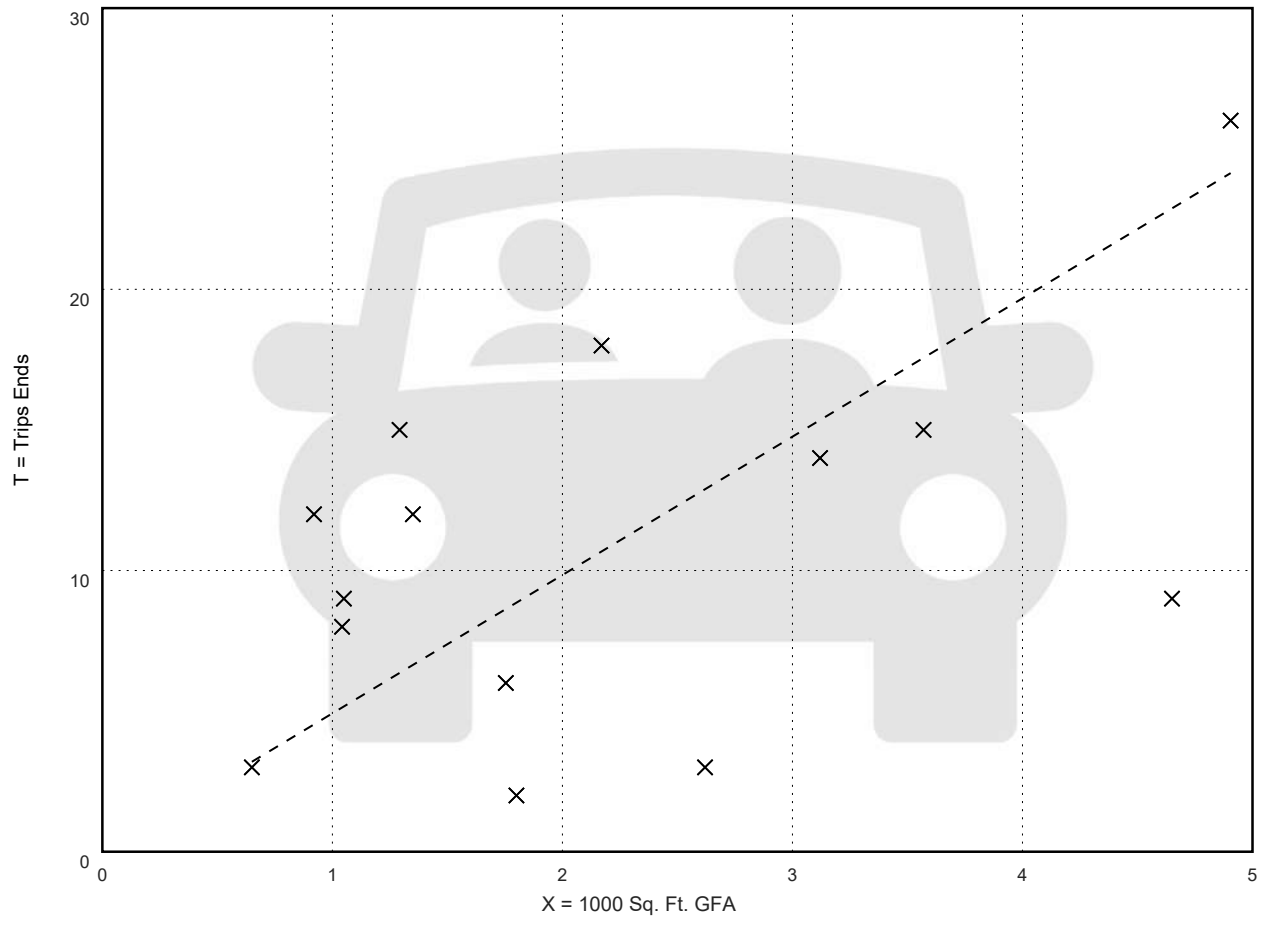
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.92	1.11 - 13.04	3.23

Data Plot and Equation



Fitted Curve Equation: Not Given

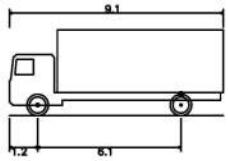
R^2= ***

ANNEX C- INTERNAL CIRCULATION PLAN

I- **Single Unit and Volvo FE 4x2 Truck Entering & Leaving the Site**

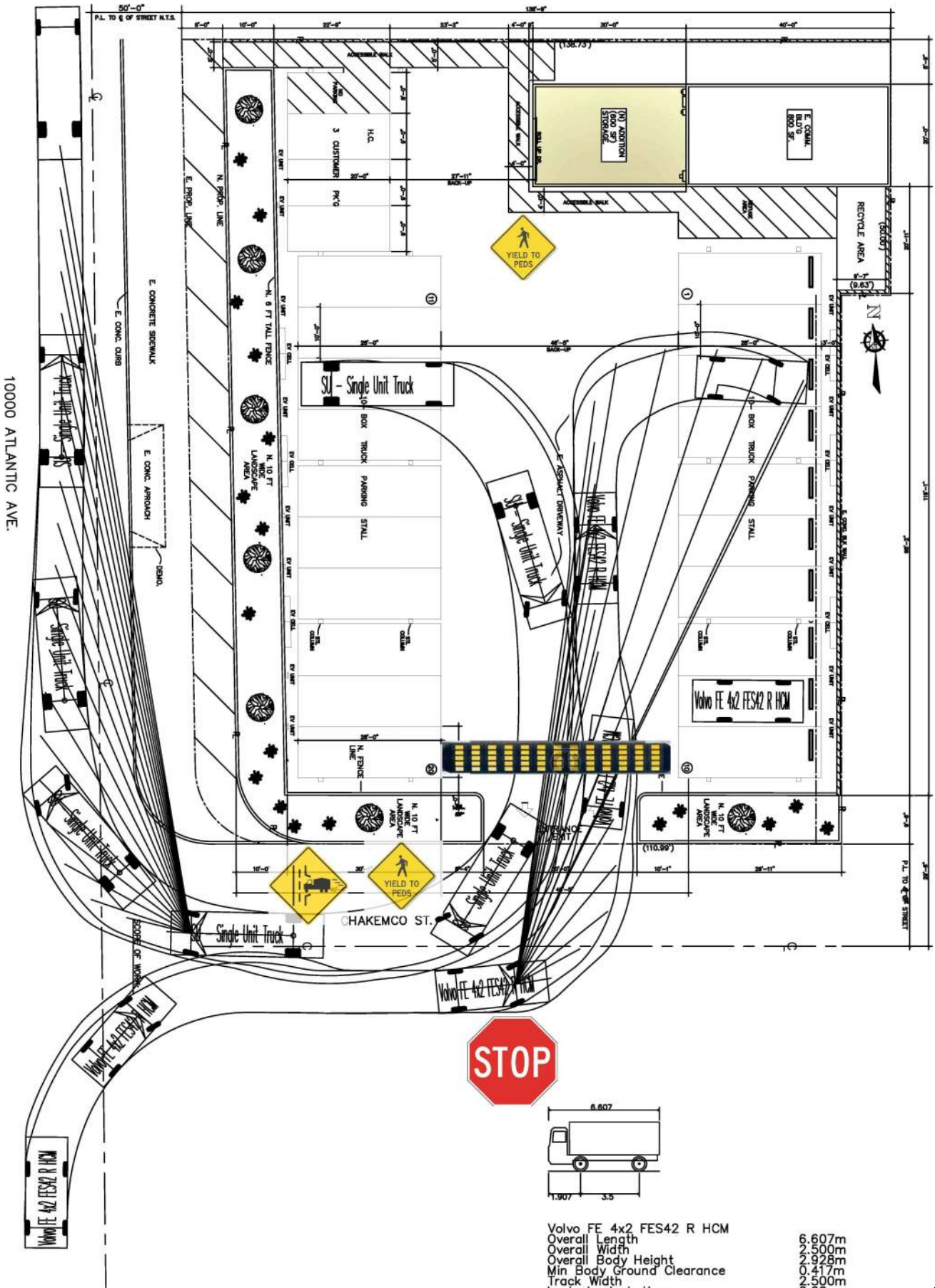
II- **Single Unit Truck and Volvo FE 4x2 Truck Entering & Leaving the Site when parking is full**

III- **Single Unit and Hino 268-G Trash Truck Entering & Leaving the Site**



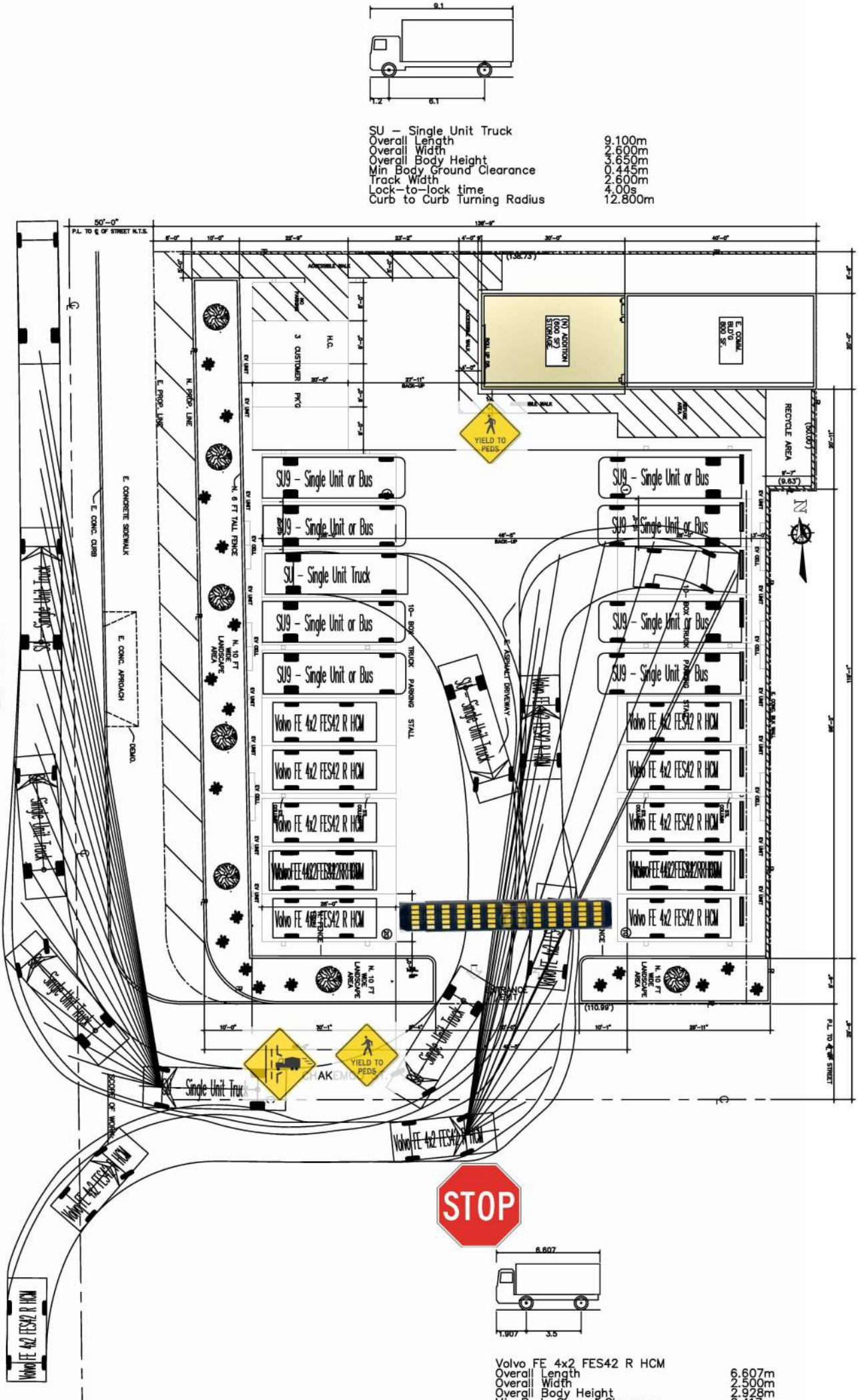
SU – Single Unit Truck

Overall Length	9.100m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.800m

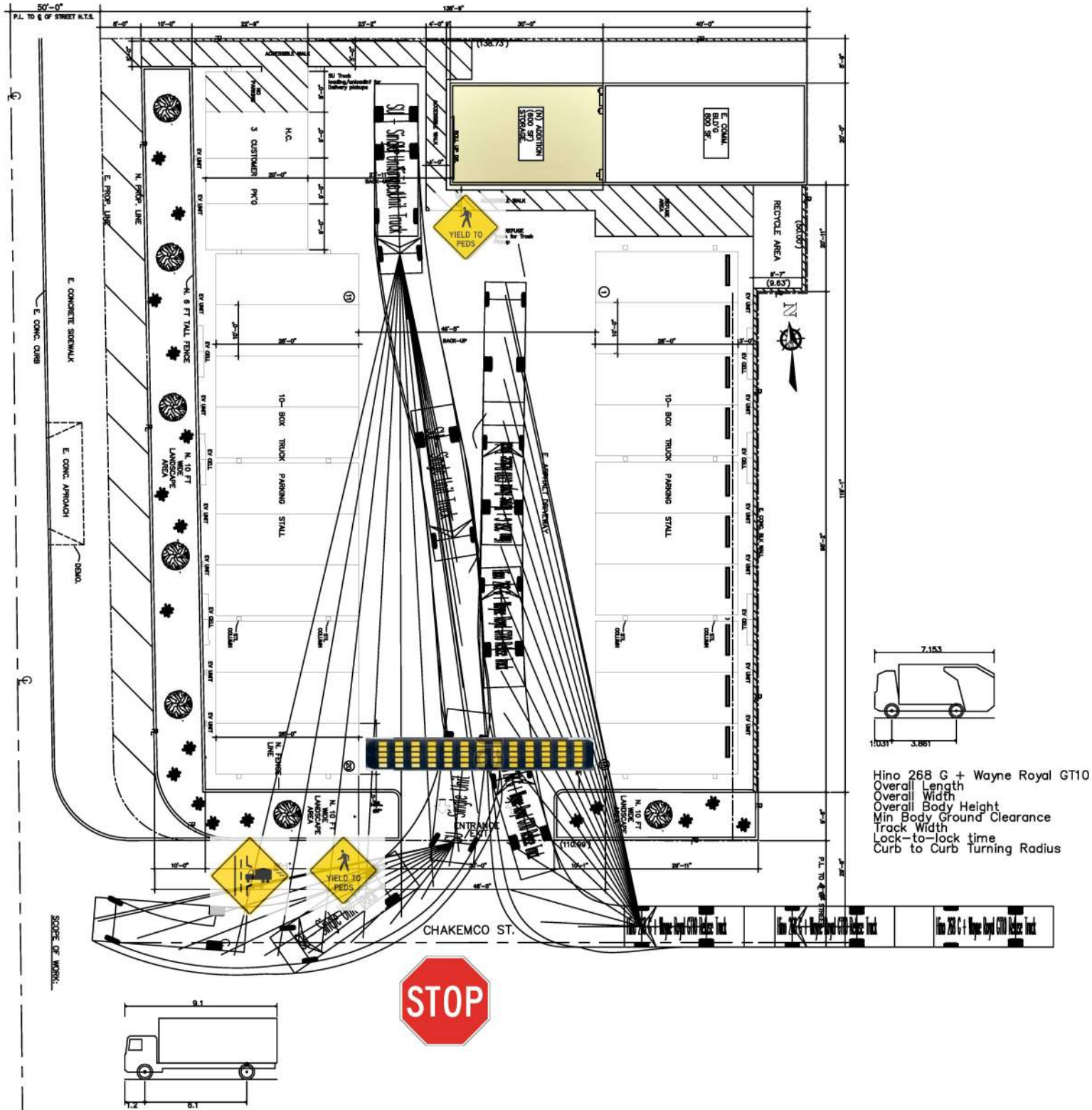


Volvo FE 4x2 FES42 R HCM

Overall Length	6.607m
Overall Width	2.500m
Overall Body Height	2.928m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.400m


9.1
1.2
6.1
SU – Single Unit Truck
Overall Length 9.100m
Overall Width 2.600m
Overall Body Height 3.650m
Min Body Ground Clearance 0.445m
Track Width 2.600m
Lock–to–lock time 4.00s
Curb to Curb Turning Radius 12.800m
10000 ATLANTIC AVE.
E. CONCRETE SIDEWALK
E. CONC. CURB
E. CONC. APROACH
DEMO.
N. 6 FT TALL FENCE
N. 10 FT LANDSCAPE AREA
E. PROP. LINE
N. PROP. LINE
E. ASPHALT DRIVEWAY
3 CUSTOMER PK'G
H.C.
(N) ADDITION (600 SF) STORAGE
E. COMM'L BLD'G 800 SF.
RECYCLE AREA
10- BOX TRUCK PARKING STALL
SU9 – Single Unit or Bus
SU – Single Unit Truck
Volvo FE 4x2 FES42 R HCM
YIELD TO PEDS
STOP
SCOPE OF WORK
6.607
1.907
3.5
Volvo FE 4x2 FES42 R HCM
Overall Length 6.607m
Overall Width 2.500m
Overall Body Height 2.928m
Min Body Ground Clearance 0.417m
Track Width 2.500m
Lock–to–lock time 6.00s
Curb to Curb Turning Radius 6.400m

10000 ATLANTIC AVE.

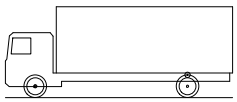


Hino 268 G + Wayne Royal GT10
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

SU – Single Unit Truck

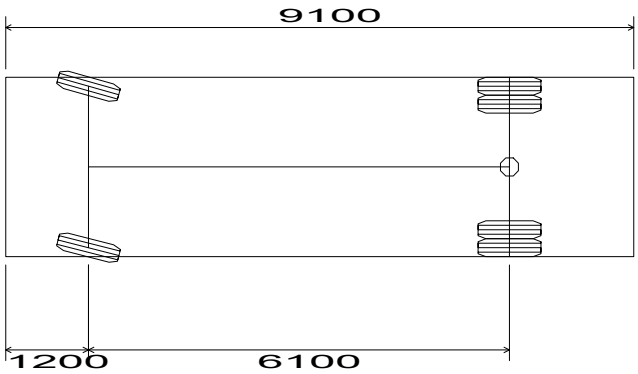
Overall Length	9.100m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.800m

ANNEX D- CIRCULATING VEHICLE DETAILS



Vehicle Tracking Vehicle Details **Ref: 100022**

Vehicle Name:	**SU - Single Unit Truck**
Type:	Rigid vehicle
Category	Autodesk
Classification	Autodesk
Source:	TAC Handbook 1986
Description:	Design vehicle
Notes:	
Unit 1 Name:	SU - Single Unit Truck Tractor

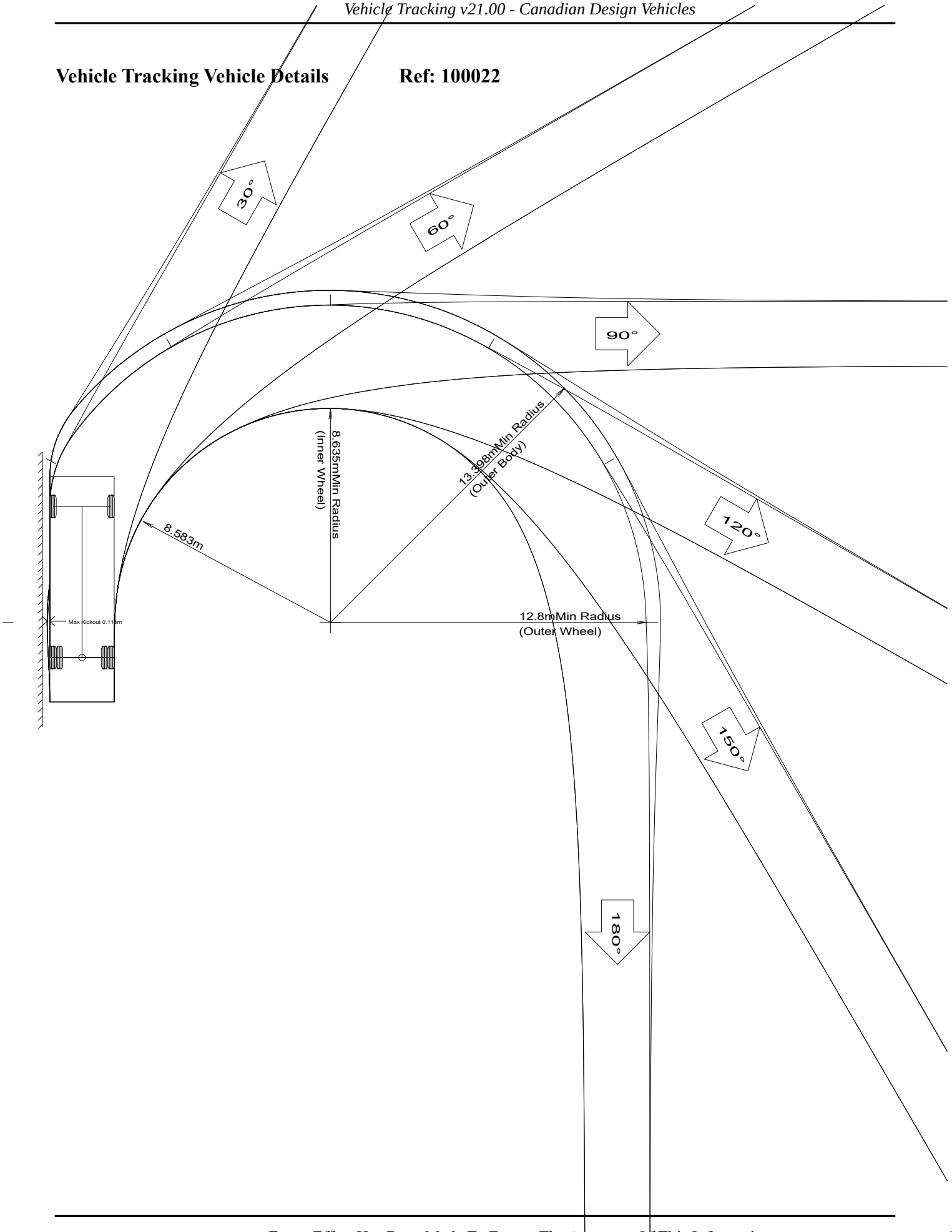


SU – Single Unit Truck	
Overall Length	9100mm
Overall Width	2600mm
Overall Body Height	3650mm
Min Body Ground Clearance	445mm
Track Width	2600mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12800mm

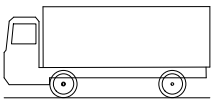
Vehicle Tracking Vehicle Details Ref: 100022

Unit Name:	**SU - Single Unit Truck Tractor**
Type:	Tractor (with driver controlled steering)
Body style:	Rigid Truck (Small)
Classification	Autodesk
Source:	TAC Handbook 1986
Description:	Design vehicle
Notes:	
Datum:	Front Primary Axle
Front Axle(s):	1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset:	0mm
Effective Front Axle Offset:	0mm (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	2600mm
Total Wheels:	2 (positioned at the ends of the axle)
Tire Width:	260mm (Auto Calculated - proportion of Track Width)
Tire Diameter:	910mm (Auto Calculated - proportion of Track Width)
Rear Axle(s):	1 Fixed
Primary Rear Axle Offset:	6100mm (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset:	6100mm (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	2600mm
Total Wheels:	4 (positioned at the ends of the axle)
Tire Width:	260mm (Auto Calculated - proportion of Track Width)
Tire Diameter:	910mm (Auto Calculated - proportion of Track Width)
Steering:	Front Axle(s):
Min. Curb / Curb Turning Radius:	12800mm (based upon all axles)
Calculated Maximum Wheel Angle:	34.800deg
Lock-to-Lock Time (Fwd/Rev):	4.0sec / 4.0sec
Driver / Pilot	
Driver Offset Longitudinally:	300mm (in front of Front Primary Axle)
Driver / Pilot Offset Laterally:	-600mm (Right of Centerline)
Driver Height:	2200mm (Above ground level)
Front Coupling:	None
Rear Coupling:	Generic
Coupling Offset:	6100mm (behind Front Primary Axle)
Coupling Height:	910mm (Auto Calculated - proportion of Tire Diameter)
Capability:	Can Tow or be Towed
Max. Horizontal Articulation Angle:	90.000deg
Max. Vertical Articulation Angle:	10.000deg
Body outline (plan):	
Outline Type:	Rectangle
Offset (X,Y):	-1200mm, 0mm
Length / Width:	9100mm / 2600mm

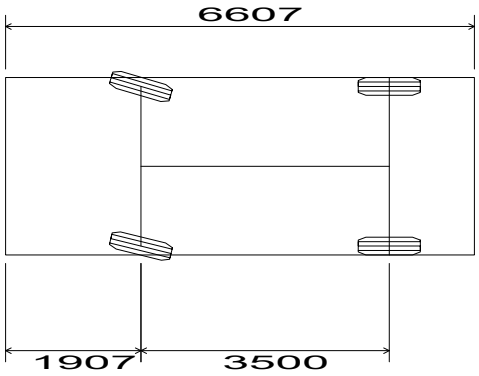
Vehicle Tracking Vehicle Details **Ref: 100022**



Vehicle Tracking Vehicle Details **Ref:**



Vehicle Name:	**Volvo FE 4x2 FES42 R HCM**
Type:	Rigid vehicle
Category	Autodesk
Classification	Autodesk
Source:	Manufacturer: downloaded 11-March-2013
Description:	Volvo FE 4x2 rear air suspension FES42 R HCM - the rear overhang can be 1.2 m to 1.69 m
Notes:	
Unit 1 Name:	Volvo FE 4x2 FES42 R HCM Tractor

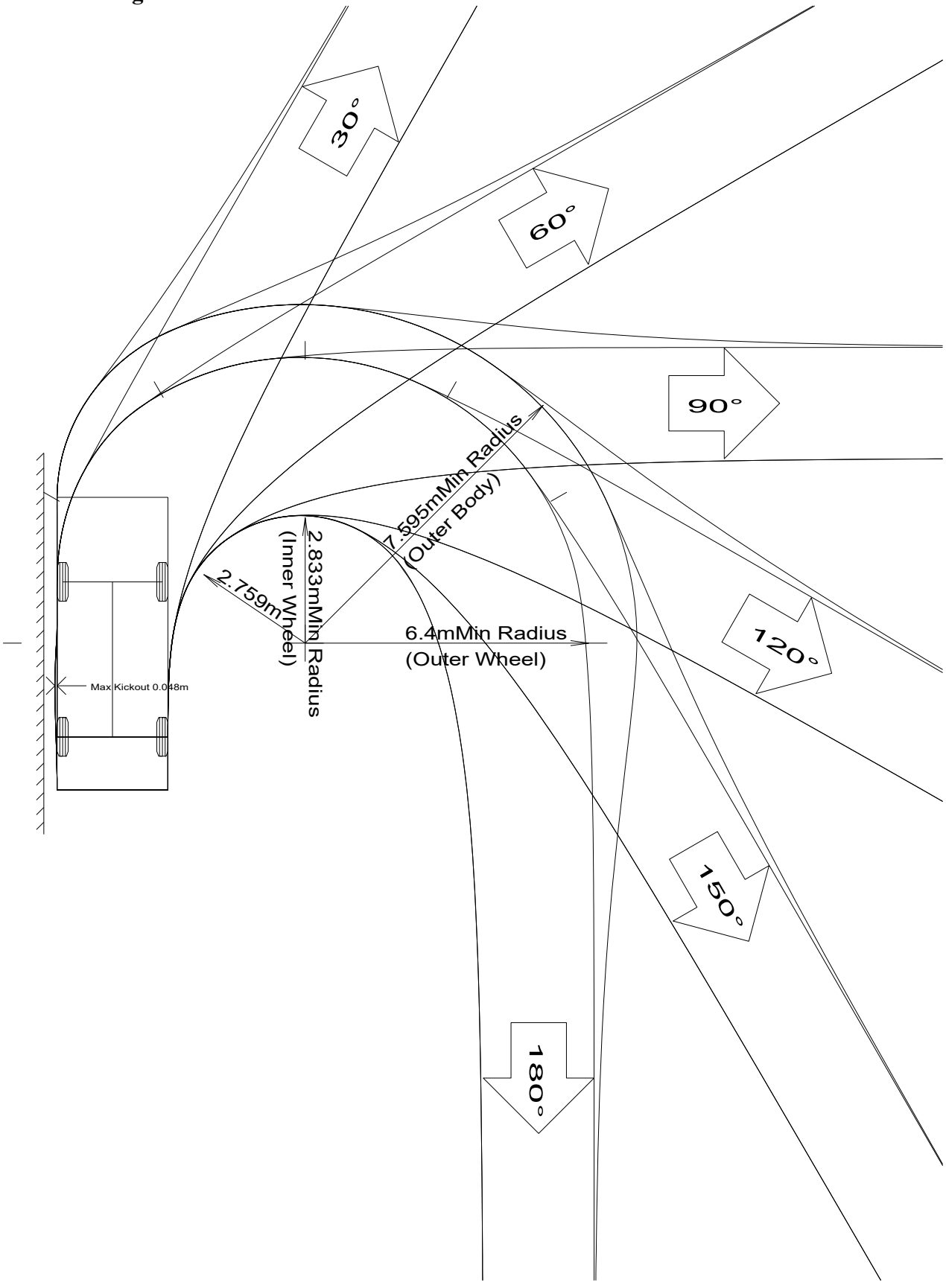


Volvo FE 4x2 FES42 R HCM	
Overall Length	6607mm
Overall Width	2500mm
Overall Body Height	2928mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6400mm

Vehicle Tracking Vehicle Details Ref:

Unit Name:	**Volvo FE 4x2 FES42 R HCM Tractor**
Type:	Tractor (with driver controlled steering)
Body style:	Rigid Truck (Large)
Classification	(Unspecified)
Source:	
Description:	
Notes:	
Datum:	Front Primary Axle
Front Axle(s):	1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset:	0mm
Effective Front Axle Offset:	0mm (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	2500mm
Total Wheels:	2 (positioned at the ends of the axle)
Tire Width:	250mm (Auto Calculated - proportion of Track Width)
Tire Diameter:	875mm (Auto Calculated - proportion of Track Width)
Rear Axle(s):	1 Fixed
Primary Rear Axle Offset:	3500mm (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset:	3500mm (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	2500mm
Total Wheels:	2 (positioned at the ends of the axle)
Tire Width:	250mm (Auto Calculated - proportion of Track Width)
Tire Diameter:	875mm (Auto Calculated - proportion of Track Width)
Steering:	Front Axle(s):
Min. Curb / Curb Turning Radius:	6400mm (based upon active axles only)
Calculated Maximum Wheel Angle:	49.800deg
Lock-to-Lock Time (Fwd/Rev):	6.0sec / 6.0sec
Driver / Pilot	
Driver Offset Longitudinally:	-407mm (in front of Front Primary Axle)
Driver / Pilot Offset Laterally:	-600mm (Right of Centerline)
Driver Height:	2250mm (Above ground level)
Front Coupling:	None
Rear Coupling:	None
Body outline (plan):	
Outline Type:	Rectangle
Offset (X,Y):	-1907mm, 0mm
Length / Width:	6607mm / 2500mm

Vehicle Tracking Vehicle Details **Ref:**



Vehicle Tracking Vehicle Details Ref:

Unit Name:	**Hino 268 G + Wayne Royal GT10 Refuse Truck Tractor**
Type:	Tractor (with driver controlled steering)
Body style:	Refuse / Garbage Truck (Small)
Classification	(Unspecified)
Source:	No data
Description:	No data
Notes:	No data
Datum:	Front Primary Axle
Front Axle(s):	1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset:	0.000ft
Effective Front Axle Offset:	0.000ft (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	8.025ft
Total Wheels:	2 (positioned at the ends of the axle)
Tire Width:	0.803ft (Auto Calculated - proportion of Track Width)
Tire Diameter:	2.809ft (Auto Calculated - proportion of Track Width)
Rear Axle(s):	1 Fixed
Primary Rear Axle Offset:	12.667ft (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset:	12.667ft (Auto Calculated)
Maximum Wheel Angle:	Unlimited
Status:	Active Non Self-Steered
Track Width:	8.025ft
Total Wheels:	4 (positioned at the ends of the axle)
Tire Width:	0.803ft (Auto Calculated - proportion of Track Width)
Tire Diameter:	2.809ft (Auto Calculated - proportion of Track Width)
Steering:	Front Axle(s):
Min. Curb / Curb Turning Radius:	21.100ft (based upon active axles only)
Calculated Maximum Wheel Angle:	54.200deg
Lock-to-Lock Time (Fwd/Rev):	6.0sec / 6.0sec
Driver / Pilot	
Driver Offset Longitudinally:	1.538ft (in front of Front Primary Axle)
Driver / Pilot Offset Laterally:	-1.969ft (Right of Centerline)
Driver Height:	7.546ft (Above ground level)
Front Coupling:	None
Rear Coupling:	None
Body outline (plan):	
Outline Type:	Rectangle
Offset (X,Y):	-3.383ft, 0.000ft
Length / Width:	23.467ft / 8.025ft

6' GREEN WALL

+/- 20' TALL CANOPY



SIDEWALK &
PUBLIC WORKS DEDICATION

LANDSCAPE SETBACK

JOHN G. CATALDO A.I.A. C.S.I.

ARCHITECTURE . ENGINEERING

835 MISSION STREET,
SOUTH PASADENA, CA 91030
OFFICE : 626-799-4400
FAX : 626-799-7010

PROJECT NAME & SITE ADDRESS:

10000 ATLANTIC AVE
SOUTH GATE, CA. 90280

DEVELOPER:

FLEET PARKING

DRAWING CONTENT:

RENDERING

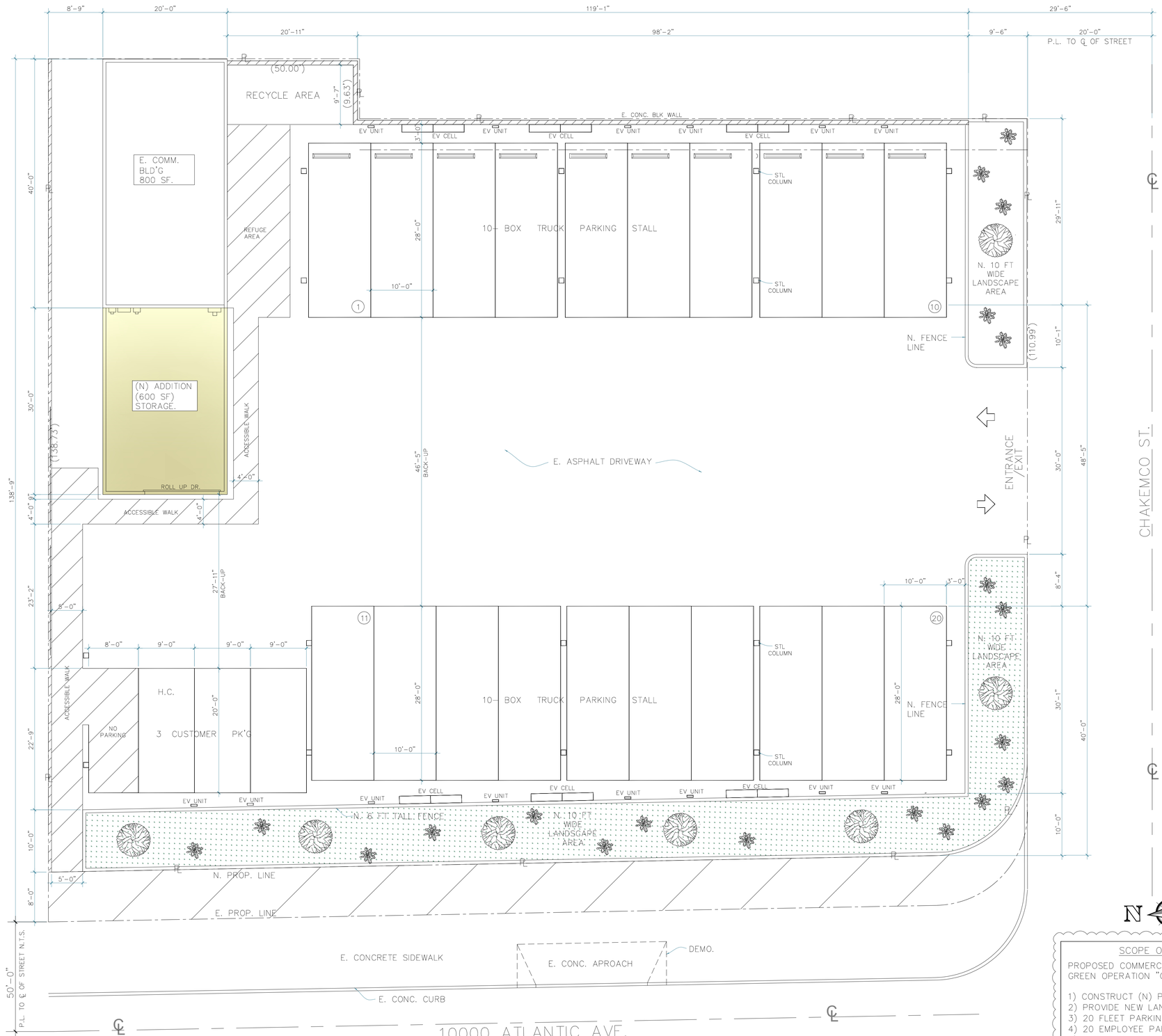
Revisions : Date :

1 PC-1 PLANNING 3-20-26 AN/MB

Designer : M.B.
Manager : A.N.
Date : 04-22-2026
Job No : 025-151
Scale : 1/8"= 1'-0"
Drawing No :

T-1.0

SHEET : 1 OF 1



SCOPE OF WORK:

PROPOSED COMMERCIAL FLEET PARKING USE, GREEN OPERATION "CHANGE OF USE".

1) CONSTRUCT (N) POWER STATION
2) PROVIDE NEW LANDSCAPING PER S.G.P.W..
3) 20 FLEET PARKING STALLS
4) 20 EMPLOYEE PARKING STALLS (fleet stall)
5) 3 CUSTOMER PARKINGS
6) (N) ADDITION STORAGE (600 SF)
7) (E) OFFICE (800 SF) TO REMAIN ⚠1

ARCHITECTURE . ENGINEERING

JOHN G. CATALDO A.I.A. C.E.S.I.

835 MISSION STREET,
SOUTH PASADENA, CA 91030
OFFICE : 626-799-4400
FAX : 626-799-7010

PROJECT NAME & SITE ADDRESS:

10000 ATLANTIC AVE
SOUTH GATE, CA. 90280

DEVELOPER:

FLEET PARKING

DRAWING CONTENT:

SITE PLAN

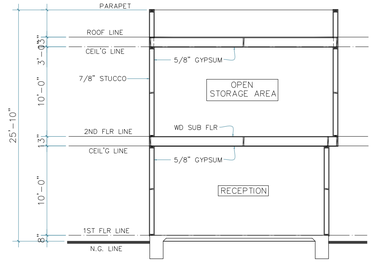
Revisions :	Date :
⚠1 PC-1 PLANNING	3-20-26 AN/MB

Designer :	M.B.
Manager :	A.N.
Date :	04-22-2026
Job No :	025-151
Scale :	1/8"= 1'-0"

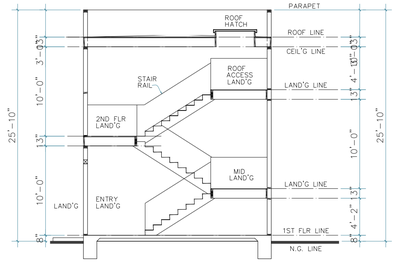
Drawing No :

A-1.0

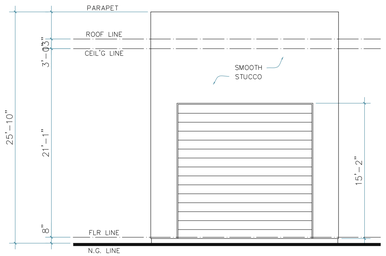
SHEET : 1 OF 1



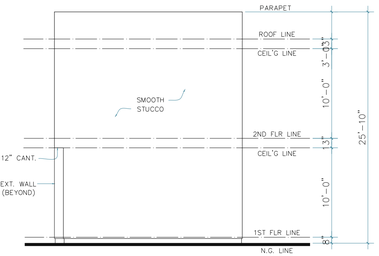
(PROPOSED) BUILDING SECTION



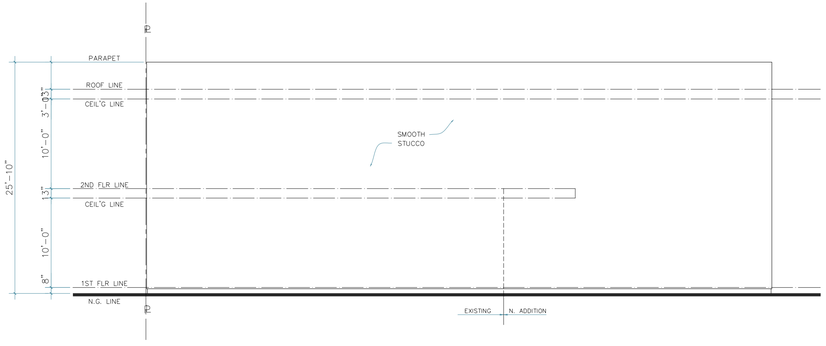
(PROPOSED) BUILDING SECTION



(PROPOSED & EXISTING) WEST ELEVATION



(PROPOSED & EXISTING) EAST ELEVATION



(PROPOSED & EXISTING) NORTH ELEVATION

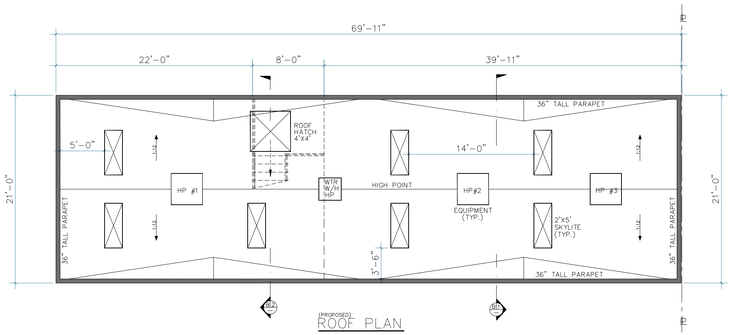


(PROPOSED & EXISTING) SOUTH ELEVATION

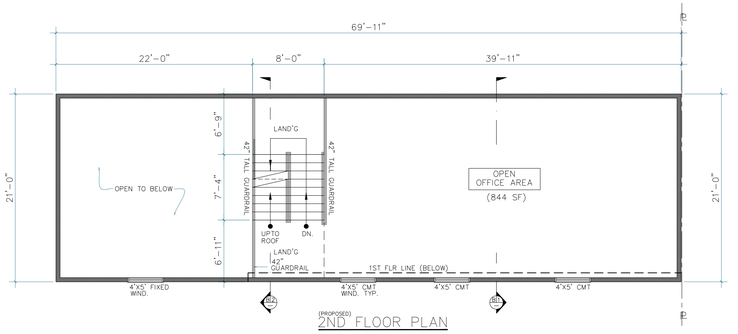
MATERIAL:



SMOOTH STUCCO



(PROPOSED) ROOF PLAN

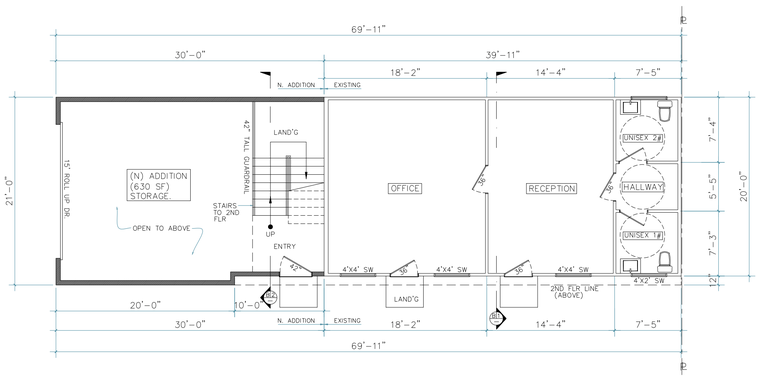


(PROPOSED) 2ND FLOOR PLAN

WALL LEGEND	
	NEW WALLS
	EXIST'G WALLS

FAR CALCULATION:

EXISTING FIRST FLOOR:	800 SF
NEW FIRST FLOOR:	630 SF
NEW SECOND FLOOR:	844 SF
NEW TOTAL:	2,274 SF



(PROPOSED & EXISTING) 1ST FLOOR PLAN

N

JOHN G. CAIALDO A.I.A. C.S.I.
ARCHITECTURE . ENGINEERING
835 MISSION STREET,
SOUTH PASADENA, CA 91030
OFFICE : 626-799-4400
FAX : 626-799-7010

PROJECT NAME & SITE ADDRESS:

10000 ATLANTIC AVE
SOUTH GATE, CA. 90280

DEVELOPER:

FLEET PARKING

DRAWING CONTENT:

OFFICE/ STORAGE FLOOR PLAN & ELEVATION

Revisions :	Date :
1 PC-1 PLANNING	3-20-26 AN/MB

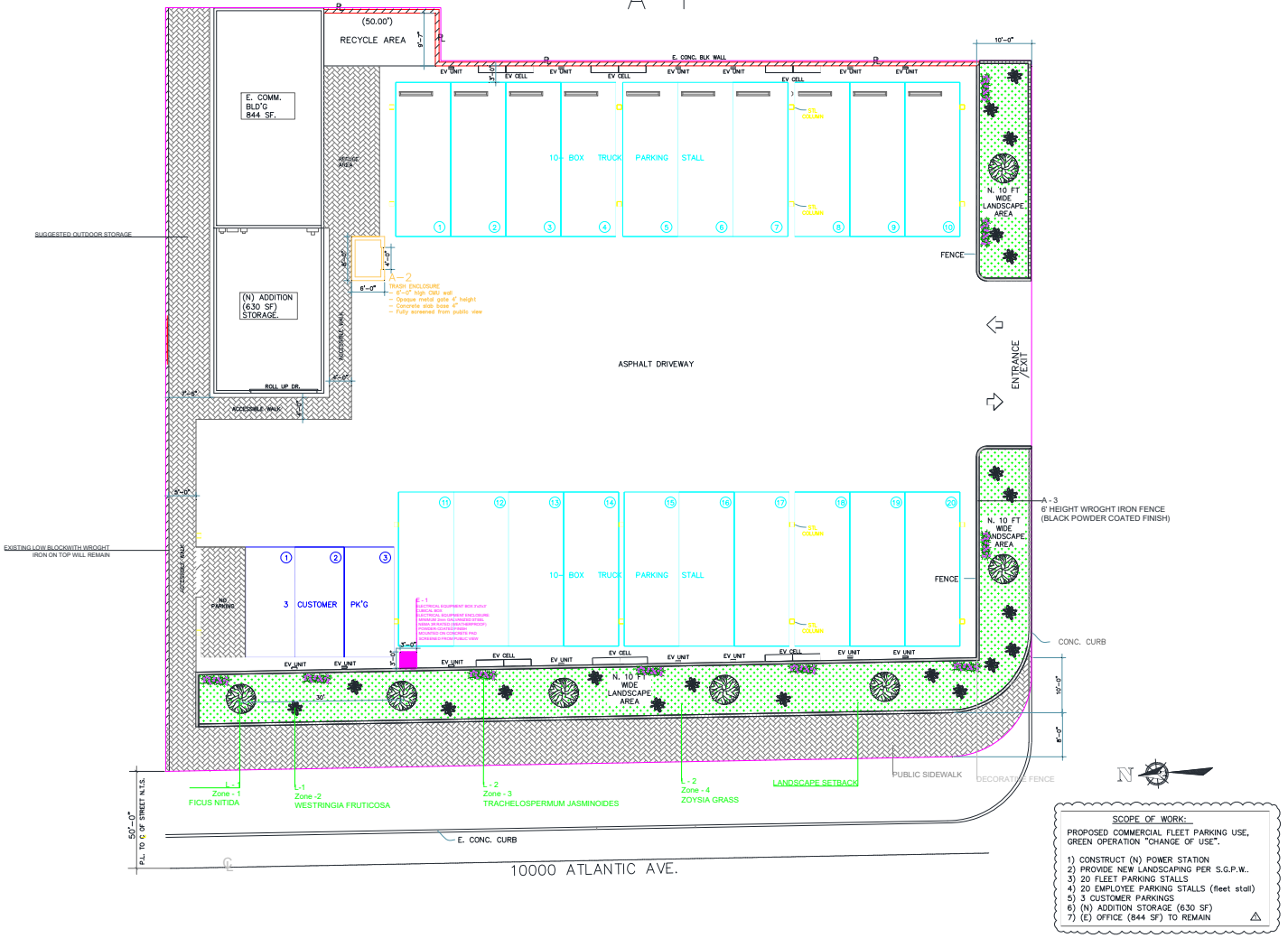
Designer :	M.B.
Manager :	A.N
Date :	04-22-2026
Job No :	025-151
Scale :	1/8"= 1'-0"

Drawing No :

A-2.0

SHEET : 1 OF 1

Site Layout A–1



SCOPE OF WORK:

PROPOSED COMMERCIAL FLEET PARKING USE, GREEN OPERATION "CHANGE OF USE".

1) CONSTRUCT (N) POWER STATION
2) PROVIDE NEW LANDSCAPING PER S.G.P.W..
3) 20 FLEET PARKING STALLS
4) 20 EMPLOYEE PARKING STALLS (fleet stall)
5) 3 CUSTOMER PARKINGS
6) (N) ADDITION STORAGE (630 SF)
7) (E) OFFICE (844 SF) TO REMAIN

ARCHITECTURE . ENGINEERING

835 MISSION STREET,
SOUTH PASADENA, CA 91030
OFFICE : 626-799-4400
FAX : 626-799-7810

PROJECT NAME & SITE ADDRESS:

10000 ATLANTIC AVE
SOUTH GATE, CA. 90280

DEVELOPER:

FLEET PARKING

DRAWING CONTENT:

RENDERING

Revisions :	Date :
PC-1 PLANNING	3-20-26 AN/MB

Designer : M.B.
Manager : A.N
Date : 04-22-2026
Job No : 025-151
Scale : 1/8"= 1'-0"

Drawing No :

T-1.0

SHEET : 1 OF 1

PROJECT: 10000 ATLANTIC AVE, SOUTH GATE, CA
DESCRIPTION: PLANNING PACKAGE CORRECTIONS & SUPPLEMENTAL DOCUMENTATION

NO.	DELIVERABLE	DETAILS PROVIDED IN DRAWINGS
1	CORRECTED SITE PLAN (A-1)	Fully coordinated site layout including: Verified building footprint and square footage Correct parking count and customer parking Circulation and access clarity Front setback and public interface
2	PROJECT DATA & NOTES	Lot area: 20,637 SFT Landscape area: ~ 2180 SFT Parking summary and consistency across sheets
3	TRASH ENCLOSURE (A-2)	Location shown on site plan (service area) Size approx. 6' x 8', 4" concrete slab base 6' high CMU wall with 4' metal gate Screened from public right-of-way
4	FENCE & GATE PLAN (A-3)	6" high wrought iron fence along frontage Black powder finish Integrated with landscape strip No vehicle and pedestrian gate suggested
5	FRONTAGE CLARIFICATION	10' landscape setback along Atlantic Ave Sidewalk + planting + fence relationship Improved street-facing appearance
6	LANDSCAPE PLAN (L-1)	Tree placement along frontage Shrub hedge vine and grass
7	PLANTING DESIGN DETAILS	Trees: Ficus Nitida (15' O.C.) Shrubs: Westringia (2' O.C.) VIne: Star Jasmine (3' O.C.) Turf: Zoysia Grass Given in Plant Legend
8	LANDSCAPE DETAILS (L-2)	Tree planting detail Shrub and mulch detail 3" mulch and root barrier specification
9	IRRIGATION PLAN (L-3)	Hydrozones Zone-1:trees (Low water) Zone-2:shrubs (Mod water) Zone-3:vine (Low water) Zone-4:grass (Mod water) Drip irrigation system Bubblers for trees Weather-based controller
10	MWELO CALCULATIONS (L-4)	Landscape area: ~2180 SFT MAWA = 1,674 ETWU = 1,653 Complies with water efficiency standards
11	BEHIND-BUILDING CLARIFICATION	Outdoor storage suggested
12	ELECTRICAL EQUIPMENT E-1	Location shown on site 2mm steel enclosure NEMA 3R rated Screened from public view

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	Pictures
TREE	Ficus Nitida	Indian Laurel	15 GAL	30' OC	7	
SHRUB	Westringia Fruticosa	Coastal rosemary	5 GAL	2' OC	20	
VINE	Trachelospermum Jasminoides	Star Jasmine	5 GAL	3' OC	9	
TURF	Zoysia Japonica	Zoysia Grass	sft	NILL	2180	

MWELO WATER BUDGET CALCULATION

PROJECT: 10000 ATLANTIC AVE
TOTAL SITE AREA: 20,637 SFT
LANDSCAPE AREA: 2,180 SFT

ETo: 4.0
ETAF: 0.45
PLANT FACTOR (PF): 0.5
IRRIGATION EFFICIENCY (IE): 0.75

MAWA = (ETo)(0.62)(ETAF)(LA)
MAWA = 1,674

ETWU = (ETo)(0.62)(PF/IE)(LA)
ETWU = 1,653

RESULT:
ETWU ≤ MAWA → COMPLIANT WITH MWELO

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PROJECT NAME & SITE ADDRESS:
10000 ATLANTIC AVE
SOUTH GATE, CA 90280

DEVELOPER:
FLEET PARKING

DRAWING CONTENT:
RENDERING

Revisions :	Date :
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Designer : M.B.
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Drawing No :

T-1.0

SHEET : 1 OF 1

Solar Design





System Type:
Full Structure Carport 2°

Structure:
Span full parking area

Equipment:
DC Optimizer: Ampt 1000V

DC System Size:
356.27 kWdc

Power Deliverability
350 kWdc

Year 1 Solar Production
525.1 MWh,

System Yield:
1,508 kWh/kWp

DC Hub Architecture Summary



Supplies >50% of energy required for charging

DC-Coupled SOLAR

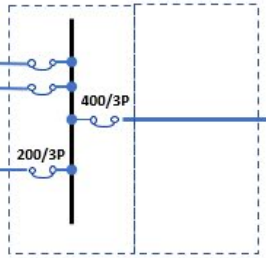
350 kW



350 kW

125 kW





Utility Service XFMR



BATTERY ENERGY STORAGE SYSTEM
125kW/1516kWh w/ 1.5 MW DC Charge Capacity

Modular Storage 4 x 379 kWh Battery
1 x 125 kW PCS

1.5 MW DC/DC Conversion

1.5 MW Power



10 x Tritium PKM150

PACTRACK LOGISTICS

City of South Gate
PLANNING COMMISSION
AGENDA BILL

For the Regular Meeting of: ***May 5, 2026***

Associate Planner: *Joshua Valdez* ***Planning Manager***: *John F. Signo, AICP*

SUBJECT: PROPOSED MURAL FOR AN EXISTING BUSINESS, LOCATED AT 3537 TWEEDY BOULEVARD ("NIKY'S SPORTS, INC.")

PURPOSE: To receive and file the proposed painted outdoor mural for an existing business, located at 3537 Tweedy Boulevard (Niky's Sports, Inc.)

RECOMMENDED ACTION:

1. **RECEIVE AND FILE** the proposed painted mural for Niky's Sports, Inc., located at 3537 Tweedy Boulevard.

BACKGROUND:

Project Location:
3537 Tweedy Boulevard

Assessor's Parcel Numbers:
6209-021-017

Lot Size:
0.17 acres (AC)

Property Owner:
Carol Yip

Applicant:
Lorena Melendez, Business Owner
3537 Tweedy Boulevard
South Gate, CA 90280

General Plan Designation:
Tweedy [Sub Area 6]

Specific Plan:
Tweedy Boulevard Specific Plan

Districts:
Active Retail Frontage, Tweedy Mile Subarea

Existing Zoning:
Tweedy Mixed-Use 2 (TMU-2)

Surrounding Land Uses:
North: Neighborhood Medium (NM)
East: Tweedy Mixed-Use 1 (TMU-1)
South: Tweedy Mixed-Use 2 (TMU-2)
West: Tweedy Mixed-Use 1 (TMU-1)

Niky's Sports, Inc is a family-owned and operated, immigrant-owned soccer specialty retailer that has proudly served the Los Angeles community since 1986. The business has operated in the City of South Gate since 1996, originally as a Soccer Center and, since 2011, as Niky's Sports – maintaining strong community ties through local events, youth support, and ongoing neighborhood engagement.

The business is located along Tweedy Boulevard at the northwest corner of San Antonio Avenue and Tweedy Boulevard. The subject space is on the western wall of the existing business, adjacent to the business's parking lot along Tweedy Boulevard,

ANALYSIS: On February 5, 2026, the applicant Lorena Melendez (Business Owner), on behalf of Niky's Sports, Inc., submitted a request to paint a mural on the western exterior wall of the business, which would be visible to pedestrian and vehicular traffic traveling east on Tweedy Boulevard. The mural shall be removed no later than January 31, 2027.

Pursuant to South Gate Municipal Code Chapter 11.36.090, "any painted wall sign that does not pertain to the business, product, or service rendered on the premises shall be considered a mural. Size, height, and other restrictions shall be reviewed by the Planning Commission."

South Gate is a diverse, vibrant community powered by minorities, families, and generations of people who take pride in where they live. Football – soccer – is a global game that transcends language, background, and borders, and it plays a meaningful role in bringing people together across cultures. According to the applicant, this mural is intended to celebrate that shared connection. By highlighting the world's game, the project reflects the identity of South Gate as a community rooted in unity, passion, and resilience. Art has the power to uplift neighborhoods, create shared memories, and inspire younger generations. This mural is meant to be something that the South Gate community can remember, take ownership of, and feel proud of.

The mural would measure approximately 58'-6" in length and 16'-3" in height. The muralist is Sebastian Oyarbide, an Argentine native, whose work has taken him around the world. His artistic practice is deeply influenced by movement, culture, and the environments he inhabits. Through murals and large-scale public works, Sebastian seeks to create visual narratives that connect people to place and to one another. Growing up in Argentina, soccer was an ever-present part of daily life- more than a sport, it was a shared language that united communities across backgrounds and generations. Los Angeles has become an important source of inspiration for Sebastian. As a city defined by diversity, creativity, and cultural exchange, LA reflects many of the same values that soccer represents worldwide. Through his mural in South Gate, Sebastian hopes to express his love for both the world's game and the city where he practices his art – creating a piece that resonates with the local community while honoring the universal spirit of soccer. By contributing this mural, Sebastian aims to give back to the community through art that is accessible, inclusive, and reflective of the people who live there.

ENVIRONMENTAL ANALYSIS:

In accordance with the California Environmental Quality Act (CEQA), this project qualifies for a categorical exemption under CEQA Guidelines Section 15301, (Class 1) "Existing Facilities", in that the project will not result in any alterations or expansion to the existing buildings within the project site. Further, no exceptions to the exemption apply; there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The property is already developed, and the proposed use is for the painting of a mural on the exterior wall of an existing commercial building.

ATTACHMENTS:

A. Conditions of Approval
B. Proposed Mural
C. Staff Presentation

ATTACHMENT A

CONDITIONS OF APPROVAL

Planning Conditions

1. Except as set forth in conditions, development shall take place substantially as shown on the approved elevation rendering. Any material deviations must be approved by the Planning Commission.

2. Within thirty (30) days of review of the project, the Business and property owners shall certify his/her acceptance of the conditions placed on the approval by signing a notarized Affidavit of Acceptance stating that he/she accepts and shall be bound by all of the conditions.

3. Review shall be valid for twelve (12) months from the date of the final determination.

4. The applicant shall defend and hold harmless and indemnify the City and its agents, officers and employees from any claim, action, or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval by the City concerning the project. The City shall promptly notify the applicant of any filed claim, action or proceeding and shall cooperate fully in the defense of the actions.

5. Applicant shall agree to the removal of graffiti incidents within 24 hours.

6. Applicant shall maintain and preserve the mural in good condition to the satisfaction of the City.

7. The premises shall be maintained at all times in a neat and orderly manner. This includes private and public right of way immediately adjacent to the business and maintain a routine property maintenance plan.

8. A sign permit shall become null and void if the sign(s) for which the permit was issued has not been installed within one year of permit issuance.

9. Any sign permit granted may be revoked, according to municipal code Section 11.51.090.

10. The applicant shall submit the endorsement of either the owner of the premises or an authorized representative of the owner for proposed mural work.

11. The design of the mural shall be consistent with professional graphic standards.

12. Mural is to be removed no later than January 31, 2027.

ATTACHMENT B



Location: 3537 Tweedy Boulevard