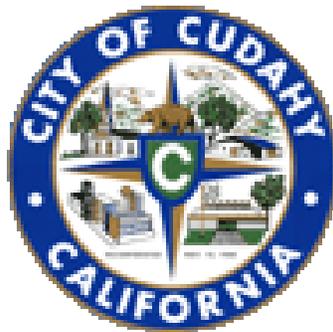




DRAFT

**CITY OF CUDAHY
GENERAL PLAN UPDATE
INTRODUCTION, LAND USE
ELEMENT, AND CIRCULATION
ELEMENT**



**CITY OF CUDAHY PLANNING DEPARTMENT
5220 SANTA ANA STREET
CUDAHY, CALIFORNIA 90201**

SEPTEMBER 15, 2010



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SECTION 1

INTRODUCTION TO THE GENERAL PLAN

CITY OF CUDAHY

GENERAL PLAN UPDATE



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1.1 THE CITY OF CUDAHY

This General Plan governs the land area located within the corporate boundaries of the City of Cudahy.¹ The total land area for the City is 1.08-square-miles making it one of the smallest incorporated cities in California in terms of land area. The City is located eight miles southeast of downtown Los Angeles and immediately west of the Los Angeles River and the Long Beach Freeway (SR-710). Cudahy is bounded on the north by Bell, on the west by Huntington Park, on the east by Bell Gardens, and on the south by South Gate.² The location of Cudahy in a regional and local context is indicated in Exhibits 1-1 and 1-2, respectively. A map of the City is provided in Exhibit 1-3.

Cudahy is located just south of an industrial district that includes the cities of southeast Los Angeles, Vernon, Huntington Park, Commerce, Montebello, and Santa Fe Springs. As industrial development occurred in the area, Cudahy along with the neighboring communities of Bell, Bell Gardens, Huntington Park, and Maywood, provided the homes and shopping areas for those working in the nearby industrial areas.³ The surrounding cities in the area incorporated during the 1920's and 1930's though Cudahy remained unincorporated until November 10, 1960. In 1970, the City's population was 16,998 persons according to the U. S. Census conducted for that year. According to the 2000 U. S. Census, the City's population was 24,208 persons. Since 1970, the City's population has increased by 8,872 persons or 52%.⁴ Cudahy is one of the most densely populated communities in California with a population density of 23,953 persons per square mile. As indicated earlier, the City's land area of just over one square mile makes Cudahy one of the smallest cities in the state in term of land area though it is one of the most densely populated.

Early growth in the area that is now Cudahy paralleled the boom that most of Southern California experienced following the Second World War and continuing on into the 1950's. A second and even greater period of growth occurred in the 1980's and 1990's due to people migrating into the area, primarily from various Latin American nations. In fact, the 2000 U. S. Census indicated that over half the City's residents were foreign born.⁵



The majority of the City is zoned for higher density residential development (R-3) that has resulted in a transition from lower density single-family neighborhoods to higher density residential uses. The resulting residential development now found in the City is characterized by single-family units interspersed with higher density development.⁶

¹ No unincorporated land area is located within the City's designated sphere of influence.

² United States Geological Survey. [The National Map]. Cudahy, California. July 1, 1998.

³ Tom Sitton and William Devreall, Ed. *Metropolis in the Making-Los Angeles in the 1920s*. University of California Press. 1999.

⁴ Table 2, E-4. population Estimates for Cities, County, and State, 2001-2007 with 2000 DRU Benchmark.

⁵ U. S. Bureau of the Census. Table DP-1. Profile of General Demographic Characteristics. Census 2000 Summary File (SF-1).

⁶ The existing land use and development characteristics of the City are described in greater detail in the Land Use Element Background Report (Section 2.2).

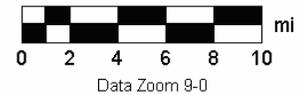
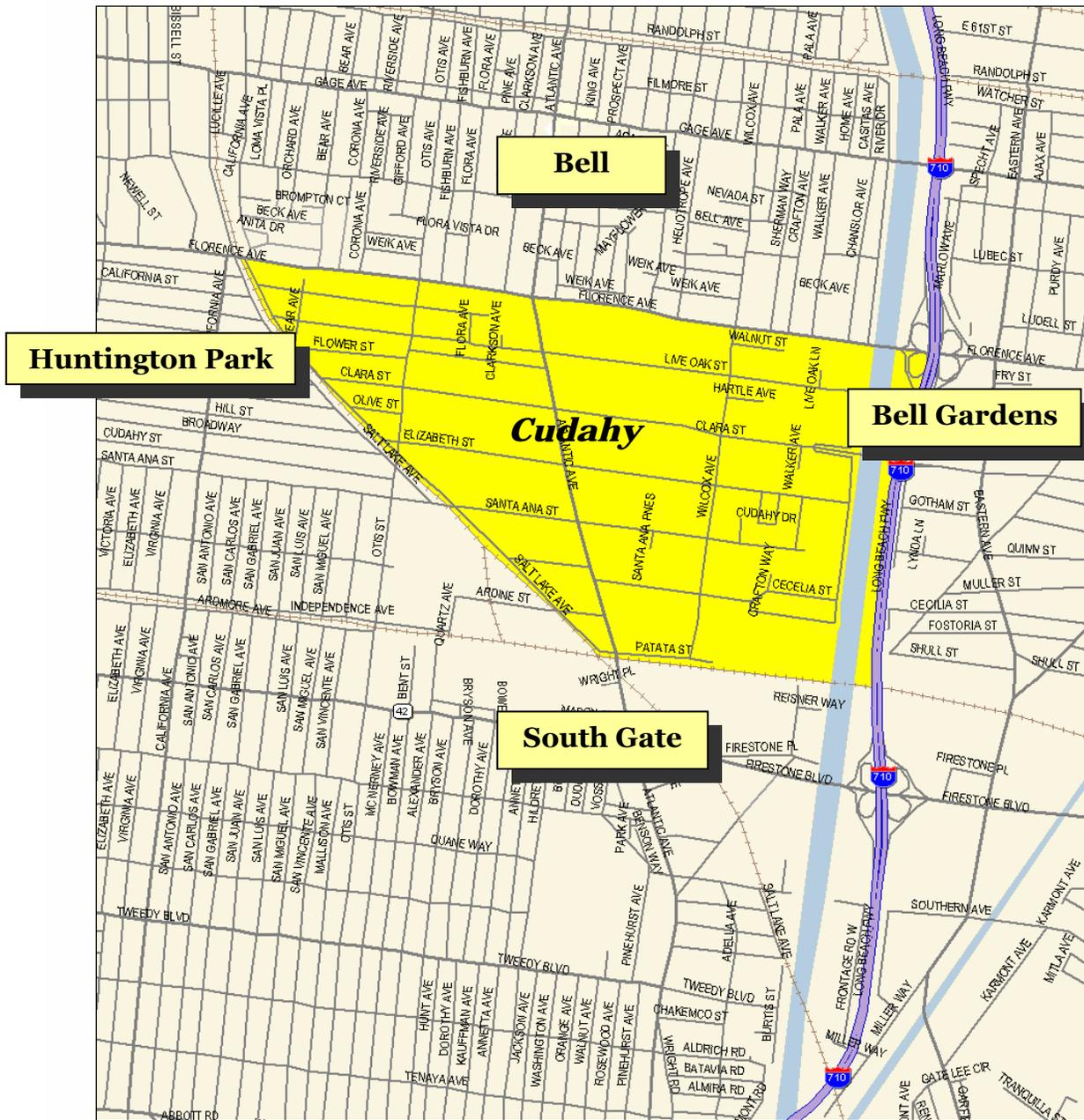


EXHIBIT 1-1
REGIONAL LOCATION OF CUDAHY
Source: Blodgett•Baylosis•Associates



MN (13.0° E)



Data Zoom 13-0

EXHIBIT 1-2
CITY OVERVIEW
 SOURCE: BLODGETT•BAYLOSIS•ASSOCIATES

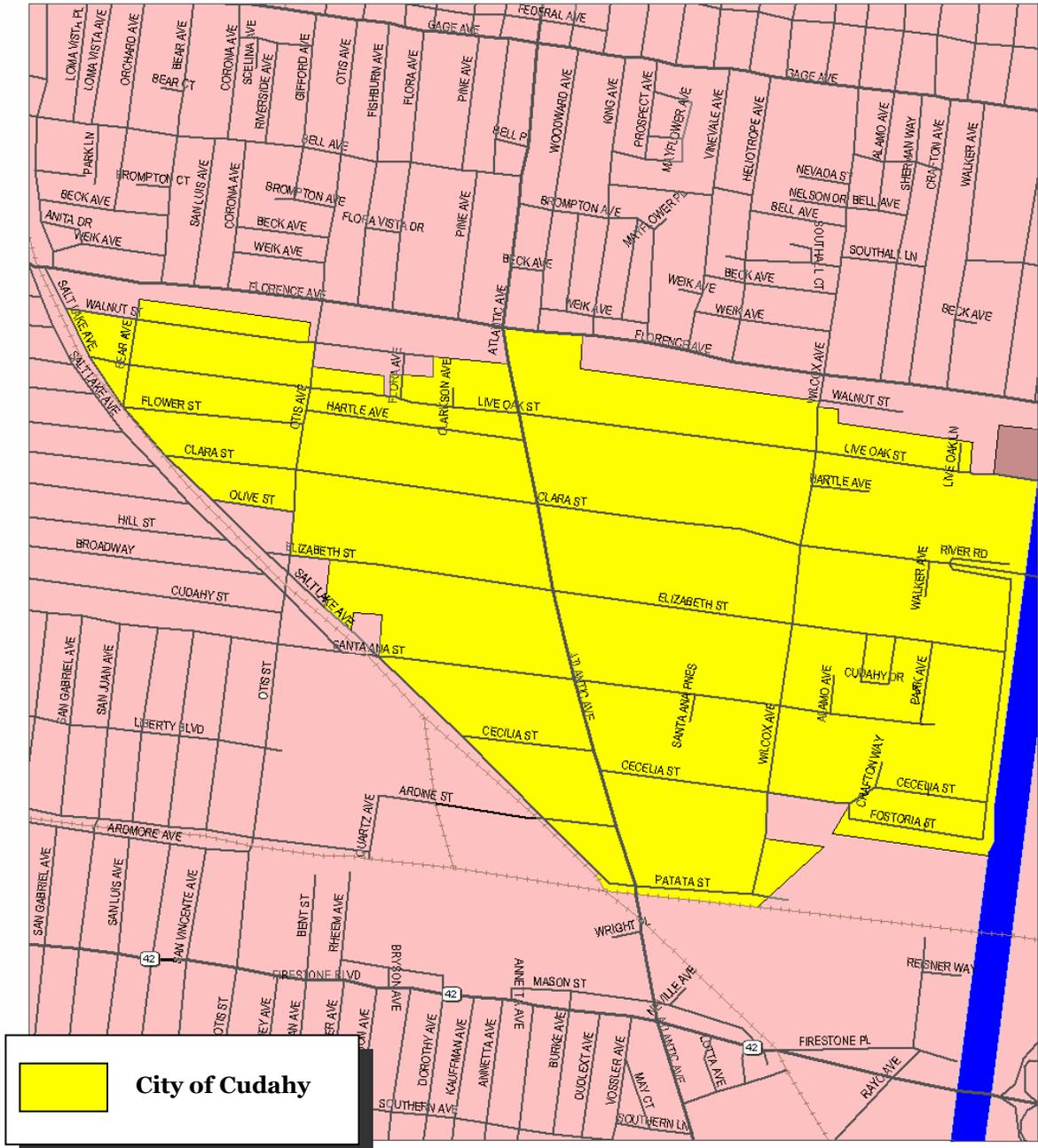


EXHIBIT 1-3
MAP OF THE CITY
SOURCE: BLODGETT•BAYLOSIS•ASSOCIATES



1.2 THE GENERAL PLAN

The Cudahy General Plan will serve as the framework for future planning and development in the City. The Cudahy General Plan will provide decision-makers, officials, residents, and developers the direction they will need to achieve the long term planning goals of the City. This Cudahy General Plan builds on the previous General Plan that was adopted in the early 1990s that emphasized the maintenance and revitalization of the residential neighborhoods and the improvement of the City's commercial areas.

State law regulates the content of General Plans. Sections 65300-65403 of the California Government Code require that local jurisdictions prepare and adopt a general plan to guide the physical development of the City and its sphere of influence. There are seven mandatory elements that comprise the Cudahy General Plan: Land Use, Housing, Transportation, Open Space, Conservation, Safety and Noise. Other elements may be adopted to address specific concerns in the community.⁷ In the case of the City of Cudahy, an optional Air Quality Element has been included in the General Plan. The elements that comprise the Cudahy General Plan are summarized below.

- *Land Use Element* - The Land Use Element designates the general location, distribution, and extent of the various permitted land uses within the City. The element identifies standards for population density and development intensity for each type of land use.
- *Transportation Element* - The Transportation Element discusses the location and extent of the existing and proposed roadway and circulation improvements. In addition, the Transportation Element's scope has been expanded to consider alternative means of transportation.
- *Open Space and Recreation Element* - The Open Space and Recreation Element details plans for the preservation of open space for recreation and the management of natural resources. As the name implies, this element has been expanded to consider recreational resources and facilities in the City.
- *Conservation Element* - The Conservation Element addresses the conservation, the use, and the maintenance of key natural resources.
- *Public Safety Element* - The Public Safety Element establishes standards and plans for the protection of the community from a variety of hazards including flood, fire, and geologic hazards.
- *Noise Element* - The Noise Element examines the existing and future noise environment in the City. The Noise Element establishes policies to encourage noise-compatible uses and provides the framework for noise control in Cudahy.
- *Air Quality Element* - The Air Quality Element addresses local and regional air quality, stationary and mobile emission sources in the community, and identifies programs that will be effective in reducing pollutant emissions generated within the City.
- *Housing Element* - The Housing Element evaluates the existing and projected housing needs of the City and establishes goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet local and regional housing needs.

⁷ California, State of. General Plan Guidelines. Governor's Office of Planning and Research. *Chapter 6 Optional Elements*. (Page 102). 2003.



The above elements form an integrated and comprehensive plan that outlines the goals and policies of the City. Ordinances, programs, and other actions of the City must be weighed against the General Plan to ensure their consistency.

1.3 PLANNING PROCESS

This General Plan Update started with the review of the previously adopted General Plan, an analysis of the existing conditions in the City, and the identification of needs and opportunities. The review of existing conditions included the preparation of background reports. These background studies have been incorporated directly into each of the elements.

From this initial planning effort involving the review of existing conditions, a clear picture of the needs and resources of the City became apparent. Goals and policies were then formulated to address each issue and need that was identified. The development of goals and policies helped to further identified the direction for future planning efforts. Finally, programs that would be effective in ensuring the implementation of the goals and policies were identified.





SECTION 2 LAND USE ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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2.1 INTRODUCTION TO THE ELEMENT

This Land Use Element is a state-mandated element and fulfills the requirements of Section 65302(a) of the California Government Code. This Element provides a framework for a comprehensive strategy to guide the continued physical development and redevelopment of the City. Policies included in this Element promote orderly growth while minimizing the potential for land use conflicts. The Land Use Element will serve as a guide for public and private decision-making as it relates to existing and future land uses. Finally, this element promotes opportunities for growth and development in the area.⁸

The Land Use Element is the single most important element of the Cudahy General Plan since it regulates land uses and development throughout the City. The element's scope is far greater than that of the other elements though it is directly related to each. For example, the capacity of the existing roadway network (discussed in the Transportation Element), parks and recreation areas (discussed in the Open Space and Recreation Element), areas with earthquake and geologic hazards (discussed in the Public Safety Element), and land uses affected by major noise sources (discussed in the Noise Element) are also issues that the Land Use Element considers.



2.2 LAND USE BACKGROUND REPORT

This section of the Land Use Element discusses the existing conditions as they relate to land use planning and development in Cudahy.

2.2.1 EXISTING LAND USES

Residential development is the predominant land use in Cudahy though industrial uses are located in the southern portion of the City and commercial uses are concentrated along Atlantic Avenue and at a number of key intersections. Mobile home parks are found within the commercial and industrial areas. In addition, newer higher density residential projects are located throughout the City.⁹ With the majority of the City is zoned for high density residential (R-3) uses, the resulting development densities are relatively high compared to other Southern California communities. Population growth in the City was substantial during the previous several decades even though Cudahy was built-out.¹⁰ Cudahy's population density has increased to more than ten times the County average. The demand on public services and infrastructure that accompanied this growth has resulted in school overcrowding as well as the need for additional public facilities and expanded services. Utility consumption has also increased though service providers have been able to meet the increased demand thus far. In spite of the City's small size of just more than one square mile, Cudahy exhibits a variety of land

⁸ California, State of. General Plan Guidelines. Governor's Office of Planning and Research. *Chapter 4 Required Elements*. (Page 48). 2003.

⁹ Blodgett/Baylosis Associates. A comprehensive survey was undertaken over a one week period during the summer of 2009.

¹⁰ The term built-out or build-out refers to a city that has realized complete development with little or no vacant land remaining.



uses. The City has a total land area of 692 acres or 1.08 square miles. The majority of the development in Cudahy is residential (412 acres) which accounts for more than 60 percent of the City's total land area. Industrial uses are concentrated in the southerly portion of the City while commercial development extends along Atlantic Avenue and at key intersections. The industrial and commercial land uses total 43 acres (6 percent) and 78 acres (11 percent), respectively. Exhibit 2-1 illustrates the distribution of existing land uses in the Cudahy. The existing land uses found in Cudahy are summarized below.¹¹

- ***Residential, Single-Family.*** This land use category is characterized by a single lot developed with a single-family residence. The total combined land area of the parcels occupied by a single-family home was 62-acres.
- ***Residential, Duplex to Four Units.*** The category of residential land use contains two to four dwelling units within a single parcel. The total area of the parcels occupied by a structure containing two to four units was 126-acres.
- ***Residential, Multiple-Family.*** A lot developed with a multi-family structure containing five or more units was included in this category. The total combined land area of the parcels developed as multiple-family residential was 209-acres.
- ***Mobile Homes/Trailers Parks.*** The total combined land area of the parcels occupied by mobile home parks is 15-acres.
- ***Neighborhood Commercial.*** Smaller commercial establishments and neighborhood shopping centers were included in the category and the land area devoted to such uses is approximately 5-acres.
- ***Community Commercial.*** Larger commercial centers that include shopping centers, markets, offices, specialty retail centers were included in the category and all are located along the Atlantic Avenue corridor. The total land area of the commercial uses included in this designation total 38-acres.
- ***Industrial.*** This land use category includes the industrial and manufacturing uses that are concentrated in the southerly portion of the City and along the Salt Lake Avenue corridor. The total land area of the manufacturing and industrial uses in Cudahy total 78-acres.
- ***Public/Institutional.*** This land use category applies to public and quasi-public uses that include schools (public and private), churches, the post office, and various utilities. The total land area devoted to these uses is 41-acres.
- ***Parks.*** The three public parks in the City (Cudahy Park, Lugo Park, and Clara Street Park) are included in this category. The City parks have a total land area of approximately 12-acres.
- ***Vacant.*** Parcels that are vacant or otherwise undeveloped are included in the category. Approximately 13-acres of land in the City is undeveloped.
- ***Streets.*** The various streets in the City were included in this category. A total of 92-acres of land area were included in this category.

¹¹ Blodgett/Baylosis Associates. The figures were derived from the citywide land use surveys where the data was compiled on a map and the land area for each land use category was tabulated.



Table 2-1 and Exhibit 2-1 summarize the distribution of the aforementioned categories of land use. A generalized map of existing uses is provided in Exhibit 2-2.

| Table 2-1 Distribution of Existing Land Uses and Development | | |
|---|-------------|----------------|
| Land Use | Area | Percent |
| Residential, 1 unit/lot | 62 Acres | 8.9 % |
| Residential, 2 to 4 units/lot | 126 Acres | 18.2 % |
| Residential, 5 units/lot | 209 Acres | 30.2 % |
| Mobile Homes | 15 Acres | 2.2 % |
| Neighborhood Commercial | 5 Acres | 0.8 % |
| Community Commercial | 38 Acres | 5.4 % |
| Industrial | 78 Acres | 11.4 % |
| Public/Institutional | 41 Acres | 6.0 % |
| Parks | 12 Acres | 1.6 % |
| Vacant Areas | 13 Acres | 1.9 % |
| Streets | 92 Acres | 13.4 % |
| Total | 692 Acres | 100.0 % |
| Source: City of Cudahy, 2010 | | |

2.2.2 RESIDENTIAL USES

Cudahy is predominantly developed in residential land uses (413 acres). In most neighborhoods, single-family detached units are interspersed among higher density multi-family developments. In recent years, planned unit developments at higher densities have been constructed as part of newer infill developments. Most of the City was originally subdivided into 105-foot wide by 387-foot deep lots. Many of these lots were subsequently further subdivided into 53 foot by 387 foot lots (nearly half-acre lots). The resulting subdivision pattern resulted in fairly deep and narrow lots that can only accommodate a narrow and linear strip of dwelling units along lot’s depth. Smaller lots Cudahy are found along major streets and in the southeastern section of the City along Cecelia Street and Fostoria Street and in the northwestern section of the City along Live Oak Street, Hartle Avenue, Walnut Street, Flower Street, Clara Street, and Olive Street. These smaller lots range in area from approximately 6,000 square feet up to 9,000 square feet.



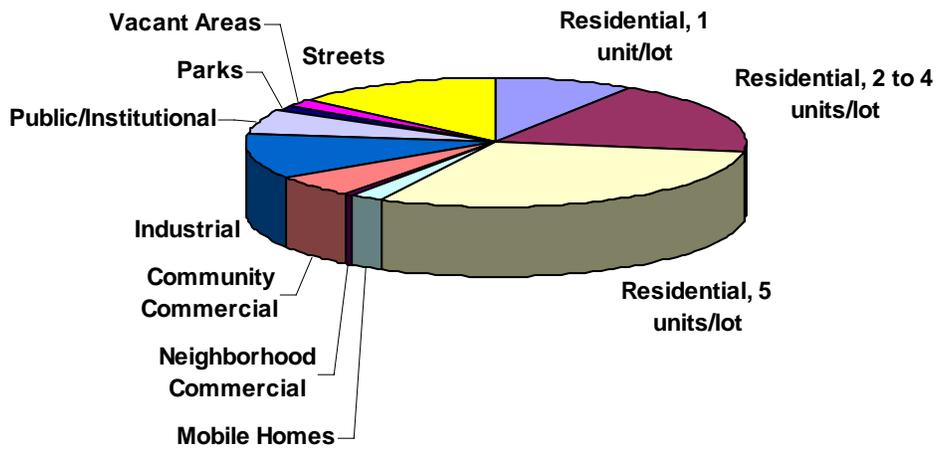


EXHIBIT 2-1
DISTRIBUTION OF LAND USES
SOURCE: BLODGETT•BAYLOSIS•ASSOCIATES



The addition of dwelling units located in the rear of the deep lots is a common practice in the City. In addition, a number of garage conversions have also occurred. This recycling of residential lots has been characterized by the replacement of a single-family unit on a lot by condominiums or additional units constructed to the rear of the main residence. With most of the City zoned for high density residential uses, the recycling of land to higher uses is expected to continue into the future.

There are also fourteen mobile-home parks in Cudahy that account for more than 15-acres of land area and contain approximately 350 trailers and mobile homes.¹² These mobile home parks are concentrated in areas located near Atlantic Avenue and in the industrial areas of the City. Housing stock characteristics are discussed further in the Housing Element.

2.2.3 COMMERCIAL USES

Commercial areas in the City account for 43 acres with the majority of these uses located along Atlantic Avenue. The larger commercial uses located along the Atlantic Avenue corridor that include mini-malls, motels, offices, banks, auto shops, department stores, supermarkets, and restaurants.



2.2.4 INDUSTRIAL AREAS

Industrial uses are located on the southern portion of the City and along Salt Lake Avenue. Industrial and manufacturing uses account for approximately 78 acres or 11 percent of the City's total land area. Manufacturing uses include various manufacturing uses (toys, furniture, paint, rubber, paper boxes, plastics, metal wire), scrap metal, welding supplies, machine shops, trucking companies, lumber yards, warehousing, and a host of other manufacturers.

2.2.5 PUBLIC AND INSTITUTIONAL AREAS

The City's civic center is located in the eastern end of Santa Ana Street next to Cudahy Park. The Civic Center includes the City Hall, the Library, and the Bedwell Community Center. The City yard is located west of Lugo Park on Elizabeth Street. A U. S. Post Office is located on Elizabeth Street, east of Atlantic Avenue. An office of the Department of Public Social Services is located on Atlantic Avenue, south of Santa Ana Street.

Three water companies serve the City of Cudahy. Tract 349 Mutual Water Company serves the area west of Atlantic Avenue and south of Walnut Street. Tract 180 Mutual Water Company serves the area located east of Atlantic Avenue, except for the area east of Ferndale Avenue on Cecelia and Fostoria Streets.¹³ The remainder of the City is served by the Golden State Water Company. Water reservoir storage tanks and wells are located within four sites within the City. The first is located on Cecelia Street west of Atlantic Avenue. The second site is located on Cecelia Street and Ferndale Avenue. The third site is located on Santa Ana Street and Salt Lake Avenue. Finally, the fourth site is located on Florence Avenue near Atlantic Avenue.¹⁴

¹² California, State of. Department of Housing and Community Development. *Mobile Home and RV Park Search*. 2010.

¹³ Cudahy, City of. www.cudahy.ca.us. 2010

¹⁴ Blodgett/Baylosis Associates. A comprehensive survey was undertaken over a one week period during the summer of 2009.



The Los Angeles Unified School District (LAUSD) maintains and operates local schools. There are four schools currently operating in Cudahy. Two of the schools are elementary schools (Hughes and Park Avenue). The remaining two schools serve multiple grade levels and include the Ochoa Learning Center (kindergarten through 8th grades) and the Elizabeth Learning Center (kindergarten through the 12th grade). In addition to the four existing campuses, the LAUSD is planning to construct two additional schools.

2.2.6 PARKS AND OPEN SPACES

There are five public parks in Cudahy including Clara Street Park, Clara Extension Pocket Park, Cudahy Park, Lugo Park, and Cudahy River Park. The total land area of the five parks is approximately 14-acres. The parks are improved with game courts, picnic areas, and tot lots. In addition, a small roadway island located on Salt Lake Avenue is also considered as open space.¹⁵ Although outside the City, the banks of the Los Angeles River are designated as a riding and hiking trail. The entire trail system extends north into the Angeles National Forest in the San Gabriel Mountains and south to the Pacific Ocean.



2.2.7 STREETS

Street rights-of-way account for approximately 13% of the City's total land area or 92 acres. The street system is dominated by Atlantic Avenue which extends through the City in a north-to-south orientation. Florence Avenue, located to the north of Cudahy, is a major arterial that provides access to the Long Beach Freeway.¹⁶

2.2.8 VACANT LAND

The City of Cudahy is fully urbanized and does not have a significant amount of open space land remaining. The major permanent open space areas are contained within the three public parks that account for 16-acres. Other vacant properties include the occasional infill parcel that is undeveloped. The largest of the vacant parcels has recently undergone land clearance to accommodate the construction of a new school.

2.2.9 LAND USE PLANNING

The City's General Plan was first adopted in 1963. This earlier plan promoted industrial land uses in the southern section of the city, commercial land uses along the Atlantic Avenue corridor, and residential land uses throughout the balance of the community. The City has one redevelopment project area that includes approximately 330 acres or 48% of the City's total land area. The redevelopment project area was established in June 1977 with 172.8 acres included in the project area. Additional land area was further placed into the redevelopment project areas as part of subsequent amendments. The Redevelopment Plan's primary objective is to help eliminate and prevent the spread of blight and deterioration in the project area. The plan provides for the relocation of displaced occupants, the demolition or removal of deteriorated buildings, and the installation and construction of public service facilities and utilities. Past projects within the area have

¹⁵ The existing park facilities in the City are discussed in greater detail in the Open Space and Recreation Element, Section 4.2.

¹⁶ The Transportation Element includes a more detailed discussion of the City's roadway system.



included the rehabilitation and development of low and moderate income housing and the revitalization and upgrading of the existing industrial and commercial uses in the project area. The Zoning Ordinance is the primary implementation tool of the Land Use Plan. Thus, it must be consistent with the General Plan to be effective. The City's zoning ordinance was first adopted in 1961 and subsequently amended over the years that followed. A comprehensive update and revision of the Zoning Ordinance was completed in the late 1990's. Table 2-2 provides a summary of the permitted land uses within each Zone District.

| Table 2-2 Zoning Ordinance Districts |
|--|
| Low Density Residential (LDR). One-family dwelling units, second units |
| Medium Density Residential (MDR). One-family dwelling units, two-family dwelling units, three-family dwelling units |
| High Density Residential (HDR). One-family dwelling units, multiple dwelling units, churches, and private schools |
| Neighborhood Commercial (NC). Service stations, bakery, retail stores, offices, laundries, food markets and similar uses |
| Community Commercial (CC). Retail stores, offices, trailer parks, churches, schools, auto sales, banks, markets, restaurants and similar uses |
| Commercial Manufacturing (CM). Retail stores, auto sales, markets, laundries, wholesale business, offices, and similar uses |
| Manufacturing and Industrial (MI). Manufacturing uses, machine shops, bulk storage, wholesale business, restaurants, assembly, and similar uses |
| Source: City of Cudahy 2010 |

2.3 LAND USE PLAN

This section summarizes those issues that are directly addressed by policies and plans in this Land Use Element.

- Cudahy is fully urbanized with limited amount of vacant land remaining in the City. Any future development will typically consist of infill development that will require the replacement of any existing improvements.
- Cudahy is among the smallest cities in terms of land area in the Southern California region. The City has a total land area of just over one square mile though its current population exceeds 25,000 persons making it one of the most densely populated cities in the state.
- Recent residential development in the City consists of the recycling of single family structures on large lots to higher density residential developments.
- The commercial corridor along Atlantic Avenue has undergone considerable revitalization in recent years with a number of new centers having been constructed. However, Cudahy's commercial base could be expanded to support its sizable population. There is considerable sales leakage to surrounding communities in the durable goods sector.



- Industrial land uses are limited to the southern portion of the City. The challenge in the coming years will be to retain and enhance the industrial land uses and activities.

2.3.1 LAND USE GOALS AND POLICIES

The goals and policies of the Land Use Element were developed in response to land use issues and opportunities identified in the previous sections.

Issue: Existing and Future Developments

Cudahy's concern with existing and future land uses stem from its primary goal of providing residents with an environment that meets residents' needs and interests. By regulating the type of development in Cudahy, the City intends to improve the quality of life and create a sense of place.



- *Land Use Element Goal 1.* The City of Cudahy will ensure that future development enhance the quality of life in the City.
- *Land Use Element Policy 1.1.* The City of Cudahy will continue to improve the quality of housing throughout the City.
- *Land Use Element Policy 1.2.* The City of Cudahy will encourage development that complements and enhance the community.
- *Land Use Element Policy 1.3.* The City of Cudahy will enhance the quality of the environment through the enforcement of land use controls as a means to preserve the environment and to reduce pollution, traffic congestion, and overcrowding.
- *Land Use Element Policy 1.4.* The City of Cudahy will provide for improved vehicular circulation within the City by evaluating traffic and parking impacts prior to approving new development.
- *Land Use Element Policy 1.5.* The City of Cudahy will establish a community identity and pride through the emphasis on high quality development.
- *Land Use Element Policy 1.6.* The City of Cudahy will continue to revitalize the residential, commercial and industrial land uses in the City.
- *Land Use Element Policy 1.7.* The City of Cudahy will work to reduce existing incompatible land uses in various areas in the City.
- *Land Use Element Policy 1.8.* The City of Cudahy will minimize the detrimental effects of the flood control channel and the existing Southern Pacific and Union Pacific Railroad right-of-ways located in the City.
- *Land Use Element Policy 1.9.* The City of Cudahy will promote the assembly of land into larger parcels that are more suitable for higher quality integrated development.



- *Land Use Element Policy 1.10.* The City of Cudahy will promote new, high quality residential development on vacant and underutilized lots.
- *Land Use Element Policy 1.11.* The City of Cudahy will promote development that is sensitive environmental and safety constraints.
- *Land Use Element Policy 1.12.* The City of Cudahy will develop requirements for uses that have the potential to disrupt neighborhood quality due to excessive traffic, unusual hours of operation, and other adverse impacts on residences and land uses.

Issue: Residential Areas

Residential development in Cudahy provides a unique neighborhood for its residents. The following policies underscore the City's commitment in maintaining its neighborhoods.

- *Land Use Element Goal 2.* The City of Cudahy will continue with the revitalization of the existing residential neighborhoods.
- *Land Use Element Policy 2.1.* The City of Cudahy will encourage and promote the development of safe and attractive residential developments.
- *Land Use Element Policy 2.2.* The City of Cudahy will enforce the maintenance of housing units to prevent the deterioration of neighborhoods.
- *Land Use Element Policy 2.3.* The City of Cudahy will encourage programs and citizens' efforts directed toward neighborhood improvement and beautification.
- *Land Use Element Policy 2.4.* The City of Cudahy will encourage the continuation of those programs that promote community preservation and rehabilitation.
- *Land Use Element Policy 2.5.* The City of Cudahy will encourage the planting of street trees and the maintenance of parkways along major roadways.
- *Land Use Element Policy 2.6.* The City of Cudahy will encourage the development of quality housing in the City through incentives in order to create stability in the resident population and established neighborhoods.
- *Land Use Element Policy 2.7.* The City of Cudahy will discourage development that would strain the fiscal resources of the City (e.g. demands on law enforcement, recreation, and street maintenance).
- *Land Use Element Policy 2.8.* The City of Cudahy will provide adequate housing for various family sizes and income levels by allowing for different densities of development.
- *Land Use Element Policy 2.9.* The City of Cudahy will ensure that new residential areas are protected from heavy traffic through buffering and design.
- *Land Use Element Policy 2.10.* The City of Cudahy will ensure that recreation and play areas are set-aside for children in multi-family developments.



Issue: Commercial Areas

Commercial development in Cudahy is concentrated along Atlantic Avenue and major street intersections. The following policies further the enhancement of this commercial district.

- *Land Use Element Goal 3.* The City of Cudahy will preserve the existing commercial areas and seek to expand commercial opportunities so as to serve the needs of area residents.
- *Land Use Element Policy 3.1.* The City of Cudahy will continue to promote attractive commercial areas with adequate off-street parking and loading facilities.
- *Land Use Element Policy 3.2.* The City of Cudahy will encourage commercial development that meets the local demand for products and services and encourage balanced commercial development along Atlantic Avenue to create a sound sales tax base.
- *Land Use Element Policy 3.3.* The City of Cudahy will require commercial developments to be compatible with adjacent uses.
- *Land Use Element Policy 3.4.* The City of Cudahy will strive to expand its economic and tax base through new commercial developments.
- *Land Use Element Policy 3.5.* The City of Cudahy will continue to implement landscaping improvements along the length of Atlantic Avenue.
- *Land Use Element Policy 3.6.* The City of Cudahy will continue to encourage the improvement of existing store facades on Atlantic Avenue.
- *Land Use Element Policy 3.7.* The City of Cudahy will actively require the construction of high quality commercial developments.

Issue: Industrial Areas

Industrial developments provide employment opportunities for its residents. Environmental and aesthetic concerns call for the rehabilitation, maintenance, or recycling of existing industrial uses.

- *Land Use Element Goal 4.* The City of Cudahy will improve the quality of Cudahy's industrial areas and take additional steps to provide opportunities for future industrial growth.
- *Land Use Element Policy 4.1.* The City of Cudahy will promote industrial growth in order to increase employment opportunities.
- *Land Use Element Policy 4.2.* The City of Cudahy will promote the development of modern, attractive and safe industrial facilities that do not produce detrimental effects on surrounding properties and the city as a whole.
- *Land Use Element Policy 4.3.* The City of Cudahy will encourage the development of the industries that will best meet the needs of the Cudahy work force.
- *Land Use Element Policy 4.4.* The City of Cudahy will encourage the maintenance, rehabilitation, and beautification of the existing industrial properties.



Issue: Parks and Recreation

Recreational facilities and programs help improve the quality of life and promote a sense of community.

- *Land Use Element Goal 5.* The City of Cudahy will provide a sufficient range of recreational opportunities to meet the needs of individuals (of all ages), families, and groups who live in the City.
- *Land Use Element Policy 5.1.* The City of Cudahy will make an effort to provide parks and recreational areas at locations that are convenient to the greatest number of residents.
- *Land Use Element Policy 5.2.* The City of Cudahy will continue to work to establish joint use agreements with the school district to provide for the development of new recreational facilities and opportunities.
- *Land Use Element Policy 5.3.* The City of Cudahy will preserve existing parks and open space and provide for additional parkland in the future.

Issue: Public Services

The City of Cudahy and other service agencies provide a range of public services to residents and businesses, in order to enhance the living environment.

- *Land Use Element Goal 6.* The City of Cudahy will provide adequate public services and infrastructure to serve existing and future developments.
- *Land Use Element Policy 6.1.* The City of Cudahy will cooperate with the Los Angeles Unified School District to make adequate school services to meet anticipated growth in the area available.
- *Land Use Element Policy 6.2.* The City of Cudahy will provide public active open space and quiet areas for community residents.
- *Land Use Element Policy 6.3.* The City of Cudahy will maintain an attractive civic center in which citizens can take pride.
- *Land Use Element Policy 6.4.* The City of Cudahy will discourage the recycling of surplus institutional uses to non-institutional uses.
- *Land Use Element Policy 6.5.* The City of Cudahy will monitor the availability and adequacy of public services (water distribution, water quality, fire, police, waste disposal, and library services) in the City to ensure services are not overburdened by future demand.
- *Land Use Element Policy 6.6.* The City of Cudahy will regularly conduct an analysis of existing infrastructure and public service capacities to assess the need for capital improvements and service improvements.
- *Land Use Element Policy 6.7.* The City of Cudahy will study the feasibility of relocating City Hall to an area that is closer to Atlantic Avenue and convert the existing present City Hall to a recreation building.



- *Land Use Element Policy 6.8.* The City of Cudahy will cooperate with the Los Angeles County Library to provide library services to area residents.

Issue: Economic Development

The economic well-being of Cudahy is dependent on commercial and industrial activities in the City and the value of property. Improvements in services and amenities, in turn, will attract residents, investment, and commercial and industrial development.

- *Land Use Element Goal 7.* The City of Cudahy will develop an economic development strategy for the City.
- *Land Use Element Policy 7.1.* The City of Cudahy will work towards the expansion and diversification of the local economic base.
- *Land Use Element Policy 7.2.* The City of Cudahy will encourage developments that will increase the City's tax base.
- *Land Use Element Policy 7.3.* The City of Cudahy will cooperate with local businesses, the Chamber of Commerce, and the Cudahy Business Association to create a stronger business community.
- *Land Use Element Policy 7.4.* The City of Cudahy will increase employment opportunities to help raise the incomes of local residents.
- *Land Use Element Policy 7.5.* The City of Cudahy will help establish a low interest loan pool with the help of local banks to aid in financing the start-up, expansion and/or retention of local businesses.
- *Land Use Element Policy 7.6.* The City of Cudahy will develop programs to maximize the commercial potential of Atlantic Avenue and increase the economic base of the City.

2.3.2 LAND USE PLAN

The Land Use Plan for the City of Cudahy identifies existing and planned land uses and development that reflect the best use of the land in accordance with the goals and policies of this General Plan. This Land Use Plan designates areas for various land use types and intensities, with recognition of the constraints and opportunities for future development and redevelopment. The development of the Land Use Plan came after the analysis of the existing development and the identification of the desired development. The lack of large areas of vacant land limits future development to the recycling and rehabilitation of individual parcels. Thus, the Land Use Plan promotes recycling and redevelopment, in order to achieve a more desirable pattern of land uses.

There are viable residential neighborhoods in Cudahy which the City seeks to preserve. Among these are single family developments on small lots along with higher density developments on long and narrow lots. Land assembly is one way of eliminating the development constraints of narrow lots by allowing more creative housing projects. Because it is often difficult for property owners to assemble lots, an incentive to land assembly and redevelopment is needed. This incentive is provided through a sliding scale of allowable densities, with increasing dwelling unit capacity permitted on larger lots. The potential increase in economic return from additional dwelling unit capacity is expected to promote land assembly with recycling projects.



The sites of the existing mobile home parks within commercial and industrial areas present problems for the mobile home residents. Thus, it would be beneficial to integrate these mobile home residents into the City's residential neighborhoods over the long term. This would eliminate conflicts between residential land uses and heavy commercial and industrial uses. The Atlantic Avenue corridor is the City's primary commercial area. Major stores in the area can serve as nodes for spin-off development. The Land Use Plan for Cudahy has seven land use designations.

These designations correspond to the types and intensity of developments allowed under each category. Exhibit 2-2 is the Land Use Plan of the City and Table 2-3 is a breakdown of land use designations.

| Table 2-3 Distribution of Land Use Designations | | | |
|--|----------------------------|---------------------------------|----------------|
| Land Use Designation | Density/Maximum FAR | Land Area (in acres) | Percent |
| Residential Land Uses | | | |
| Low Density Residential | 9 units/acre | 37 acres | 5.3% |
| Medium Density Residential | 12 units/acre | 60 acres | 8.6% |
| High Density Residential | up to 16 units/acre | 298 acres | 43.0% |
| Commercial and Industrial Land Uses | | | |
| Neighborhood Commercial | FAR 1.5 to 1.0 | 3 acres | 0.4% |
| Community Commercial | FAR 1.2 to 1.0 | 65 acres | 9.4% |
| Commercial/Manufacturing | FAR 1.5 to 1.0 | 87 acres | 12.6% |
| Public Uses | | | |
| Schools | 1.2 | 35 acres | 5.0% |
| Parks | -- | 11 acres | 1.7% |
| Civic Center | 1.2 | 4 acres | 0.6% |
| Streets | -- | 92 acres | 13.4% |
| Total | | 691.82 | 100.0% |
| <p>Units/Acre - dwelling unit per acre refers to the number of dwelling units that may be built on a gross acre of land.</p> <p>FAR - floor area ratio refers to the allowable floor area in a structure, expressed as a factor of the net area of the site. The net area of a site is the portion of land which can be built upon, excluding public or private rights-of-way, public open space and flood ways.</p> | | | |

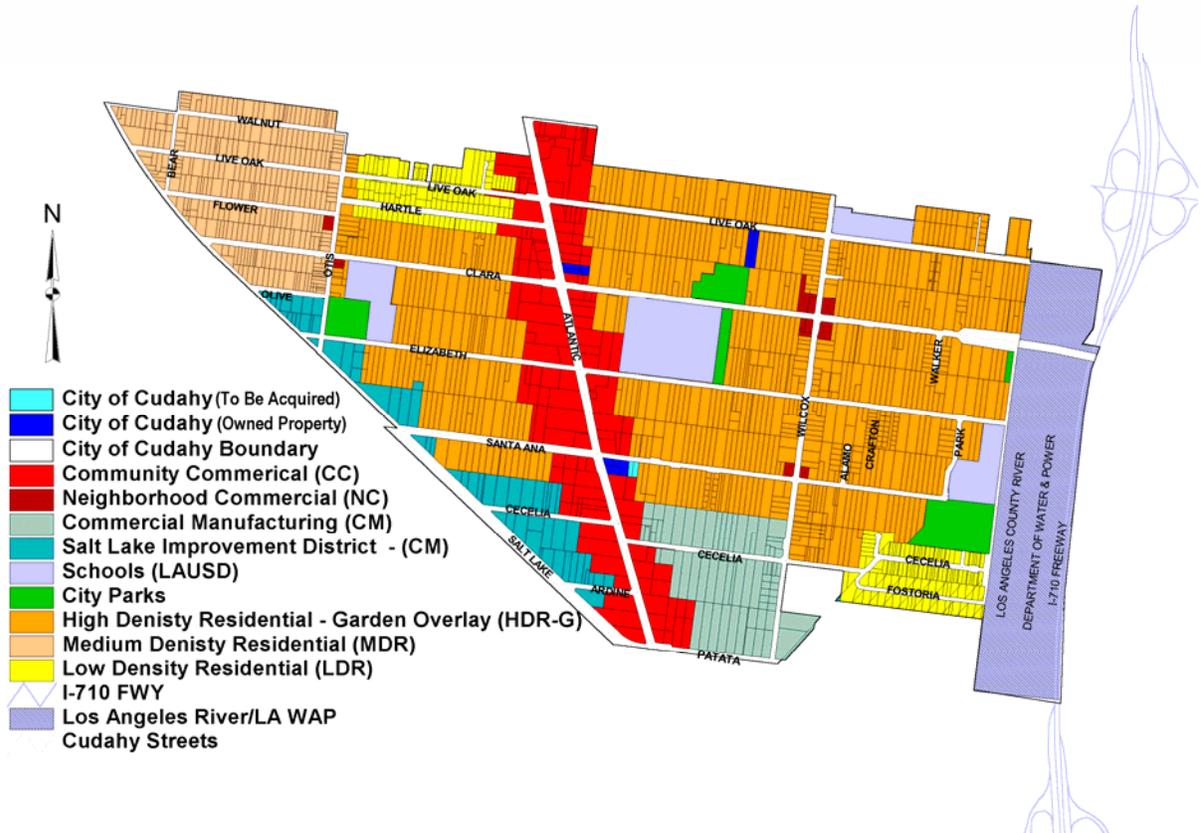


EXHIBIT 2-2
LAND USE PLAN
 SOURCE: CITY OF CUDAHY



Low Density Residential (LDR)

The *Low Density Residential* designation refers to single-family developments on small lots. Residential units in these categories have densities of up to 9 dwelling units per acre. The lower density residential neighborhoods uses are concentrated in the City's southeastern section and on the northern section, west of Atlantic Avenue. This land use designation accounts for approximately 37 acres or 5.3 percent of the City's total land area. The maximum population density applicable to this land use designation is 39 persons per acre with 9 units per acre (assuming an average household size of 4.34 persons per unit)

Medium Density Residential (MDR)

The *Medium Density Residential* designation applies to those areas of the City with one or two single-family units on a lot or multi-family developments of 12 dwelling units per acre. These developments are typically located on lots with an average size of 9,000 to 9,500 square feet. The land area included in this land use designation is located in the northwestern portion of the City. A total of 60 acres or 8.6 percent of the City's land area is included in this land use designation. The maximum population density applicable to this land use designation is 52 persons per acre with 12 units per acre (assuming an average household size of 4.34 persons per unit).

High Density Residential (HDR)

The *High Density Residential* designation refers to single-family and multi-family developments on lots which are predominantly one-half acre in size. This designation applies to a major portion of the City, 298 acres or 43.0 percent. The maximum density for this designation is established using a sliding scale with higher densities permitted for developments on larger lots. The higher densities are intended to encourage the recycling of existing developments, as well as to encourage developers to construct more creative housing. The allowable density under this designation varies from as low as 16 dwelling units per acre on lots less than 1 acre to 30 dwelling units per acre for lots containing 5 acres or more. Table 2-4 provides a detailed breakdown of allowable density. The population density can be as much as 70 persons per acre at 16 units per acre (assuming an average household size of 4.34 persons per unit).

| Lot Size | Maximum Density |
|------------------------------|------------------------|
| Less than 1 acre | 16 units/acre |
| 1 acre to less than 2 acres | 20 units/acre |
| 2 acres to less than 3 acres | 25 units/acre |
| 3 acres to less than 4 acres | 30 units/acre |
| 4 acres to less than 5 acres | 30 units/acre |
| 5 acres and above | 30 units/acre |



Neighborhood Commercial (NC)

The *Neighborhood Commercial* designation refers to small retail stores located near residential neighborhoods to serve the daily needs of residents. These businesses include, but are not limited to groceries, coin laundries, liquor stores, convenience shops, video stores, smaller offices, and service stations. Neighborhood commercial uses are found at the following three intersections: Clara/Otis; Clara/Wilcox, and Santa Ana/Wilcox. These uses account of approximately 3 acres or 0.4 percent of the City's total land area. The maximum allowable intensity of these developments is a floor area ratio (FAR) of 1.5.¹⁷ With parking, lot coverage and other development standards, the average FAR is 0.5 to 1.0.

Community Commercial (CC)

The *Community Commercial* land use designation refers to service and retail stores as found along the Atlantic Avenue corridor. These stores and services include supermarkets, department stores, banks, shoe stores, mini malls, professional offices, medical offices, restaurants, and other similar uses. The Community Commercial land use designation totals 65 acres along both sides of Atlantic Avenue from Florence Avenue continuing southerly to the southernmost boundary of the City (Patata Avenue). The total land area included in this land use designation is 65 acres or 9.4 percent of the City's total land area. The maximum floor area ratio of the Community Commercial designation is 1.5 to 1.0. Land uses included in this category typically have an average FAR of 0.30 to 1.0, when considering building height, setbacks, parking and landscaping requirements. Mixed use development is also permitted within this land use designation at densities of 35 units per acre. Applications for mixed use development will be subject to a conditional use permit (CUP).

Commercial Manufacturing (CM)

The *Commercial Manufacturing* designation applies to the City's industrial area on the southern edge. This land use designation accounts for approximately 88 acres or 12.6 percent of the City's total land area. Parcels included in the Commercial Manufacturing designation are largely developed with small and medium sized industrial uses. The maximum floor area ratio is 1.5, with an average FAR of 0.5 to 1.0. In addition to the commercial and manufacturing uses, this land use designation includes the City's emergency shelter overlay designation.

Public Uses

Public uses in the City include schools, parks and the Civic Center. The four school sites in Cudahy total approximately 35 acres. Parks in the City account for approximately 12 acres (parks are described in detail in the Open Space and Recreation Element). Finally, the Civic Center accounts for approximately 4 acres of land area. The total area devoted for public uses is 50 acres or 7.3 percent of the City. The maximum floor area ratio for this land use designation is 1.0 to 1.0.

Flooding and Surface Water Resources

California Assembly Bill 162 requires local general plans to address flooding, building upon an earlier requirement for areas subject to potential flooding to be considered in the land use element. The new provisions outlined in AB 162 are intended to enhance flood protection by requiring the land use element to

¹⁷ A *floor area ratio* or FAR is the ratio of a uses total floor area with the total land area of the parcel on which the use is located.



identify and review areas subject to flooding.¹⁸ After January 1, 2009, AB 162 requires that updates to the conservation element and housing element include and identify rivers, streams, flood corridors, and land that can accommodate flood water for groundwater recharge and storm water management. AB 162 also requires that the safety element identify flood hazard zones and measures to protect the community from these hazards. There are no major bodies of water or watershed areas near Cudahy.¹⁹ Thus, hazards from a 100-year or 500-year flood are negligible. The National Flood Insurance Program has designated Cudahy as an area with no special flood hazard. The Los Angeles River is east of the City and has been constructed to withstand flooding potential in the area. Large areas downstream of the Hansen and Sepulveda Dams are at risk of inundation in the event of dam failure. The entire City of Cudahy is located within the inundation areas of the Hansen and Sepulveda Dams. The Hansen and Sepulveda Dams are operated by the Army Corps of Engineers and were constructed primarily for flood control. The flood hazards associated with dam failure will affect most of the communities located to the south of the dams including Cudahy.

The Hansen Dam is located on the northern edge of San Fernando Valley, 4 miles west of Sunland. This dam provides flood protection to all of the cities located downstream and improves the use of the Los Angeles River Channel. The inundation area of the Hansen Dam include areas along the Tujunga Creek and several communities in the San Fernando Valley, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los Angeles and San Gabriel Rivers. Cudahy is located approximately 26 miles south of the dam though dam failure will potentially affect the entire City.

The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near Van Nuys. The probable maximum flood from the Sepulveda Dam is expected to last about four days with a total volume of 163,200 acre-feet. The potential flooding will affect areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Cudahy, Lynwood, Maywood, Bell, Commerce, and Bell Gardens.

Implementation of the Land Use Plan

As indicated in the preceding sections, Cudahy has been fully developed for many years with the majority of this development occurring in the years following the Second World War.

Table 2-5 indicates the potential development that could occur under the theoretical build-out of the General Plan's land use policy. The development potential for residential development was calculated by multiplying the total land area devoted to each land use designation by the maximum permitted development as defined by the number of units per acre. The development potential for the commercial and industrial land use categories used a floor area ratio (FAR) that was adjusted to reflect the most likely development scenario. For example, the Neighborhood Commercial land use designation has a maximum permitted FAR of 1.5 to 1.0. However, the potential FAR will likely be much less (assumed here to be 0.5 to 1.0) due to parking requirements, setbacks, landscaping requirements, and the typical lot sizes.

As indicated in Table 2-5, the theoretical residential development potential is 5,821 units compared to the existing number of 5,634 housing units. This residential build-out does not consider the potential mixed-use development that could occur along the Atlantic Boulevard (Community Commercial) corridor or the higher residential densities possible through the consolidation of lots. In any event, an additional 187 units is

¹⁸ These areas are identified on flood plain maps prepared by the Federal Emergency Management Agency (FEMA) and the Department of Water Resources.

¹⁹ United States Geological Survey. [The National Map]. Cudahy, California. July 1, 1998.



possible under a theoretical build-out scenario. It is clearly evident that the City is close to achieving its build-out capacity.

The potential non-residential development is also indicated in Table 2-5 and includes 65,340 square feet of Neighborhood Commercial uses, 847,920 square feet of Community Commercial uses along Atlantic Boulevard, and 1,849,890 Commercial Manufacturing uses.

| Table 2-5 Distribution of Land Use Designations | | | | |
|--|--------------------------------|---|---------------------------------|--|
| Land Use Designation | Density Maximum FAR | Adjusted Density & Intensity | Land Area (in acres) | Potential Theoretical Development |
| Residential Land Uses | | | | |
| Low Density Residential | 9 units/acre | 9 units/acre | 37 acres | 333 units |
| Medium Density Residential | 12 units/acre | 12 units/acre | 60 acres | 720 units |
| High Density Residential | up to 16 units/acre | 16 units/acre | 298 acres | 4,768 units |
| Commercial and Industrial Land Uses | | | | |
| Neighborhood Commercial | FAR 1.5 to 1.0 | FAR 0.5 to 1.0 | 3 acres | 65,340 sq. ft. |
| Community Commercial | FAR 1.2 to 1.0 | FAR 0.3 to 1.0 | 65 acres | 849,920 sq. ft. |
| Commercial/Manufacturing | FAR 3.6 to 1.0 | FAR 0.5 to 1.0 | 87 acres | 1,894,860 sq. ft. |
| Public Uses (including streets) | | | | |
| Schools | 1.2 to 1.0 | -- | 35 acres | -- |
| Parks | -- | -- | 11 acres | -- |
| Civic Center | 1.2 to 1.0 | -- | 4 acres | -- |
| Streets | -- | -- | 92 acres | -- |
| Total | NA | NA | 691.82 | 5,821 units 2,810,120 sq. ft. |

Source: City of Cudahy



2.3.3 IMPLEMENTATION PROGRAMS

The implementation of the Land Use Element's goals, policies along with the Land Use Plan will be accomplished by a number of specific actions and programs. The various programs correspond to the major land use goals of the City and include the following:

- *Existing and Future Developments* - Improvements to existing land uses and construction of quality developments.
- *Residential Areas* – The preservation of residential neighborhoods and improvement of the living environment.
- *Commercial Areas* – The revitalization of commercial areas to serve the City and surrounding areas.
- *Industrial Areas* – The rehabilitation and redevelopment of industrial land uses to light industries, commercial-manufacturing, or commercial uses.
- *Parks and Recreation* – The provision of parks and recreational facilities to serve City residents.
- *Public Services* – The provision of public services to support existing and future developments.
- *Economic Development* – The development of investment opportunities in the City to create a stable tax base.

Rehabilitation Programs

Rehabilitation programs help to preserve existing developments and prevent building deterioration. The City's has ongoing rehabilitation programs for residential projects through the Federal Community Development Block Grant (CDBG) Program. Information regarding these programs may be found in the Housing Element.



Code Enforcement

The City shall continue code enforcement efforts to encourage property maintenance. These efforts include the identification of nuisances that endanger public health and safety and the provision of technical support or other incentives to allow early correction of the problem. The City shall also work towards the continued renovation of structures which do not meet current seismic safety standards and electrical code requirements. Code enforcement is an ongoing activity and will continue to be financed through CDBG funds. The rehabilitation of substandard structures shall be the responsibility of individual property owners, with CDBG funds available for qualified homeowners and property owners to use to correct violations.

Cudahy Redevelopment Plan

The Cudahy Redevelopment Project Area was established to remove blight in the project area and to promote economic revitalization. The goal of the Redevelopment Plan is to eliminate and prevent the spread of blight in the project area through the rehabilitation of commercial, industrial and residential areas in the City. Infrastructure and public services will continue to be improved and enhanced as a means to encourage private



reinvestment. The City will also continue to assist area developers in land assembly. Ongoing programs by the Redevelopment Agency will continue to be financed through redevelopment funds.

Development Controls

The primary tools for regulating changes in land uses in the City include both the General Plan and Zoning Ordinance. The City shall continue to implement the General Plan land use policies and the Zoning Ordinance. The City shall also continue to implement the Zoning Ordinance which provides development incentives, density bonuses, and incentive requirements for the assembly of residential lots. The assembly of lots will eliminate the development constraints posed by the existing long, narrow lots.

Development Review

The City shall continue to review development projects for compliance with existing City ordinances before the projects are implemented. During the application process, the City shall analyze the potential environmental impacts of a project, as required by the California Environmental Quality Act (CEQA). Mitigation measures shall be identified as a means to mitigate potential adverse impacts and made as conditions of approval. This is an ongoing program by the Community Development Department.

Design Guidelines

The City shall develop design guidelines for new development and make copies readily available to developers. The guidelines shall outline the general principles of design and planning that the City would like to see in projects. This may include architectural treatments and styles, building facades, public spaces, parking lot layouts, landscaping concepts, grading techniques, buffers, exterior lighting, signs, utility areas, setbacks, compatibility with adjacent structures, and other design characteristics. Because of overcrowding problems in the City, the creation of larger dwelling units through various incentives shall be explored. The guidelines shall be used in the design review process of proposed developments.

Parks Master Plan

In order to plan for the development of adequate parks and recreation areas for existing and future residents, the City shall continue to implement its Parks Master Plan. The Parks Master Plan's implementation shall be the responsibility of the City's Parks and Recreation Department.

Capital Improvement Program

Public works and infrastructure improvements in the City are planned through a Capital Improvement Program (CIP) that sets priorities and funding for needed for infrastructure projects. The City shall continue to prioritize infrastructure and public service projects in its CIP. This program is coordinated by the Department of Building and Public Services and financed by the General Fund, to the extent available.





SECTION 3 TRANSPORTATION ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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3.1 INTRODUCTION TO THE ELEMENT

3.1.1 SCOPE AND AUTHORITY OF THE ELEMENT

The transportation system in Cudahy consists of a roadway network dominated by Atlantic Avenue, collector streets, and local streets. The Long Beach Freeway (State Route-710) is located just east of Cudahy. Also, the City's central location in Los Angeles County provides Cudahy with easy access to most parts of the Southern California region. Local circulation within the City generally follows a grid pattern, except for Atlantic Avenue which extends in a north-south orientation at a slight angle and Salt Lake Avenue which follows the curve of the railroad tracks.²⁰ Atlantic Avenue is a regional highway that extends north to Alhambra and south to Long Beach. Traffic volumes on most City streets are currently approaching or are at capacity.



Public transit is available through the Metropolitan Transit Authority (MTA) and the Cudahy Area Rapid Transit (CART).²¹ The Union Pacific Electric Railroad right-of-way extends along the western edge of the City and the Southern Pacific Railroad right-of-way extends along the southern edge of the City. Neither railroad line provides freight service into the City.

This Transportation Element of the Cudahy General Plan evaluates the existing roadway circulation system and identifies measures to accommodate existing and future traffic volumes. Other issues addressed in the Element address include public transit parking, and alternative forms of transportation. The Transportation Element complies with *California Government Code Section 65302(b)*, which requires that the Transportation Element identify the general location and extent of existing and proposed major thoroughfares, transportation routes and other public utilities and facilities.²² The Element looks at existing transportation issues in the City through the Transportation Background Report. The goals, policies, plan and programs of the Transportation Element then respond to identified traffic concerns, as well as projected traffic conditions. The Transportation Plan identifies strategies that will address future traffic.

3.2 TRANSPORTATION BACKGROUND REPORT

The Transportation Element Background Report provides an overview of the City's street system, circulation patterns, and traffic-related issues. This report also discusses the different types of roadways that serve Cudahy including their design capacity and daily traffic volumes. Finally, other alternative types of transportation are also addressed in this section.

²⁰ United States Geological Survey. [The National Map]. Cudahy, California. July 1, 1998

²¹ Los Angeles County Metropolitan Transit Authority. Bus and Rail System Map. Metronet.com

²² California. State of. General Plan Guidelines. Governor's Office of Planning and Research. Chapter Required Elements (Page 48). 2003.



3.2.1 EXISTING ROADWAYS

Regional access to the City is provided by the Long Beach Freeway (I-710) that extends along the City's eastern border. Access to this freeway is provided by Florence Avenue (north of Cudahy) and Firestone Boulevard (south of Cudahy), both of which are major arterials located just outside the City. Florence Avenue is a major roadway that provides a connection to the Long Beach Freeway for the neighboring communities of Downey, Bell and Bell Gardens. With local freeway access largely dependent on Florence Avenue, the traffic on this roadway during peak hours is congested. Local access to Florence Avenue is provided by Wilcox Avenue and Atlantic Avenue and access to Firestone Boulevard is provided by Atlantic Avenue.²³ The transportation system framework within Cudahy is largely defined by Atlantic Avenue which is a major north/south arterial that extends through the City. Other north/south roadways include Salt Lake Avenue, Wilcox Avenue, and Otis Avenue which also provide access to neighboring cities. Clara Street and Santa Ana Street are two primary east/west roadways. Aside from Atlantic Avenue and Santa Ana Street (west of Atlantic Avenue), all of the streets in the City consist of two travel lanes.²⁴ On-street parking is permitted along most roadways. The City's roadway system is shown in Exhibit 3-1.

3.2.2 ROADWAY CLASSIFICATION

Roadways in Cudahy are classified according to the following three categories: major highways, collector streets, and local streets. These roadway classifications are described further in the sections that follow.

Major Highways

Major highways are designed to move large volumes of traffic through the community to other major arterial roadways or freeways. Atlantic Avenue is the only major highway in Cudahy though Florence Avenue, located to the north, would also be included in this street classification.

- ▶ *Atlantic Avenue* extends through the City in a north to south orientation and provides through the city. This roadway has a pavement width of 90 feet with two travel lanes provided in each direction and left-turn pockets at major intersections. The current traffic volumes are approximately 38,000 vehicles per day.²⁵
- ▶ *Florence Avenue*. Florence Avenue is an east-west arterial roadway with two lanes in each direction located just north of the City. Florence Avenue is also developed with commercial uses on both sides of the street. Approximately 40,000 vehicles use the western segment of Florence Avenue and 60,000 vehicles use the Florence Avenue segment crossing the I-710 Freeway. On and off ramps from Florence Avenue to the I-710 Freeway are located at the southeastern corner of the City of Bell.

²³ United States Geological Survey. [The National Map]. Cudahy, California. July 1, 1998

²⁴ Ibid.

²⁵ Los Angeles County Department of Public Works. 2009. These volumes are unchanged from those identified in the previous circulation element prepared for the City in the early 1990.

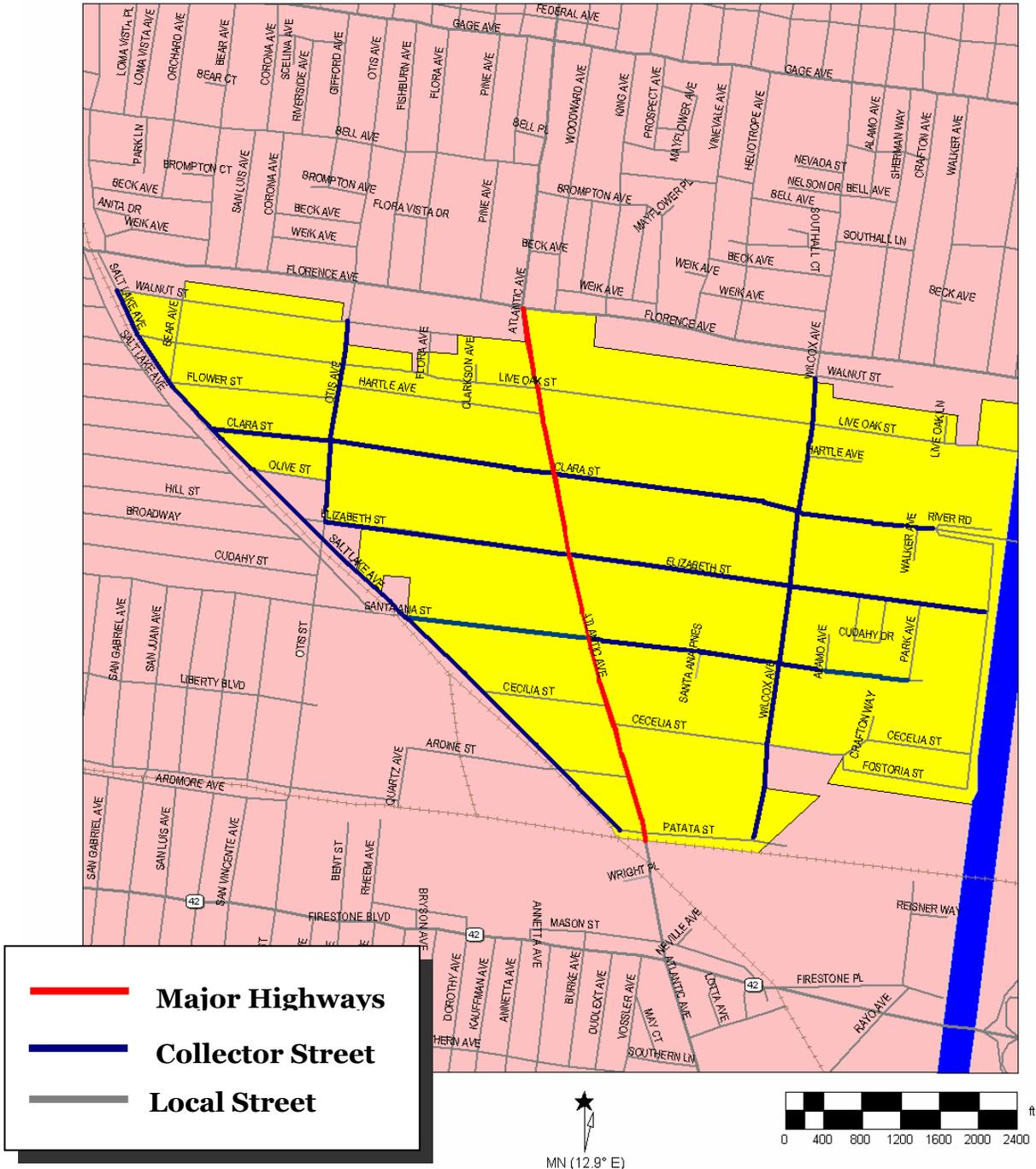


EXHIBIT 3-1
EXISTING ROADWAYS/CIRCULATION SYSTEM
 BLODGETT•BAYLOSIS•ASSOCIATES



Collector Streets

Collector Streets are designed to move traffic from local streets to major highways. The primary function of collector streets is to move traffic through the individual neighborhood onto Atlantic Avenue. Otis Avenue, Salt Lake Avenue, Wilcox Avenue, Clara Street, and Santa Ana Street are classified as collector streets.

- *Santa Ana Street* extends in an east-to-west orientation through the city. This roadway has a pavement width of 80 feet west of Atlantic Avenue where it provides two travel lanes in each direction. The roadway narrows to 50 feet in width east of Atlantic Avenue providing one travel lane in each direction. The roadway crosses Salt Lake Avenue and the tracks continue westerly into the adjacent cities. On the east, the roadway terminates at Park Avenue next to the Civic Center. Residential development is located along the entire length of the street within Cudahy. The Cudahy City Hall and Library, Cudahy Park, and Park Avenue Elementary School are located at the roadway's easterly terminus. The roadway's existing traffic volumes are approximately 9,700 vehicles per day.



- *Otis Avenue* is a collector street that extends through the City in an north-to-south orientation. This roadway has a pavement width of 50 feet providing one travel lane in each direction. The majority of the uses located along this roadway are residential although there are a few commercial uses at key intersections. Current traffic volumes are approximately 14,500 vehicles per day.
- *Wilcox Avenue* is a north-south trending collector street that terminates at Patata Street on the south and continues into the City of Bell on the north. Wilcox Avenue has a pavement width of 50 feet with one travel lane in each direction. This roadway handles between 13,600 vehicles per day at the northerly end to 3,100 vehicles per day at the southerly end.
- *Salt Lake Avenue* is a collector street that extends along the western boundary of the City in a northwest-southeast orientation. The roadway's pavement width is approximately 40 feet with one lane of travel in each direction on each side of the tracks. The traffic volumes on this roadway vary from approximately 9,700 vehicles per day at the northerly end to 12,100 vehicles per day at the southerly end.
- *Clara Street* is the only street within Cudahy that extends across the Los Angeles River though no connection to the freeway is provided. Clara Street has a pavement width of 60 feet with one travel lane in each direction. The current traffic volumes for this roadway are approximately 13,500 vehicles per day east of Atlantic Avenue and 8,800 vehicles per day west of Atlantic Avenue.
- *Elizabeth Street* is a 50-foot wide collector street that primarily serves a residential neighborhood. The street extends in an east-to-west orientation in the City with one travel lane in each direction. The existing traffic volumes average 5,600 vehicles per day.



Local Streets

Local streets provide access to individual parcels and generally have one travel lane in each direction with on-street parking permitted on both sides of the street. The majority of the streets have pavement widths ranging from 40 feet to 60 feet. Local streets in the City are described below.

- *Patata Street* is a local street that serves an industrial area located adjacent to the Southern Pacific railroad tracks. This roadway terminates at Wilcox Avenue (east) and Salt Lake Avenue (west).
- *Cecelia Street* is a two lane local street that serves both an industrial area and residential neighborhoods in the southerly portion of the City. This roadway extends from Salt Lake Avenue (on the west) to River Road (on the east).
- *Live Oak Street* is a local street that extends through the northerly portion of the City from Salt Lake Avenue (on the west) to River Road (on the east).
- *Hartle Avenue* is a two lane local street that consists of two, non-contiguous segments. The first east-west segment is located between Otis Avenue (on the west) and Atlantic Avenue (on the east). The second segment is located to the east of Wilcox Avenue.
- *Walnut Street* is a local two lane street that serves a residential neighborhood located in the northwestern portion of the City.
- *River Road* extends through the easternmost portion of the City in a north-to-south orientation. This two lane roadway connects with Fostoria Street on the south and Clara Street on the north.
- *Flower Street* is a two lane local street that serves the residential neighborhood located in the northwestern portion of the City. This roadway extends from Salt Lake Avenue (on the west) to Otis Avenue (on the east).
- *Alamo Avenue* is a short two lane local street that connects to Santa Ana Street.
- *Ardine Street* is a two lane local street located west of Atlantic Avenue that serves the industrial area in the southernmost portion of the City.
- *Bear Avenue* is a short two lane local street that extends between Flower Street on the south and continuing north to Walnut Street.
- *Walker Avenue* is a short two lane local street that connects with Clara Street in the eastern portion of the City.
- *Olive Street* is a two lane located in the northwesterly portion of the City between Salt Lake Avenue and Otis Avenue.
- *Crafton Way* is a short local street that serves the southeastern portion of the City extending northward from Santa Ana Street.
- *Fostoria Street* is a short two lane local street located in the southeast corner of the City. This roadway connects with Cecelia Street on the west and River Road on the east.



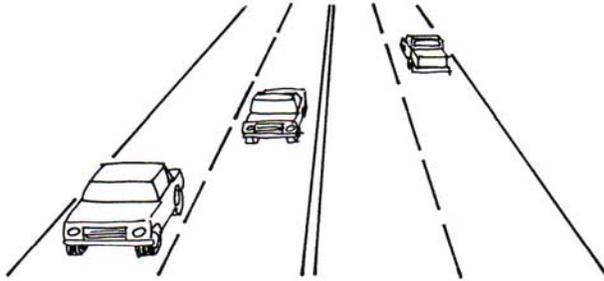
- *Clarkson Avenue* is a short two-lane local street that connects with Live Oak Street.
- *Flora Avenue* is a two lane local street that is located in the northwestern corner of the City between Walnut Street (on the north) and Live Oak Street (on the south).
- *Park Avenue* is short two lane local street located in the southeastern portion of the City that extends from Santa Ana Street (on the south) and Elizabeth Street (on the north).
- *Cudahy Drive* is a “U” shaped local street located in the southeasterly portion of the city connecting with Elizabeth Street.
- *Live Oak Avenue* is a short local street located in the northeastern corner of the City that connects with Live Oak Street on the south.



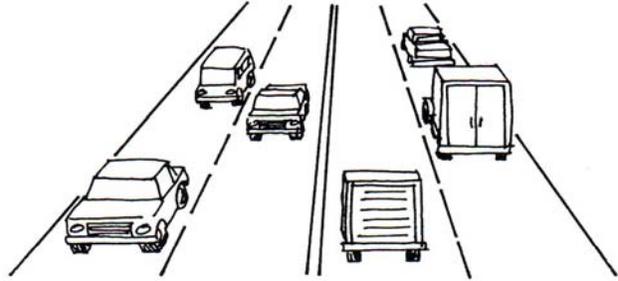
3.2.3 EXISTING TRAFFIC CONDITIONS

A roadway's ability to handle current traffic loads can be described in terms of volume/capacity (V/C) ratio and level of service (LOS). The volume-capacity ratio is the ratio of current traffic volumes to the roadway's design capacity. The LOS is a qualitative measure of traffic flow. The V/C ratio ranges can be used to describe actual traffic operating conditions as outlined in Table 3-1 and Exhibit 3-2. For example, a road with a design capacity of 24,000 vehicles per day and carrying 20,000 vehicles per day has a volume/capacity ratio of 20,000/24,000 or 0.83. A volume/capacity ratio of 0.83 corresponds to LOS D, which is characterized by unstable traffic flows.

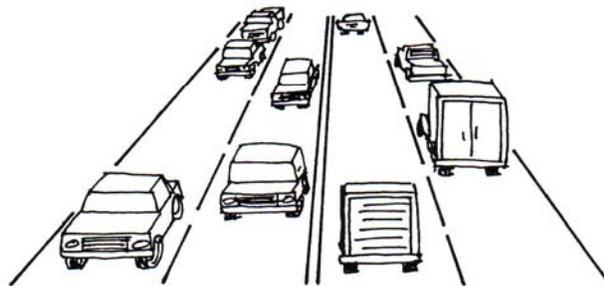
| Table 3-1 Levels of Service | | |
|---|--|--------------|
| LOS | Traffic Flow Quality | Value |
| A | Free flow; no traffic signal phase is fully utilized by traffic, and no vehicles wait longer than one red phase. | ICU 0.0-.601 |
| B | Stable flow; an occasional signal phase is fully utilized, and a substantial number of phases are approaching full use. | .61-70 |
| C | Stable flow; occasionally, drivers may have to wait through more than one signal cycle; most drivers feel somewhat restricted, but not exceptionally so. | .71-80 |
| D | Approaching unstable flow; approaching vehicles may be substantially delayed during short periods within the peak period, but enough signal cycles occur with lower demand to permit periodic clearances of developing queues, thus preventing excessive queues. | .81-90 |
| E | Unstable flow (at capacity); There may be long queues of vehicles and delays may be great. | .91 - 1.00 |
| F | Forced flow; congestion on the cross street or downstream intersections restricts or prevents the movement of traffic at the intersection. | Above 1.00 |
| Source: institute of Transportation Engineers | | |



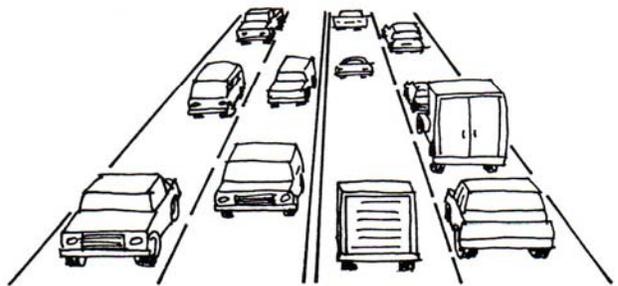
Level of Service A
Free flow in which there is little or no restriction on speed or maneuverability.



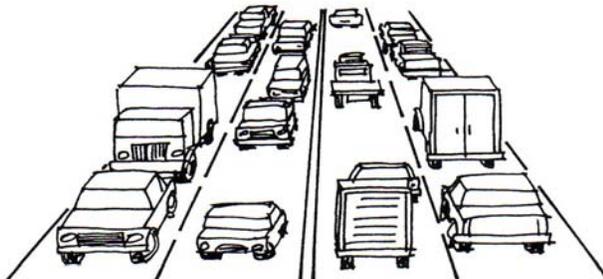
Level of Service B
Stable flow though operating speed is beginning to be restricted by other traffic.



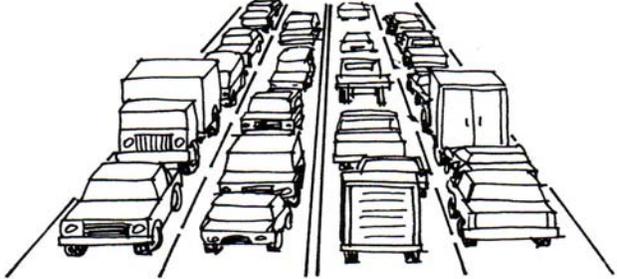
Level of Service C
Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



Level of Service D
Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



Level of Service E
Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



Level of Service F
Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

EXHIBIT 3-2
LEVEL OF SERVICE CONCEPT
BLODGETT•BAYLOSIS•ASSOCIATES



Existing intersection levels of service (LOS) for the key roadways in the City are outlined below are estimated based on volume-to-capacity (V/C) ratios as provided in Table 3-2. The level of service indicates in Table 3-2 underscores the affect the residential development densities have had on local traffic. With the exception of Atlantic Avenue, all of the roadways consist of two travel lanes with on-street parking permitted on both sides of the streets. In addition, the majority of these two lane streets serve the existing residential neighborhoods. As a result, any roadway widening is impossible.



| Table 3-2 Levels of Service on Atlantic Avenue | | | |
|---|----------------------|-----------------|---------------|
| Street Segment | Daily Traffic | Capacity | LOS/VC |
| Atlantic Avenue | 38,000 | 22,000 | 1.69(F) |
| Otis Avenue | 14,500 | 7,100 | 2.01(F) |
| Clara Street | 13,500 | 7,100 | 1.90(F) |
| Salt Lake Avenue | 12,100 | 6,100 | 1.98(F) |
| Patata Street | 13,000 | 6,100 | 2.11(F) |
| Wilcox Avenue | 13,600 | 6,100 | 3.45(F) |
| Elizabeth Street | 5,600 | 6,100 | 0.92(F) |
| Santa Ana Street | 9,700 | 7,100 | 1.37(F) |
| Source: City of Cudahy. 2008. | | | |

3.2.4 OTHER FORMS OF TRANSIT

Bus Transportation

The City of Cudahy is served by a number of Metropolitan Transit Authority (MTA) bus lines. The MTA Line 260 and Line 762 extend along Atlantic Avenue. MTA Line 611 serves Santa Ana Street, a short segment of Atlantic Avenue, and Wilcox Avenue. Finally, MTA Line 612 serves Otis Avenue.²⁶ The City also maintains its local transit service, Cudahy Area Rapid Transit or CART that provides transit service in most of Cudahy. CART is financed through local Proposition A funds and provides free transportation services to the general public. CART operates a dial-a-ride service that provided door-to-door pick-up and delivery Monday through

²⁶ Los Angeles County Metropolitan Transit Authority. Bus and Rail System Map. Metonet.com



Friday for doctor appointments in adjacent areas though reservations must be made 24-hours in advance. CART also operates a fixed route service Monday through Saturday throughout the city.

Rail Transit

The Blue line (which opened in 1990) extends from downtown Los Angeles to Long Beach. The light rail line is located to the west of the City. The Green Line is located to the south of the City and extends from Norwalk on the east, westerly towards LAX. Finally a new light rail corridor recently opened in East Los Angeles and a potential line extension is being considered in neighboring Commerce.²⁷ A number of park and ride lots are located along the Blue Line to promote ridership. The Firestone Boulevard Station in South Gate located is approximately two miles west of Cudahy and the Florence Avenue Station in Huntington Park is also approximately two miles west of the City.

Bicycle Lanes

There are no designated bicycle lanes in Cudahy. The only designated bicycle trail in the vicinity is located along the banks of the Los Angeles River. The nearest bike route is provided along Florence Avenue located to the north of the City. The Florence Avenue bike route is a class III bicycle facility.²⁸ A Class I bikeway (trail dedicated exclusively for the use of bicyclists) extends along the banks of the Los Angeles River channel.²⁹ This bikeway begins at Atlantic Avenue, near the northern end of the City and continues southerly to the City of Long Beach, connecting to the Shoreline Trail. The Class I bikeway along the Rio Hondo River connects with the Los Angeles River trail where the two rivers connect, south of the City of Cudahy. Three access points with the Los Angeles River Trail are provided in Cudahy and include Clara Street, Elizabeth Street, and Cecilia Street.³⁰

Railroads

The two railroads in the area are located on the southern and western boundaries of the City.³¹ The Union Pacific Electric Railroad extends along the western periphery of the City. Five to six trains pass per day on their way south to the ports or north to downtown Los Angeles. At-grade crossings are located at Florence Avenue and Santa Ana Street. The Southern Pacific Railroad extends along the City limits on the south. An average of 7 trains pass along this segment daily at a speed of 25 miles per hour. The railroad crosses Atlantic Avenue, just south of Patata Street. Neither train company furnishes local service to Cudahy. Freight services for local industrial and business operations are provided entirely by a number of trucking firms.

Airports

The Los Angeles International Airport (LAX) is located approximately 15 miles west of the City. LAX provides air transportation to the entire region. The Long Beach Municipal Airport is located approximately 15 miles south of the City and provides additional air transportation services for local businesses and industries. The Compton-Woodley Airport, located approximately 9 miles southwest of Cudahy, is a county-owned general

²⁷ Los Angeles County Metropolitan Transportation Authority. Eastside Transit Corridor Phase 2, Washington Boulevard Light Rail Transit. 2009

²⁸ A class III bike lane is a striped lane that shares the roadway with vehicular traffic.

²⁹ A class I bike route is dedicated exclusively for the use of bicyclists.

³⁰ Los Angeles county Metropolitan Transportation Authority. Metro Bike Map. 2006

³¹ United States Geological Survey. [The National Map]. Cudahy, California. July 1, 1998.



aviation airport by small planes. Other regional airports located approximately 25 to 45 miles from the City include John Wayne Airport, Long Beach Airport, and Ontario Airport.³²

Harbors and Ports

The closest harbor facilities to Cudahy are located in the Ports of Los Angeles and Long Beach. Several freight shipping and fishing companies are located at these ports. Regular passenger service to destinations such as Catalina Island and international cruise ship services can also be obtained at these facilities.

3.3 TRANSPORTATION PLAN

3.3.1 TRANSPORTATION GOALS AND POLICIES

The goals and policies of the Transportation Element address the major issues identified in the previous section. A primary concern in Cudahy is the adequacy of the existing transportation system to handle existing and future traffic. The capacity and utilization of the existing system raises the need for roadway and traffic improvements and transportation management programs. While the City seeks to accommodate vehicular traffic, it gives the same consideration for pedestrian and motorist safety. The prevention of vehicle-related injury and accidents is another major issue in Cudahy. Cudahy also promotes the use of public transportation and the requirements of adequate parking areas to serve residents and businesses.

Issue: Transportation System

The City's roadway system consists of Atlantic Avenue as a major highway; a number of secondary highways that provide connection to adjacent cities; and several local streets serving the inner residential areas. Major and secondary highways are currently operating at capacity and future increases in traffic volumes could lead to severe congestion on City streets. Improvements to the existing transportation system will help abate any traffic problems that may occur at buildout of the City.

- *Transportation Element Goal 1.* The City of Cudahy will maximize the efficiency, convenience and safety of the existing transportation system.
- *Transportation Element Policy 1.1.* The City of Cudahy will encourage motorists to use major streets and avoid short-cuts through local (residential) streets.
- *Transportation Element Policy 1.2.* The City of Cudahy will work towards a level of service of "D" along Atlantic Avenue.
- *Transportation Element Policy 1.3.* The City of Cudahy will designate truck routes for commercial and industrial truck traffic.
- *Transportation Element Policy 1.4.* The City of Cudahy will improve the local circulation system. This may be accomplished by increasing the number of surface streets, widening local streets, extending Alamo Street to Elizabeth Street, developing River Road from Live Oak Street to Clara Street, or other measures.

³²United States Geological Survey. [The National Map]. Cudahy, California. July 1, 1998.



Issue: Safe Driving Conditions

While the City seeks to provide an adequate circulation system for vehicular traffic, it recognizes that motorist and pedestrian safety is just as important. The provision of safe driving conditions and the protection of pedestrians from vehicular hazards is a basic consideration in transportation planning. This is critical for residential areas, schools sites, parks, institutional uses, commercial sites, and other areas with a large number of users.



- *Transportation Element Goal 2.* The City of Cudahy will work to improve roadway conditions and promote safety in the community.
- *Transportation Element Policy 2.1.* The City of Cudahy will provide a comprehensive and ongoing evaluation of streets and intersections within the City and provide a program for future improvements.
- *Transportation Element Policy 2.2.* The City of Cudahy will discourage large trucks and truck through-traffic on local residential streets.
- *Transportation Element Policy 2.3.* The City of Cudahy will cooperate with Los Angeles County and adjacent cities in efforts to reduce unsafe driving conditions and to enforce speed limits and other traffic safety laws.
- *Transportation Element Policy 2.4.* The City of Cudahy will promote the use of crossing guards at appropriate school crossing locations for pedestrian safety and to facilitate efficient traffic flow, to the extent of available resources.
- *Transportation Element Policy 2.5.* The City of Cudahy will provide convenient, safe, and efficient pedestrian and vehicular access throughout the City.

Issue: Public Transportation

Cudahy's location within the Los Angeles metropolitan area provides the City with a public transit system through the MTA also within easy access to the City. The City actively promotes the use of public transportation systems to reduce vehicle trips and the associated traffic congestion, pollutant emission, energy use, and noise.



- *Transportation Element Goal 3.* The City of Cudahy will encourage the expansion of existing public transportation routes and facilities.
- *Transportation Element Policy 3.1.* The City of Cudahy will continue to encourage, promote, and expand the use of public transportation including car pools, van pools, and bus services.



- *Transportation Element Policy 3.2.* The City of Cudahy will participate in and encourage cooperation among adjacent cities to provide a more reliable public transportation system in the area.
- *Transportation Element Policy 3.3.* The City of Cudahy will support the continued development of a regional transportation system that will serve area residents.
- *Transportation Element Policy 3.4.* The City of Cudahy will re-evaluate public transportation needs in terms of fixed route buses, when ridership exceeds present services.
- *Transportation Element Policy 3.5.* The City of Cudahy will continue to use Prop A funds for the operation of a public transit system in Cudahy.

Issue: Parking Areas

The inadequate off-street parking leads to slow-moving vehicles looking for vacant parking space. The provision of on-street parking areas reduces street capacity and adds to traffic congestion. Adequate off-street parking, however, could encourage the use of single-occupant vehicles which, in turn, add to the local traffic volumes. The City of Cudahy is seeking a balance between a reduction in single-occupant vehicle use and improved traffic flows.

- *Transportation Element Goal 4.* The City of Cudahy will promote efficient, safe and convenient parking facilities within the commercial areas of the City.
- *Transportation Element Policy 4.1.* The City of Cudahy will require that parking lots be designed to provide easy access to nearby retail areas.
- *Transportation Element Policy 4.2.* The City of Cudahy will promote off-street parking in commercial areas to reduce the need for on-street parking along Atlantic Avenue.
- *Transportation Element Policy 4.3.* The City of Cudahy will encourage existing retail and commercial sites with substandard circulation or parking conditions to upgrade their facilities to established design standards.
- *Transportation Element Policy 4.4.* The City of Cudahy will require adequate off-street parking for all future residential and commercial developments.
- *Transportation Element Policy 4.5.* The City of Cudahy will regulate overnight on-street parking and the parking of commercial and recreational vehicles and trucks in commercial areas.

3.3.2 ROADWAY CLASSIFICATION

The adequacy of the transportation system may be evaluated by its capacity to handle traffic volumes at buildout of the City. Table 3-3 indicates the number of trips that would be generated by land uses at buildout. With limited vacant land left for new development, future development will be accompanied by changes in traffic from new land uses and the removal of existing uses.

New development is expected to occur throughout the City. This includes the high density residential areas, commercial uses along Atlantic Avenue and commercial-manufacturing areas in the south. The distribution of traffic volumes at buildout were assumed to maintain current proportions throughout the City. A direct 0.5 percent annual growth was factored into existing traffic volumes on major roadways to achieve projected



traffic. These streets are the major and secondary highways in the City and two of the more traveled local streets. Table 3-3 shows traffic volumes and roadway levels of service at the general plan buildout.

Traffic at build-out will lead to all City streets operating over capacity, with heavy traffic and congestion. With heavy peak hour traffic on several street segments, increases in traffic volumes may cause congestion throughout the day. Because the City of Cudahy does not have much land to build new streets or widen existing roadways to a considerable extent, the Circulation Plan for the City basically maintains the same street network. The Plan calls for the construction and maintenance of all roadways to County standards. This will include lane restriping, minor roadway widening, sidewalk improvements, and other modifications. Also, traffic improvements (such as signals, signs, etc.), transportation management programs and other measures will be implemented on an ongoing basis to enhance the capacity of the City's transportation system. These programs are discussed in the next section.

**Table 3-3
Projected Traffic Volumes**

| Roadway Segment | Average Daily Traffic | Capacity | V/C Ratio | Level of Service |
|-------------------------|-----------------------|----------|-----------|------------------|
| Atlantic Avenue | 41,000 | 22,000 | 1.86 | F |
| Otis Avenue | 15,600 | 7,100 | 2.10 | F |
| Clara Street | | | | |
| West of Atlantic | 12,700 | 7,100 | 1.79 | F |
| East of Atlantic | 19,670 | 7,100 | 2.77 | F |
| Salt Lake Avenue | | | | |
| North of Elizabeth | 14,000 | 6,100 | 2.30 | F |
| South of Elizabeth | 17,600 | 6,100 | 2.89 | F |
| Wilcox Avenue | 14,200 | 6,100 | 2.34 | F |
| Patata Street | 6,800 | 6,100 | 1.11 | F |
| Elizabeth Street | 6,150 | 6,100 | 1.01 | E |
| Santa Ana Street | 10,600 | 7,100 | 1.74 | F |

Source: City of Cudahy

The Circulation Plan of the City of Cudahy (refer to Exhibit 3-1) shows the classification of roadways in the City, to reflect their uses and ultimate right-of-way widths. The Plan provides for three types of roadway classifications: Major Highways, Collector Streets, and Local Streets.

- **Major Highway** - A Major Highway is a roadway designed to move large volumes of traffic through the community to other major arterial roadways or freeways. This roadway classification permits through traffic to flow in and out of the City. Atlantic Avenue is the only designated Major Highway in Cudahy. This roadway extends north to south and provides through access to the City. The roadway's curb-to-curb width is 90 feet wide with two travel lanes provided in each direction and left-turn pockets at major intersections.



- ▶ **Collector Streets** - Collector Streets are designed to move traffic from local streets to the major highway and serve as collector roads. Collector Streets are designed to keep through traffic off the local streets and out of residential areas. Otis Avenue, Salt Lake Avenue, Wilcox Avenue, Clara Street, and Santa Ana Street are classified as Collector Streets. They have a minimum of two travel lanes (one lane in each direction) and a 50 to 76 foot right-of-way. On-street parking is permitted.
- ▶ **Local Street** - Local Streets provide access to individual parcels. This roadway classification generally has one travel lane in each direction. The majority of the streets in Cudahy are local streets with widths ranging from 40 to 60 feet. On-street parking is permitted.

3.3.3 IMPLEMENTATION PROGRAMS

The overall circulation framework for the City is primarily developed, but some right-of-way modifications are needed to fully implement it. Because not all transportation issues can be resolved by the construction of roadways, the implementation programs below address the need to reduce trip generation, maintain good traffic flow, mitigate traffic impacts from new development, improve pedestrian safety, and promote increased public transit use.

Roadway Improvements

The City of Cudahy shall continue to maintain existing roadways, traffic signals and other traffic control devices. The City shall work towards the improvement to streets, where feasible, and the extension of Alamo Street to Elizabeth Street and the continuation of River Road from Clara Street to Live Oak Street. These other improvements may include speed bumps, no parking signs, speed limit signs, and other traffic signs. Roadway maintenance shall include pavement repair, lane restriping, roadway widening, landscape maintenance, street lights, and other roadway projects. The City will also explore ways to reduce traffic through a variety of traffic control measures. The City shall also consider synchronizing traffic signals along Atlantic Avenue for improved traffic flow. Finally, the City shall upgrade existing signals for left-turn and right-turn arrows and increase left-turn and right-turn pockets at congested intersections. The City shall also continue to evaluate the location of bus stops and turnouts and work towards the reduction in congestion due to the bus queuing. These projects shall be included in the City's Capital Improvement Plan as implemented by the Department of Building and Public Services.

Signal Warrant

The City shall continue to monitor traffic volumes on local streets and determine the need for additional traffic signals or other traffic improvements. This shall be implemented by the Department of Building and Public Services with funding from the General Fund.

Truck Routes

The City shall designate truck routes, post signs, and enforce the regulations to discourage the use of local streets. Designated truck routes include Atlantic Avenue, Salt Lake Avenue, Clara Street (east of Atlantic), Wilcox Avenue, and Santa Ana Street (west of Atlantic). The truck route designation will promote traffic safety and reduce roadway loads on local streets.



Capital Improvement Program

Public works and infrastructure improvements in the City are planned through a Capital Improvement Program (CIP) which sets priorities and funding for needed infrastructure projects. The City shall continue to prioritize street improvements and roadway projects with other infrastructure and public service projects in its CIP. This program is ongoing and coordinated by the Department of Building and Public Services with funding from the General Fund, to the extent available. Gas tax funds, federal aid and other funding sources are also used for capital facilities in the City.

Transportation Demand Management

The City shall establish a community-wide transportation demand management program. This will include ways to reduce trip generation to and from the City and may be accomplished through carpools, vanpools, ridesharing, public transit use, walking, planned trips, and other measures.

Pedestrian Crosswalks

The City shall continue to maintain and provide pedestrian crosswalks at major street intersections and near schools and City parks. It shall encourage walking by providing continuous sidewalks, street furniture, landscaping and other pedestrian amenities along city streets. It shall also continue to provide crossing guards at school locations to prevent hazards to students and motorists.

Street Safety

The City shall continue to promote street safety through information brochures, local newspapers, the local newsletter, and other public information methods. Cudahy staff will work with transportation agencies, local enforcement officials, and other groups in promoting safe driving techniques to local drivers. The City will support street safety programs at local schools, including the "Don't Drink and Drive" campaign by non-profit agencies in the region. This ongoing program is implemented by the Department of Community Services.

Development Review

As part of the development review process (discussed in the Land Use Element), future developments shall be subject to site plan, design and environmental reviews. This review process will allow evaluation of a proposed project's compliance with the City's parking, landscaping, lighting and other standards. This review process will also identify the project's impacts on traffic, circulation, access, parking and public transit systems.

Cudahy Area Rapid Transit

The City shall continue to operate the Cudahy Area Rapid Transit (CART) to serve residents' transportation needs within the City and adjacent areas. Increased rider-ship on the CART shall be accommodated by additional vans, extended schedules or more frequent runs. This program is being implemented by the Department of Community Services.



Public Transportation

The City shall support public transportation and transit projects which have the potential to serve Cudahy residents. Cudahy will continue to provide bus pass subsidies for students and senior citizens. Coordination with MTA on bus routes and schedules shall be continued. This program is implemented by the Departments of Community Development and Community Services.

Inter-agency Coordination

The City of Cudahy shall continue to work with adjacent cities and other agencies, the Southern California MTA, California Department of Transportation) for the planning of transportation needs of the area. This includes the coordination of public transit programs, congestion management, traffic improvements and other transportation programs. The City will continue to be involved in the development of state and regional transportation plans which may impact the City's circulation system. This includes the County Congestion Management Plan and plans of the Long Beach Freeway.





SECTION 4 OPEN SPACE AND RECREATION ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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4.1 INTRODUCTION TO THE ELEMENT

4.1.1 SCOPE AND AUTHORITY OF THE ELEMENT

Open space refers to land that is unimproved and set aside for the preservation of natural resources or for outdoor recreation. Open space lands often include wildlife habitat, rivers, groundwater recharge areas, and areas containing mineral deposits. Trails, parks, outdoor recreation areas, utility easements, scenic highway corridors, and areas requiring regulation of hazardous conditions such as earthquake fault zones, unstable soils, flood plains, and watersheds are also often set-aside as open space. Recreation areas include public parks, golf courses, bicycle and hiking trails, community centers, game fields, gymnasiums, and other sports facilities.

There are limited areas of open space in Cudahy. Public open space areas in the City include parks, public easements, and the Los Angeles River channel. Private open space areas consist of yards and privately-owned recreational open space in residential developments. The City parks are the main recreation areas in Cudahy. They provide residents with opportunities for recreation and other outdoor activities. Cudahy's population density has led to the full utilization of the available recreational facilities. The lack of vacant land has further constrained the development of additional facilities.

This Open Space and Recreation Element fulfills the requirements of *Section 65560 to 65570 of the California Government Code* regarding the preparation of an open space plan for the City.³³ Open space and recreation issues are brought together because areas preserved as open space are valuable resources for both outdoor recreation and scenic enjoyment. The preservation and management of natural resources, historic resources and cultural resources are addressed in the Conservation Element. The Open Space and Recreation Element of the Cudahy General Plan establish a long-range program for the preservation of public parks in the City and the provision of facilities that will serve the needs of residents. The Element includes an inventory of both public and private open space and a plan for the continued protection of these areas.

4.2 OPEN SPACE AND RECREATION BACKGROUND REPORT

The Open Space and Recreation Element provide an inventory of open space, vacant land, and parkland in the City. The City of Cudahy is fully urbanized and does not have a significant amount of open space land remaining. The major permanent open space areas are contained in the three City parks that account for 17.9-acres. Other vacant properties include the occasional parcel that is undeveloped and available for infill development. According to a recent land use survey, a total of four parcels were identified as vacant and these properties accounted for 1.7 acres of land.



³³ California, State of. General Plan Guidelines. Governor's Office of Planning and Research, Chapter 4 Required Elements (Page 48). 2003.



4.2.1 EXISTING OPEN SPACE

The City of Cudahy Parks and Recreation Department maintains and operates five public parks. These parks provide a wide range of facilities including game courts, athletic fields, picnic areas, play lots and a community center. Exhibit 4-1 shows the location of these parks. The individual parks are described further in the following paragraphs.

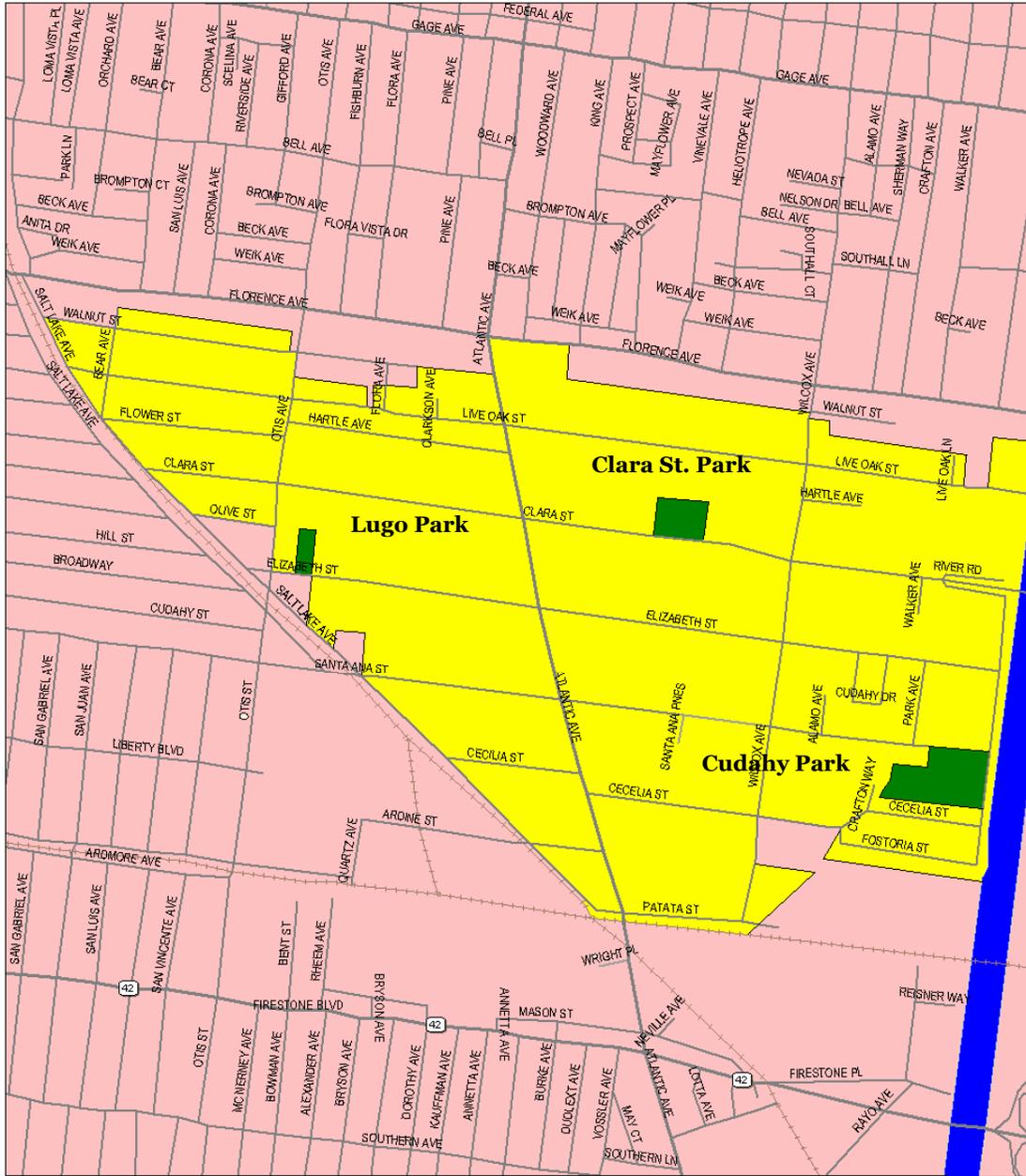
- *Cudahy Park* is a 10-acre park that includes the Cudahy City Hall, the library and the Bedwell Community Center. This park is located immediately south of the Park Avenue Elementary School between River Road and Santa Ana Street. The park includes two baseball diamonds, two tennis courts, a community recreation center, two basketball courts, barbecue pits, a concession stand, and a playground area. The park is open to the public during the daylight hours.
- *Clara Street Park* is a 3.5-acre park located on Clara Street opposite the Clara Street School. Clara Park includes the Leo P. Turner Community Center which has meeting rooms and a patio area for public use. Facilities at this park include horseshoe pits and picnic areas. This park is also open during the daylight periods. The Clara Park Commons, a senior citizen housing development, is located west of the park.
- *Lugo Park* is a 2.5-acre park located on Elizabeth Street adjacent to the Teresa Hughes Elementary School. This park has a baseball diamond, two playing fields for outdoor sports, and a picnic area.
- *Clara Extension Pocket Park* consists of approximately 1.7 acres south of Clara Street and east of Clara Street School. The added area includes rest rooms, game courts, a tot lot, and a small athletic field.
- *Cudahy River Park* is the newest park consisting of 0.22-acres located south of Clara Street and west of River Road. The park is designed to serve as a link to the Los Angeles River Bicycle Trail.

The existing park and recreational facilities in the City are shown in Exhibit 4.1.

4.2.2 SCHOOL FACILITIES

There are four schools currently operating in the City. Two of the schools are elementary schools (Hughes and Park Avenue). The remaining schools are referred to as *span schools* in that they serve multiple grade levels. The later two schools include the Ochoa Learning Center and the Elizabeth Learning Center.³⁴ In addition to the four existing campuses, the Los Angeles Unified School District is planning to construct two additional schools. The aforementioned schools have game courts reserved for the use by students since these facilities are not typically open after school hours.

³⁴Los Angeles Unified School District. Guide to Schools. 2009



MN (12.9° E)



EXHIBIT 4-1
PARKS IN CUDAHY
 SOURCE: CITY OF CUDAHY



4.2.3 BIKEWAYS AND TRAILS

There are no designated bikeways or trails in Cudahy through the Los Angeles River contains a riding and hiking trail. The nearest bike route is provided along Florence Avenue located to the north of the City. The Florence Avenue bike route is a class III bicycle facility.³⁵ This facility is maintained by the Los Angeles County Department of Parks and Recreation. The Los Angeles River Trail is located immediately east of the City and provides access to other trails in the region. The Los Angeles River trail extends as far north as the Angeles National Forest and south to the Pacific Coast Highway in Long Beach. It is crossed by several other trails which lead into the Los Padres National Forest, the Santa Monica Mountains, Puente Hills and the Bonelli Regional Park in Pomona.

4.2.4 PARK NEEDS ASSESSMENT

The National Recreation and Parks Association (NRPA) has developed a generic classification system for park facilities as well as corresponding standards for the various types of parks. This classification system is designed to apply to a broad range of communities and requires some modification to make the park standards applicable to Cudahy. The NRPA standards classify parks according to their size, service area, and function.³⁶ However, there may be some difficulty in making a direct link between the NRPA standards and those facilities that are available in Cudahy. For example, the acreage of a particular park may correspond with the recommended NRPA standards for a neighborhood park, but its actual function (as characterized by its facilities and use) may correspond more closely with that of a community park. In these instances, it is more appropriate to place the park in a category that better describes its park's actual function. The park classifications include the following:

- *Mini-Parks* are smaller parks that are typically between 2,500 square feet to under one-acre in area. Mini-parks typically have a service area radius of ¼ mile or less. The facilities typically include a small picnic area and a tot-lot.
- *Neighborhood Parks* are the basic type of park facility as they typically serve individual neighborhoods. According to NRPA standards, these facilities are ½-acre to 5-acres in area. Neighborhood parks have a service area radius of between ¼ mile to ½ mile. The facilities typically provided by neighborhood parks may include game courts, athletic fields, picnic areas, and playgrounds.
- *Community Parks* are larger parks that serve multiple neighborhoods. These parks typically have 5-acres or more in land area and include a variety of facilities that may include game courts, athletic fields, picnic areas, playgrounds, and community facilities.³⁷ These parks have a service area radius of approximately ½ mile to 3-miles.
- *Special Facilities* includes specialized facilities that may serve a single purpose (game court, swimming pool, etc) that cannot be readily classified.

The five City parks have a combined area of approximately 18 acres. While the parks are adjacent to existing

³⁵A class III bike lane is a striped lane that shares the roadway with vehicular traffic.

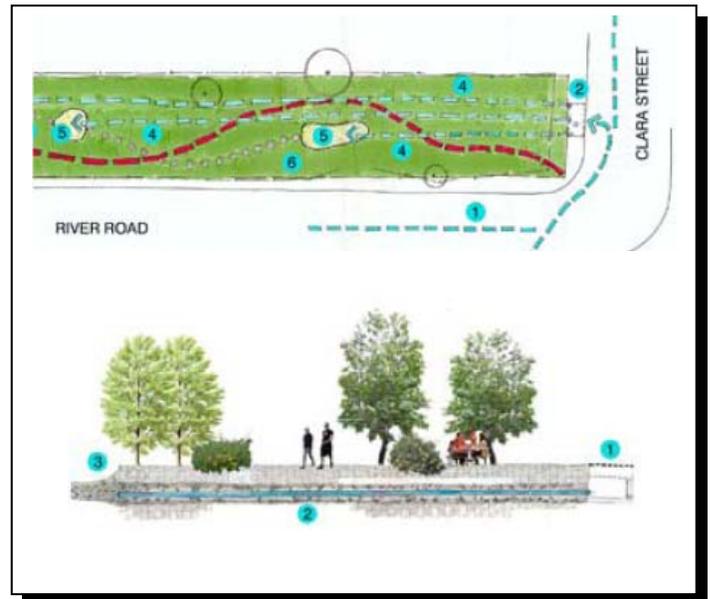
³⁶National Parks and Recreation Association. Park Classification System.

³⁷According to the most recent NRPA standards, the optimal size for parks included in this classification is 10 acres or greater. For the City of Cudahy, the local community parks make up in facilities and resources what they are lacking in land area.



elementary schools, these facilities are not available for public use and cannot be used outside school hours.

Based on the Los Angeles County standard of 4 acres of parkland per thousand population, the City should have approximately 91 acres of park and recreation areas compared to the 18 acres it presently has at the present time. Currently, there is approximately 0.5 acres of parkland per 1,000 residents.³⁸ Park fees under the Quimby Act, parkland exactions from developments on previously subdivided land, and state park bonds have been used for park facility improvements in the City. Exhibit 4-1 shows the potential service radius of each park. Residents on the northeastern and northwestern ends of the City are not within easy access to any park. Existing vacant parcels may be purchased for future park use. These areas are scattered small parcels which would limit their use to mini parks, open spaces or tot lots.



4.3 OPEN SPACE PLAN

4.3.1 OPEN SPACE AND RECREATION ELEMENT GOALS AND POLICIES

The goals and policies of the Open Space and Recreation Element have been developed to address two issues: open Space and Recreation. Because there are limited vacant areas in the City, the issues deal with the acquisition and development of public and private areas, which may be preserved as open space or used for park purposes. The goals and policies below outline the City's goals for developing new open space areas and providing facilities for increased recreational opportunities.

Issue: Open Space

Open space areas in Cudahy include City parks, currently undeveloped lots, open areas in private developments, school grounds and the adjacent Los Angeles River. The limited amount of open space adds to the look of high density residential development. Increased open space will help lessen the appearance of high density development and help create a better living environment.

- *Open Space Element Goal 1.* The City of Cudahy will secure a safe, healthful, and wholesome environment through the preservation of existing public open space resources and provision of private open space.
- *Open Space Element Policy 1.1.* The City of Cudahy will encourage the dedication of open space for public rest areas, parks, and other aesthetic improvements in new developments.
- *Open Space Element Policy 1.2.* The City of Cudahy will consider the acquisition of surplus land owned by public agencies for future open space and recreational use.

³⁸ This figure was derived by multiplying the City's current resident population of approximately 25,000 persons by 3.0 acres/1,000 residents.



- *Open Space Element Policy 1.3.* The City of Cudahy will explore all possible funding sources for the acquisition of open space, including, but not limited to Federal, State, County, and private sources.

Issue: Parks and Recreation

Continued provision of parks and recreational opportunities will enhance the quality of life for residents and create a better living environment.



- *Open Space Element Goal 2.* The City of Cudahy will strive to provide a sufficient range of recreation opportunities to meet the needs of all ages and interests in the community.
- *Open Space Element Policy 2.1.* The City of Cudahy will preserve existing parks and encourage the development of new recreational facilities in the City.
- *Open Space Element Policy 2.2.* The City of Cudahy will provide recreational improvements which complement existing regional and adjacent facilities.
- *Open Space Element Policy 2.3.* The City of Cudahy will cooperate with the County of Los Angeles in the planning of regional parks and recreation facilities to serve City residents.
- *Open Space Element Policy 2.4.* The City of Cudahy will encourage cooperation between all user groups and agencies involved with parks and recreation, with special emphasis on the coordination of parks and school programs and facilities.
- *Open Space Element Policy 2.5.* The City of Cudahy will coordinate recreational programs with public and private organizations to maximize services and opportunities.
- *Open Space Element Policy 2.6.* The City of Cudahy will promote the use of hiking, bicycles and other non-polluting means of transportation and access to open space areas.
- *Open Space Element Policy 2.7.* The City of Cudahy will continue to provide recreational programs for City residents.
- *Open Space Element Policy 2.8.* The City of Cudahy will review the City's park fee requirements to determine if they are sufficient for the development of new parks in the City.
- *Open Space Element Policy 2.9.* The City of Cudahy will promote the use of hiking and bicycle trails along the Los Angeles River.

4.3.2 OPEN SPACE AND RECREATION IMPLEMENTATION PROGRAMS

The main focus of the Open Space and Recreation Element is park acquisition and development. It is recognized that there is a significant need for additional parks in the City. The goals and policies of this Element will be implemented through an interdependent set of programs that may be realized as part of the implementation of a Parks Master Plan.

Parks Master Plan

As identified in the Open Space and Recreation Background Report, few areas of the City are not within easy access to a park. The City shall explore the potential for developing a park on northwestern and northeastern



sections of the City. Cudahy may also be able to establish an agreement to have school grounds available for public use after school hours within these underserved areas. The limited amount of parkland in contrast to the population of Cudahy has led to full use of existing facilities. The City shall identify potential sites for a future multi-use park sites that will add to recreational facilities in the City. These sites may include existing vacant lots, publicly-owned lots and other available for-sale parcels. Private and public funding sources for acquisition and development shall also be explored. The Department of Community Development be responsible for this program.

Inter-Agency Cooperation

The City shall also continue to work with the Los Angeles County Department of Recreation for the development of new parks in or near the City. Signs will be posted along roadways to identify access points to the Los Angeles River trail. This shall be undertaken by the Department of Building and Public Services. The City shall also continue to establish joint use or maintenance agreements with the LAUSD for future school/recreational facilities, if appropriate. This will be initiated by the Department of Community Services. The City will also work with adjacent cities in providing parks for area residents and in developing facilities that complement, rather than duplicate, one another. Residents shall be informed of adjacent public and private facilities and programs which can accommodate their recreational pursuits. This may be done through various information media, such as the newsletter, local newspapers, boards in City parks, flyers, etc. These outreach efforts will provide information on the Los Angeles River trail and connecting trails throughout the County. These programs shall be the responsibility of the Department of Community Services.

Implementation of General Plan

By designating City parks as public areas in the Land Use Plan, they will be preserved for future use. As new parks are developed in the City, they shall also be designated as public areas. This will make it more difficult to change their use when development pressures rise.

Park Maintenance

In order to continue to meet the demand for parks and recreational facilities, the City shall properly maintain public parks through landscaping, trash collection and graffiti removal, playground equipment repairs, and other services. The City will continue to offer a variety of recreational programs such as tournaments, sports competitions, classes, excursions, and special events. These programs shall be coordinated by the Department of Community Services. Other funding sources shall be explored and used for park development in the City.

Development Review

As part of the development review process, the Department of Community Development shall encourage the provision of private on site recreational areas in multi-family residential projects, condominiums, and residential subdivisions. It shall continue to collect impact fees from new development for future park development, as allowed under the Quimby Act. Parkland exactions which are obtained from property owners who develop previously subdivided property shall be reviewed for adequacy to provide future park facilities.





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SECTION 5 CONSERVATION ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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5.1 INTRODUCTION TO THE ELEMENT

5.1.1 SCOPE AND AUTHORITY OF THE ELEMENT

Natural resources that affect the City include water, energy and land. (Air quality is addressed in a separate element.) Cultural resources refer to potential historical sites and structures in the City. The Conservation Element of the Cudahy General Plan deals with the management of natural and cultural resources in the planning area. The Element identifies the significant resources within the City and establishes a plan for the conservation, management, or preservation of these resources.

The City's conservation plan will consist of independent programs for the protection of groundwater resources, the reduction in demand for energy resources, the recycling of products to conserve regional resources, and the preservation of local cultural resources. The Conservation Element is a state-mandated element, as required by regulations in *Section 65302(d) of the California Government Code* and the *State Mining and Reclamation Act (SMARA)*.³⁹

5.2 CONSERVATION BACKGROUND REPORT

The Conservation Element Background Report identifies the environmental resources of the City which include biological resources, groundwater resources, mineral resources, and cultural (archaeological and historical) resources. These resources are typically nonrenewable or limited and need to be preserved and managed in order to ensure that they are available for future generations.



5.2.1 ENVIRONMENTAL SETTING

The City of Cudahy is located within the north central section of the coastal plain of Los Angeles County. The coastal plain is bounded on the north by the Santa Monica Mountains; the Elysian, Repetto, Merced and Puente Hills on the northeast; the Los Angeles-Orange County line on the southeast and the Pacific Ocean on the south and west. The plain slopes gently from the highlands on the north and northeast towards the ocean. The Los Angeles River, Rio Hondo and San Gabriel River are the main river channels bisecting the coastal plain. The Los Angeles River extends along the City's easterly side. The coastal plain was formed from recent (Holocene) alluvial deposition. The *alluvial fans* of the Los Angeles, Rio Hondo and San Gabriel Rivers resulted in the formation of a gently sloping plain through stream deposition.⁴⁰ Cudahy is situated on the low lying plain with very limited differences in topography.

The Los Angeles Basin's climate is Mediterranean and characterized by mild, sunny winters with occasional rain and warm, dry summers. The Pacific Ocean keeps the climate temperate and coastal mountain ranges on the north and east of the basin act as buffers against extreme heat and winter cold in the desert and plateau regions located further inland. There are pronounced differences in temperature, humidity, cloudiness, fog,

³⁹ California, State of. General Plan Guidelines. Governor's Office of Planning and Research, Chapter 4 Required Elements (Page 48). 2003.

⁴⁰ United States Geological Survey, Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360), 1981.



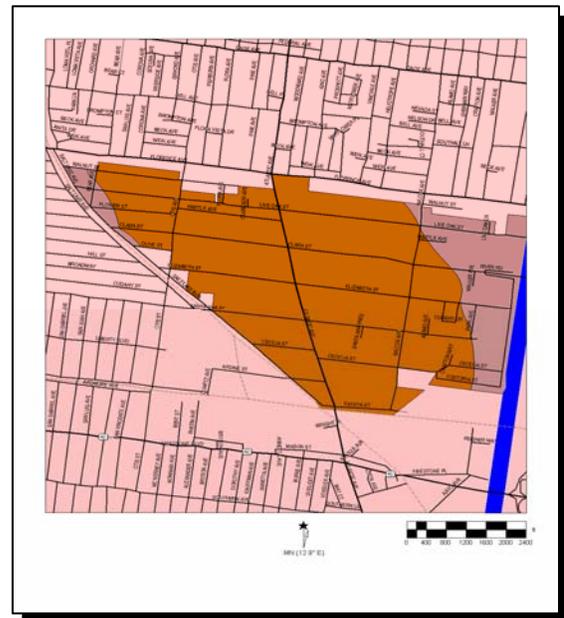
rain, and sunshine over short distances. Rain occurs between December and March with an average rainfall of 14 inches per year. Winter lows range from 40°F to 50°F and summer highs rarely exceed 100°F. Humidity averages 64 percent in February and 74 percent in August with a yearly average of 71 percent. Northeasterly winds and sea-land breezes are prevalent with the Santa Ana Winds blowing intermittently from October to March.⁴¹

The geology of Cudahy and the surrounding region is characterized by a top layer consisting of undivided successions of nonmarine sand and gravel of Quaternary age and marine sandstone and siltstone of Pleistocene and late Pliocene age. This layer is approximately 11,600 feet deep. The more recent sedimentary deposits are believed to have been caused by the weathering and erosion of rocks, granites, schists, shale and sandstones in the surrounding mountains. Under the upper layer are rocks commonly called the Repetto Formation. This layer is 6,400 feet deep of marine fine to coarse grained sandstone with minor interbedded siltstone. Underlying the Repetto formation are undivided upper Miocene rocks. The Miocene rocks are at least 5,200 feet deep of probably marine sandstone with interbedded sandstone and shale.

Undivided Lower Tertiary and Upper Cretaceous rocks underlie the Miocene rocks which are probably marine elastics sedimentary rocks with extrusive igneous rocks near the top. The lowest known layer consists of granitoid intrusive rocks of the Jurassic to early Late Cretaceous Age.⁴²

5.2.2 SOIL RESOURCES

A soil association is a group of soils that have the same profile, arrangement, sequence of layers, or other characteristics. The City of Cudahy is overlain by two soil associations. The Tujunga-Soboba association covers approximately 20 percent of the western and eastern sections of the City. The Hanford association covers the remainder (and majority) of the City.⁴³ The graphic to the right indicates the location and extent of the soil associations.



The Tujunga-Soboba association occurs on nearly level and gently sloping alluvial fans. It consists of 60 percent Tujunga soils, 30 percent Soboba soils and 10 percent of unnamed sandy and cobbly materials in intermittent stream beds. Tujunga and Soboba soils are over 60 inches deep and have rapid subsoil permeability. They are excessively drained with very low inherent fertility. Tujunga soils have a brownish-gray or grayish-brown sand or loamy fine sand surface and the substratum may be stratified. These soils are slightly acid to mildly alkaline. Fertility is low and water holding capacity is 4 to 5 inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard. Soboba soils have pale brown, neutral cobbly very fine sandy loam surface layers with pale brown and light brownish-gray very cobbly loamy coarse sand subsoils. It may be calcareous in the lower layers. Gravel and cobbles make up 35 percent or more of Soboba soils.

⁴¹ South Coast Air Quality Management District, *Climatological Profile*.1998.

⁴² U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of Los Angeles County, California, 1976.

⁴³Ibid.



Water holding capacity is only 2 to 4 inches for 60 inches of depth. Soboba soils have very slow runoff capability and a moderate wind erosion hazard. The Hanford association is found on gently sloping alluvial fans. It consists of Hanford soils (85 percent), Yolo soils (10 percent) and Hesperia soils (5 percent). Hanford soils are pale-brown coarse sandy loam on the surface with a light yellowish-brown coarse sandy loam and gravelly loam coarse sand substratum. They are over 60 inches deep, slightly acid to mildly alkaline, and have moderate inherent fertility. Hanford soils are well-drained and have moderately rapid subsoil permeability. They have a water holding capacity of 5 to 7.5 inches for 60 inches of soil depth. They also have slight erosion hazard and slow runoff capability.⁴⁴ Tujunga soils have high infiltration rates when thoroughly wetted, resulting in low runoff potential. Hanford soils have moderate infiltration rates when thoroughly wetted. Both Tujunga-Soboba and Hanford associations have low shrink-swell behavior, low corrosivity, and slight septic tank limitations. The Tujunga-Soboba association is limited by its ability to withstand pressure from building foundations. It is not suitable for use as a water retention structure and is a good source of sand. The Hanford Association has moderate capacity to withstand soil pressure and has severe to moderate limitation as a water retention structure. It is considered a fair source of sand.

The soils within the City have been altered by development. The import and export of soil that is part of excavation and fill activities during construction may have changed the soil associations on developed sites. The City of Cudahy does not contain any significant sand and gravel resources as identified by the Department of Mines and Geology. The aggregate resource classification map shows that Cudahy is in an area where adequate information indicates no significant mineral deposits are present or little likelihood exists for their presence.⁴⁵ While the City is located beside the Los Angeles River, which is considered a fair to good source of sand, the river channel is now concrete lined. This precludes any mining activity from occurring in the City. Also, there are no open areas remaining in the City that are available for mining. Large pockets of natural gas and oil have been found in surrounding communities though but they are not believed to extend into Cudahy.⁴⁶

5.2.3 GROUNDWATER RESOURCES

The City of Cudahy is underlain by the complex groundwater system of the Los Angeles coastal plain. There are four groundwater basins in the coastal plain: the West Coast, Santa Monica, Hollywood and Central Basins. The City of Cudahy overlies the Central Basin which is bounded on the north and northeast by the Elysian, Repetto, Merced and Puente Hills; on the east by the County line and on the south and west by the Rosecrans, Signal and Bixby Ranch Hills. Groundwater resources in the Central Basin generally consists of an upper layer of shallow, unconfined and semi-perched water; a principal body of fresh water underneath; and salt water under the freshwater resources. Water movement is generally from points of recharge (percolation areas, spreading grounds, streams) to points of discharge (groundwater wells, ocean, and springs) because of the differences in pressure between these points. The major recharge area in the coastal plain is the Whittier Narrows area.⁴⁷

⁴⁴U.S. Department of Agriculture, Soil Conservation Service, Soil Survey of Los Angeles County, California, 1976.

⁴⁵California Department of Conservation, *Mineral Land Classification of the Greater Los Angeles Area*, 1987.

⁴⁶State of California Dept. of Conservation Division of Oil, Gas, and Geothermal Resources. *Regional Wildcat Map 101*. 2006.

⁴⁷Green, Dorothy. *Managing Water, Avoiding Crisis in Southern California*. University of California Press. 2007.



Aquifers underlying the Central Basin resulted from the historical development of the topography for over 100 million years. The deposition of sand, gravel, silt, clay and rock has resulted in a highly complex geologic and groundwater structure. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments from recent times (15,000 years ago). These deposits hold water and allow water to pass through, and referred as aquifers. Non-water-bearing deposits are consolidated rocks and ground layers which provide limited water. They form the boundaries between aquifers. The major aquifers in the area are described below.

- The topmost layer of deposition was deposited during the past 15,000 years and consists of alluvium and the *Gaspur Aquifer*. Alluvium is found on or near the surface of the City and much of the County. This layer may be 60 thick or less with unconfined and poor quality water of small quantities. The Gaspur Aquifer is the major water-bearing zone underlying the City and is 120 feet thick at the most. The aquifer is partially dewatered but water yields are high.⁴⁸
- The *Gardena Aquifer* has coarse deposits that are about the same age as the Gage Aquifer which has finer deposits. The Gardena Aquifer is similar in thickness and elevation to the Gage Aquifer and in direct continuity with it. Both aquifers yield large amounts of water.⁴⁹
- The *Hollydale Aquifer* is a discontinuous aquifer beneath the Gage-Gardena Aquifer. It consists of yellow sands and gravel in the northeastern sections and grey, blue and black sand with mud, clay and marine shells near the Newport-Inglewood fault. The boundary of this aquifer is irregular and sinuous, suggesting it was formed by stream deposition but only shallow marine deposits are found. It is approximately 250 feet deep at the area north of Cudahy.
- The *Jefferson Aquifer* is found only in the Central Basin of the coastal plain. It generally has fine-grained sediments with gravel in the Whittier Narrows area and a few scattered areas. The aquifer is made up to *sand* with gravelly and clayey layers and has a maximum thickness of 145 feet. Within the City, it is approximately 20 feet thick with a base 300 feet below sea level.
- The *Lynwood Aquifer* is made up of yellow, browns, and red coarse gravel, sand, silts and clay. It has a thickness of 50 to 1,000 feet. The Rio Hondo and Pico faults have caused offsets on the Lynwood Aquifer in the Pico Rivera area. It is a major producer of water with a yield ranging from 200 to 2,100 gallons per minute.
- The *Silverado Aquifer* has yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This aquifer has a maximum thickness of 500 feet and a maximum depth of 1,200 feet below sea level. It has also been considerably offset by all faults in the region and is a major water producer with a maximum yield of 4,700 gallons per minute.
- The *Sunnyside Aquifer* has coarse deposits of sand and gravel with interlayers of sandy clay and clay. Well logs show marine shells and marine type clays and shales are present within the aquifer. This aquifer has a maximum thickness of 300 feet and has a maximum yield of 1,500 gallons per minute. It is also offset by many faults in the region. Aquifers beyond the Pleistocene age are not known because of limited well log data. They are also too deep to be economically tapped by groundwater wells.

⁴⁸ California, State of. Department of Water Conservation. Coastal Plain of Los Angeles County Groundwater Basin, West Coast Subbasin. Groundwater Bulletin 118. 2005

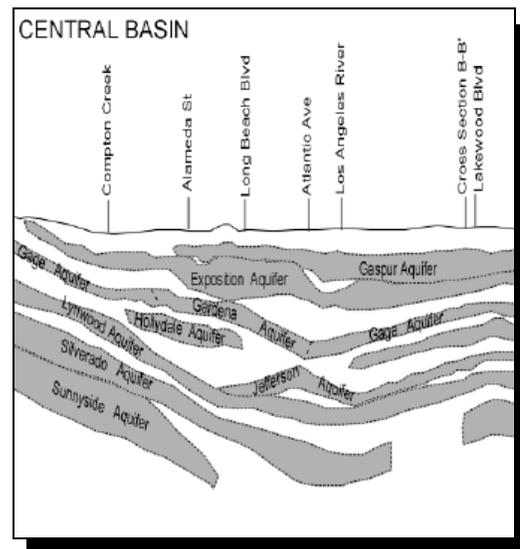
⁴⁹ Ibid.



Water in the City is derived from local groundwater wells and pumping depends on the actual demand for water. Groundwater quality is generally good and does not require treatment. Tract 180 Mutual Water Company serves the area east of Atlantic Avenue and has rights to pump 1,224 acre-feet of water per year. Tract 349 Mutual Water Company serves the area west of Atlantic Avenue and south of Walnut Street and has rights to 434 acre feet per year. The Southern California Water Company serves approximately 100 connections east of Ferndale Avenue on Cecelia and Fostoria Streets. Estimates of groundwater storage in the central basin are 17.6 million acre-feet with 31.7 million acre-feet in the entire coastal plain. Water pumping rights are controlled by the Central Water Basin Replenishment District. The Central Water Basin Replenishment District levies an assessment on all parties pumping groundwater in the central basin. Collected funds are used to purchase surplus water from the Colorado River Aqueduct or the State Water Project through the Metropolitan Water District (MWD). Imported water is spread and injected into the ground to replenish underground water supply resources. Groundwater recharge also includes natural runoff, reclaimed water and underflow from the San Gabriel Valley. When a water company needs more water than it is allotted, it is allowed to buy or lease additional water rights.

5.2.4 VEGETATION AND WILDLIFE

The urbanized areas of Los Angeles County are not noted for forests with natural vegetation consisting mainly of wild grasses and scattered trees and brush. Trees and more lush vegetation used to be found along the Los Angeles River. Urbanization and development has destroyed native vegetation and brought in non-native lawn grass, hedges and trees. The Los Angeles River is lined and concrete dikes have been constructed on both sides of the channel, resulting the loss of riparian habitats. Without the natural environment, native plants and animal communities are not expected to be present. Only small birds and an occasional migratory flock is spotted in the area. There are many endangered, rare and threatened animals and plants in the Southern California region but studies and surveys in Cudahy have not identified the presence of any endangered, rare or threatened plant or animal. A records search at the



Natural Diversity Data Base of the Department of Fish and Game showed that the nearest recorded occurrence of a special animal is approximately four miles from the City. The San Diego Horned Lizard was found in the City of Compton at Rosecrans Avenue and the Southern Pacific Railroad and in Long Beach one mile west of the Los Angeles River by 68th Street. ⁵⁰

5.2.5 CULTURAL RESOURCES

Los Angeles Basin, parts of the San Gabriel Mountains, and the San Clemente, San Nicholas and Santa Catalina Islands were pre-historically occupied by the Gabrielino Indians. The Gabrielino migrated into the Los Angeles coastal areas in 500 B.C. They lived in small villages near water streams and along sheltered portions of the coast and did not have permanent dwellings and survived on hunting, gathering and fishing.⁵¹

⁵⁰ California, State of. Department of Fish and Game. Natural Diversity Database. 2007.

⁵¹ McCawley. The First Angelinos – The Gabrielino Indians of Los Angeles. Malki Museum Press. 1996.



Cudahy is named for its founder, meat-packing baron Michael Cudahy (who also lent his name to a suburb of Milwaukee), who purchased the original 2,800 acres in 1908 to resell as one acre lots.⁵² These "Cudahy lots" were notable for their dimensions--in many cases, 50 to 100 feet in width and 600 to 800 feet in depth, a length equivalent to a city block or more in most American towns. Such parcels often referred to as "railroad lots" were intended to allow the new town's residents to keep a large vegetable garden, a grove of fruit trees (usually citrus), and a chicken coop or horse stable. This arrangement, popular in the towns along the lower Los Angeles and San Gabriel rivers, proved particularly attractive to the Southerners and Midwesterners who were leaving their struggling farms in droves in the 1910s and 1920s to start new lives in Southern California. Even in the 1950s, some Cudahy residents would ride into the City's downtown area on horseback.⁵³

The Spaniards established missions on the area in the 1770's and the Gabriellino population started to decline. The Spaniards brought agriculture and cattle into Los Angeles and the missions became the population centers in the region. In 1822, the Mexican government took control of the area and the large land holdings were divided into ranches. The City of Cudahy was once part of the Rancho San Antonio which was granted to Antonio Maria Lugo in 1810. In 1855, the ranch was partitioned and sold and in 1893, a 2,777-acre portion of the original ranch then known as the Nadeau Ranch was sold to Michael Cudahy for \$105 per acre. This ranch holding was bounded on the north by Florence Avenue, on the west by Santa Fe Avenue and on the south by Manchester Avenue (Firestone Boulevard).⁵⁴ Michael Cudahy, an Irish merchant, had come to America in 1849 when he was 8 years old. In 1873, he was a partner at the Armour and Company of Chicago. He left Armour to form Cudahy Packing Company and later came to Los Angeles and settled in Cudahy.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO) also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U. S. Department of Interior has established specific guidelines and criteria that indicates the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.⁵⁵ Once a site, structure, or district has been determined to be eligible for listing on the National Register, certain protocols related to its preservation must be adhered to. Very little development was found in the area in 1896. Then, the Los Angeles River was not channelized and two single family houses were located north of the Southern Pacific Railroad tracks. By 1943, a number of structures have been built along Atlantic Avenue. The National Register of Historic Structures

Cudahy Ranch

Formal Opening TODAY

The Cudahy Ranch needs but few words of introduction. It is one of the great show ranches of this vicinity. Season in and season out its name has been associated with the finest and most varied products of this section. It has been brought under successful and profitable cultivation, representing every phase of farm, dairy, orchard and poultry development. The plans for its improvement have been broad and liberal. Neither time, money nor energy has been spared to bring every foot of its fertile area into the best possible production. Water has not only been developed, but developed in the greatest possible quantity. The mains have been laid for convenience and permanency regardless of expense. The trees and crops have been planted and cultivated scientifically, not for a hasty get-rich-quick harvest, but for a substantial, lasting development. Few large ranches in Southern California have had expended upon them such painstaking, methodical cultivation, and fewer still present such an enviable record of production as stands to the credit of the Cudahy Ranch.



Hundreds of inquiries have been received since it became known that the great ranch was to be subdivided. To all inquirers we announce that the plots are open now for selection. A deed, with certificates of title, clear and unquestionable, is delivered when the first payment is made, with one share of water stock for each acre. Deferred payments bear interest at 6 per cent on a term of years agreeable.

Increasing values should force the prices higher on subsequent subdivisions, or even on this one. The present prices are not only fair, but exceptionally low, compared with the prices asked on all other property in the immediate neighborhood.

**\$500 and
Downward**

One-Quarter Cash, Balance Long Time at 6 Per Cent.

The Cudahy Ranch is only 5 1/2 miles from the heart of the city on the Whitehall electric line. The Southern Pacific and the Salt Lake Route pass through the ranch, with stations on the property. There is no point on the entire 2800 acres of the Cudahy Ranch from which the center of the city cannot be reached in from 15 to 25 minutes.

Excursions Every Hour on the Even Hour, 9 to 4, From This Office

JAMES R. H. WAGNER, Manager

Ground Floor Pacific Electric Building 10TH AND MARSH STREETS
Phone, 7335—Cable, 2840

⁵² Five streets in the City are named after his daughters.

⁵³ Atkinson, Janet. Los Angeles County Historical Directory. McFarland 1988.

⁵⁴ Ibid.

⁵⁵ California, State of, State Office of Historic Preservation, *California Historical Resources*, 2009.



does not identify any structure in the City. Also, the Office of Historic Reservation California Historic Landmarks does not list any landmark within Cudahy. The oldest structures in the City consist of scattered commercial buildings and residences. Historic buildings in the City include the Robbie's Hobby Center at 7613 Atlantic (built in 1946); Graham's Auto Electric at 8216 Atlantic Avenue (built in 1930); Scott Gasket at 8220 Atlantic (since the 1940's); and Turner's Casting at 8333 Wilcox (since the 1940's). There are a few residences which depict Victorian and Mission style architecture.

5.6.6 PALEONTOLOGICAL RESOURCES

With the City fully urban, discovery of paleontological resources is unlikely. Records of known sites do not indicate the presence of resources in the City or the surrounding area. The Los Angeles County Museum of Natural History has indicated that the entire City of Cudahy has a low potential and sensitivity for paleontological resources.

5.6.7 ARCHAEOLOGICAL RESOURCES

A record search at the UCLA Archaeology Center showed that no prehistoric or historic sites were identified within the City. Because of this past development there is a low potential for archaeological resource discovery *is* expected in the area.

5.3 CONSERVATION PLAN

5.3.1 CONSERVATION ELEMENT GOALS AND POLICIES

The goals of the Conservation Element have been tailored to address four main issues: the natural environment, cultural resources, energy resources, and waste recycling. These issues address the different concerns regarding the protection of the environment from degradation cause by carelessness and disregard for our limited resources.

Issue: Natural Environment

Environmental issues have been receiving greater attention in recent times due to problems that have surfaced after years of neglect and exploitation of the environment. The City of Cudahy does not have sensitive ecological communities, but indirectly affects regional resources through practices, programs and private activities.

- *Conservation Element Goal 1.* The City of Cudahy will preserve the environment through the conservation of resources.
- *Conservation Element Policy 1.1.* The City of Cudahy will continue to participate in management programs of the County of Los Angeles for water conservation, liquid and solid waste management, and flood control.
- *Conservation Element Policy 1.2.* The City of Cudahy will solicit cooperation and support from the community in the implementation of local conservation programs.
- *Conservation Element Policy 1.3.* The City of Cudahy will encourage the long-term protection of the environment as a primary consideration in approving development projects.



- *Conservation Element Policy 1.4.* The City of Cudahy will conduct environmental studies for future projects to the extent required by CEQA, in order to address the cumulative impacts of other projects on traffic, regional air quality, sewage generation and other environmental constraints of the area.
- *Conservation Element Policy 1.5.* The City of Cudahy will promote water conservation through programs and projects in cooperation with local utility companies.
- *Conservation Element Policy 1.6.* The City of Cudahy will encourage the use of drought-tolerant landscaping and/or xeriscape, particularly in open areas of the City.
- *Conservation Element Policy 1.7.* The City of Cudahy will strive to prevent toxic waste dumping within the City to avoid the contamination of the local groundwater by cooperating with the appropriate enforcement agencies.
- *Conservation Element Policy 1.8.* The City of Cudahy will actively discourage the placement of waste incineration uses and use the siting criteria in the County's Hazardous Waste Management Plan for the approval of hazardous waste facilities in the City.

Issue: Cultural Resources

While the history of the Cudahy area is tied to that of the Los Angeles region, significant cultural resources have not been identified in the City. Future demolition and excavation activities may uncover archaeological, paleontological or historical resources. The goal, policies and programs on cultural resources will provide direction on procedures to follow for the preservation of these resources in Cudahy.

- *Conservation Element Goal 2.* The City of Cudahy will promote the preservation of cultural, historical and natural resources within the City.
- *Conservation Element Policy 2.1.* The City of Cudahy will increase public awareness of the City's history and cultural resources in the area.
- *Conservation Element Policy 2.2.* The City of Cudahy will establish guidelines for the protection of sites of historical or cultural significance.

Issue: Energy Conservation

The use of energy for a wide variety of operations and activities has increased the demand for and the prices of available resources. Energy conservation is advocated by the City to help conserve dwindling resources.

- *Conservation Element Goal 3.* The City of Cudahy will reduce energy consumption in public and private developments.
- *Conservation Element Policy 3.1.* The City of Cudahy will reduce City facilities and equipment that utilize energy shall incorporate the most economically feasible energy-efficient design standards.
- *Conservation Element Policy 3.2.* The City of Cudahy will encourage the incorporation of energy conservation features in the design of all new development.
- *Conservation Element Policy 3.3.* The City of Cudahy will promote the use of passive design concepts, such as building orientation and landscaping that make use of the natural climate.



- *Conservation Element Policy 3.4.* The City of Cudahy will encourage the use of cost-effective solar energy systems on new construction and consider enactment of a comprehensive solar access ordinance.
- *Conservation Element Policy 3.5.* The City of Cudahy will encourage the efficient use of all energy resources through innovative, modern, and rational physical planning and architectural design.

Issue: Recycling

The conservation of land and other resources can be promoted by waste and product recycling practices. Waste recycling will help extend the life of landfills and reduce the demand for land devoted to waste disposal.

- *Conservation Element Goal 4.* The City of Cudahy will increase the recycling of solid waste and the use of recycled material by glass and paper manufacturers.
- *Conservation Element Policy 4.1.* The City of Cudahy will establish and implement solid waste management programs which reduce waste at the source, promote the reuse of all possible waste materials, and promote recycling and composting.
- *Conservation Element Policy 4.2.* The City of Cudahy will promote programs for the recycling of waste products such as paper, aluminum, bottles and motor oil.
- *Conservation Element Policy 4.3.* The City of Cudahy will maintain the efficiency of solid waste collection services in the City.

5.3.2 CONSERVATION IMPLEMENTATION PROGRAMS

The goals and policies of the Conservation Element will be implemented through a variety of programs for public and private developments. The City also has control on the conservation practices at City-owned offices, properties, and facilities. The following implementation programs will help achieve the goals and policies regarding conservation. They are grouped under the same issues as the goals and policies in the previous section.

County Programs

The City of Cudahy shall cooperate with Los Angeles County departments on the implementation of programs for water conservation, storm water discharge, solid waste management, and flood control. This will include projects and programs for the maintenance and use of the Los Angeles River. The City shall also coordinate with the Central Basin Municipal Water District on the management and use of local groundwater resources. This is an ongoing activity by the Department of Building and Public Services.

Public Awareness

The City shall develop a public awareness program to encourage residents practice conservation measures and to discourage carelessness in activities that affect the environment. The program shall include articles on various environmental issues (air, water, hazardous materials, land, energy, etc.) and programs in the City newsletter; free water conservation tips, brochures and kits; advertisement of energy conservation alternatives and rebate programs; and the hazards of disposing household hazardous wastes with municipal wastes.



Environmental Review

The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Adequate environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures. This is an ongoing program by the Community Development Department and is funded by the General Fund.

City Water Conservation

The City shall develop water conservation programs for City facilities (Civic Center, City parks, maintenance yards, etc.) This may include the retrofit of City facilities for water-efficient plumbing fixtures; the use of drought tolerant and/or xeriscape landscaping in City parks; and the posting of water conservation practices at all City facilities.

Drought Tolerant Landscaping

The City shall develop standards to promote the use of drought-tolerant and/or xeriscape landscaping in private developments. This will include measures to reduce irrigation requirements for yards (drip irrigation, tree wells, mulch, etc.) and recommended plant species which have low irrigation requirements. While this may have small and short term benefits, continued land recycling activities will create cumulative advantages in the long term.

Toxic Waste Dumping and Waste Incineration

The City shall continue to develop deterrents to toxic waste dumping in the City and inform residents and businesses of fines and penalties associated with such acts. Waste incineration shall also be discouraged through regulations of the physical, operational and environmental characteristics of such uses. This will help prevent soil, air, and groundwater contamination in the planning area. The siting criteria in the County's Hazardous Waste Management Plan shall be used to review proposed hazardous waste facilities in the City.

Cultural Resource Management

The City shall cooperate with adjacent cities in the promotion of cultural awareness among area residents. It shall acquire additional books and documents on local historical and cultural topics. It shall also develop programs to inform local residents of cultural resources that have been preserved in the area. This program shall be coordinated by the Department of Community Services. Appendix K of the CEQA Guidelines shall be followed for excavation monitoring and salvage work that may be necessary.

Historic Resources

The significance of the City's older structures have not been determined. In order to prevent demolition and damage to historical sites and structures, the City shall evaluate the historic significance of structures that are more than 60 years old, before they are demolished, renovated or removed.

Energy Conservation Programs

The City shall increase public awareness on limited energy resources. It shall encourage residents and businesses to practice energy conservation measures and take advantage of energy conservation programs



offered by various agencies and utility companies. The City shall ask developers to consult with local utility companies on possible energy conservation measures to be incorporated into new developments. It shall disseminate information on free energy audits, rebates, and retrofits offered by utility companies and service agencies offering assistance to low income households.

Energy Conservation Guidelines

The City shall enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State CEQA Guidelines and Appendix J of the City's CEQA Guidelines. Also, the City shall allow the use of new technologies on energy conservation in new development, as may be appropriate for use in the City. Other measures that would reduce energy consumption during construction and operation of the structures shall be encouraged.

Recycling

The primary program which will help the City in reducing solid waste generation is the Source Reduction and Recycling Element which has been developed in compliance with Assembly Bill 939. The Element outlines ways to reduce waste generated within the City and disposed at county landfills. Programs in this element include:

- Promotion of household, commercial and industrial recycling through the City newsletter, local papers and local haulers.
- Information on recycling centers in the Cudahy area.
- Monitoring adequacy and efficiency of garbage collection services through periodic inspections and review of franchise agreements.
- Provision of technical assistance for commercial and industrial recycling programs
- Encouraging local haulers to recycle or go to transfer stations instead of going directly to landfills.





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SECTION 6 PUBLIC SAFETY ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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6.1 INTRODUCTION TO THE ELEMENT

6.1.1 SCOPE AND CONTENT OF THE ELEMENT

The Public Safety Element of the Cudahy General Plan presents a citywide approach for preventing the creation of hazards in the planning area and for minimizing the potential for injury, damage and disruption brought by natural events. The Element establishes safety standards and programs designed to protect life and property. Public safety standards include guidelines for activities involving risk to the public, as well as measures to follow when development occurs in areas susceptible to natural or manmade risks.

As a state-mandated element, the Public Safety Element of the Cudahy General Plan fulfills the requirements of *Section 65302(g) of the California Government Code*. It sets goals and policies which address public safety issues in the City.⁵⁶ The Element also serves as a public safety plan, identifies standards and programs to promote public safety, and outlines adequate facilities and services to serve the emergency needs of the City. The Public Safety Element maps the location of known hazard areas and available evacuation routes, indicates peak water supply requirements, minimum road widths, clearances around structures, and provides safety and emergency procedures. This Element will also be submitted to the Department of Conservation - Division of Mines and Geology and the Office of Emergency Services for review prior to adoption.⁵⁷

6.2 SAFETY BACKGROUND REPORT

This section of the Public Safety Element discusses safety issues in the City including earthquake, geologic, fire, and flooding hazards. Crime, hazardous materials and emergency services are also discussed.

6.2.1 SEISMIC RISK IN THE REGION

Los Angeles County has approximately 50 active and potentially active faults, twenty one of which are major active faults (an *active* fault is defined as a fault that has exhibited movement during the past 10,000 years). The presence of these faults has caused at least one earthquake every four years. The City of Cudahy, and the neighboring cities, is highly susceptible to these earthquakes. A major earthquake occurring along any of the major fault traces in the region would be capable of producing strong ground shaking effects in Cudahy.

Potentially active faults in the vicinity of the City include the Whittier-Elsinore, Norwalk, Raymond, Santa Monica, Sierra Madre, Verdugo, Palos Verdes, Newport-Inglewood, and San Andreas faults. Exhibit 6-1 shows the location of regional faults in relation to Cudahy and Table 6-1 provides the size and probability of major earthquakes along these faults.⁵⁸ A maximum credible earthquake is the largest earthquake magnitude a fault is capable of generating. Magnitude is the size of the earthquake as expressed in terms of the Richter scale. It is a measure of the vibrations of the ground and represents the amount of energy released by the earthquake. On a logarithmic scale, a magnitude of 6 is ten times as large as a magnitude of 5, and a magnitude of 8 is ten

⁵⁶ The safety element is one of two elements (the housing element being the other) that must be reviewed by a state agency.

⁵⁷ California, State of. General Plan Guidelines. Governor's Office of Planning and Research, Chapter 4 Required Elements (Page 48). 2003.

⁵⁸ A maximum credible earthquake is the largest earthquake magnitude a fault is capable of generating. Magnitude is the size of the earthquake as expressed in terms of the Richter scale. It is a measure of the vibrations of the ground and represents the amount of energy released by the earthquake. On a logarithmic scale, a magnitude of 6 is ten times as large as a magnitude of 5, and a magnitude of 8 is ten times as large as a magnitude of 7. The probability of a maximum credible earthquake is expressed as a percentage of probability within a 100-year period and is based on the known slip rate of the fault and time elapsed since the last earthquake.



times as large as a magnitude of 7. The probability of a maximum credible earthquake is expressed as a percentage of probability within a 100-year period and is based on the known slip rate of the fault and time elapsed since the last earthquake. Major faults in the surrounding region are discussed below.

- ▶ The *Newport-Inglewood Fault* system is located approximately 6 miles west of Cudahy at its nearest point and consists of a series of northwest-trending, strike-slip faults. The 1933 Long Beach earthquake with a magnitude 6.3 and the 1920 Inglewood earthquake with an estimated magnitude 4.7 occurred on faults located within the Newport-Inglewood Fault system. The Newport-Inglewood Fault is expected to be capable of a maximum credible earthquake of Richter magnitude 6.8 to 6.9.
- ▶ The *Whittier-Elsinore Fault* lies approximately 17 miles east of the City. Historically, this fault has produced relatively minor earthquakes (less than 4.5 Richter magnitude). According to seismologists, the Whittier-Elsinore Fault can produce a maximum credible earthquake of Richter magnitude 7.3.
- ▶ The *Sierra Madre Fault* zone is located at the base of the San Gabriel Mountains, approximately 29 miles north of the City at its closest point. The Sierra Madre Fault system consists of a series of east/west-trending faults.
- ▶ The *Norwalk Fault*, located approximately 10 miles east of the City, is a north-dipping reverse fault and is capable of producing an earthquake of the magnitude of the 1933 Long Beach earthquake (6.25 on the Richter scale).
- ▶ The *San Andreas Fault* is the boundary between the North American and Pacific Plates and extends as far north as Cape Mendocino and south to the Gulf of California. The San Andreas fault is classified as active, with the most recent earthquake on its central section occurring in 1857. This earthquake had a magnitude of 7.9 on the Richter scale. The recurrence interval on the central portion of the San Andreas is estimated to be between 126 to 300 years. The San Andreas is assumed to be capable of producing a maximum credible earthquake of Richter magnitude of 8.0.⁵⁹

Scientists have recently reported a similar blind thrust fault underlying the City of Los Angeles in the vicinity of Downtown Los Angeles (Elysian Park).

**Table 6-1
Historic Earthquakes in the Region**

| Date | Fault or Location | Richter Magnitud |
|-------------|--------------------------|-------------------------|
| 1812 | Newport-Inglewood | 6.9 |
| 1857 | San Andreas | 7.9 |
| 1910 | Elsinore? | 6.0 |
| 1920 | Newport-Inglewood | 4.7 |
| 1925 | Santa Barbara | 6.8 |
| 1929 | Norwalk | 4.7 |
| 1933 | Newport-Inglewood | 6.3 |

⁵⁹ United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*, 1981.



**Table 6-1
Historic Earthquakes in the Region
(continued)**

| Date | Fault or Location | Richter Magnitude |
|--|-------------------------------|--------------------------|
| 1941 | Newport-Inglewood | 4.9 |
| 1941 | Newport-Inglewood | 5.4 |
| 1971 | Sierra Madre (San Fernando) | 6.6 |
| 1971 | San Fernando | 5.1 |
| 1979 | San Bernardino Mountains | 4.9 |
| 1987 | Elysian Park-Whittier Narrows | 5.9 |
| 1987 | Elysian Park | 5.3 |
| 1988 | Elysian Park | 5.0 |
| 1989 | Santa Monica Bay | 5.0 |
| 1991 | Sierra Madre | 5.8 |
| 1992 | Northridge | 6.5 |
| Source: Los Angeles County Safety Element, 1990; | | |

6.2.2 GROUND-SHAKING RISK

Ground-shaking is probably the most damaging result of an earthquake because large areas are subject to shaking effects. This shaking motion can last for a few seconds in a moderate earthquake and can be as much as four minutes in a severe earthquake. Ground-shaking is exaggerated on loose, water-saturated ground and occurs to a lesser magnitude on solid rock. Ground-shaking is expected to occur with every earthquake though the degree of movement is dependent on the distance from the-epicenter (point on earth's surface directly above the area where the earthquake energy originates), subsurface geology, and intensity of the earthquake. While there are no active or potentially active faults in the City, ground-shaking will affect Cudahy during earthquake events in the region. The Maximum Credible Earthquake on nearby faults will generate average bedrock accelerations of approximately 0.25 gravity (the acceleration of gravity is equal to 32.2 ft/sec.² and is used to measure the acceleration of ground-shaking) with a duration of 5 to 10 seconds. These accelerations can cause the structural failure of buildings and lead to other hazards such as fires, hazardous material spills, and damage to infrastructure (roads, water lines, sewer lines, gas lines, power transmission lines).⁶⁰

Generally, existing substandard structures of all kinds pose the greatest hazard to a community. Unreinforced masonry buildings represent a dangerous earthquake hazards to users and occupants. They are likely to experience significant structural damage in the event of a major earthquake. Other structures in the City that are subject to ground-shaking hazards include: buildings with non-bearing walls and partitions, non-ductile concrete-frame buildings, inadequately designed pre-cast tilt-up construction, inadequately designed structures, mobile homes, and residences not secured to foundations.

⁶⁰ United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*, 1981.



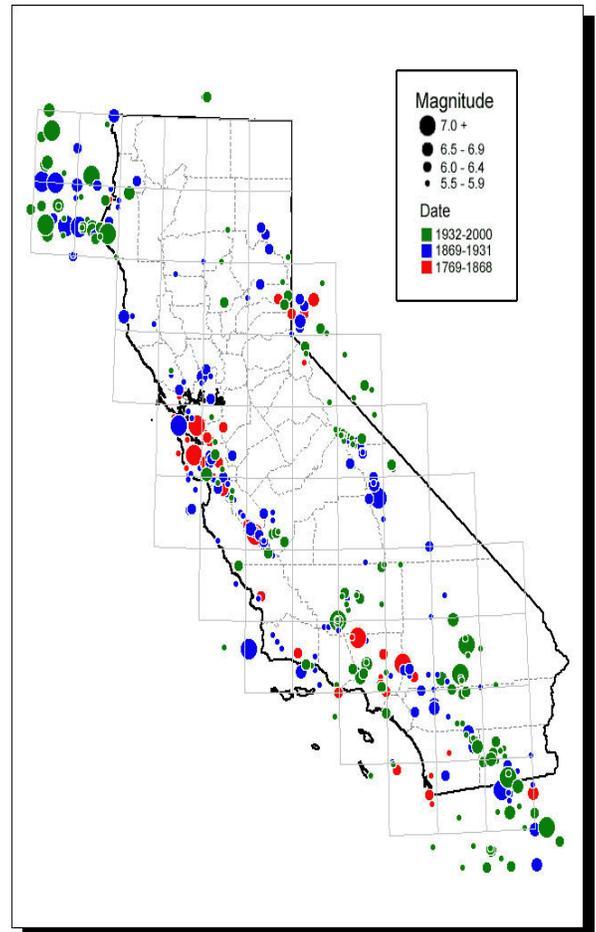
6.2.3 SURFACE RUPTURE RISK

The majority of large earthquakes in California have been accompanied by surface rupture. Surface rupture refers to the actual fracturing of the ground surface along the fault trace. This fracturing can either involve a sideways or horizontal displacement (lateral) or a vertical displacement. The 1906 San Francisco earthquake had as much as a 20-foot offset. The 1857 Fort Tejon earthquake caused 21-foot displacements. Sometimes the fault displacement occurs in a gradual and continuous manner rather than with a single event characterized by most earthquakes.⁶¹ This slow, gradual movement is referred to as fault creep. Fault creep can damage structures that are built on top of fault traces. Surface rupture is not a significant hazard in Cudahy because the nearest fault trace is more than six miles from the City.

6.2.4 LIQUEFACTION HAZARDS

Various types of ground failures accompany earthquakes. These include landslides, fracturing, cracking and fissuring, liquefaction of sand layers, slumping, subsidence, uplift and tilting. Liquefaction is the process where soil behaves like liquid due to the loss of internal cohesive strength. Ground-shaking from earthquake can cause the loss of soil cohesion (liquefaction) and can result in horizontal ground movement and settlement. This, in turn will cause structural failure and damage to pipes, roadways and buildings.

The City of Cudahy is located on alluvial soils deposited by the nearby Los Angeles River before it was channelized. The primary factors that govern an area's susceptibility to liquefaction are age and type of sedimentary deposit, penetration resistance, and depth to groundwater. Recent deposits are more susceptible to liquefaction since age and compaction increase with soil depth, thus, lessening liquefaction potential.



⁶¹ This slow, gradual movement is referred to as *fault creep*. Fault creep can damage structures that are built on top of fault traces.

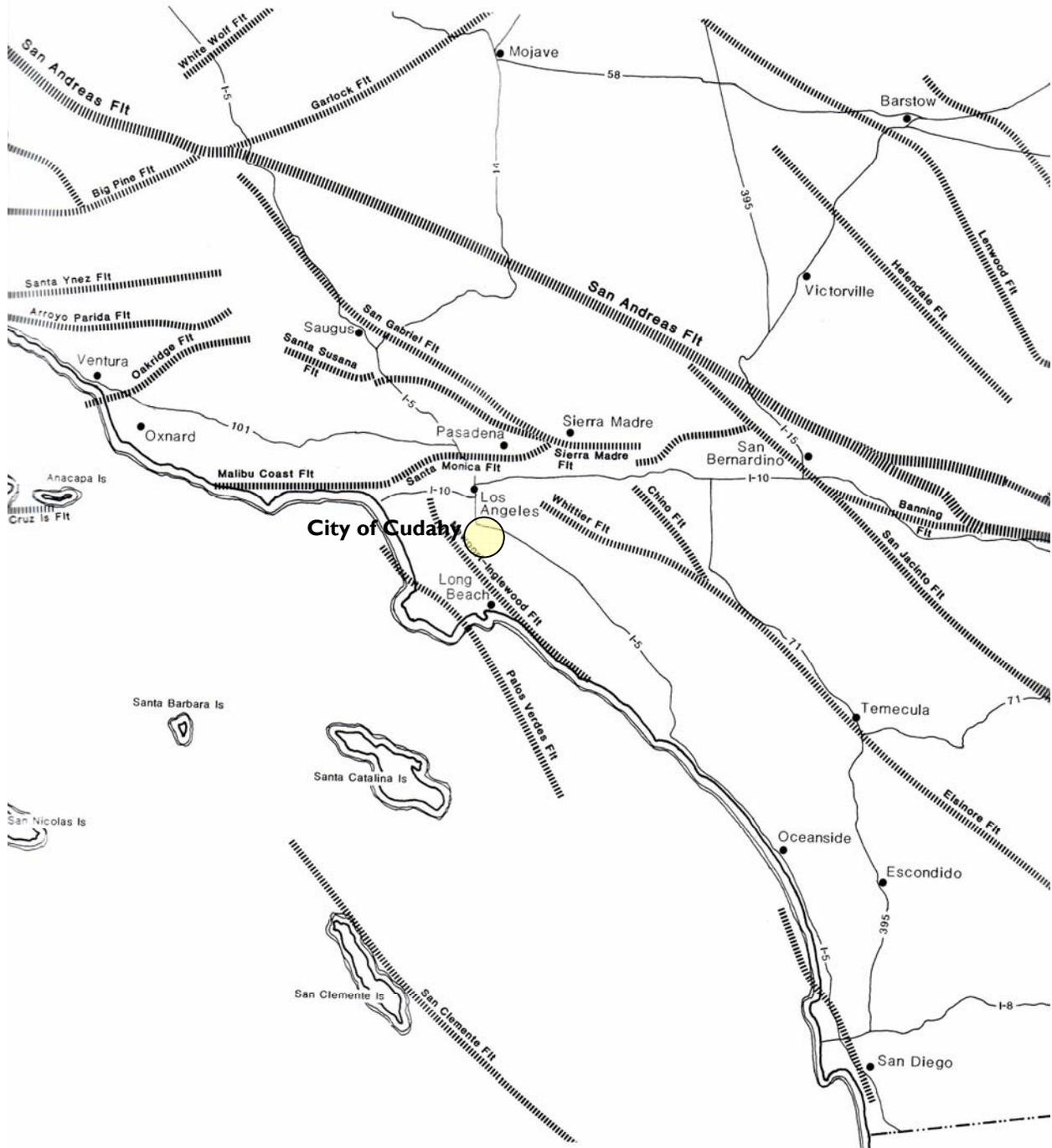


EXHIBIT 6-1
FAULTS IN SOUTHERN CALIFORNIA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

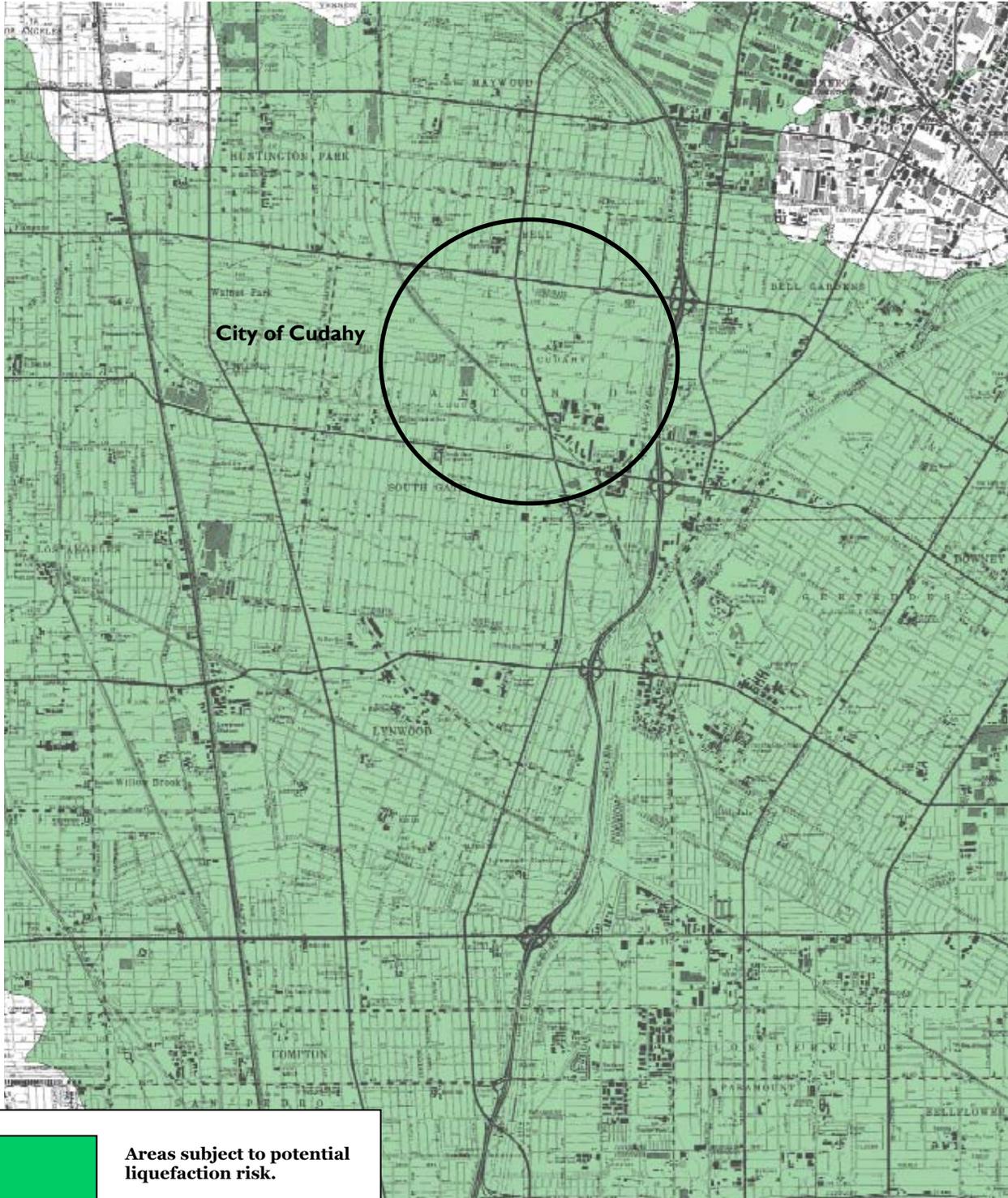


EXHIBIT 6-2
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY



The youngest sediments in the region occur in the flood plain areas of the Los Angeles, San Gabriel, and Santa Ana Rivers which have been responsible for periodic flooding in the past 150 years. The City of Cudahy is underlain by late Holocene (past 1,000 years) alluvium consisting of silt, gravel, sand, and clay and is characterized by soils that were flooded historically by the Los Angeles River. These soils are highly susceptible to the effects of liquefaction because they are not highly cemented. In addition, the groundwater is at relatively shallow depths ranging from 10 to 30 feet. In a comprehensive study of the earthquake risk in Southern California, Cudahy was found to be in an area with high to moderate risk for liquefaction (USGS, 1985). Past studies of the area classified the City with a very high potential due to perched groundwater.⁶² Pumping and subsequent overdrafting has cause the water table to lower, thereby reducing the risk of liquefaction. The liquefaction potential in the City is shown in Exhibit 6-2. Areas with a high potential for liquefaction have groundwater levels at 10 feet or less below the ground surface. Areas with moderate liquefaction potential have groundwater levels at 10 to 30 feet below the surface.

6.2.5 OTHER SEISMIC EFFECTS

Activity from fracturing, cracking and fissuring within the City of Cudahy would not be significant. Compaction, subsidence, uplift, tilting and warping are also considered insignificant in the area. Seiche and tsunamis will not affect the City of Cudahy because of it is 15 to 20 miles from the Pacific Ocean and because there are no significant bodies of water within or near the City. The City of Cudahy is relatively flat, thus, no landslide and soil erosion hazards can be expected.



6.2.6 FLOODING AND DAM INUNDATION

There are no major bodies of water or watershed areas near Cudahy. Thus, hazards from a 100-year or 500-year flood are negligible. The National Flood Insurance has designated Cudahy as an area with no special flood hazard.⁶³ The Los Angeles River is east of the City and has been constructed to withstand flooding potential in the area. Failure of the river channel is unlikely but storm water overflow may occur.

Large areas downstream of the Hansen and Sepulveda Dams are at risk of inundation in the event of dam failure. The entire City of Cudahy is within the inundation areas of the Hansen and Sepulveda Dams. The Hansen and Sepulveda Dams are operated by the Army Corps of Engineers and were constructed primarily for flood control. The flood hazards associated with dam failure will affect Most areas south of the dams including the City of Cudahy.⁶⁴ The Hansen Dam is located on the northern edge of San Fernando Valley, 4 miles west of Sunland. It provides flood protection to all cities downstream and improves the use of the Los Angeles River Channel. The inundation area of the Hansen Darn include areas along the Tujunga Creek, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los Angeles and San Gabriel Rivers. The City

⁶² United States Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*, 1981.

⁶³ The Federal Emergency, Management Agency's (FEMA) National Flood Insurance Program designates the City of Bell within Zone X which indicates minimal flooding potential.

⁶⁴ Leighton and Associates. Los Angeles County Safety Element., Technical Appendix. 1990.



of Cudahy is 26.1 miles south of the dam but darn failure will affect the entire City of Cudahy. Flood waters will arrive approximately 18 hours after failure with a maximum depth of 1 foot at around 21 hours after failure.⁶⁵

The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near Van Nuys. The probable maximum flood from the Sepulveda Dam is expected to last 4 days with a total volume of 163,200 acre-feet. The flood will affect areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Cudahy, Lynwood, Maywood, Bell, Commerce, and Bell Gardens. The City of Cudahy is approximately 26.8 miles from the dam and the flood will arrive at the City 10 hours after failure. A maximum flood elevation of two feet is expected approximately 113 hours after failure.⁶⁶

6.2.7 HAZARDOUS MATERIALS

The risks posed by the improper handling of hazardous materials include toxic pollution, contamination and associated health problems. Several laws and regulations have been recently passed to control hazardous materials use and disposal. The City of Cudahy enacted an ordinance to comply with the siting criteria of the County Hazardous Waste Management Plan for hazardous waste facilities, as required by Assembly Bill 2948.

Hazardous materials use and waste generation is generally related to industry and landfills. There are no operating landfills in Cudahy but there are several industries who use and generate hazardous materials and waste. Numerous other industries in the neighboring cities of Bell, South Gate, Huntington Park and Bell Gardens use or generate hazardous materials which could affect residents of Cudahy.

The hazardous materials area plan for Los Angeles County is implemented by the County Fire Department. The Fire Department has made an inventory of hazardous materials users, waste facilities, established emergency notification response and pre-emergency planning measures, and disseminates public safety information. Individual users are required to prepare risk management and prevention programs to keep employees aware of procedures necessary to prevent spills and to minimize risks during accidental spills.

The U.S EPA Superfund Program has identified potential hazardous waste sites nationwide and appropriates clean-up funds according to priorities. State agencies (Department of Health and Safety, Regional Water Quality Control Board, Office of Planning and Research) also monitor hazardous materials and waste facilities. Two sites have been identified within the City of Cudahy.⁶⁷ The Vloedman Dump/Steepleton Dump is the current site of the Park Avenue Elementary School, City Hall, Cudahy Park and Public Library. The site was formerly a glass recycling and bottle-making factory, or waste impoundment area and an open dump. The Steepleton site is on the northern end of the site, near Elizabeth Street. From the late 1940's to early 1950's, B.H. Steepleton operated a facility that accumulated broken glass, washed them with unknown solvents and melted and reformed the glass into various shapes. After the glass facility closed, the site was used for waste disposal until 1960. The site owned by Vloedman was an impoundment area near the Los Angeles River. According to local officials and residents, waste oil, refinery sludge, refinery tank bottoms and U.S. Armed Forces barges were dumped on site. The open dump area is located on the southern section near the Santa

⁶⁵ Leighton and Associates. Los Angeles County Safety Element., Technical Appendix. 1990.

⁶⁶ Ibid.

⁶⁷ California, State of, Environmental Protection Agency (CalEPA). Department of Toxic Substances Control – Envirostor Data Base. 2010.



Ana Street and contained steel, cable, trash, concrete, wire, brick, paper, wood, and glass. Petroleum, black oil, tar and oil, and other organic materials were also found.

Oil seeps have been penetrating the asphalt playground of the Park Avenue School since 1968. Several investigations have been conducted on site. Fill material, asphalt, concrete, hardened tar, oozing oil, and methane gas have been found. Ground contamination is evident from high concentrations of mercury, zinc, bithel, cadmium, 2-methylnaphthalene and xylenes. A monitoring groundwater well has been installed and oil seep samples are inspected regularly to prevent health risks to students and adjacent residents. Gas vent systems have been installed at the site. No evidence of groundwater or air pollution from the site has been documented, although petroleum hydrocarbons were detected in the perched aquifer beneath the site.

Transportation routes present some risk for hazardous material spills. The Long Beach Freeway, east of the City, is a major route that is open to vehicles carrying hazardous materials. Aside from accidental spill, hazardous materials present fire and explosion hazards during transport. Transporters of hazardous wastes are required to be certified by the Department of Transportation and manifests keep track of hazardous materials during transport. City streets used for the transport of hazardous and toxic substances in and through the City include the designated truck routes of Florence Avenue, Atlantic Avenue and Salt Lake Avenue.

Railroads are also used for the transport of hazardous materials and wastes. The Union Pacific railroad runs west of the City and the Southern Pacific railroad runs along the alignment of Patata Street south of the City. Trains could be subject to spills, derailment and the related hazards of fire and explosion. Although only five to seven trains pass on each track daily, the City and local enforcement officials have established emergency response procedures for potential hazardous materials incidents. There are five oil and gas pipelines in and near the City. Chevron has three lines in the eastern section of Cudahy and Arco has two lines along Salt Lake Avenue west of the City. Rupture of these lines due to earthquake, groundshaking, or other causes will result in gas and oil leakage in the area. Explosion and hazardous materials contamination may occur if any of these lines are damaged.

Illegal hazardous material/waste dumping is a concern in the City. With increasing regulation and costs to dispose of hazardous materials, users and generators of the hazardous materials may resort to illegal dumping and disposal.

6.2.8 URBAN FIRE RISK

The City is urbanized and no wild land areas are present in or near the City.⁶⁸ As a result, fire hazards are largely related to structural fires. To minimize fire hazards, the Los Angeles County Fire Department has established standards for building design and construction. It requires adequate water supply for firefighting purposes, fire retardant construction, fire lanes and other standards.

6.2.9 CRIME

The City provides police protection services through contracts with the Los Angeles County Sheriff's Department. Aside from constant police patrol, the Sheriff's Department has anti-gang and narcotics programs designed to control gang violence and drug trafficking and abuse. Crimes in Cudahy are concentrated along the Atlantic Avenue corridor, a main commercial area in the City. The majority of crimes committed are

⁶⁸ United States Geological Survey. www.TerraServer-USA.com. South Gate 7 1/2 Minute Quadrangle. July 1, 1998.



burglaries, motor vehicle thefts and larcenies. Gang violence and drug trafficking are also special concerns in Cudahy.

6.2.11 EMERGENCY RESOURCES

Fire Department

The Los Angeles County Fire Department provides fire prevention and protective services to Cudahy and the surrounding cities of Bell, Maywood, Bell Gardens, South Gate, Commerce and Huntington Park. Fire Stations 163 (located in Bell) and 54 (located in South Gate) provide initial response to the City. They have approximately a 3-minute response time for fire emergencies. As part of the Consolidated Fire Protection District, the services of other county fire stations are available to Cudahy as needed.⁶⁹ Exhibit 6-3 shows fire and police station locations.



Law Enforcement

The Los Angeles County Sheriff's Department is responsible for the police protection and law enforcement in Cudahy. The Department is responsible for general law enforcement, traffic law enforcement, neighborhood watch programs, investigative and administrative support services, disaster planning, and special anti-drug and anti-gang programs (Substance Abuse Narcotics Education offered by the Sheriff in city schools). A substation is located in the Clara Street Park, which is used as a small office by personnel assigned in the area. Emergency response time averages 3.4 minutes and non-emergency response time averages 5.3 minutes.⁷⁰

Clinic/Hospital Services

The Kaiser Permanente Medical Center opened in the late 1990s on Atlantic Avenue and provides immediate care and out-patient services. The nearest hospital is Mission Hospital on Florence Avenue in Huntington Park. It is a private hospital with approximately 100 beds. Other hospitals in the area include the Rancho Amigos Medical Center in Downey, the Los Angeles Community Hospital in East LA, St Francis Hospital in Lynwood and the Martin Luther King Hospital in Willowbrook.



⁶⁹ Los Angeles County Fire Department. Operation Bureau Map. 2009

⁷⁰ City of Maywood-Cudahy Police Department. Personal Communication. 2009



6.3 SAFETY GOALS AND POLICIES

6.3.1 SAFETY ELEMENT GOALS AND POLICIES

The goals and policies of the Public Safety Element were developed in response to safety issues affecting the City of Cudahy. The goals and policies below address the major safety issues in Cudahy. These are hazard reduction, emergency preparedness, and crime prevention.

Issue: Hazard Reduction

By recognizing the factors that contribute to the creation of hazards and developing ways to prevent such conditions, the City will be able to counteract or minimize the potential for harm and destruction. Hazard reduction is a major component in protecting life and property in the City.

- *Safety Element Goal 1.* The City of Cudahy will work to provide an environment that is reasonably safe from hazards.
- *Safety Element Policy 1.1.* The City of Cudahy will require geologic studies prior to the construction of critical facilities (hospitals, schools, fire stations, etc.).
- *Safety Element Policy 1.2.* The City of Cudahy will support the enforcement of state and federal laws on the control of hazardous wastes, landfills, and other issues.
- *Safety Element Policy 1.3.* The City of Cudahy will conduct an inventory of substandard structures and utilize the Uniform Building Code abatement process to eliminate or abate these hazards.
- *Safety Element Policy 1.4.* The City of Cudahy will increase awareness of the hazards of fire and ways to prevent fire.
- *Safety Element Policy 1.5.* The City of Cudahy will establish emergency procedures for evacuation and/or relief for identified hazards in the City.
- *Safety Element Policy 1.6.* The City of Cudahy will request that Fire Department and local law enforcement officials comment on proposed large developments during the environmental review process.
- *Safety Element Policy 1.7.* The City of Cudahy will develop and implement programs to assist residents and businesses to dispose of household quantities of hazardous materials.
- *Safety Element Policy 1.8.* The City of Cudahy will develop health and safety programs as part of recreational services of the City.
- *Safety Element Policy 1.9.* The City of Cudahy will encourage the remediation of historic dumpsites and other identified contaminated sites in the City.

Issue: Emergency Preparedness

For hazards that cannot be predicted or prevented, the City can only provide the services necessary to reduce human injury, property damage, and social and economic disruption. These include fire protection and emergency services, police and law enforcement, hospital services, and emergency evacuation and shelters.



Emergency preparedness will not reduce the potential for disaster, but will help to reduce the magnitude of human injury, property damage and social disruption.

- *Safety Element Goal 2.* The City of Cudahy will promote emergency preparedness.
- *Safety Element Policy 2.1.* The City of Cudahy will maintain the City's emergency response system.
- *Safety Element Policy 2.2.* The City of Cudahy will provide for the highest quality of fire, police, and health protection possible, within reasonable economic limits, for all Cudahy residents.
- *Safety Element Policy 2.3.* The City of Cudahy will solicit volunteers to assist city operations during a disaster.
- *Safety Element Policy 2.4.* The City of Cudahy will maintain contingency plans which will help Cudahy citizens respond to and recover from an earthquake as quickly and effectively as possible.
- *Safety Element Policy 2.5.* The City of Cudahy will disseminate educational information to residents and businesses on ways to prepare for and prevent a disaster.
- *Safety Element Policy 2.6.* The City of Cudahy will encourage the LAUSD to teach emergency preparedness to students.
- *Safety Element Policy 2.7.* The City of Cudahy will regularly monitor the water quality, distribution and supply facilities to determine if capacity is adequate to meet emergency fireflow needs.
- *Safety Element Policy 2.8.* The City of Cudahy will explore the feasibility of requiring smoke detectors in private homes upon their sale or transfer of ownership.

Issue: Crime Prevention

Another major concern in Cudahy is crime and violence that creates an unsafe environment for all residents. Efforts to control crime in Cudahy will protect residents from constant threats to their property and safety. Policies and programs to reduce, deter, and punish crime will increase area-wide public safety.

- *Safety Element Goal 3.* The City of Cudahy will minimize crime incidence in the City.
- *Safety Element Policy 3.1.* The City of Cudahy will work with local law enforcement officials and neighboring police departments to eliminate gang violence.
- *Safety Element Policy 3.2.* The City of Cudahy will develop programs to reduce and/or prevent graffiti and drug abuse.
- *Safety Element Policy 3.3.* The City of Cudahy will encourage the development of neighborhood watch programs and inform residents and businesses of ways to prevent crime.
- *Safety Element Policy 3.4.* The City of Cudahy will promote crime prevention through public information and awareness programs.



6.3.2 IMPLEMENTATION PROGRAMS

The following implementation programs identify existing and planned programs that will help improve public safety in Cudahy. The programs address various ways for the City to prevent hazardous situations and provide services to keep disasters under control. The hazards in the planning area cannot be totally eliminated and emergency service provision will depend on the level of safety that is economically viable to the City. The commitment to public safety programs outlined below will depend on the level of safety that the City would like to achieve, with consideration of the available physical and financial resources and manpower. The identification of a funding source(s) for individual programs does not exclude the use of other funding sources that may be available.

Geologic Studies

As part of the development review process, the City shall require the preparation of geologic studies prior to the approval of critical facilities, uses which involve the assembly of large numbers of people, large scale residential developments, and major commercial and industrial projects. The studies will help define the potential environmental impacts on earth and geology of new development, as required by the California Environmental Quality Act (CEQA). This is an ongoing program by the Community Development Department, with funding from the General Fund.

Environmental Laws

There are various federal, state and county regulations that deal with environmental protection and pollution control. The City shall keep abreast of all regulations and standards and shall cooperate with other agencies in the enforcement of these laws in Cudahy. The Department of Community Development is responsible for this program and is ongoing and funded by the General Fund.

Hazardous Materials Regulation

The City shall encourage the implementation of the County's Hazardous Waste Management Plan. It shall maintain a current inventory of hazardous material users and generators and incorporate their emergency response programs into the City's Emergency Plan. The City will work with the County Fire Department in requiring hazardous materials users and generators to prepare safety procedures for responding to accidental spills and emergencies. The City shall coordinate the disposal of small quantities of hazardous wastes from residences and businesses in the City. This program shall be initiated by the Department of Community Services and the Department of Community Development and it shall be funded by the General Fund.

Toxic Waste Dumping and Waste Incineration

The City shall develop deterrents to toxic waste dumping in the City and inform residents and businesses of fines and penalties associated with such acts. Waste incineration shall also be discouraged through regulations of the physical, operational and environmental characteristics of such uses. This will help prevent soil, air, and groundwater contamination in the planning area. The siting criteria in the County's Hazardous Waste Management Plan shall be used to review proposed hazardous waste facilities in the City.

Code Enforcement

The City shall continue code enforcement efforts to encourage property maintenance. This includes the identification of nuisances which endanger public health and safety and the provision of technical support or



other incentive to allow early correction of the problem. The City shall also work towards the identification and renovation of structures which do not meet current seismic safety standards and electrical code requirements. In areas that are subject to annexation, the inventory and rehabilitation of substandard structures shall be made after these areas are annexed to the City. Code enforcement is an ongoing activity and will continue to be financed through CDBG funds. The rehabilitation of substandard structures shall be the responsibility of individual property owners, with CDBG funds available for qualified homeowners.

Fire Prevention

The City shall continue to implement fire prevention programs to promote fire safety in the City. This shall include fire prevention and protection information and tips in the City newsletter and local newspapers. It shall also include Fire Department review of proposed buildings plans to solicit recommendations on fire protection, crime prevention, and other safety measures. The City shall also encourage periodic inspections by the Fire Department of existing structures, for compliance with fire safety standards and practices. This is an ongoing program by the Department of Building and Public Services that will be financed by the General Fund. As part of this program, the City shall explore ways to require existing single family homes to install smoke detectors prior to a transfer of ownership.

Fire Access Standards

The provision of adequate roadway widths will facilitate emergency response during a disaster. Roadway standards have been established by the County Fire Department to ensure access for firefighting equipment to all areas in the City. The standards specify that every building should be accessible to Fire Department apparatus by way of access roadways with all-weather driving surface capable of supporting the imposed loads of fire apparatus of not less than 20 feet of unobstructed width, clear to the sky, and with adequate roadway turning radius. Fire lanes are needed when an exterior wall of a building is located more than 150 feet from a public vehicle access. Fire access standards are implemented by the Fire Prevention Bureaus during the plan check process. This ongoing program is coordinated by the Department of Building and Public Services.

Emergency Plan

The City has an Emergency Plan which outlines responsibilities and procedures to follow in the event of an emergency or city-wide disaster. It discusses the potential emergency situations in the City and outlines responsibilities for emergency preparedness and emergency response. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are also provided. The City shall regularly update and implement its Multi-Hazard Functional Plan for Emergency Operations. This is an ongoing activity by the Emergency Services Coordinator, with funding from the General Fund. In order to keep city staff informed of their responsibilities, annual reviews and drills shall be performed.

Safety Measures Information

The City shall continue to use the City newsletter and local newspapers to increase public awareness on safety, crime prevention, fire prevention, earthquake preparedness and other practical safety measures. Also, it shall offer earthquake preparedness, first aid and CPR classes as part of the recreational and library programs in the City. These and other public programs to increase emergency preparedness and promote public safety for residents and businesses shall be initiated by the Department of Community Services with funding from the General Fund.



Police and Fire Protection Services

The City shall regularly review the adequacy of police/law enforcement services and fire protection and emergency services in the City. This program shall be part of the annual budget review of contracts with the County Fire Department and the local law enforcement officials. The City shall work with local law enforcement officials and the County Fire Department to correct any identified deficiencies. It shall also request that local law enforcement officials and the Fire Department to review proposed development plans. In this way, they can recommend measures that will decrease fire potential and crime and facilitate quicker response. This program is ongoing and performed by the Department of Community Services and Community Development and is financed by the General Fund, to the extent funding is available.

Emergency Preparedness

The City shall work with the LAUSD, the Fire Department, and local law enforcement officials in offering classes on earthquake preparedness, fire prevention, crime prevention, hazard protection and other safety issues to school-age children and interested parties. This program shall be coordinated by the Department of Community Services and financed by the General Fund. The City shall maintain a list of available emergency shelters in the area. This shall include schools, auditoriums, gymnasiums, hospitals, and other structures which have large open areas to accommodate cots and provide mass care and emergency assistance. Additional structures shall be explored and agreements sought with property owners for the potential use of the facilities in cases of a disaster or emergency. This program shall be initiated by the Emergency Services Coordinator with funding from the General Fund.

Anti-gang and Anti-drug Programs

The City shall work with local law enforcement officials on anti-drug and anti-gang programs. This will help reduce crimes in the City that are due to gang activity and drug abuse. The program also allows the use of confiscated property for increase anti-drug and anti-gang efforts. This program is ongoing and coordinated by the City Manager.

Graffiti Removal

The City shall develop guidelines for the landscaping of large areas of blank walls to hide and prevent vandalism and graffiti. It shall also establish a volunteer program for graffiti removal in public places and other areas throughout the City. This program shall be initiated by the Department of Community Development and financed by the General Fund.

Neighborhood Watch

The City shall work with local law enforcement officials and residents in the formation of neighborhood watch groups and crime prevention and awareness programs. This will increase private efforts to protect individuals and property through practical measures such as locking doors, security lighting, concealing valuables, etc. This is an ongoing program through the City Manager and funded by the General Fund.





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SECTION 7 NOISE ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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7.1 INTRODUCTION TO THE ELEMENT

7.1.1 SCOPE AND AUTHORITY OF THE ELEMENT

Excessive noise levels disturb and disrupt human activities and can affect the physical and psychological health of individuals. They depreciate the quality of the environment by affecting work, sleep, and recreation. The Noise Element of the Cudahy General Plan provides measures to minimize noise problems in the City. With the majority of the City devoted to residential uses, it is important that noise sources are controlled at the source, are located away from residential communities, or buffers are provided between the sources of noise and the residential development. The noise mitigation program in the Noise Element explores various noise control options and land use compatibility standard.

As mandated by the *California Government Code Section 65302(f)*, the Noise Element follows the guidelines established by the *Office of Noise Control of the State Department of Health Services*. Goals, policies, and guidelines for minimizing increases in ambient noise levels are outlined in the section that follows.

7.2 NOISE BACKGROUND REPORT

7.2.1 CHARACTERISTICS OF SOUND

Community noise levels are typically measured in terms of the A-weighted decibel (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Additional units of measurement have been developed to evaluate the longer term characteristics of sound.

One of the more common noise measurements uses statistical samples in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level that is exceeded 10% of the time. The L_{50} noise level represents the median noise level half the time (noise exceeds this level and half the time noise is less than this level). The L_{90} noise level represents the background noise level experienced during 90% of the time. The equivalent noise level (L_{eq}) is a single-number representation of the fluctuating sound level in decibels over a specified period of time.

Topography and man-made structures have very complex effects on sound transmission and on noise contours. Generally, solid barriers between a source and receiver, such as hills, berms and walls absorb and/or reflect noise resulting in a quieter environment. Where barriers or land forms do not interrupt the sound transmission path from source to receiver, the contours prove to be good estimates of average noise level. In areas where barriers or land forms interrupt the sound path, the noise contours overestimate the extent to which a noise intrudes into the community.

Community Noise Equivalent Level (CNEL) is the noise measurement that represents an average of all measured noise levels obtained over a specified period of time. The CNEL scale includes an additional 5 dB adjustment to sounds occurring in the evening (7:00 p.m. to 10 p.m.) in addition to the 10 dB adjustment to sounds occurring in the late evening and early morning hours (between 10:00 p.m. and 7:00 a.m.). Representative noise sources and sound levels are shown in Exhibit 7-1.



7.2.2 COMMUNITY NOISE SURVEY

A community noise survey was conducted as part of the Noise Element's update in 2009 to document the existing noise environment. Ten locations were selected for the surveys corresponding to the locations visited during the preparation of the previous Noise Element. The noise measurement locations are shown in Exhibit 7-2.

Noise along transportation corridors are highest along major roadway and decrease as the distance from the roadway (noise source) increases. The noise measurement results are representative samples of urban residential, commercial, and industrial areas. These noise measurement results may be used as a general guideline or indication of noise levels within the community. A summary of the noise measurements taken during a weekday afternoon are provided in Table 7-1.

| Site# | L _{ave} | L ₂₅ | L ₅₀ | L ₉₉ |
|---|------------------|-----------------|-----------------|-----------------|
| 1 | 134 | 101 | 94 | 88 |
| 2 | 123 | 108 | 103 | 95 |
| 3 | 114 | 102 | 93 | 81 |
| 4 | 132 | 111 | 106 | 101 |
| 5 | 120 | 107 | 101 | 90 |
| 6 | 118 | 110 | 106 | 98 |
| 7 | 122 | 117 | 115 | 110 |
| 8 | 126 | 117 | 114 | 109 |
| 9 | 121 | 110 | 104 | 99 |
| 10 | 110 | 103 | 101 | 99 |
| Source: Blodgett/JBaylosis Associates, 2009 | | | | |

7.2.3 MOBILE NOISE SOURCES - TRAFFIC

The City of Cudahy roadway noise contour data were generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1978). Model input data included existing average daily traffic levels; day/evening/night percentages of autos, medium, and heavy trucks; vehicle speeds; ground attenuation factors; and roadway widths. The distance from the roadway centerline to the roadway's 60, 65 and 70 dB CNEL contours for the existing conditions (2008) are provided in Table 7-2. As indicated in Table 7-2, traffic on Atlantic Avenue is among the major generators of noise within Cudahy. The I-710 freeway also generates significant levels of traffic noise within the City.



**Table 7-2
Existing Traffic Noise Contours**

| Roadway | 70 CNEL | 65 CNEL | 60 CNEL | dBA Q 50' |
|---|------------|------------|------------|--------------|
| Clara Street - | 0.0 | 80 | 221 | 64.2 |
| Elizabeth Street - | 0.0 | 81 | 225 | 64.3 |
| Santa Ana Street - | 0.0 | 0.0 | 76 | 60.1 |
| Wilcox Avenue - | 0.0 | 67 | 172 | 63.1 |
| Patata Street - | 0.0 | 120 | 357 | 66.4 |
| Atlantic Avenue - | 0.0 | 95 | 272 | 65.2 |
| Salt Lake Avenue - | 0.0 | 74 | 197 | 63.7 |
| Otis Avenue - | 0.0 | 0.0 | 68 | 59.6 |
| Long Beach Fwy* | 0.0 | 0.0 | 63 | 59.2 |
| Source: Blodgett/JBaylosis Associates, 2009 | | | | |

7.2.4 MOBILE NOISE SOURCES - RAILROADS

Noise from passing trains is dependent on the number of trains, speed, type of tracks, grade crossings, track curves, crossing bells and train horns, and the type of trains. The Southern Pacific Railway Company (SPRR) currently maintains a double track adjacent to northern end of the City, with their tracks running west to east along Randolph Street. Train operations occur at all hours and change in response to customer needs. Currently, an average of 8 diesel trains run along these tracks during the daytime and nighttime periods. The Union Pacific Railroad (UPRR) tracks along Salt Lake Avenue on the western end of the Central City are used by approximately 7 trains daily.

7.2.5 MOBILE NOISE SOURCES - AIRCRAFT

The City of Cudahy is not located within the noise impact areas of nearby airports, although there are several commercial airports serving area including the Long Beach Airport and the Los Angeles International Airport in Los Angeles. Over-flights from these airports are sources of aircraft noise in the City of Cudahy.

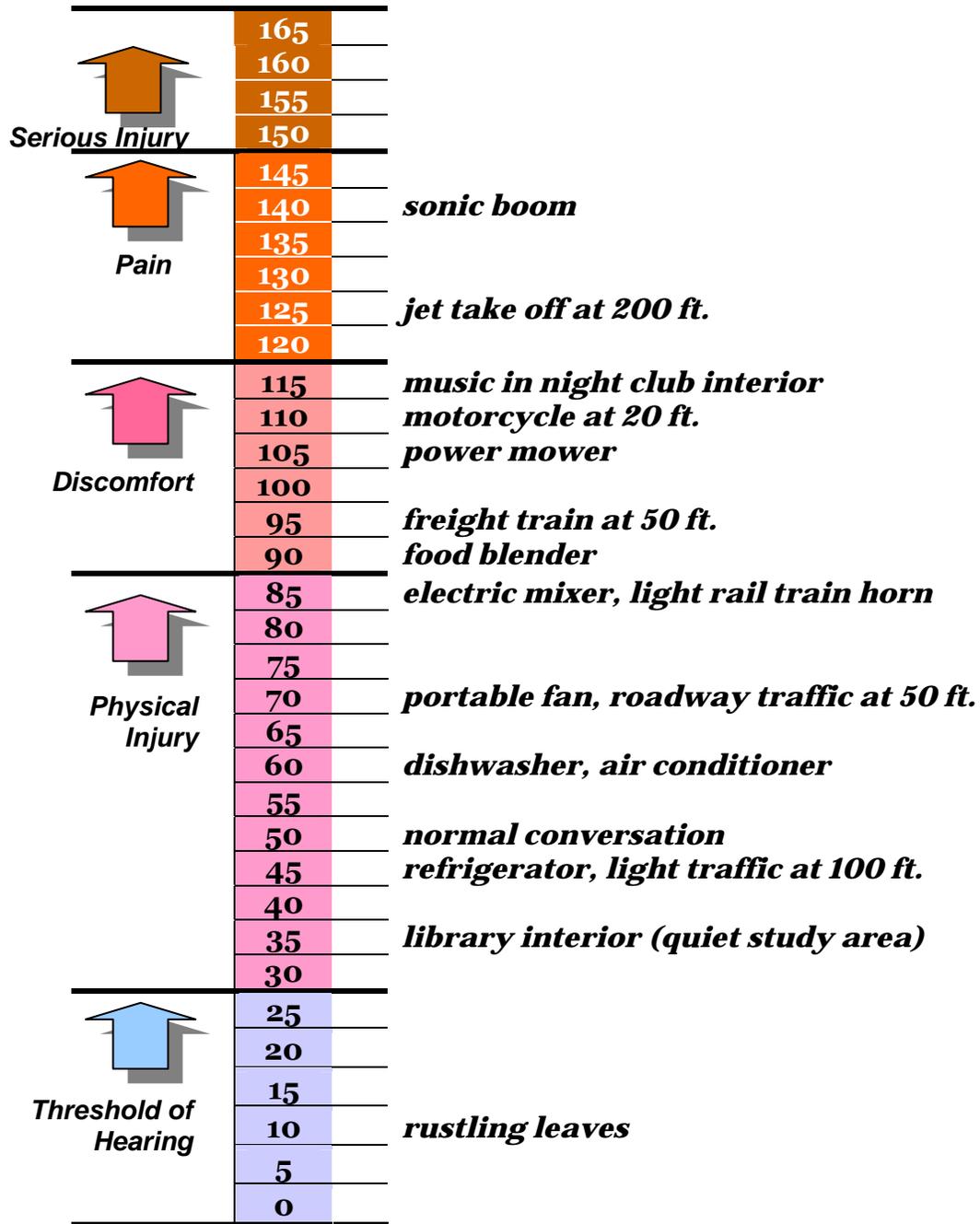


EXHIBIT 7-1 NOISE LEVELS ASSOCIATED WITH TYPICAL ACTIVITIES

SOURCE: U. S. ENVIRONMENTAL PROTECTION AGENCY

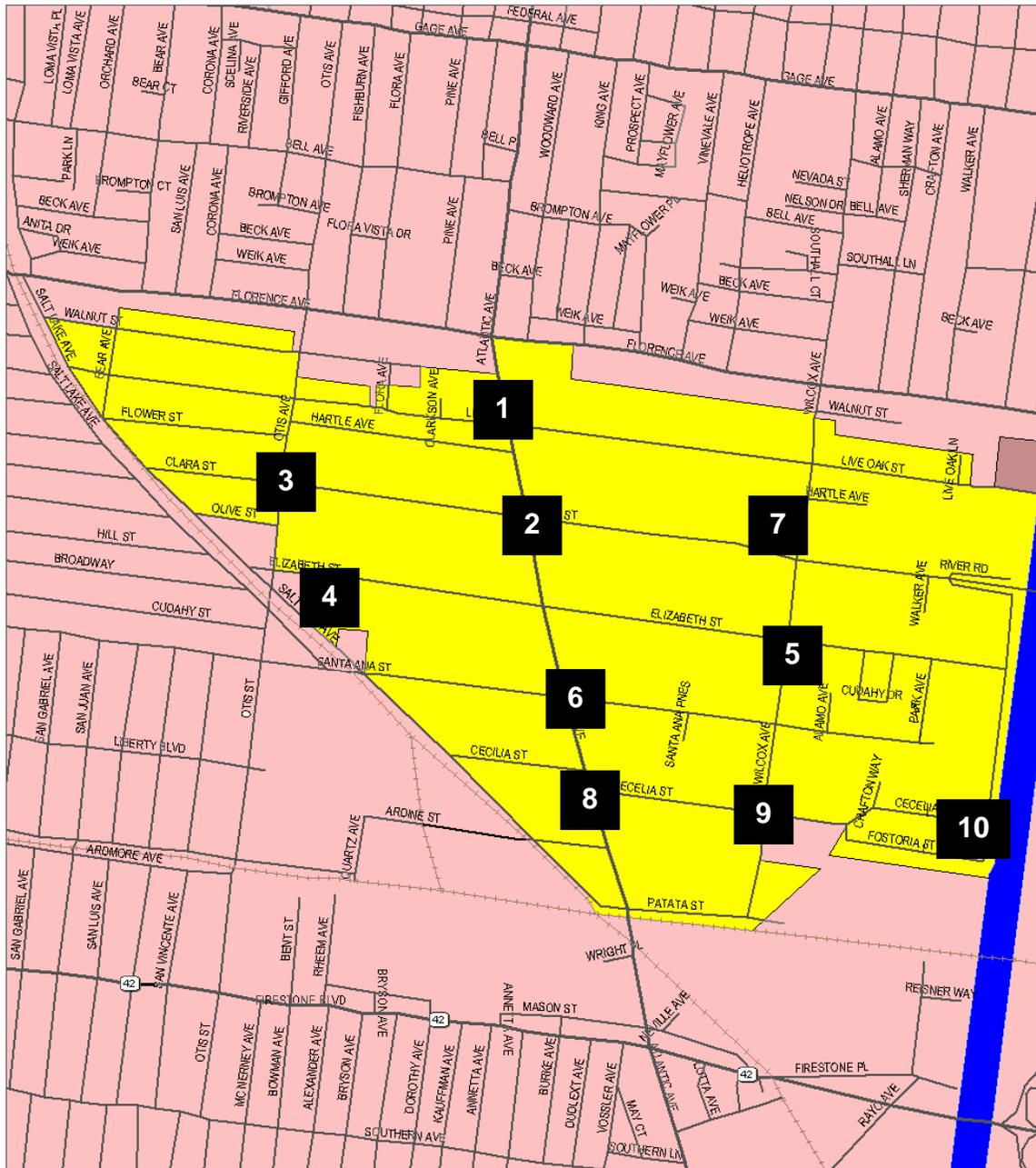


EXHIBIT 7-2
NOISE MEASUREMENT LOCATIONS
 SOURCE: BLODGETT/BAYLOSIS ASSOCIATES



7.3 NOISE MITIGATION PLAN

7.3.1 NOISE GOALS AND POLICIES

The two main areas of concerns of the Noise Element are the protection of noise-sensitive land uses from excessive noise and the control of noise sources from affecting other land uses in the City. The goals and policies below were developed in recognition of existing noise sensitive uses and noise sources in the City.

Issue: Noise Sensitive Uses

Noise-sensitive land uses in the City of Cudahy include the residential areas (which cover nearly 60 percent of the land area), mobile home parks, schools, the library, and local churches. They represent users and activities that could be easily disturbed or annoyed by noise levels beyond acceptable standards. The mitigation of existing and protected noise problems will include the reduction of noise levels within these areas.

- *Noise Element Goal 1.* The City of Cudahy will prevent any increase in the established acceptable ambient levels of sound in the residential areas of the community.
- *Noise Element Policy 1.1.* The City of Cudahy will consider the inclusion of noise-impacted areas in redevelopment or other programs which would permit assistance for the residents with relocation, rehabilitation, or insulation of their structures and properties.
- *Noise Element Policy 1.2.* The City of Cudahy will consider steps to correct existing noise problem areas through the establishment of buffers and barriers or through abatement procedures.
- *Noise Element Policy 1.3.* The City of Cudahy will discourage the location of unbuffered noise sources near residential areas and schools.

Issue: Noise Sources

Noise in the City comes primarily from roadway traffic. Roadway noise levels are highest along Atlantic Avenue, Salt Lake Avenue, and the Long Beach Freeway. Train noises affect areas on the western and southern edge of Cudahy. Stationary noise sources include commercial uses on Atlantic Avenue and industrial uses on the southern portion of the City. Noise from these uses need to be controlled to reduce their impacts on adjacent uses.

- *Noise Element Goal 2.* The City of Cudahy will prohibit unnecessary noise which is detrimental to the public health and welfare and contrary to the public interest.
- *Noise Element Policy 2.1.* The City of Cudahy will evaluate the noise impacts of all land use decisions which are subject to environmental review under CEQA.
- *Noise Element Policy 2.2.* The City of Cudahy will control at their sources, any sounds which exceed accepted community noise levels.
- *Noise Element Policy 2.3.* The City of Cudahy will limit construction activities to daytime hours to reduce construction noise impacts.
- *Noise Element Policy 2.4.* The City of Cudahy will discourage truck traffic on local streets during nighttime hours.



- *Noise Element Policy 2.5.* The City of Cudahy will establish acceptable limits of noise for various land uses throughout the community.
- *Noise Element Policy 2.6.* The City of Cudahy will encourage increased acoustical design in new construction when adjacent to known sources of noise.

7.3.2 NOISE MITIGATION PLAN

Aside from the existing noise environment, noise levels at buildout of the Land Use Plan were estimated using projected traffic volumes for 2010. As with the existing noise levels, the Federal Highway Administration Noise Prediction Model was used estimate roadway noise levels along City streets. Table 7-3 provides the distance of the 65, 60 and 55 CNEL noise contours from the roadway centerline. Although the exhibit does not account for noise buffers and barriers within each development, uses in areas within the 65 CNEL contour will generally be subject to high noise levels.

| Table 7-3 Future Traffic Noise Levels | | | | | |
|--|--------------------|---|--------------------|--------------------|--|
| Roadway Segment | | Distance from Roadway Centerline to CNEL (in feet) | | | |
| | | 65 CNEL | 60 CNEL | 55 CNEL | CNEL at 50' from centerline |
| Clara Street - | Wilcox/LA River | 0.0 | 150.0 | 472.2 | 63.73 |
| | Atlantic/Wilcox | 0.0 | 104.0 | 325.7 | 62.11 |
| | Otis/Atlantic | 0.0 | 82.9 | 258.4 | 61.11 |
| Elizabeth Street - | Wilcox/LA River | 0.0 | 0.0 | 71.5 | 55.61 |
| | Atlantic/Wilcox | 0.0 | 57.9 | 179.3 | 59.66 |
| Santa Ana Street - | Wilcox/Park | 0.0 | 0.0 | 103.4 | 57.24 |
| | Atlantic/Wilcox | 0.0 | 68.8 | 214.4 | 60.44 |
| | Salt Lake/Atlantic | 0.0 | 107.9 | 329.0 | 61.45 |
| Wilcox Avenue - | Patata/Santa Ana | 0.0 | 0.0 | 93.2 | 56.79 |
| | Santa Ana/Clara | 0.0 | 118.0 | 371.2 | 62.82 |
| | Clara/Florence | 0.0 | 127.2 | 400.5 | 63.15 |
| Patata Street - | Atlantic/Wilcox | 0.0 | 97.7 | 306.6 | 61.99 |
| Atlantic Avenue - | Patata/Santa Ana | 194.0 | 604.9 | 1,910.0 | 68.97 |
| | Santa Ana/Clara | 194.6 | 606.9 | 1,916.5 | 68.98 |
| | Clara to Florence | 168.4 | 522.9 | 1,650.3 | 68.33 |
| Salt Lake Avenue - | Patata/Elizabeth | 79.8 | 250.7 | 792.1 | 66.27 |
| | Elizabeth/Florence | 64.0 | 200.2 | 632.4 | 65.29 |
| Otis Avenue - | Elizabeth/Flower | 0.0 | 104.2 | 327.2 | 62.28 |
| | Flower/Florence | 0.0 | 97.3 | 305.2 | 61.97 |
| Long Beach Freeway* | Florence/Firestone | 3,549.7 | 11,222.4 | 35,484.7 | 80.68 |



The Land Use Plan recognizes the continued operations of railroad operations through the City. Several variables must be taken into account in determining actual noise levels produced by railroad operations. For the locomotive, the noise emitted by the engine is independent of the train's velocity; however, the noise output of the locomotive is highly dependent on track grade conditions. Slowing down or movement on the spur tracks will result in increased noise output emanating from braking equipment.

Car noise, attributed to wheel/rail noise, is highly dependent on speed, increasing approximately 6 dB for each doubling of train velocity. A number of other variables, primarily relating to physical track or wheel conditions, are also significant in influencing wheel/rail generated noise. These factors include the type of rails (welded or joints) 4 to 8 dBA increases; the condition of wheels on cars up to 8 dBA; the configuration of railroad right-of-way (linear vs. curved) between 10 to 15 dBA; and the grade crossings and signal controls between 6 to 8 dBA. The Southern Pacific rail line travels along the southern border of the City and does not impact any noise sensitive land uses. The greatest potential for noise impacts or noise sensitive land uses comes from the Los Angeles and Salt Lake Railroad located immediately adjacent to Salt Lake Avenue. On the average, train noise will range from between 60 to 70 dBA at fifty feet depending on the length and speed of the train.

In order to protect residents from the disruptive and health effects of excessive noise, the City shall develop a noise mitigation program. The noise mitigation program for Cudahy shall expand existing regulations relating to noise and establish standards for controlling noise sources and their impacts. This may include the provision of noise barriers (berms, walls, etc.), buffer areas or setbacks, increased insulation, blank exterior walls, double-paned windows, noise-masking sounds, mufflers, and other noise control devices and building features. Vibration that affects adjacent properties shall also be regulated. The City shall require an acoustical analysis for projects that have the potential for generating excessive noise levels or those uses which would be developed adjacent to a noise source. The study shall include existing ambient noise levels from mobile and stationary sources. It shall estimate cumulative noise levels at implementation of the project. The estimates shall be provided for both interior and exterior areas on site. Specific measures to reduce projected noise levels to acceptable standards shall be identified.

As part of the environmental review, mitigation measures shall be made conditions of approval and a monitoring program established. State standards on noise insulation shall be applied during the plan check process for new developments. For the evaluation of noise impacts, acceptable noise levels of various land uses, as established by the California Office of Noise Control, are shown in Exhibit 7-3. Compliance with the noise regulations of federal and state agencies shall be monitored by the City. They include noise standards for industrial operations, federally-funded projects, motor vehicles, airport noise, classrooms, libraries and other educational facilities, multi-family residential uses, hotels, and motels.

With most of the City developed, noise abatement can be implemented during rehabilitation or redevelopment activities, or as part of the code enforcement process. Redevelopment projects shall comply with City noise standards and, to the extent funds are available for these purposes, the Agency shall provide assistance to the residents of affected properties with relocation, rehabilitation, or insulation of their structures and properties.

The noise mitigation program shall also identify noisy activities and operations and provide guidelines to reduce disturbance on adjacent uses. Noise-generating activities will include construction equipment and activity noise, sports events, use of play areas, power mowers and leaf blowers, garbage collection and truck traffic and deliveries, false car or security alarms, large gatherings and other outdoor activities. Limitations in the hours of operation and the length of operation will contribute in large part to the reduction of noise from



these uses. Noise during the nighttime and the early morning hours are more disruptive and the regulation of activities during these times will prevent adverse noise impacts.





| Land Use Categories | | Community Noise Equivalent Level (in dBA, CNEL) | | | | | |
|---|--|---|------------|------------|--------|--------|----------|
| | | <55 | 60 | 65 | 70 | 75 | 80> |
| Residential | Single-family, Duplex, Multiple-family | Light Blue | Light Blue | Yellow | Orange | Red | Dark Red |
| | Mobile Homes, Mixed Use | Light Blue | Light Blue | Yellow | Orange | Red | Dark Red |
| Commercial | Hotel, Motel, Other Lodging | Light Blue | Light Blue | Yellow | Orange | Red | Dark Red |
| | General Commercial, Retail | Light Blue | Light Blue | Light Blue | Yellow | Orange | Red |
| | Office | Light Blue | Light Blue | Light Blue | Yellow | Orange | Red |
| Industrial | Business Park, Research & Development | Light Blue | Light Blue | Light Blue | Yellow | Orange | Red |
| | Manufacturing, Warehousing | Light Blue | Light Blue | Light Blue | Yellow | Orange | Yellow |
| Institutional | Hospitals, Schools, Libraries | Light Blue | Light Blue | Yellow | Orange | Red | Dark Red |
| | Churches, Civic Uses | Light Blue | Light Blue | Light Blue | Yellow | Orange | Red |
| Recreation and Open Space | Public Parks | Light Blue | Light Blue | Light Blue | Yellow | Orange | Red |
| | Golf Course, Natural Habitat | Light Blue | Light Blue | Light Blue | Yellow | Orange | Red |
| | Commercial Recreation | Light Blue | Light Blue | Light Blue | Yellow | Orange | Red |
|  | CLEARLY COMPATIBLE | Ambient noise levels are not significant enough to require special construction and/or noise mitigation. | | | | | |
|  | NORMALLY COMPATIBLE | Most land uses will not be affected by ambient noise. Some form of design measures and/or mitigation may be required for noise sensitive land uses. | | | | | |
|  | CLEARLY INCOMPATIBLE | Noise sensitive land uses should not be located in these areas unless mitigation is employed to reduce interior noise levels. | | | | | |
|  | NORMALLY INCOMPATIBLE | Noise sensitive land uses should not be located in these areas due to excessive and continuous high ambient noise. | | | | | |

EXHIBIT 7-3
STATE OF CALIFORNIA RECOMMENDED LAND USE
COMPATIBILITY STANDARDS

SOURCE: STATE OF CALIFORNIA



SECTION 8 AIR QUALITY ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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8.1 INTRODUCTION TO THE ELEMENT

8.1.1 SCOPE OF THE ELEMENT

The City of Cudahy Air Quality Element is an optional element in that it is not specifically mandated by the State of California for inclusion into the Cudahy General Plan. However, once adopted, the element has the same status as the other seven mandatory elements. The Air Quality Element underscores the City's continued commitment to improving air quality. The City was one of the first in the State to adopt an air quality element in the early 1990s. The current Element focuses on local initiatives that will be effective in improving air quality locally as well as for the surrounding region and identifies air quality standards that new development must meet.

Air quality is impacted by land use, local circulation systems, and transportation services. Policies and programs included in the required elements mirror sustainable development concepts that are effective both in reducing dependence on the private automobile and reducing vehicle miles traveled and hence air pollution. The Land Use and Housing Elements encourage transit-oriented development while the Circulation Element provides for the maintenance of a comprehensive transit framework that will be effective in reducing air quality emissions from local private vehicles.

Cudahy is located in the South Coast Air Basin (SCAB), a 6,600 square-mile area that includes Orange County and the non-desert urbanized portions of Los Angeles, Riverside, and San Bernardino counties. Air pollution in Cudahy is affected by local and regional impacts. An understanding of airborne pollutants, the sources of the emissions, and the corresponding health effects is critical in the development of policies and programs to remedy poor air quality. Airborne pollution is typically categorized according to the source, namely mobile emissions or stationary emissions.

Mobile emissions refer to those pollutants that are generated from moving sources such as cars, trucks, trains, aircraft and ships. Among the most prevalent mobile emissions are vehicle emissions although the other mobile sources such as ships in the port may lead to severe localized air quality problems. Stationary emissions are generated from non-moving sources and may include emissions from power plants, factories, or other industrial processes. The focus of the Federal, State, and regional efforts is on air pollutants that present the greatest potential for health problems.

8.2 AIR QUALITY BACKGROUND REPORT

8.2.1 FORMAT OF THE ELEMENT

This section serves as the technical appendix to the Air Quality Element. This Air Quality Background Report consists of the following sections:

- *Characteristics of Air Pollutants* indicate the causes and effects of the major air pollutants that affect local air quality.
- *Air Quality Standards* provides an overview of the various Federal and State clean air standards that are being implemented the United States Environmental Protection Agency and the California Air Resources Board.



- *Air Quality Control Regulations* indicates those regulations and requirements that govern emissions as a means to reduce air emissions to enable the region to attain State and Federal clean air standards.
- *Air Quality Trends* discusses the existing conditions in Cudahy relative to air quality.

8.2.2 AIR QUALITY REGULATIONS

There are a number of Federal and State agencies involved in the development, implementation, and enforcement of regulations related to clean air. The primary agencies include the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD).

- *Environmental Protection Agency (EPA)*. The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards. The EPA also regulates mobile emission sources that include automobiles, trucks, aircraft, and recreational vehicles.
- *California Air Resources Board (CARB)*. The CARB is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act and the establishment of State ambient air quality standards. The CARB is also responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment.
- *South Coast Air Quality Management District (SCAQMD)*. Because Southern California experiences some of the worst air quality in the nation, the SCAQMD was created in 1977 with passage of the Lewis Air Quality Management Act. This Act merged four county air pollution control agencies into a single regional *special district* as a means to better address Southern California's air pollution problems. The SCAQMD is now the principal agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range plans to improve air quality, and the enforcement of regulations designed to attain and maintain State and Federal ambient air quality standards.

Both the Federal and the State of California Clean Air Acts require that every non-attainment area prepare an air quality management plan to identify ways local air quality may be returned to healthful levels.⁷¹ The 1988 California Clean Air Act and the 1990 amendments to the Federal Clean Air Act established new planning requirements and deadlines for attainment of the air quality standards within specified time frames.

The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act and for ensuring that the more stringent California clean air standards are met. The SCAQMD governing board adopted the 2003 Air Quality Management Plan (AQMP) on August 1, 2003.⁷² The 2003 AQMP replaced the 1997 AQMP and included an update of the attainment demonstration for the Federal standards for ozone and particulate matter (PM₁₀), replaced the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard with a maintenance plan for CO for the future; and updated the maintenance plan for the Federal nitrogen dioxide (NO₂) standard that the SCAB has met since 1992. The most recent revisions to the AQMP

⁷¹ A non-attainment area refers to a specific geographic area that does not meet applicable Federal or State clean air standards.

⁷² The 2003 AQMP is the current adopted Clean Air Plan. The SCAQMD is currently circulating its 2007 AQMP that is undergoing public review during the spring of 2007.



also addressed several State and Federal planning requirements and incorporated significant new scientific data.⁷³

In accordance with its AQMP, the SCAQMD has adopted rules and regulations to control emission sources under its authority. The most important rules adopted by the SCAQMD to control emissions are identified in this section.

- ***Regulation IV Prohibitions.*** Regulation IV rules apply to a wide range of emissions sources. This regulation does not regulate specific types of equipment or sources of emissions but rather establishes emission standards that cannot be exceeded.
- ***Regulation XI Source Specific Standards.*** The Regulation XI rules are air pollution control rules that apply to a wide range of existing stationary sources. Each Regulation XI rule applies to controlling emissions from a specific source or type of equipment.
- ***Regulation XIII New Source Review.*** Regulation XIII establishes pre-construction review requirements for new, modified, or relocated facilities within the South Coast Air Basin. Of the requirements in Regulation XIII, the following three are the most important. The first requirement calls for affected facilities to install best available control technology (BACT) equipment as a means to control stationary emissions. Secondly, for projects that could potentially result in an increase in emissions over one pound, Regulation XIII requires that modeling be performed to ensure that there is no change in the ambient atmospheric concentrations for the pollutant being modeled. Finally, any emissions over one pound must be offset by emission reductions generated at the facility or through the purchase of emission reduction credits.
- ***Regulation XIV Toxics and Other Non-criteria Pollutants.*** The SCAQMD has also adopted rules to control non-criteria pollutants. SCAQMD Rule 1401 (New Source Review of Carcinogenic Air Contaminants) assesses and manages risk from new or modified sources of air toxics through the SCAQMD's permitting program. Rule 1401 also establishes risk assessment procedures that must be followed in evaluating risks from sources that emit cancer-causing substances. Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facility-wide toxic air contaminants from existing facilities and indicates risk reduction requirements for facilities that exceed specified risk levels.
- ***Regulation XX - Regional Clean Air Incentives Market.*** Regulation XX Regional Clean Air Incentives Market (RECLAIM) is a comprehensive market-based regulation aimed at reducing NO_x and SO_x emissions at larger emissions sources by setting annual declining limits at each facility and allowing the owner to meet these declining targets by either buying surplus emissions reductions from other sources, reducing emissions through installation of air pollution control equipment, or reducing operations onsite.

Assembly Bill 32 establishes a deadline for the State of California to come into compliance with the provisions of the Kyoto protocols. This bill requires that California reduce its greenhouse gas emissions by 25% to 1990 levels by the year 2020. To implement AB 32 the California Air Resources Board is required to draft a plan to reach these goals and in 2008 Senate bill 375 was passed to assist the Air Resources Board in reducing greenhouse gases by providing for more sustainable communities through better land use planning. SB 375

⁷³ South Coast Air Quality Management District, *Air Quality Management Plan, 2003* (Diamond Bar, California: SCAQMD, 2003)



impacts housing, growth and development, transportation and gives the Southern California Association of Governments an expanded role in setting regional goals.

8.2.3 CHARACTERISTICS OF AIR POLLUTANTS

Airborne pollution is typically categorized according to their source; namely mobile emissions or stationary emissions. Mobile emissions refer to those pollutants that are generated from moving sources such as cars, trucks, trains, aircraft and ships. Vehicle emissions are the predominant source of airborne emissions though the other mobile sources may lead to severe localized air quality problems. Stationary emissions are generated from non-moving sources and may include emissions from power plants, factories, or other industrial processes. The focus of the Federal, State, and regional efforts is on those air pollutants that present the greatest potential for health problems. The *criteria pollutants* of special concern include the following:

- *Ozone (O₂)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₂ is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Although O₃ concentrations have declined since 1991 to the lowest levels since monitoring began, the region continues to experience some of the highest recorded levels in the nation. In portions of Southern California the O₃ are more than two times higher than the national standard and nearly three times higher than the more stringent state standard. The Los Angeles Region and the surrounding South Coast Air Basin is designated by the Environmental Protection Agency (EPA) and the CARB as an extreme ozone non-attainment area.
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The South Coast Air Basin is designated as a serious non-attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded national standards since 1991, NO_x emissions remain a concern because of their contribution to the formation of O₃ and particulate matter. The South Coast Air Basin remains a non-attainment for NO₂ by both EPA and CARB.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO₂ concentrations have been reduced to levels well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ causes a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. The South Coast Air Basin is attainment for particulates (PM¹⁰).

The sources and effects of the criteria pollutants are summarized in Table 8-1.



**Table 8-1
Primary Sources and Effects of Criteria Pollutants**

| Pollutants | Emissions Source | Primary Effects (including health effects) |
|--|---|--|
| Sulfur Dioxide (SO ₂) | <ul style="list-style-type: none"> •Combustion of sulfur-containing fossil fuels •Smelting of sulfur-bearing metal ores Industrial processes | <ul style="list-style-type: none"> •Plant injury •Reduced visibility •Deterioration of metals, textiles, leather, & finishes •Irritation of eyes •Reduced lung function •Aggravation of respiratory diseases (asthma, emphysema) |
| Carbon Monoxide (CO) | <ul style="list-style-type: none"> •Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust •Decomposition of organics | <ul style="list-style-type: none"> •Plant injury •Reduced visibility •Deterioration of metals, textiles, leather, finishes, and coatings •Irritation of eyes •Reduced lung function •Aggravation of respiratory diseases (asthma, emphysema) |
| Nitrogen Dioxide (NO ₂) | <ul style="list-style-type: none"> •Motor vehicle exhaust •High-temperature stationary combustion •Atmospheric reactions | <ul style="list-style-type: none"> •Aggravation of respiratory illness •Reduced visibility •Reduced plant growth •Formation of acid rain |
| Ozone (O ₃) | <ul style="list-style-type: none"> •Atmospheric reaction of organic gases with nitrogen oxides in sunlight | <ul style="list-style-type: none"> •Plant leaf injury •Irritation of eyes •Aggravation of respiratory & cardiovascular diseases •Impairment of cardiopulmonary function |
| Fine Particulate Matter (PM ₅) | <ul style="list-style-type: none"> •Stationary combustion of solid fuels •Construction activities •Industrial processes •Atmospheric chemical reactions | <ul style="list-style-type: none"> •Soiling •Reduced visibility •Aggravation of the effects of gaseous pollutants •Increased cough and chest discomfort •Reduced lung function •Aggravation of respiratory and cardio-respiratory diseases |
| Source: South Coast Air Quality Management District. | | |

There has been a documented improvement in overall air quality in the region. Nevertheless, poor air quality in the South Coast Air Basin continues to be a major health concern.⁷⁴ Air pollution remains a contributing factor in a number of chronic health conditions that include asthma, emphysema and heart and pulmonary diseases. The CARB estimates that approximately 6,500 Californians die prematurely each year as a result of poor air quality. A recent study completed by the University of Southern California noted that the lungs of children born in the Southern California region not likely to fully develop and may never recover from smog’s damage in adulthood.⁷⁵

⁷⁴ South Coast Air Quality Management District, *Draft 2007 Air Quality Management Plan* (Diamond Bar, California: SCAQMD, 2007) ES-2

⁷⁵ John Peters and others, *Epidemiologic Investigation to Identify Chronic Effects of Ambient Air Pollutants in Southern California*. (Sacramento: California Air Resources Board, California 2004)



8.2.4 AIR QUALITY STANDARDS

Pollutants regulated by the Federal and State Clean Air Acts correspond to the following three categories: criteria air pollutants; toxic air contaminants, and global warming and ozone-depleting gases. The Federal and State standards have been established at specified levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment and human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site specific. Finally, global warming and ozone-depleting gases are not monitored though sources of green house gas emissions are subject to federal and regional policies that call for their eventual elimination.

The EPA has established ambient air quality standards (*National Ambient Air Quality Standards* [NAAQS]) for the following air pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), lead (Pb), particulate matter (PM¹⁰), and fine particulate matter (PM^{2.5}). The California Air Resources Board (CARB) has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA (CARB has not established standards for PM^{2.5}). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following: sulfates, vinyl chloride, and visibility. Table 8-2 lists the current national and California ambient air quality standards for each criteria pollutant.

| Table 8-2 National and California Ambient Air Quality Standards | | |
|--|--|--|
| Pollutant | National Standards | State Standards |
| Lead (Pb) | 1.5 µg/m ³ (calendar quarter) | 1.5 µg/m ³ (30-day average) |
| Sulfur Dioxide (SO ₂) | 0.14 ppm (24-hour) | 0.25 ppm/hr 0.04 ppm/24 hrs |
| Carbon Monoxide (CO) | 9.0 ppm(8-hour) 35 ppm(1-hour) | 9.0 ppm (8-hour) 20 ppm (1-hour) |
| Nitrogen Dioxide (NO ₂) | 0.053 ppm (annual average) | 0.25 ppm (1-hour) |
| Ozone (O ₃) | 0.12 ppm (1-hour) | 0.09 ppm (1-hour) |
| Fine Particulate Matter (PM ¹⁰) | 150 µg/m ³ (24-hour) | 50 µg/m ³ /24 hrs |
| Sulfate | None | 25 µg/m ³ / (24-hour) |
| Visual Range | None | 10 miles (8-hour) w/humidity < 70 % |
| Source: South Coast Air Quality Management District. 2006 | | |



In addition to the Federal and State AAQS standards, there are daily and quarterly emissions thresholds related to the construction and subsequent operation of projects that are subject to the California Environmental Quality Act (CEQA). The SCAQMD has recommended thresholds local governments should refer to in their evaluation of development projects. The City of Cudahy uses these SCAQMD-recommended thresholds in its local review of development projects over which the City has jurisdiction. A development that results in either construction-related emissions or operational emissions that exceed specified daily emissions thresholds are considered to have a significant and adverse environmental impact. The applicable emissions thresholds for both construction-related and operational emissions are summarized in Table 8-3.

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, project emissions are considered significant if they increase one hour CO concentrations by 1.0 parts per million (ppm) or more or eight hour CO concentrations by 0.45 ppm or more.

| Table 8-3 Construction-Related and Operational Emissions Thresholds for Cudahy | | |
|---|--|--|
| Pollutant | Construction Emissions Thresholds | Operational Emissions Thresholds |
| Reactive Organic Compounds | •75 lbs/day •2.5 tons/qtr | •55 lbs/day •0.0275 tons/day |
| Nitrogen Dioxide (NO ²) | •100 lbs/day •2.5 tons/qtr | •55 lbs/day •0.0275 tons/day |
| Carbon Monoxide (CO) | •550 lbs/day •24.75 tons/qtr | •550 lbs/day •0.275 tons/day •20.0 ppm/1 hr. ¹ •9.0 ppm/8 hrs ¹ |
| Fine Particulate Matter (PM ¹⁰) | •150 lbs/day •6.75 tons/qtr | •150 lbs/day •0.075 tons/day |
| Sulfur Dioxide (SO ²) | •150 lbs/day •6.75 tons/qtr | •150 lbs/day •0.075 tons/day of SOX. |
| Odors | •A dilution to threshold factor greater than 10 ² . | •A dilution to threshold factor greater than 10 ² . |
| Source: South Coast Air Quality Management District. 2004 | | |

Assessing odor impacts depends upon such variables as wind speed, wind direction, and the sensitivity of receptors to different odors. The American Society of Testing Materials (ASTM, Standard Method D 1391) has devised a method that considers how many times an air sample must be diluted with “clean” air before the odor is no longer detectable to an average adult with average odor sensitivity. The number of dilutions needed to reach this threshold level is referred to as a “dilution to threshold” (D/T) factor. An odor with a D/T of 2 (2 parts of fresh air to one part of odorous air) becomes faintly detectable to almost all receptors. At 5 D/T, people become consciously aware of the presence of an odor, and at 5 to 10 D/T, the odor is strong enough to evoke registered complaints. The standard to utilize in assessing off-site odor exposure is preferably below 5 D/T and acceptable below 10 D/T.



The SCAQMD also regulates levels of air toxics through a permitting process that covers both construction and operations. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines consider the following types of projects significant:

- ▶ Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of one in one million or 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401;
- ▶ Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard; and,
- ▶ Any project that could emit an air contaminant that is not currently regulated by SCAQMD rule, but that is on the federal or State air toxics list.

8.2.5 AIR QUALITY TRENDS

The City of Cudahy is located in the South Coast Air Basin, a 6,600 square-mile area that includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Winters within the SCAB are mild and frost is rare, as temperatures seldom fall below 28° F. The annual average daytime temperatures in the City of Cudahy range from 44-63° F in winter and from 60-85° F in summer, with temperatures sometimes exceeding 100° F during the summer months. Annual rainfall in the region averages between 12-15 inches, and occurs almost exclusively during the winter months. The City is located approximately 8 miles from the Pacific Ocean, and thus enjoys some of the moderating influences of the ocean. Wind flow patterns in the SCAB affect air quality by directing pollutants downwind from their sources.

Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as the San Gabriel Mountains to the north of the region) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions created by a semi-permanent subtropical high-pressure cell over the Pacific Ocean also hinders the dispersion by trapping cool air near the ground with warm air from the ocean. However, air quality within the SCAB has shown a gradual and steady improvement over the past decade. This improvement in the region's overall air quality may be attributed to a number of factors, including improved emissions controls on automobiles and the elimination of many stationary sources of air pollution.

During the mid-20th century, the Los Angeles area had the worst air quality in the nation which gave rise to various strategies to improve air quality. The region's air quality has shown a steady and gradual improvement since the 1970's when air quality was at its worst. This improvement is largely due to the elimination of many stationary point sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open air fires). The two primary criteria pollutants that remain non-attainment in the local area that are regularly monitored are PM¹⁰ and Ozone. The SCAQMD operates a monitoring station in Lynwood and readings at this station may be used to characterize local air quality. Table 8-4 indicates the readings for these pollutants that have been taken at the Lynwood station. Ozone and PM¹⁰ measurement trends for the nearest air monitoring station in Lynwood are illustrated in Exhibits 8-1 and 8-2 respectively.



As indicated in the previous section, ozone continues to be a problem in the SCAB. While the maximum 1-hour ozone concentration in the SCAB measured in 2002 was the lowest concentration since monitoring began, ozone concentrations still exceed both the State and Federal clean air standards in some areas. The highest ozone levels in the Southern California region are typically recorded in the Santa Clarita Valley and in the San Bernardino Mountains. The coastal and basin areas of Orange and Los Angeles Counties have not experienced an exceedance of Federal or State ozone standards. There is insufficient data for PM¹⁰ to ascertain any trends in improvement.

**Table 8-4
Ozone & PM¹⁰ Trends
(No. of Days State and Federal Standards
Were Exceeded)**

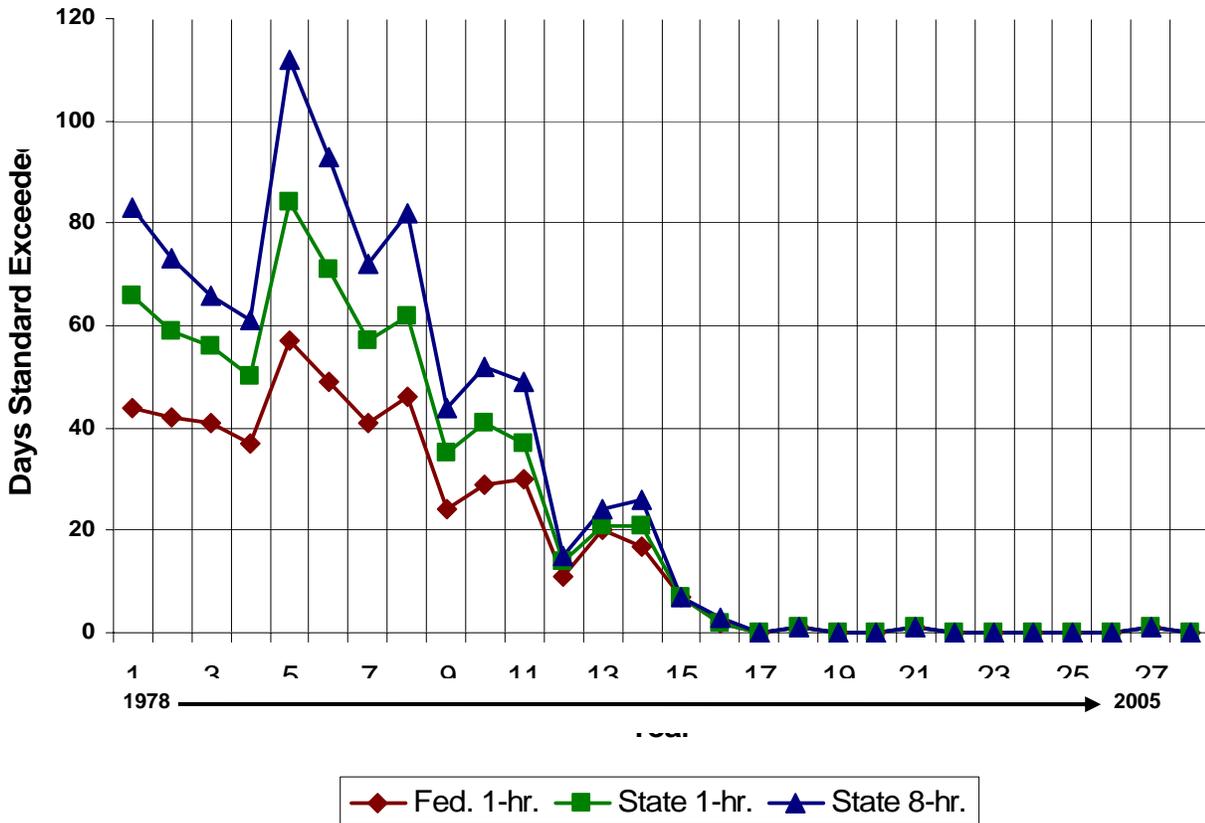
| Year | Ozone (days standards was exceeded) | | | PM ¹⁰ (days standards was exceeded) | |
|------|---|------------------|------------------|--|---------|
| | State 1-hr. | Federal 1-hr. | Federal 8-hr. | State | Federal |
| 2005 | 0 | 0 | 0 | 17.8 | 0.0 |
| 2004 | 1 | 0 | 0 | 30.4 | 0.0 |
| 2003 | 0 | 0 | 0 | 36.3 | 0.0 |
| 2002 | 0 | 0 | 0 | * | * |
| 2001 | 0 | 0 | 0 | 119.2 | 0.0 |
| 2000 | 0 | 0 | 0 | 91.8 | 0.0 |

* Insufficient data for measurement period.

Source: South Coast Air Quality Management District. Air Quality Data for Central Los Angeles

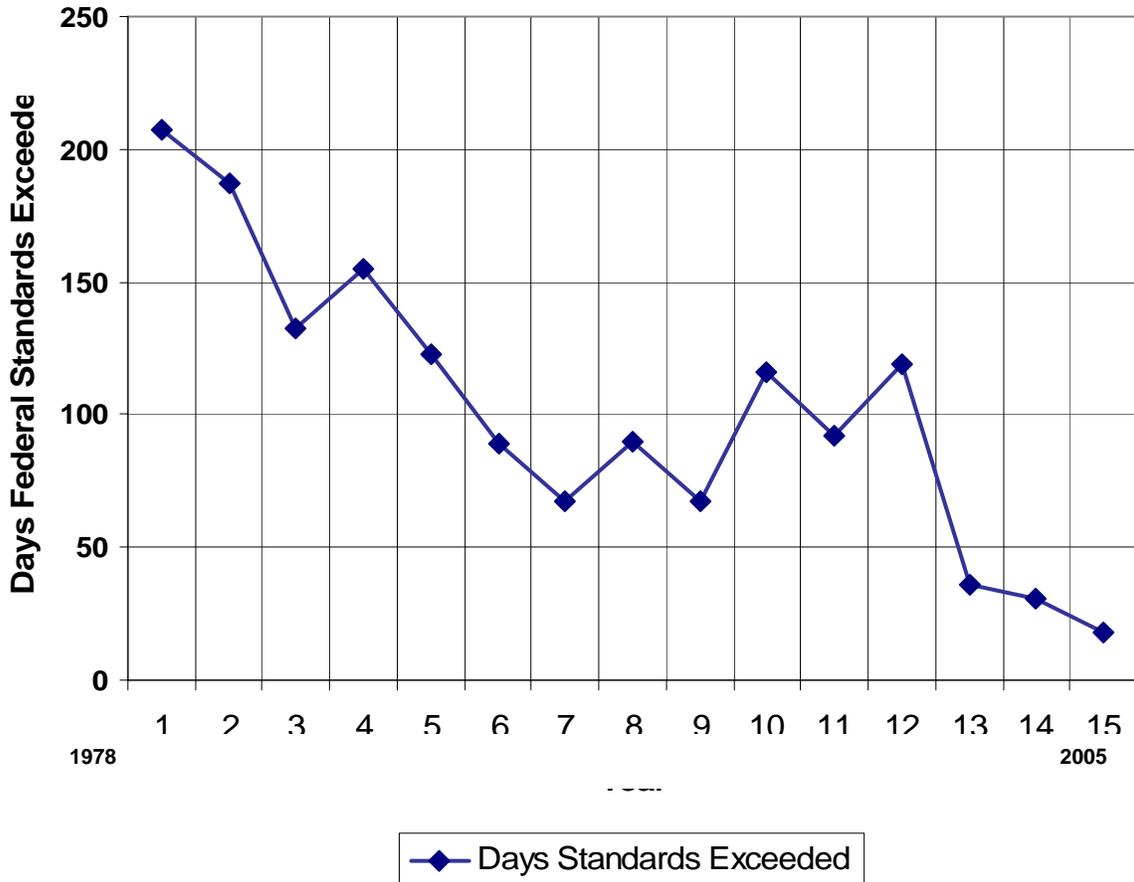
8.2.6 GLOBAL WARMING

Gases that trap heat in the atmosphere are known as Greenhouse Gases (GHG). GHG are emitted by both natural processes and human activities. GHG emissions that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion by humans have elevated the concentration of GHG in the atmosphere to above natural levels. Scientific evidence indicates a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe.



Note: The data presented in the above chart is from the Lynwood Monitoring Station, the nearest monitoring station to the City of Cudahy.

EXHIBIT 8-1 OZONE TRENDS IN THE LOCAL AREA SOURCE: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT



Note: The data presented in the above chart is from the Lynwood Monitoring Station, the nearest monitoring station to the City of Cudahy. No exceedance of State standards were recorded during measurement period.

EXHIBIT 8-2
PM¹⁰ TRENDS IN THE LOCAL AREA
 SOURCE: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT



The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. Currently, there are no federal standards for GHG emissions and federal regulations have not been promulgated. Recently, the U.S. Supreme Court ruled that the harm associated with climate change are serious and well recognized, that the EPA must regulate GHG as pollutants, and unless the agency determines that GHG do not contribute to climate change, it must promulgate regulations for GHG emissions from new motor vehicles. To date, 12 states, including California, have set State GHG emission targets. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, promulgated the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020. The environmental impact report (EIR) includes an evaluation of the existing greenhouse gas emissions within the planning area, those anticipated local greenhouse gas emissions anticipated at build-out under the implementation of the General Plan's land use policy, and those estimated greenhouse gas emissions for the 1990.

8.3 AIR QUALITY PLAN

8.3.1 AIR QUALITY GOALS AND POLICIES

The goals and policies of the Air Quality Element were developed to support the regional Air Quality Management Plan by reducing locally-generated emissions. Consistent with the AQMP, goals and policies are directed at reducing emissions associated with automobile use, energy consumption, and building and construction.

Issue: Person Work Trip Reduction

Light duty automobiles, as a group, will remain a significant contributor to ozone and carbon monoxide air pollution, despite significant reductions from this source that will occur even without additional controls.

- *Air Quality Element Goal 1.* The City of Cudahy will reduce automobile use.
- *Air Quality Element Policy 1.1.* The City of Cudahy will allow telecommuting by public employees on a case by case basis, where analysis shows it is feasible.
- *Air Quality Element Policy 1.2.* The City of Cudahy will support trip-reduction programs, such as longer day, shorter week work schedules on a case by case basis for public employees, where analysis show that it is feasible.
- *Air Quality Element Policy 1.3.* The City of Cudahy will support policies that reduce or eliminate obstacles to telecommuting.
- *Air Quality Element Policy 1.4.* The City of Cudahy will encourage employers in surrounding communities to support establishment of a telecommuting center in Cudahy.
- *Air Quality Element Policy 1.5.* The City of Cudahy will encourage development of a Transportation Management Association in Cudahy to serve public and private employees.
- *Air Quality Element Policy 1.6.* The City of Cudahy will support legislation favoring vanpools.



- *Air Quality Element Goal 2.* The City of Cudahy will encourage use of non-motorized transportation.
- *Air Quality Element Policy 2.1.* The City of Cudahy will encourage walking trips by residents and local employees in lieu of automobile trips.
- *Air Quality Element Policy 2.2.* The City of Cudahy will encourage bicycle trips by providing bicycle paths or safe bicycle access between residential areas and employment centers, schools and recreation areas, where feasible.
- *Air Quality Element Policy 2.3.* The City of Cudahy will require that any future large employment center provide bicycle lockers and storage, where bicycle access is feasible.
- *Air Quality Element Goal 3.* The City of Cudahy will reduce vehicle emissions through greater use of public transportation.
- *Air Quality Element Policy 3.1.* The City of Cudahy will enhance transit performance and availability, and make the local transit system user-friendly by providing safe, attractive places to wait.
- *Air Quality Element Policy 3.2.* The City of Cudahy will facilitate connections of CART to regional transit.
- *Air Quality Element Policy 3.3.* The City of Cudahy will insure that information on public transit is readily available to Cudahy residents and employees.
- *Air Quality Element Policy 3.4.* The City of Cudahy will insure that new development incorporates features that facilitate transit.

Issue: Truck Programs

Trucks contribute to air pollution by increasing congestion when competing with automobiles during peak hours, through involvement in freeway accidents which lead to extensive vehicle slowing and idling, and through direct emissions of pollutants, especially particulates. Programs which divert truck traffic to less congested periods increase traffic flow, which reduces emissions of hydrocarbons and carbon monoxide, as well as improving truck delivery efficiency by reducing travel time.

- *Air Quality Element Goal 4.* The City of Cudahy will reduce Roadway Congestion.
- *Air Quality Element Policy 4.1.* The City of Cudahy will encourage truck operations to divert peak hour travel, whenever feasible, to off peak periods to reduce roadway congestion and associated emissions.
- *Air Quality Element Policy 4.2.* The City of Cudahy will encourage local facilities which receive trucks to adjust schedules, wherever feasible, to receive deliveries in off-peak hours.

Issue: Parking Management

Availability of parking tends to encourage automobile trips that could otherwise be eliminated or made by other means. The 1991 Air Quality Management Plan calls for local measures that will reduce the supply of parking or encourage greater turnover of parking spaces through new restrictions or enforcement of existing restrictions on parking. Poor parking space design or access can also contribute to air pollution by slowing



traffic on adjacent streets or by causing idling within the parking lot or structure.

- *Air Quality Element Goal 5.* The City of Cudahy will reduce vehicle emissions through improved parking management and design.
- *Air Quality Element Policy 5.1.* The City of Cudahy will consider reducing parking requirements for both new and existing structures and developments where analysis shows that parking can serve two or more non-competing uses.
- *Air Quality Element Policy 5.2.* The City of Cudahy will review parking requirements for new developments on a case by case basis and consider reducing parking requirements where present and future access to public transportation can be assured.
- *Air Quality Element Policy 5.3.* The City of Cudahy will support community activities where parking is temporarily restricted and walking or public transit is facilitated.
- *Air Quality Element Policy 5.4.* The City of Cudahy will continue existing city policy of restricting parking on city streets between 2 AM and 4 AM to discourage excess automobile use per dwelling unit.
- *Air Quality Element Policy 5.5.* The City of Cudahy will consider limiting parking on congested arterial streets.
- *Air Quality Element Policy 5.6.* The City of Cudahy will promote parking facility designs which discourage queuing.

Issue: Growth Management

When housing is located far from available employment and necessary shopping and services, residents are forced to drive longer distances than when jobs, housing, and services are in close proximity. Longer trips contribute to greater automobile emissions of air pollutants.

- *Air Quality Element Goal 6.* The City of Cudahy will reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.
- *Air Quality Element Policy 6.1.* The City of Cudahy will work cooperatively with adjacent job-rich communities to improve overall job/housing balance in the subarea.
- *Air Quality Element Policy 6.2.* The City of Cudahy will support economic development policies which promote opportunities for employment within the City.
- *Air Quality Element Policy 6.3.* The City of Cudahy will support economic development policies which promote a balance of shopping and services necessary for the City's residential sector.



Issue: Energy Consumption

Energy conservation programs that reduce current and future consumption can more than offset future usage and maximize the benefits of power plant and furnace and water heater controls.

- *Air Quality Element Goal 7.* The City of Cudahy will reduce emissions associated with energy consumption.
- *Air Quality Element Policy 7.1.* The City of Cudahy will support the use of energy-efficient equipment and design in City facilities and infrastructure.
- *Air Quality Element Policy 7.2.* The City of Cudahy will encourage incorporation of energy conservation features, including passive solar, in new construction and rehabilitation of existing structures.
- *Air Quality Element Policy 7.3.* The City of Cudahy will support recycling programs which reduce emissions associated with manufacture and waste disposal.
- *Air Quality Element Policy 7.4.* The City of Cudahy will utilize drought resistant vegetation in city landscaping to reduce energy needed to pump water.

Issue: Particulate Emissions

Fine particulate matter (PM₁₀) is produced by travel on paved and unpaved roadways, by windblown dust when soil is disturbed, and by erosion from exposed soil. It is also produced by chemical processes in the atmosphere that form ozone and other pollutants and by emissions from vehicles, particularly diesel-powered vehicles. Local government actions can effectively reduce some of the major sources of PM₁₀.

- *Air Quality Element Goal 8.* The City of Cudahy will reduce fugitive dust emissions.
- *Air Quality Element Policy 8.1.* The City of Cudahy will require all feasible fugitive dust reduction techniques to be utilized during construction activities.
- *Air Quality Element Policy 8.2.* The City of Cudahy will support the use of efficient street cleaning equipment and practices.
- *Air Quality Element Policy 8.3.* The City of Cudahy will require reseeded and maintenance of exposed soil that has been previously disturbed.
- *Air Quality Element Policy 8.4.* The City of Cudahy will encourage landscaping and tree planting which trap pollutants and protect sensitive receptors.
- *Air Quality Element Policy 8.5.* The City of Cudahy will encourage alternatives to the use of leaf blowers.



Issue: Building and Operational Emissions

Materials such as paints and coatings used in building construction contribute to air pollution. The locating of new sensitive receptors near existing sources of particulate matter or toxics expose residents to unsafe levels of pollutants. Review of building and siting plans prior to construction can serve to reduce or eliminate both new sources of pollutants or exposure.

- *Air Quality Element Goal 9.* The City of Cudahy will reduce air pollution emissions and impacts through siting and building design.
- *Air Quality Element Policy 9.1.* The City of Cudahy will support the use of low polluting construction materials and coatings.
- *Air Quality Element Policy 9.2.* The City of Cudahy will provide, to the maximum extent feasible, for the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.
- *Air Quality Element Policy 9.3.* The City of Cudahy will encourage design of new commercial developments to allow convenient access to customers and employees using public transportation or bicycles.
- *Air Quality Element Goal 10.* The City of Cudahy will improve preconstruction environmental review to reduce emissions and exposure.
- *Air Quality Element Policy 10.1.* The City of Cudahy will standardize air quality review procedures for all new developments.
- *Air Quality Element Policy 10.2.* The City of Cudahy will facilitate project review and avoid project delays by adopting regional thresholds of significant air quality impact.
- *Air Quality Element Policy 10.3.* The City of Cudahy will provide, to the maximum extent feasible, for the protection of receptors from significant health risks caused by exposure to toxic and hazardous pollutants.
- *Air Quality Element Policy 10.4.* The City of Cudahy will reduce the exposure of sensitive receptors to dust and odors to the extent feasible.

Issue: Intergovernmental Cooperation

Many air quality and transportation programs require regional and subregional cooperation to be effective. Local support for air quality legislation at the state and federal level is also essential for its passage.

- *Air Quality Element Goal 11.* The City of Cudahy will maximize the effectiveness of air quality control programs through coordination with other governmental units.
- *Air Quality Element Policy 11.1.* The City of Cudahy will participate in the SCAQMD rule development process on regulations which impact the City of Cudahy to insure that city concerns are resolved early in the process.
- *Air Quality Element Policy 11.2.* The City of Cudahy will participate in air quality plan development at the Southern California Association of Governments to insure that issues affecting Cudahy are



considered in developing local government measures and that legislation that improves air regional quality and does not adversely impact Cudahy is supported.

- *Air Quality Element Policy 11.3.* The City of Cudahy will participate with neighboring cities in efforts to improve regional and subregional transit.
- *Air Quality Element Policy 11.4.* The City of Cudahy will require new local commercial and industrial establishments to demonstrate that SCAQMD permits have been obtained.
- *Air Quality Element Policy 11.5.* The City of Cudahy will cooperate with regional efforts to support air quality legislation that benefits the city and the region.

Issue: Public Education

Many programs that benefit air quality, such as recycling and transit usage, are dependent for their success on public understanding and support. Communication with the public is essential.

- *Air Quality Element Goal 12.* The City of Cudahy will improve the effectiveness of air quality programs through local education programs.
- *Air Quality Element Policy 12.1.* The City of Cudahy will support innovative bilingual public education programs that can inform segments of the public on transit availability.
- *Air Quality Element Policy 12.2.* The City of Cudahy will provide bilingual assistance to local businesses in complying with SCAQMD rules and regulations.
- *Air Quality Element Policy 12.3.* The City of Cudahy will utilize the City Newsletter to disseminate bilingual information on air quality, transit and related issues.

Issue: City Programs

City programs which regulate traffic or specify city equipment purchases can also reduce pollutants.

- *Air Quality Element Goal 13.* The City of Cudahy will reduce directly emitted vehicle emissions through city government actions.
- *Air Quality Element Policy 13.1.* The City of Cudahy will work with surrounding communities to reduce idling emissions by increasing traffic flow on major thoroughfares by synchronizing traffic signals.
- *Air Quality Element Policy 13.2.* The City of Cudahy will encourage the use of alternate fuels in city-owned vehicles.

8.3.2 AIR QUALITY PROGRAMS

There are a number of important plans and implementing regulations that are applicable to those land uses and activities that may affect air quality. The more significant plans and regulations relevant to the City of Cudahy General Plan are summarized below.

- *Air Quality Management Plan.* Both Federal and State Clean Air Acts require that every non-attainment area prepare an air quality management plan (AQMP) to identify ways local air quality may be returned to



healthful levels. The SCAQMD is the principal local agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range plans to improve air quality, and the enforcement of regulations designed to attain and maintain State and Federal ambient air quality standards. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The most recent AQMP was adopted in June 2007 and focuses on those criteria pollutants for which the region is in non-attainment (ozone and particulates) as well as incorporating new scientific data, modeling, and regulations into the plan.

- **Regulation IV Prohibitions.** Regulation IV measures are applicable to a wide range of emissions sources. This regulation does not regulate specific types of equipment or sources of emissions. Further, Regulation IV rules establish emission standards that cannot be exceeded.
- **Regulation XI Source Specific Standards.** The Regulation XI rules are control measures that are applicable to a wide range of existing stationary sources designed to regulate a single pollutant. Each Regulation XI rule applies to controlling emissions from a specific source or type of equipment.
- **Regulation XIII New Source Review.** Regulation XIII establishes pre-construction review requirements for new, modified, or relocated facilities in the SCAB. Affected facilities must install best available control technology (BACT) equipment, which must be as stringent as the *Lowest Achievable Emission Rate* as defined by the Federal Clean Air Act.
- **Regulation XIV Toxics and Other Non-criteria Pollutants.** The SCAQMD has also adopted rules to control non-criteria pollutants. SCAQMD Rule 1401 (New Source Review of Carcinogenic Air Contaminants) assesses and manages risk from new or modified sources of air toxics through the SCAQMD's permitting program. Rule 1401 also describes the risk assessment procedures to use in evaluating risks from sources that emit cancer-causing substances.
- **Regulation XX - Regional Clean Air Incentives Market.** Regulation XX Regional Clean Air Incentives Market (RECLAIM) is a comprehensive market-based regulation aimed at reducing NO_x and SO_x emissions at larger emission sources (annual NO_x or SO_x emissions greater than or equal to four tons) by setting annual declining limits at each facility and allowing the owner to meet these declining targets by either buying surplus emissions reductions from other sources, reducing emissions through installation of air pollution control equipment, or reducing operations onsite.

Implementation of the air quality goals and policies will be accomplished through a number of specific actions and programs. These have been grouped to correspond to the air quality measures proposed for local action in the 1991 AQMP and identified in the preceding section.

Trip Reduction Programs

The City Manager shall explore the feasibility of permitting modified work schedules for public employees on a case-by-case basis. Most of the City's 25 employees are single positions and need to work a five day schedule in order to provide full service during the City's posted work week. The City Manager shall also explore the feasibility of modifying the present work week schedule to determine if alternative schedules could better meet the City's needs. The City shall support the formation of a Transportation Management Association for use by employers in the city who may be covered by future amendments to Regulation XV.



Telecommuting

The City shall explore the use of telecommuting and teleconferencing for City employees to serve as a model for potential usage by City residents and businesses. Telecommuting can be through work at home by city employees one or more days a week, with communication through computer and telephone hookups to City Hall. The City will also explore acquisition of electronic communication equipment which facilitates telecommuting by employees and residents. For example, a teleconferencing center could be established in the City's Bedwell Community Center adjacent to City Hall. The City shall explore the feasibility of such a center in terms of potential community usage and seek funding from the SCAQMD's Motor Vehicle License Fund if it finds that there is a potential need which could be met through such a center.

Alternate Transportation

The City shall review access to schools, playgrounds, and community centers and take necessary steps, such as providing and timing traffic signals to allow adequate crossing time for safe passage across streets by bicyclists and pedestrians.

Public Transportation

The City, which already provides free transit (CART) to all residents with access to all community facilities, shall explore ways to enhance usage. Information on CART and MTA transit schedules shall be readily available to Cudahy residents and employees at city facilities and at other centers, such as supermarkets, serving the community. The City will examine existing transit stops to insure that they are safe and there are no identified impediments, such as overhanging trees, that interfere with their use. The City will work with CART operators and the MTA to insure that local access to regional transit is enhanced.

Mobile Emissions Reduction - Trucks

The City will review truck traffic on city streets. Where truck deliveries are causing congestion during peak vehicle travel hours, the City will work with local businesses to determine if delivery times can be adjusted to eliminate conflicts. The City will establish designated, posted truck routes and discourage truck traffic in residential neighborhoods.

Mobile Emissions Reduction - Cars

The City shall utilize the development review process to require that new parking lots serving commercial uses be designed to insure adequate access and egress to avoid queuing on adjacent streets.

The City shall support adoption of ordinances to ease parking requirements on a case-by-case basis where facilities can share a common parking lot because of different time demands, e.g. a church and an office building. The City shall support and publicize community activities, such as a street fair, where parking is temporarily restricted and residents can walk to the site. Finally, the City shall continue to enforce its 2-4 AM ban on parking on residential streets to discourage automobile parking and encourage transit usage.

Growth Management

The City shall actively pursue increased job opportunities within the City to improve the City's overall job/housing balance. The City's Redevelopment Agency shall encourage revitalization of existing commercial areas along Atlantic Avenue to promote new jobs. The Redevelopment Agency shall also instigate programs to



encourage rehabilitation of the industrial area and conversion of older or abandoned facilities to warehousing and other light industrial uses.

The City shall work with other cities within the Southeast Los Angeles County subregion to coordinate strategies to improve subregional housing and employment balance so that workers in adjacent job-rich communities can take advantage of the City's housing opportunities. The City will participate in subregional planning councils and work with neighboring cities to address job/housing balance, regional transit access, and waste management issues which cut across city lines.

Energy Conservation – Building Design and Use

The City shall consider the energy efficiency of new equipment when it purchases replacement equipment and shall purchase low energy replacements whenever feasible. Through the City's development review process, new construction shall be required to demonstrate that energy conservation measures beyond those required by Title 24 have been incorporated whenever feasible. To assist developers in knowing what options and special grants are available, the City shall work with the Southern California Edison Company and the Southern California Gas Company to identify new low cost construction, heating and appliance techniques and equipment that can result in substantial energy and cost savings for future tenants and owners. The City shall make information and utility company contacts available to all applicants for building permits.

The City will utilize its Development Review Process to encourage the use of low-polluting building materials in new construction. It will also utilize the Development Review Process to assure that the exposure of sensitive receptors to toxic and hazardous pollutants, as well as dust and odors is minimized or, where feasible, eliminated. The City will revise its California Environmental Quality Act (CEQA) Guidelines to insure uniform assessment of air quality impacts of projects and will incorporate the SCAQMD significance thresholds in these Guidelines or into EIR's and negative declarations prepared pursuant to these Guidelines.

Alternate Fueled Vehicles

The City shall explore the feasibility of replacing vehicles and other gasoline and diesel-powered equipment with clean-fueled substitutes as equipment is replaced. The City shall explore the possibility of obtaining grants from the California Energy Commission to assist in purchasing clean fuel vehicles.





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SECTION 9 HOUSING ELEMENT

CITY OF CUDAHY GENERAL PLAN UPDATE



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9.1 INTRODUCTION TO THE ELEMENT

The Housing Element of the *Cudahy General Plan* addresses the housing needs of the City. The primary focus of the Housing Element is to encourage the provision of suitable housing for City residents and to protect the vitality of existing residential neighborhoods. The goals and policies of the Cudahy Housing Element address two main issues: the promotion of new housing development and the maintenance and improvement of existing housing units. Through its housing program, the City will improve the quality of existing housing and encourage the production of new housing types to meet residents' needs.

Cudahy is primarily a residential City. Furthermore, the majority of the City is zoned for higher density residential. Also, there is a large number of mobile home parks in the City which the City is committed to maintain. Cudahy is one of the most densely populated cities in the region. The Housing Element looks into the housing problems of the City and seeks to provide solutions to improve future housing conditions.

The Housing Element has been designed to address key housing issues in the City. These issues include the need to rehabilitate the existing housing stock, the development of new housing to relieve overcrowding and the maintenance of affordable housing for low income households, special needs households and overpaying households. This Element is being updated as part of the comprehensive revision of the Cudahy General Plan. It has been developed in accordance with the proposed Land Use Plan. All goals and policies in the General Plan were also reviewed concurrently to ensure consistency between the Elements.

In order to identify the housing needs of the City, a Housing Element Profile Report has been developed. The Profile Report discusses the housing needs of Cudahy through the characteristics of the population, households, and housing in the City, population and employment growth trends, and an analysis of groups which may have special housing needs. The Profile Report also discusses the City's housing stock, land available for residential development, and facilities that support existing residential communities. By matching its resources with housing needs, the City will be able to identify households or groups which do not have adequate housing. The affordability of the housing stock in relation to household income, the capacity of the City to accommodate future residents, and other housing concerns are also recognized. The discussion of governmental, economic and physical constraints to the development of housing and opportunities for energy conservation further expand on the factors that affect housing costs and production.

The goals and policies of the Housing Element have been developed to address the needs identified in the Profile Report. The City recognizes that it is responsible for the accommodation of future household growth in the region and the development of affordable housing. It also knows that there are many problems in Cudahy that have to be addressed. As such, substandard housing units need to be rehabilitated and improved along with the development of new housing. The City is continuously seeking to meet the housing needs of its residents and to accommodate its share of regional housing. This will accomplish both state and local housing goals.

The Housing Element fulfills the requirements of the State Planning and Zoning Law and the regulations of *Section 65580-65589.5 of the California Government Code*. State law is very specific on the content of the Housing Element and makes it clear that the provision of affordable housing is the responsibility of all local governments. It expects the City to have its fair share in the development of regional housing needs and to contribute to the attainment of State housing goals.



9.2 HOUSING BACKGROUND REPORT

This section of the City of Cudahy General Plan serves as a comprehensive background report for the Housing Element. The Cudahy General Plan is a long range comprehensive plan designed to control and regulate growth in the city and to maintain the quality of the environment. The individual elements of the General Plan contain objectives, policies, and programs to guide future development and change in the city. As such, the Housing Element Background Report provides the framework for future housing development policy. This Background Report also serves as the baseline against which housing policy and programs were formulated. This section also meets the state's requirements that govern the supporting technical analysis that housing elements are required to contain. This section addresses the following issue areas:

- *Population Characteristics*, including population growth trends in the city, age characteristics, and ethnicity;
- *Housing Unit Characteristics* focuses on trends related to residential development, housing unit types, and housing tenure;
- *Special Housing Needs Groups* includes a discussion of those city residents that have special housing requirements.
- *Household Characteristics* provides an overview of the key socioeconomic characteristics that affect housing needs;
- *Employment and Economic Characteristics* describes those economic and market factors relevant to the maintenance of existing housing and the need for the production of new housing in the city;
- *Housing Constraints* indicates those environmental factors, governmental factors, and market factors that could impede the development of new housing.

The primary source of information used in the compilation of demographic, housing, and socio-economic information for Cudahy includes data collected by the U.S. Bureau of the Census.⁷⁶ A number of other sources were also consulted during the preparation of this analysis, with the key sources being the State Department of Finance (DOF), and the Southern California Association of Governments (SCAG). SCAG is mandated under State law to prepare population, housing, and employment projections that are to be used in the development of the region's Growth Management Plan. These projections were used in the determination of the city's *regional housing needs assessment* (RHNA).

9.2.1 ENVIRONMENTAL SETTING

The City of Cudahy is a relatively new city having only incorporated in the 1960s. At the time of incorporation, more than 80% of the city's total land area was developed. In terms of land area, Cudahy is one of the smallest cities in Los Angeles County with only 1.07 square miles. In spite of its relatively small land area, Cudahy is home to 25,870 residents according to the most recent DOF estimates. The city's relatively large population given its small geographic area makes it one of the most densely populated communities in California with more than 25,000 persons per square mile.

⁷⁶ The U.S. Bureau of the Census conducts a nationwide census every ten years. The most recent census was completed in 2000 and the next census will be undertaken in 2010.



The great majority of the city is development in residential land uses with residential neighborhoods accounting for approximately 394-acres of land or 51.5% of the total land area of Cudahy. An industrial area is located in the southernmost portion of the city on both the west and east sides of Atlantic Avenue. Industrial land uses account for approximately 79-acres of land or 12.3% of the city’s total land area. Commercial land uses are located along the major roadways such as Atlantic Avenue and at key intersections and account for approximately 43-acres of land or 6.7% of the total city’s total land area.⁷⁷

9.2.2 POPULATION TRENDS

The most recent DOF population estimates for the city indicated that there were 25,870 persons living in Cudahy as of January 1, 2007.⁷⁸ According to the most recent 2000 U.S. Census, the city’s population was 24,208 persons. In 1970, the city had a population of 16,998 persons. In 1980, the census estimated the population at 17,984 persons and the 1990 census estimates the population at 22,817 persons.⁷⁹ Table 9-1 and Exhibit 9-1 summarizes population growth in the city since 1970.



| Table 9-1 Population Trends 1970-2006 | | | |
|---|-------------------|-------------------|-------------------|
| Year | Population | Change (#) | Change (%) |
| 1970 | 16,998 | -- | -- |
| 1980 | 17,984 | 986 | 5.8% |
| 1990 | 22,817 | 4,833 | 26.9% |
| 2000 | 24,208 | 1,391 | 6.1% |
| 2007 | 25,870 | 1,662 | 6.9% |
| Source: U.S. Bureau of the Census 1970- 2000. Dept. of Finance 2007 | | | |

Population growth in Cudahy was the greatest in the 1950's when California and Los Angeles were both the popular migration destinations. The population growth of Cudahy in recent years may be attributed to the migration of younger Hispanic families into the area as well as natural increases in population. The previous housing element adopted in 1992 assumed that growth in the coming decade would be similar to that observed from 1970 to 1980 (5.8%) and the resulting population projection included in the earlier housing element projected a year-2000 population of 24,140 persons which was quite close to the actual 2000 population figure of 24,208 persons identified in the U.S. Census for that year.

⁷⁷ Blodgett/Baylosis Associates, Inc. 2007

⁷⁸ State of California, Department of Finance. Table 2, E-4. Population Estimates for Cities, Counties, and State, 2001-2007 with 2000 DRU Benchmark.

⁷⁹ U.S. Bureau of the Census



**Table 9-2
Trends in Average Household Size**

| Year | Persons /Unit | Change (#) | Change (%) |
|---------------------|---------------|------------|------------|
| 1970 ¹ . | 3.11 | -- | -- |
| 1980 ¹ . | 3.42 | 0.31 | 9.9% |
| 1990 ² . | 4.34 | 0.92 | 26.9% |
| 2000 ² . | 4.46 | 0.12 | 2.8% |
| 2007 ² . | 4.69 | 0.23 | 5.2% |

Source: ¹ U. S. Census, ² California Dept. of Finance

Much of the city's population growth in recent years may be attributed to increases in the average household size (the number of persons that live in a single unit). The city's increasing average household size is largely due to trends towards larger families. In 1980, the U.S. Census reported the City's average household size to be 3.42 persons. By 1990, the average household size had increased to 4.34 persons. According to the 2000 U.S. Census, the city's average household size was 4.46 persons per unit. Finally, the most recent (2007) DOF estimates indicated the city's average household size was 4.69 persons per household. In comparison, the average household size for Los Angeles County in 2007 was 3.13 persons per household.

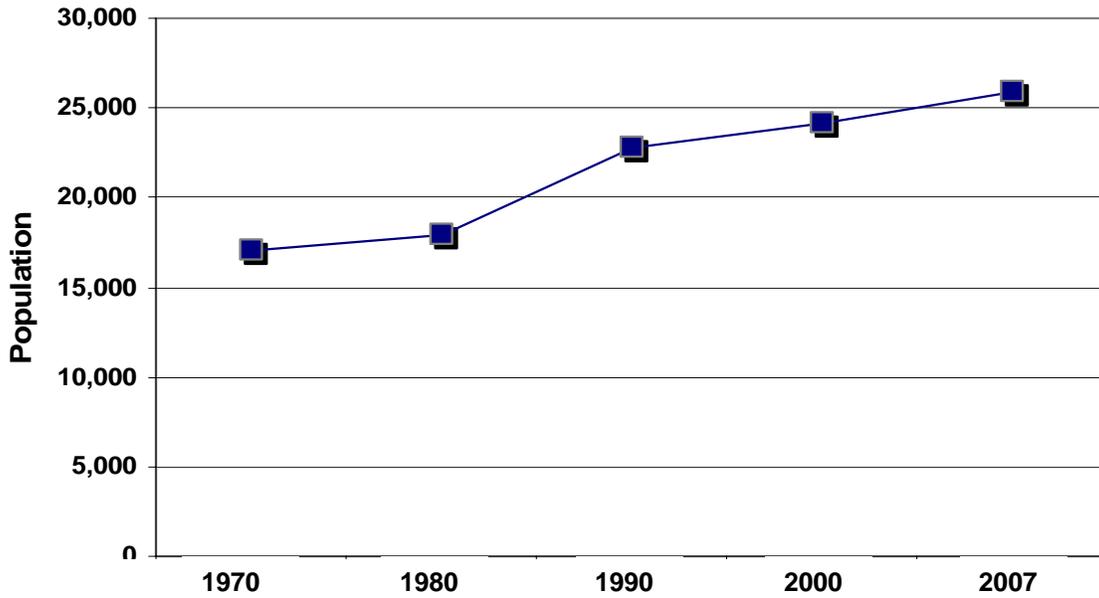
9.2.3 AGE CHARACTERISTICS

According to the 1970 and 1980 census data, the largest age group of Cudahy residents was school age persons less than 20 years old. The median age for the City was 21.9 years of age in 1980, compared to the county's median age of 29.8 years of age. In 1990, the median age was estimated at 22.5 years old. According to the 2000 Census, the median age of City residents was 23.8 years of age compared to 33.7 years of age for the County.

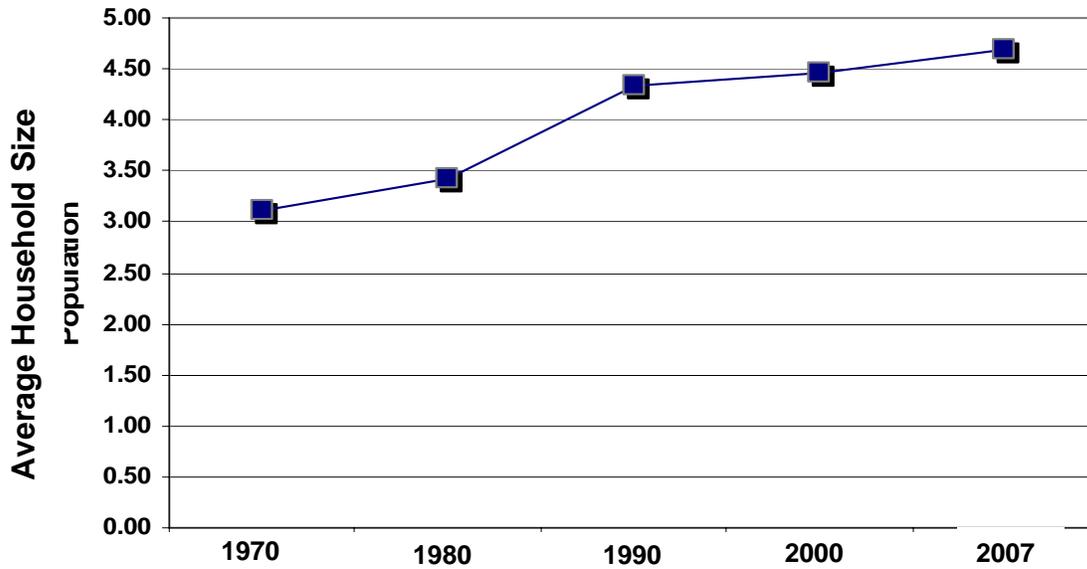
The elderly population (persons 65 years of age or older) consisted of 7.6% of the total population in 1970. In 1980, the proportion of persons aged 65 and over declined to 4.8% of the total population. In 1990, the proportion of the same elderly group declined even further to 4.0% of the total population. Finally the most recent 2000 Census indicated that elderly residents accounted for 3.7% of the City's total population. The comparable figures for Los Angeles County for that same period was 9.8%.

According to the 2000 Census, 2,908 persons (12.0%) living in the city were under 5 years of age. A total of 7,537 persons (31.59%) were between 5 years and 19 years of age. Working aged adults between the ages of 20 and 64 totaled 12,779 persons or 52.8%. Finally, 884 persons (3.6%) were 65 years of age or older.⁸⁰ The age grouping of the city's population according to the 2000 Census are indicated below in Table 9-3. The age groupings are further illustrated in Exhibit 9-3.

⁸⁰ U.S. Bureau of the Census. Table DP-1. Profile of General Demographic Characteristics. Census 2000 Summary File (SF 1).



Population Growth – 1970 to 2007. Source: California State Department of Finance



Average Household Size – 1970 to 2007. Source: California State Department of Finance

EXHIBIT 9-1
POPULATION GROWTH TRENDS
 SOURCE: CALIFORNIA DEPT. OF FINANCE 2007

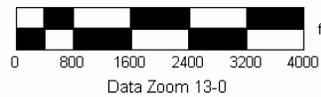
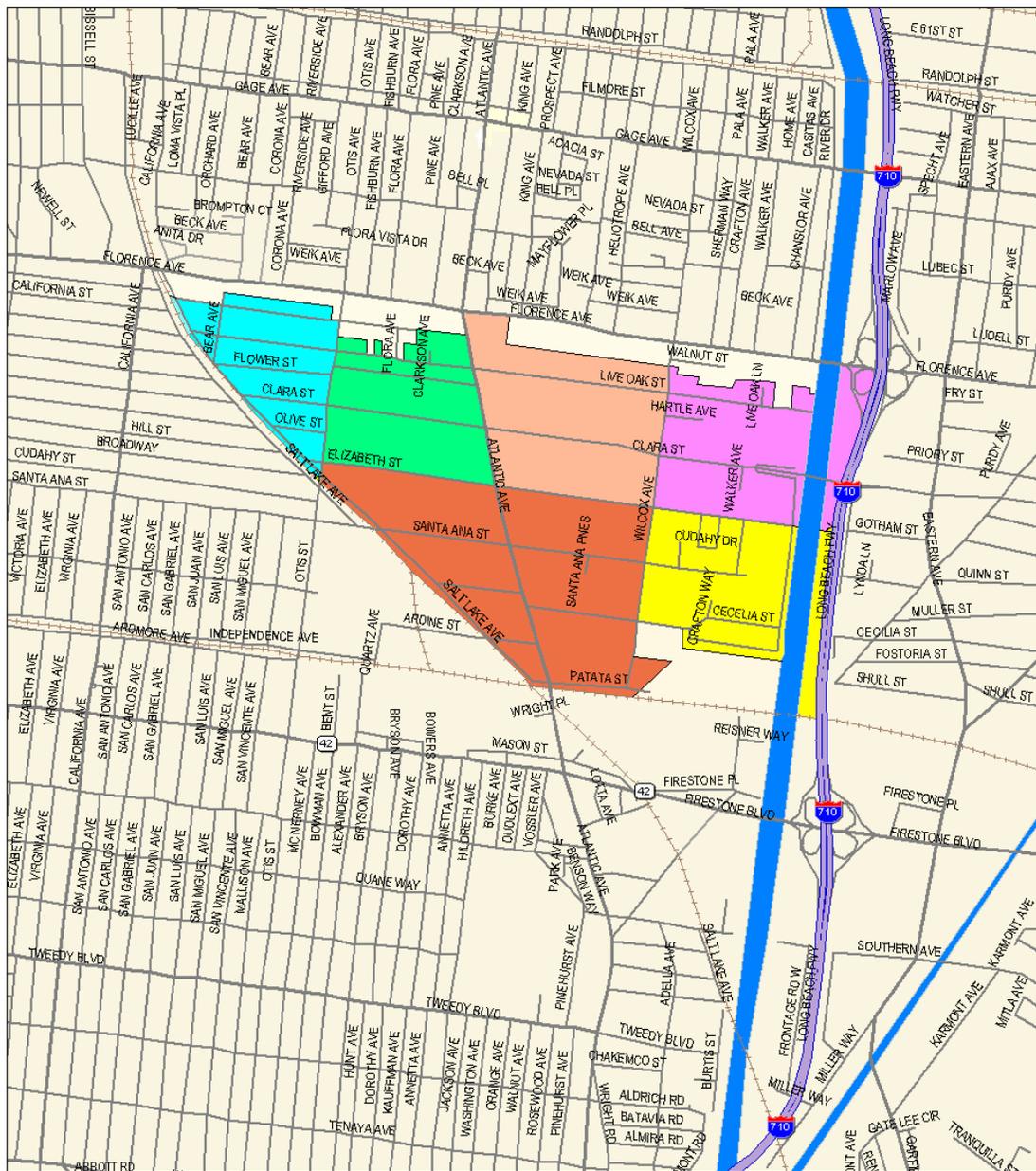


EXHIBIT 9-2
CENSUS TRACTS
 SOURCE: U. S. CENSUS BUREAU



**Table 9-3
Age Characteristics of the Population**

| Age Group | No. | % |
|------------------|--------|--------|
| <5 years | 2,908 | 12.0% |
| 5-9 years | 3,024 | 12.5% |
| 10-14 years | 2,430 | 10.0% |
| 15-19 years | 2,183 | 9.0% |
| 20-24 years | 2,126 | 8.8% |
| 25-34 years | 4,555 | 18.8% |
| 35-44 years | 3,266 | 13.5% |
| 45-54 years | 1,877 | 7.8% |
| 55-59 years | 573 | 2.4% |
| 60-64 years | 382 | 1.6% |
| 65-74 years | 558 | 2.3% |
| 75-84 years | 245 | 1.0% |
| 85 years & older | 81 | 0.3% |
| Total | 24,208 | 100.0% |

Source: U.S. Census. 2000.

The median age for the City of Cudahy 23.8 years of age which is significantly less than the national average of 36.4 years of age. Table 9-4 compared major age groupings tabulated from the 1980, 1990, and the 2000 census. As indicated in the table, the overall age distribution of the City’s population remained relatively unchanged between the 1990 and 2000 census. The trends in the City’s age characteristics are summarized in Exhibit 9-3.





**Table 9-4
Age Characteristics of the Population 1980
to 2000**

| Age Group | 1980 No. (%) | 1990 (No. (%)) | 2000 No. (%) |
|-------------|-----------------|-------------------|-----------------|
| <20 years | 8,344 (46%) | 9,626 (42%) | 10,545 (44%) |
| 20-44 years | 6,830 (38%) | 9,955 (44%) | 9,947 (41%) |
| 45-64 years | 1,952 (11%) | 2,319 (10%) | 2,832 (12%) |
| 65+ years | 868 (5%) | 917 (4%) | 884 |
| Total | 17,984. | 22,817 | 24,208 |

Source: U.S. Census. 1980, 1990, and 2000.

9.2.4 ETHNICITY & RACE CHARACTERISTICS

Table 9-5 summarizes the race and ethnicity for the city's population as it was identified in the 2000 census. The U.S. Census classification for white persons also included Hispanics (Hispanics were classified as individuals with Spanish surnames). In 2000, Hispanics accounted for 94.1% of the City's total population.

**Table 9-5
Race and Ethnicity: 2000**

| Race/Ethnicity | No. | % |
|---------------------------|--------|-------------------|
| White ¹ | 10,443 | 43.1% |
| African-American | 300 | 1.2% |
| Asian | 178 | 0.7% |
| Pacific Islander | 42 | 0.2 |
| American Indian | 310 | 1.3% |
| Other (some other race) | 11,634 | 48.1 |
| Other (two or more races) | 1,301 | 5.4% ⁰ |
| Total | 24,208 | 100.0% |
| Hispanics ² | 22,790 | 94.1% |

¹ Hispanic persons are included. ² Hispanics are considered an ethnicity rather than a race. Source: U.S. Census, 1990 and 2000.

9.2.5 HOUSING UNIT TYPES

According to the 2000 U.S. Census data, there were 5,542 housing units in Cudahy. Of this total, 1,640 units (29.6%) were single-family detached units, 1,291 units (23.3%) were single-family attached units, 65 units (1.2%) were duplex units), and 2,133 units (38.5%) were classified a multiple-family units. In addition, a significant number of households live in one of the City's mobile home parks (which are city-owned). A total of



413 units (7.5%) are mobile home units. The breakdown of housing unit types is illustrated in the upper half of Exhibit 9-4.

| Table 9-6 Types of Housing Stock in Cudahy - 2000 | | |
|--|------------------|------------------|
| Unit Type | Units - # | Units - % |
| Single-Family Detached | 1,640 | 29.6% |
| Single-Family Attached | 1,291 | 23.3% |
| 2 Units | 65 | 1.2% |
| 3-4 Units | 280 | 5.1% |
| 5-9 units | 416 | 7.5% |
| 10-19 units | 642 | 11.6% |
| 20 or more units | 795 | 14.3% |
| Mobile Homes | 413 | 7.5% |
| Total | 5,542 | 100.0 |
| Source: U.S. Bureau of the Census 2000 | | |

The most recent estimates prepared by the DOF, indicated there were 5,634 housing units in the City in January 2007. Of this total figure, 1,690 units were classified as single-family detached, 1,293 units were classified as single-family attached, 344 units were contained in structures that housed between two and four units. A total of 1,893 units were housed in structures containing five or more units. Finally, 414 units were classified as mobile homes.⁸¹ Table 9-7 compares the housing unit characteristics for the City between 1980 and the present (2007). The trends in housing types are illustrated in the lower half of Exhibit 9-4.

| Table 9-7 Trends in Housing Types – 1980-2007 | | | | |
|--|-------------------------|-------------------------|-------------------------|-------------------------|
| Unit Type | 1980¹ | 1990¹ | 2000¹ | 2007² |
| Single-family | 2,509 | 2,685 | 2,931 | 2,983 |
| 2-4 units | 379 | 449 | 345 | 344 |
| 5 or more units | 2,049 | 1,811 | 1,853 | 1,893 |
| Mobile Homes | 322 | 418 | 413 | 414 |
| Other | 0 | 53 | 0 | 12 |
| Total | 5,259 | 5,416 | 5,542 | 5,634 |
| Sources: 1. U.S. Census. 1980, 1990, and 2000. 2. California Dept. of Finance 2007 | | | | |

⁸¹ State of California, Department of Finance. Table 2, E-5. City/County Population and Housing Estimates. January 1, 2007



Table 9-8 compares the changes in housing types that have occurred during the past 27 years (since 1980). During this period, the number of single-family units (both attached and detached housing including those units located in planned units developments) have increased by 474 units. Most of this new housing was infill development that required the demolition of older units. In addition, a substantial number of units were constructed as replacement housing for units that were displaced as part of the Century Freeway's construction.

| Unit Type | 1980 ¹ | 2007 ² | Change | |
|-----------------|-------------------|-------------------|---------|---------|
| | | | # Units | % Units |
| Single-family | 2,509 | 2,983 | 474 | 18.9% |
| 2-4 units | 379 | 344 | -35 | -9.2% |
| 5 or more units | 2,049 | 1,893 | -156 | -7.6% |
| Mobile Homes | 322 | 414 | 92 | 28.6% |
| Total | 5,259 | 5,634 | 375 | 7.1% |

1. U.S. Census. 1980, 1990, and 2000.
2. California Dept. of Finance 2007

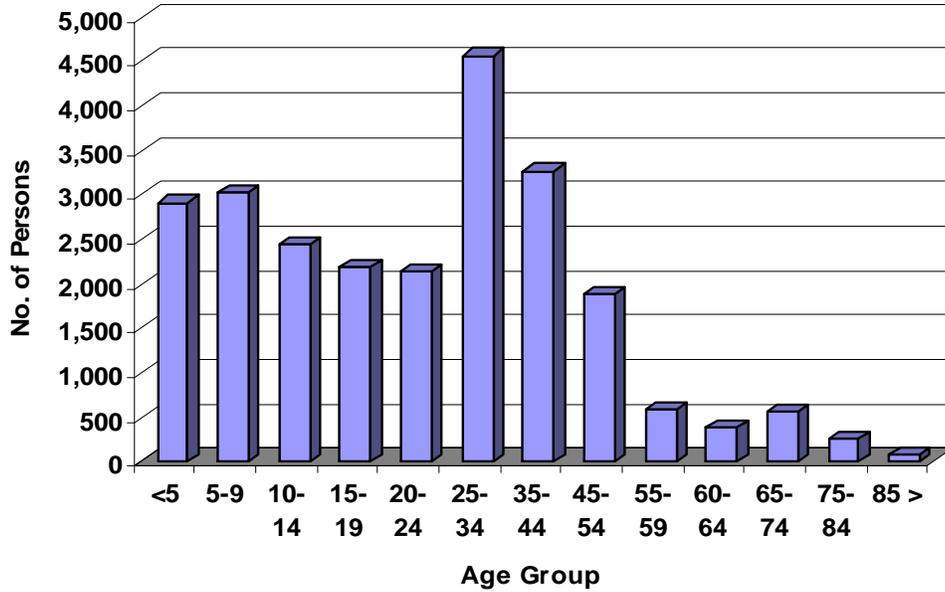
9.2.6 HOUSING OCCUPANCY & TENURE

According to the most recent DOF estimates, a total of 5,509 units were occupied while the remaining 125 units were vacant. This translated into a vacancy rate of 2.22% compared to a vacancy rate of 4.22% for Los Angeles County.⁸² The same occupancy rate of 2.2% was registered from the 2000 census.⁸³ In 2000, the vacancy rate for owner-occupied units was 2.9% and the vacancy rate for rental units was 1.5%. Compared to other cities in the county, Cudahy's housing vacancy rate is among the lowest. This results in an increased demand for a limited supply of housing units which in turn, could affect the cost of both rental and owner-occupied units. According to the most recent census in 2000, the great majority of the housing units in the city were rentals. Of the 5,419 occupied housing units that were counted during the 2000 census, a total of 4,476 units or 82.6% were rental units. The owner-occupied units totaled 943 units or 17.4%.⁸⁴ The number of rental units as a proportion of housing in the City has shown an increase since 1990. The 1990 census indicated that 80.8% of the occupied housing units in the City were rentals during that year.

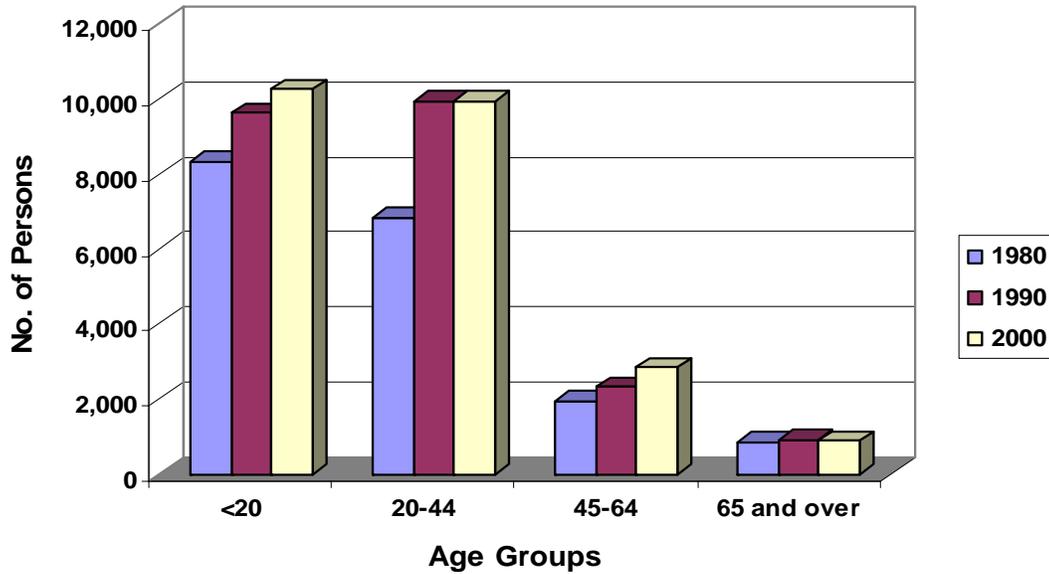
⁸² State of California, Department of Finance. Table 2, E-5. City/County Population and Housing Estimates. January 1, 2007

⁸³ The 2000 Census identified a total of 123 vacant units during the census enumeration.

⁸⁴ U.S. Bureau of the Census. Table DP-1. Profile of General Demographic Characteristics. Census 2000 Summary File (SF 1).



Population Age Characteristics - 2000 Source: U.S. Bureau of the Census. 2000



Population Age Characteristics – 1980, 1990, and 2000 Source: U.S. Bureau of the Census. 1980, 1990, and 2000

EXHIBIT 9-3 AGE CHARACTERISTICS OF CUDAHY'S POPULATION

SOURCE: U.S. BUREAU OF THE CENSUS



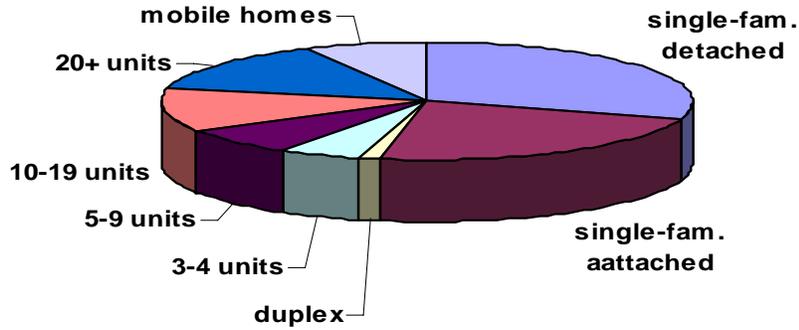
9.2.7 HOUSING CONDITION, AGE, & OVERCROWDING

A parcel specific housing condition survey was undertaken in April of 2007. During the survey, housing condition was evaluated according to the following criteria:

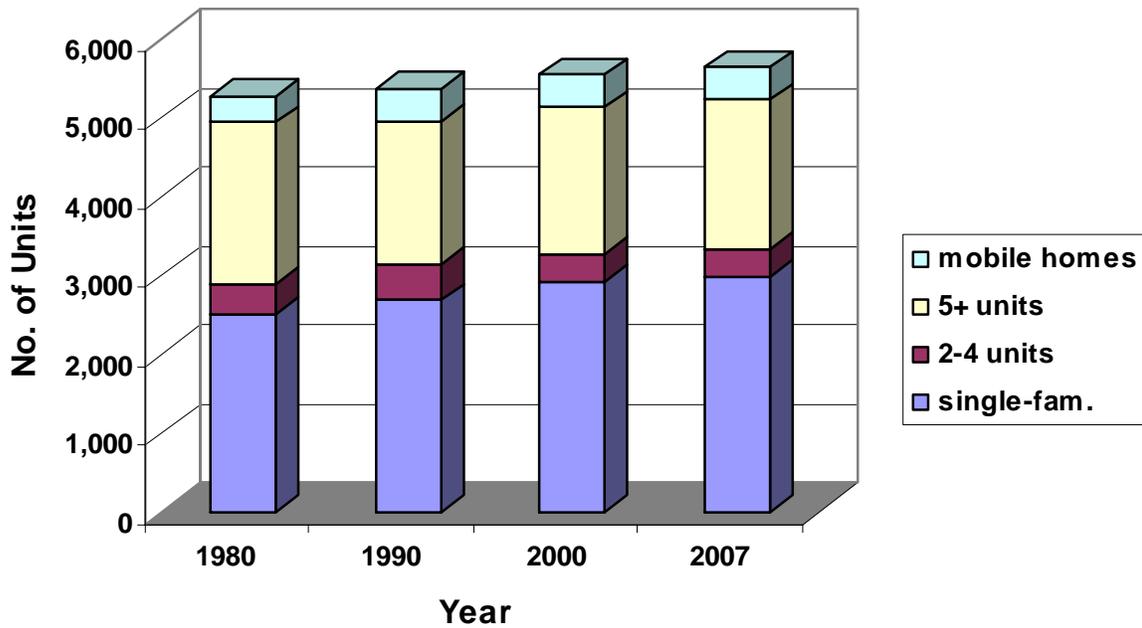
- *Category I. Good Condition.* Housing units included in this category were considered to be in a good state of repair and no repairs were warranted.
- *Category II. Minor Fix-Up; Paint-Up.* General housing improvement needed including paint and minor repairs. Typically, improvements can be and are usually made by the property owner.
- *Category III. Major Repairs.* This category includes major repairs such as replacement of the roof. Typically, such repairs would be performed by a contractor.
- *Category IV. Beyond Repair.* This housing condition category applies to those structures where the cost of repair is estimated to exceed the value of the structure.

The results of the survey are summarized below in Table 9-10. As indicated in the survey, the great majority of the units in the city were in sound condition. The survey did identify 77 units that required major repair (such as roof replacement) and an additional single unit would most likely require demolition. The single unit placed in this latter category had signs posted indicating the unit was unsafe and uninhabitable.

| Race/Ethnicity | No. |
|--|------------|
| Sound Condition (Cat. I) | 5,556 |
| Minor Repair (Cat. II) | 44 |
| Moderate Repair (Cat. III) | 33 |
| Beyond Repair (Cat. IV) | 1 |
| Total Units in City | 5,634 |
| Source: Blodgett/Baylosis Associates 2007. | |



Housing Units Types – Year 2000 *Source: U.S. Bureau of the Census 2000*



Housing Units Types – 1980-2007 *Sources: U.S. Bureau of the Census 1980, 1990, and 2000; Dept. of Finance 2007*

EXHIBIT 9-4 HOUSING UNITS CHARACTERISTICS

SOURCE: U.S. BUREAU OF THE CENSUS AND DEPT. OF FINANCE



In addition to the field investigations, the U.S. Census data is another source that may be referred to in interpolating housing conditions in the city. The most widely referred to variable is “age of housing unit.” The use of this information is based on the premise that the older the units, the more likely they are to require some form of repair or maintenance. This is not always the case since many older units have undergone extensive renovation and/or remodeling. As a result, the housing unit age data should not be exclusively used to determine the overall condition of housing in the city.

Table 9-10 depicts the 2000 U.S. Census statistics indicating the age of the housing units within the city. The table shows that 9% of the housing units identified in the 2000 Census were constructed prior to 1939. Housing units that were constructed prior to 1960 are generally considered to be potential candidates for rehabilitation since the structures are approaching fifty years in age. As indicated in Table 3-10, a total of 3,616 units were constructed prior to 1960 according to the most recent census figures. This represents 65.2% of the total housing units in the city. The age of the city’s housing stock is presented graphically in the upper half of Exhibit 9-4.

| Year Unit Constructed | Units - # | Units - % |
|--|------------------|------------------|
| 1999-2000 | 71 | 1.3% |
| 1995-1998 | 148 | 2.7% |
| 1990-1994 | 248 | 4.5% |
| 1980-1989 | 687 | 12.4% |
| 1970-1979 | 772 | 13.9% |
| 1960-1969 | 1,410 | 24.4% |
| 1940-1959 | 1,709 | 30.8% |
| 1939 or earlier | 497 | 9.0% |
| Total | 5,542 | 100.0% |
| Source: U.S. Bureau of the Census, 2000. | | |

There are a number of other census indicators that are useful in identifying potential dilapidated units. These indicators include units without heating, units lacking conventional plumbing, or units lacking complete kitchen facilities. The latter variable may also be an indicator of bootleg units constructed illegally or legal second units. According to the most recent census, 491 units (9.1% of the city’s total) did not use any form of heating fuel. The data also indicated that 77 units (1.4%) lacked any plumbing facilities. Finally, 40 units (0.7%) were identified as lacking any kitchen facilities. Overcrowding may also be a contributor to the deterioration of housing units. A household is considered to be *overcrowded* if the number of persons residing in the unit exceed 1.01 persons per room. A household is *severely overcrowded* if the number of persons residing in the unit exceed 1.51 persons per room. Table 3-11 provides a breakdown in the number of overcrowded units that were identified in the most recent census.

Of the 404 occupied housing units identified in the 2000 Census, 1,098 units were identified as being overcrowded (20.2% of the city’s total number of occupied units) and 2,020 units (37.3% of the total occupied



units in the city) were identified as being severely overcrowded. Table 3-11 provides a breakdown of potential overcrowding according to housing tenure.

| Table 9-11 Overcrowded Units - 2000 | | |
|--|--------------------|-------------------|
| Category | No of Units | % of Units |
| <i>Not Overcrowded</i> 1.0 persons/room | 2,303 | 42.5% |
| <i>Overcrowded</i> 1.01-1.5 persons/room | 1,096 | 20.2% |
| <i>Severely Overcrowded</i> > 1.5 persons /room | 2,020 | 37.3% |
| Total | 5,419 | 100.0% |
| Source: U.S. Bureau of the Census, 2000. | | |

Table 9-12 indicates the number of persons per room by tenure. As indicated in the previous discussion, overcrowded units are those units with 1.01 to 1.50 persons per room. A total of 945 rental units and 151 owner-occupied units are classified as being overcrowded. Severely overcrowded units are those units with 1.51 persons or more per room. A total of 1,730 rental units and 290 owner-occupied units were classified as being severely overcrowded.

| Table 9-12 Overcrowded Units By Tenure - 2000 | | |
|--|---------------------|-----------------------|
| No. of Persons/Room | Rental Units | Owner Occupied |
| 0.50 persons/room or less | 437 | 230 |
| 0.51 to 1.00 persons/room | 1,366 | 270 |
| 1.01 to 1.50 persons/room | 945 | 151 |
| 1.51 to 2.00 persons/room | 798 | 145 |
| 2.01 or more persons/room | 932 | 145 |
| Total | 4,478 | 941 |
| Source: U.S. Bureau of the Census, 2000. | | |

9.2.8 HOUSEHOLDS IN NEED OF REASONABLE ACCOMMODATION

The most recent 2000 Census identified those residents that have one or more disabilities as well as the type of disability. Table 9-13 indicates the number of disabilities by three major age groupings (under 16 years of age, 16 to 64 years of age, and 65 years of age or older). In addition, the table summarizes the types of disabilities for each major age grouping. It should be pointed out that a single individual within each age grouping may be counted numerous times depending on the types of disability.



**Table 9-13
Disabilities Among Residents in 2000**

| Category and Type of Disability | No of Disabilities |
|--|--------------------|
| Number of Disabilities Among Persons Under 16 Years of Age | 601 |
| Sensory Disability | 82 |
| Physical Disability | 98 |
| Mental Disability | 311 |
| Self-care Disability | 110 |
| Number of Disabilities Among Persons Between 16-64 Years of Age | 6,337 |
| Sensory Disability | 299 |
| Physical Disability | 689 |
| Mental Disability | 514 |
| Self-care Disability | 321 |
| Go outside Home Disability | 1,931 |
| Employment Disability | 2,593 |
| Number of Disabilities Among Persons 65 Years of Age or Older | 1,145 |
| Sensory Disability | 197 |
| Physical Disability | 331 |
| Mental Disability | 195 |
| Self-care Disability | 134 |
| Go outside Home Disability | 288 |
| Source: U.S. Bureau of the Census, 2000. | |

9.2.9 SPECIAL HOUSING NEEDS

Disabled persons have special needs when it comes to housing and many of the households in the category are occupied by elderly persons. Door frames must be wider to accommodate wheel chairs, ramps instead of stairs are needed, hand rails in bathrooms need to be installed, cabinet doors must be accessible, and light switches and other devices also need to be within easy reach. The cost for retrofitting an existing structure may be thousands of dollars and be beyond the reach of those households with lower incomes. The lack of such housing is even more pronounced when it comes to market-rate rental units.



Unless such provisions are made for disabled persons during original construction, such facilities will not



likely be provided in a typical rental unit. Senior housing (both owner and rental) generally has many of the features outlined above. The real constraints are associated with the housing for families and working-aged adults. The results of this analysis are summarized below according to three general categories of potential constraints: 1. zoning and land use, 2. permits and processing procedures, and 3. building codes.

- *Zoning and Land Use.* The zoning ordinance does not preclude or restrict the construction of exterior ramps or other improvements (exterior or interior) for disabled persons. The city treats residential care facilities with six or fewer persons as a single-family use. These facilities are allowed by right in any zone where single-family homes are permitted under state law. The zoning ordinance does identify these facilities as a permitted use. The city's zoning ordinance also permits reduced off-street parking space requirements for seniors though no such allowance is specifically identified for persons with disabilities.
- *Permits and Processing Procedures.* There are no permit requirements for residential care facilities serving six or fewer persons. Furthermore, there are no special design or permitting standards that have been established for residential care facilities. The city has no occupancy standards that specifically apply to unrelated adults. Requests to retrofit homes for disabled accessibility or for reasonable accommodation are handled as any other building permit or variance application.
- *Building Code.* Cudahy has adopted the Uniform Building Code and the most recent Los Angeles County Code which includes provisions of the Americans with Disabilities Act. One provision is that a number of the residential units in new multi-family construction of three or more apartments, or four or more condominiums, must be accessible or adaptable.

Based on a review of the city's development procedures and policies, no specific constraints were identified other than consideration of reduce parking requirements for group care housing and streamlined review for applications that involve the retrofit of existing units to accommodate reasonable access. In summary, the city's zoning ordinance does not contain any provisions that would preclude the development of housing for handicapped persons. There are no zoning restrictions that would limit the use of ramps, wider doorways, or other features that would be desirable in such units. No additional review or development standards are required for handicapped units beyond that required for all units.

9.2.10 ELDERLY HOUSEHOLDS

Escalating housing costs, particularly in the rental market, severely impact housing affordability for the elderly who usually have fixed incomes. The housing needs of the elderly can be addressed through the provision of smaller units, congregate housing, and rental and rehabilitation assistance programs. The special needs of many elderly households often are a result of lower (and fixed) incomes, physical disabilities, and dependence needs. As indicated in a previous section, approximately 3.6% of the city's population was 65 years of age or older. In 2000, there were 718 households (13.2%) with individuals 65 years of age or older headed by seniors. Within those 718 elderly households, 190 of those households contained a single individual while 528 households contained two or more persons.⁸⁵

⁸⁵ U.S. Bureau of the Census. Table P-18. Profile of General Demographic Characteristics. Census 2000 Summary File (SF 1).



9.2.11 LARGE FAMILY HOUSEHOLDS

According to the HCD's definition, the term "large family" refers to a family containing five or more persons. Large family households, containing five or more persons, frequently experience a greater incidence of overcrowding due, especially in older units and rental housing. Most rental units in the city contain one or two bedrooms. In addition, landlords may be reluctant to rent smaller units to larger families. Finally, many owner occupied units are overcrowded (refer to the previous section) due to extended families sharing housing as a means to reduce mortgage or rental costs.



Large families are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large families are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn accelerating unit deterioration. A total of 2,511 occupied housing units had five or more residents in 2000.

The majority of the market rate owner-occupied housing constructed during the past ten years had three or more bedrooms. In recent years, few rental units have been constructed in the city with even fewer new rental units containing three or more bedrooms. According to the most recent census, 818 units (14.8% of the total housing units in the City) contained five rooms, 195 units (3.5%) contained six rooms, and 112 units (2.0%) have seven or more rooms.

9.2.12 FEMALE HEADED HOUSEHOLDS

Female headed households generally refers to those households with a female that is a single-parent. Female-headed households tend to have low incomes, thus limiting housing availability for this group. Female-headed households accounted for 21.7% (1,177 households) of the city's total number of households in 2000. An estimated 15.8% of the households in the city (857 households) were female headed with dependent children less than 18 years of age. More significantly, the same census figures for 2000 indicated that 461 of the female headed households with dependent children had incomes that were below the poverty level. Thus, providing housing opportunities for this group relates both to affordability and services related to the care of children. This number bears importance in relation to social service needs, such as childcare, recreation programs, and health care, which are of special concern to these households.

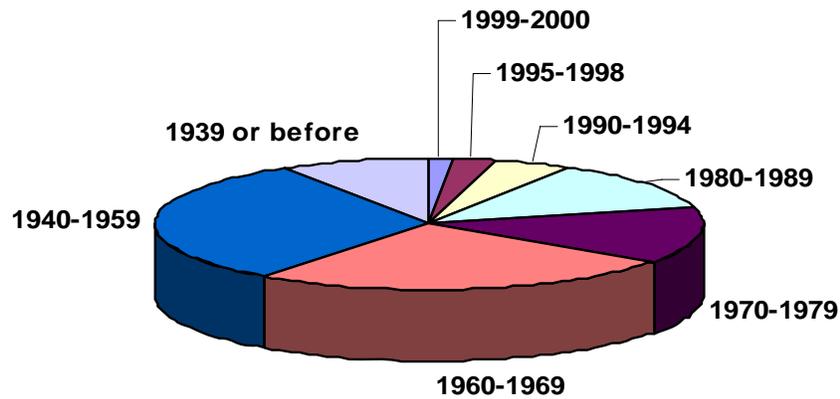
9.2.13 FARM-WORKER HOUSEHOLDS

The special housing needs of many farm workers stem from their low wages and the seasonal nature of their employment. The majority of the Cudahy residents work in the Los Angeles-Long Beach Metropolitan area in non-agricultural occupations. The census identified five persons employed in the agricultural, forestry, and fishing sector. These persons are likely to be employed in nurseries, stables, and not in traditional agricultural production. The demand for housing generated by farm workers in the city is thus estimated to be extremely low.

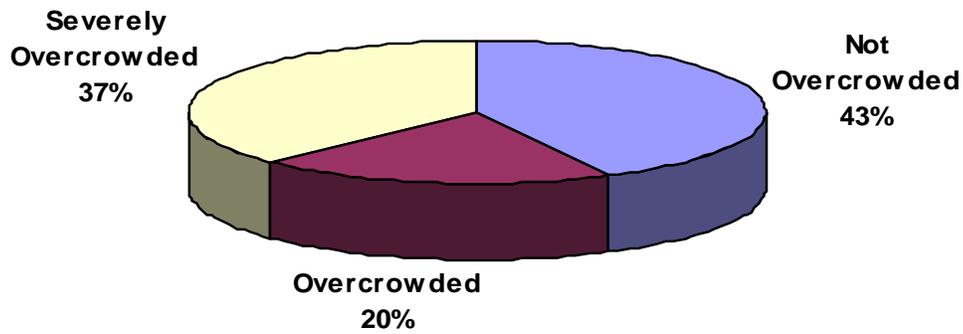


9.2.14 EMERGENCY SHELTER & TRANSITIONAL HOUSING

The primary agency that deals with the issue of homelessness in the city is the Maywood Police Department, which serves Cudahy. Very few homeless persons have been observed in the city. Homeless persons (single males and females) have been found in the Cudahy area along the banks of the Los Angeles River in the City of Bell Gardens and the trash bins at local supermarkets. Homeless persons are encouraged to seek assistance from the Department of Public Social Services on Atlantic Avenue and local community services (Chicano Service Action Center, Human Services Association) in neighboring cities. The Salvation Army operates a shelter located at 1370 Alamitos Avenue in the City of Long Beach. This Salvation Army shelter provides services to an average of 73 people per day. Of this number, approximately 10% are homeless. The Bell Shelter, located in the City of Bell adjacent to Cudahy, provides transitional housing for women with dependent children. The focus of the shelter's services is to provide women who are victims of domestic violence with housing while they are making a transition to independent living. The shelter has a 24-bed capacity.



Age of Housing Unit in 2000 Source: U.S. Bureau of the Census 2000



Overcrowding of Housing Unit in 2000 Source: U.S. Bureau of the Census 2000

EXHIBIT 9-5 OVERCROWDING OF HOUSING UNITS

SOURCE: U.S. BUREAU OF THE CENSUS



At the present time, emergency shelters and transitional housing are conditionally permitted uses in the residential zone districts. There is considerable variety in the types of shelters and/or transitional housing that could be operated in the city. As a result, the CUP process is to provide information to the staff and decision-makers. The CUP process is a discretionary action that begins with a formal application to the city's Community Development Department. The CUP application undergoes preliminary review to ascertain its completeness. Once the application has been deemed complete, the materials are reviewed by the various city departments.

Following this internal review, the staff will prepare a staff report which will be forwarded to the Planning Commission for consideration. The Planning Commission is responsible for approving or denying the project. The entire process will typically take from three to four months once an application has been deemed complete.



The past housing development trend involve the construction of rental units behind the primary residence.

9.2.15 HOUSING COSTS & AFFORDABILITY

Census data indicated that for owner-occupied housing units, the majority of the monthly mortgage payments in the city ranged in 2000 ranged from \$1,000 to \$1,500 with the median being \$1,256 per month. A household was considered to be overpaying for housing if more than 30% of their net "take-home" income was used for paying rent or mortgages. According to census figures for the year 1999, 341 households (31.5% of the total owner-occupied units) living in owner-occupied units paid in excess of 30% of their monthly income towards the mortgage. According to the same census figures, 751 renter households (43.4% of the total renter households) paid in excess of 30% of their monthly income towards the rent. For renters, the median gross rent per month significantly increased from \$247 in 1980 to \$623 in 2000. On a percentage basis, this increase in cost represents a 252% increase. This dollar amount refers to the contract rent (i.e., monthly rent agreed to, or contracted for) plus the estimated average cost of utilities and fuels if paid for by the renter. This definition was used by the census in an attempt to eliminate differentials due to varying practices in rent structuring. Though the census rental rates are substantial, another rent value rate to consider is HUD's fair market rent (FMR). Table 3-15 (HUD's FMR), shows that rents for two, three, and four-bedroom units significantly increased and then declined in the mid-1990s.



**Table 9-14
HUD Fair Market Rents
Los Angeles-Long Beach SMSA**

| Year | 1- Bedroom | 2- Bedroom | 3- Bedroom | 4- Bedroom |
|---|---------------|---------------|---------------|---------------|
| 1980 | \$291 | \$343 | \$380 | \$420 |
| 1983 | \$463 | \$538 | \$710 | \$816 |
| 1988 | \$588 | \$684 | \$876 | \$990 |
| 1990 | \$615 | \$715 | \$916 | \$1,035 |
| 1995 | \$695 | \$855 | \$1,154 | \$1,416 |
| 1996 | \$675 | \$854 | \$1,153 | \$1,375 |
| 1997 | \$583 | \$737 | \$995 | \$1,187 |
| 1998 | \$592 | \$749 | \$1,011 | \$1,206 |
| 1999 | \$605 | \$766 | \$1,033 | \$1,233 |
| 2000 | \$605 | \$766 | \$1,033 | \$1,233 |
| 2001 | \$618 | \$782 | \$1,055 | \$1,260 |
| 2002 | \$650 | \$823 | \$1,110 | \$1,325 |
| 2003 | \$764 | \$967 | \$1,305 | \$1,558 |
| 2004 | \$807 | \$1,021 | \$1,378 | \$1,646 |
| 2005 | \$900 | \$1,124 | \$1,510 | \$1,816 |
| 2006 | \$852 | \$1,189 | \$1,597 | \$1,921 |
| 2007 | \$1,016 | \$1,269 | \$1,704 | \$2,051 |
| Percentage Change | | | | |
| 1980-88 | 102% | 99% | 130% | 135% |
| 1988-98 | 101% | 110% | 115% | 122% |
| 1998-00 | 102% | 102% | 102% | 102% |
| Source: U.S. Department of Housing and Development, 2007. | | | | |

The HUD-formulated FMR schedule is a guideline to maximum rents allowable for units receiving Section 8 assistance. HUD uses the *Consumer Price Index* and the census data to calculate the FMRs for each SMSA. Because HUD includes different criteria in its definition of rent, census data and FMRs are not directly comparable. While some vacant property is available for new residential development, the majority of the new residential construction will occur on land that is presently occupied by existing development. The demolition, removal, and clean-up of these existing properties contribute to the higher cost of development. During the latter part of the 1990s, interest rates were generally low. In 2000, interest rates were raised by the Federal Reserve though they were once again lowered in the years following 2000 in response to fears of recession. However, interest rates while still low, are once again on the rise. During the first half of 2007, the financing for new mortgages became more restrictive due to the crisis in the sub-prime market. In previous years, financing could be readily obtained by individuals with little or no real credit history or substandard credit history. In the latter part of the 1990s, interest rates were generally low. In 2000, interest rates were raised by the Federal Reserve though they were once again lowered in the years following 2000 in response to fears of



recession. However, interest rates while still low, are once again on the rise. In general, the cost (market-rate) for new land in the city ranges from \$10/square foot up to \$15/square foot. The actual construction cost for residential development ranges from \$100/square foot up to \$130/square foot. Real estate data was collected for the city to determine the “asking price” of for-sale units and the asking monthly rents for rental units. The survey identified a total of 18 for-sale units and 10 rental units. Table 10-15 summarizes the sales information for the “for-sale” units identified in the survey. Of the total number of for-sale units, less than 50% of the homes identified in the survey had asking prices of less than \$379,000. This figure underscores the relative affordability of housing in the city compared to the surrounding region. The survey of rents, also summarized Table 3-16 indicated that the average monthly rents were also below the average regional cost.

| Table 9-15 Housing Costs in Cudahy | |
|---|---------------------|
| Housing Costs (for sale) | |
| Mortgage Range | No. of Units |
| \$750 - \$999 | 0 |
| \$1,000 - \$1,249 | 2 |
| \$1,250 - \$1,499 | 2 |
| \$1,500 - \$1,749 | 7 |
| \$1,750 - \$1,999 | 4 |
| \$2,000 - \$2,249 | 3 |
| \$2,250 - \$2,499 | 2 |
| Monthly Rentals | |
| Rental Range | No. of Units |
| \$750 - \$999 | 3 |
| \$1,000 - \$1,249 | 5 |
| \$1,250 - \$1,499 | 1 |
| \$1,500 - \$1,749 | 1 |
| \$1,750 - \$1,999 | 0 |
| \$2,000 - \$2,249 | 0 |
| \$2,250 - \$2,499 | 0 |
| Source: Blodgett/Baylosis Associates 2010 | |

9.2.16 EMPLOYMENT CHARACTERISTICS

According to the State of California Employment Development Department (EDD), there are approximately 6,000 jobs in the city. According to SCAG projections developed for the Regional Transportation Plan, the number of jobs in Cudahy is projected to increase by 198 jobs over the next five years. The same projections indicate over the next two decades that the city will add another 1,918 jobs by the year 2010 and 2,170 jobs by the year 2020. According to employment data from the Economic Development Department (EDD), the unemployment rate in the city as of November 2008 was 9.2%, compared to 4.9% for the county. At that time, there were 500 persons in the city actively seeking employment, out of a total labor force of 5,300 persons.



9.2.17 CONSTRAINTS TO HOUSING DEVELOPMENT

Environmental Constraints

No known earthquake faults traverse Cudahy and the city is not exposed to natural environmental hazards such as flooding, slope erosion and landslides. However, the city is located within an area that is subject to liquefaction hazards. The city is located within the dam inundation area of the Garvey Reservoir in Monterey Park.

The city is located in an area where the ambient noise levels are relatively high. A citywide noise inventory performed in June 2007, found that virtually all of the neighborhoods in Cudahy are located in areas where noise levels exceed 65 dBA. The city's noise environment is not expected to significantly change over time since the primary factors contributing to noise, namely the arterial roadway and freeway traffic, will have a continued presence in the city. State noise guidelines recommend that residential development be located in areas exposed to ambient outdoor noise levels no greater than 65 A-weighted decibels (dBA).

Market Constraints

Production cost factors such as land acquisition and improvement, construction material and labor, financing, overhead costs, and fees, are market constraints, which impact the affordability of housing. The cost of housing in Cudahy has increased in the last few years as land values, construction costs, and finance charges continue to increase. The diminishing supply of land available for residential construction has driven land and housing costs upward. The city typically has little control over the market fluctuations that affect housing costs. An inventory of local lending institutions revealed that loans are available in the area to qualified clients.

Residential vacancy rates and the location of the city within the Los Angeles basin are two market constraints that affect the affordability of housing. As Los Angeles development areas continue to expand, Cudahy and the surrounding cities are becoming an increasingly convenient area in which to live. Housing prices will continue to rise due to this demand. As previously mentioned, just over 2% of the housing stock within the Cudahy is vacant. This translates into a demand for housing in the region exceeding the available supply, which inflates both the rental and ownership housing prices. If land values, construction costs, and interest rates continue to increase in the long-term, the cost of all new housing will rise accordingly.

As indicated above, the city has no control over the market fluctuations that may affect housing costs because market conditions result from a complex interplay of national economic policies and general economic conditions. Inflation in the cost of goods, and especially housing, means that many families find themselves unable to afford suitable housing. The lack of sufficient income causes more working people to share the cost of a home. As a result, overcrowding is common and the housing choice of many households is severely restricted. This situation is further aggravated in periods of high unemployment.

Redlining practices have not been observed, as the city's housing market is not characterized by wide disparities in prices. The Long Beach Fair Housing Foundation monitors redlining practices in the Southern California region, including the city and has found that redlining practices do not appear to be a problem.

Governmental Constraints

Public constraints, such as land use and development controls, site improvement fees, and development permits, affect the supply, distribution, and cost of housing. Although often unpopular, these controls are necessary to protect the community's health, safety, and welfare. Building codes and other development



requirements can influence the cost of housing. Key development standards that could add to the cost of housing development and the City's response include the following:

- The city has adopted the Los Angeles County Building Code by reference that establishes minimum construction standards. The city's existing development requirements included in the Zoning Ordinance and Building Code do not include any architectural standards that would add to the cost of new housing development. The city also relies on Los Angeles County to provide plan check services. In addition, there are no unique open space, parking, Mello-Roos fee requirements that are applicable to new developments.
- Code Enforcement site visits are typically complaint driven. The City of Cudahy also maintains a number of programs that property owners may take advantage of if their unit is found to be substandard. Code Enforcement officers have been very proactive in referring residential property owners to these programs.
- All of the residential areas where the residential zoning is applicable are well served by streets and other infrastructure. No street dedications or new infrastructure is required for the typical infill development.
- The California Energy Resources Conservation and Development Conservation have developed guidelines used by building code enforcement officials to implement energy conservation regulations established by the California Energy Commission. While serving as a mitigation tool to help reduce electricity and natural gas consumption, they do add to the cost of housing. State law also authorizes school districts to collect impact fees for all new residential, commercial, and industrial construction.
- The City of Cudahy Zoning Ordinance includes development standards and requirements for existing and potential development within the R-1 and R-3 zone districts. The development standards do not appear to represent a constraint to development given the amount of rehabilitation that has occurred in recent years. The minimum lot size and setback requirements are very liberal. For example, most communities in the area require between 5 to 10 feet for the side yard setbacks.

The school fees that are charged towards new residential development is a State mandate and are beyond the city's ability to control. The Los Angeles Unified School District (LAUSD) levies a school development fee for residential construction. Building inspection services such as plan checks and permit issuance are contracted and the fees charged to the developer for these services are typically less than the actual cost for review time though any increased administrative costs beyond the base fees for discretionary review are waived (refer to the fees below). The planning fees that are charged in the city do not make any distinction between rental housing and owner-occupied housing or the types of housing (single-family or multiple-family). The development fees charged in Cudahy are identified in the Appendix.

The City of Cudahy has fully implemented the provisions of AB884. The plan check review for new construction averages four to six weeks, which is considerably less than most surrounding cities. During the course of a development's design and planning, the city staff is available to conduct pertinent reviews and issue permits related to engineering, drainage, grading, public works, electrical, and other aspects of new developments. Even with those infill projects that require some form of discretionary review, the city has taken advantage of recent legislation that calls for smaller infill projects to be categorically exempt through the referral of a Class 32 Categorical Exemption.

Residential infill projects are handled through the city's streamlined review and entitlement process. The



entire development process from land clearance through construction typically takes between six months to one year to complete, depending on the number of units. This includes the time required for plan check and construction.

9.3 HOUSING PLAN

This section of the City of Cudahy Housing Element addresses the State's housing element requirements for a "statement of the community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." This Housing Plan consists of the following components:

- *Regional Housing Needs Assessment* provides a discussion of the Regional Housing Needs Assessment and how the City intends to accommodate its identified housing need.
- *Housing Element Policies* indicates those policies that will be applicable over the course of the planning period governed by this Element;
- *Housing Element Programs* indicates those specific programs that will be effective in assisting in the conservation of affordable housing, the development of new affordable housing, the identification and provision of new sites for residential development, and the removal of governmental constraints.

9.3.1 PROJECTED REGIONAL HOUSING NEEDS ASSESSMENT

The authority to determine housing needs for the various income groups for cities within the Southern California region has been delegated to the Southern California Association of Governments (SCAG), pursuant to Section 65584 of the Government Code. The housing needs are categorized according to the following income groups:

- The *Extremely Low Income* households are those whose income is 30% or less than that of the median household income for the greater Los Angeles area;
- The *Very Low Income* households are those whose income does not exceed 50% of the median household income for the greater Los Angeles area;
- The *Low Income* households earn from 51% to 80% of the median;
- The *Moderate Income* groups earn from 81% to 120% of the median; and,
- The *Above Moderate* households earn over 120% of the median income.

The various housing categories and the income thresholds for each are discussed above. SCAG's Regional Housing Needs Assessment (RHNA) estimated the seven-year future housing construction need for Cudahy at 399 units (refer to Table 9-16).



**Table 9-16
RHNA for the City of Cudahy
January 2006-June 2014**

| Number of Units | No. | Percen |
|--|-----|--------|
| Extremely Low Income Household | 47 | 11.6% |
| Very Low Income Households | 47 | 11.5% |
| Low Income Households | 60 | 15.0% |
| Moderate Income Households | 67 | 16.8% |
| Above Moderate Income | 180 | 45.1% |
| Total Need - Future Housing | 399 | 100.0% |
| Source: Southern California Association of Governments | | |

As indicated previously, those households that have incomes of 30 % of the County median would fall into the extremely low income category. Based on the 2009 income limits, an extremely low income household would have the following household incomes: a one person household with an annual income of \$16,650 or less; a two person household with an annual income of \$19,050 or less; a three person household with an annual income of \$21,400 or less; and a four person household with an annual income of \$23,800 or less. The HCD indicates that the projected need for extremely low income households may be calculated by assuming that such households represent 50% of the very low income households. In other words, the future house need for extremely low income households in Cudahy is projected to be 168 households.

The planning period governed by the RHNA extends from 2006 to 2014. As a result, the City may receive credit towards the RHNA for the new housing that has been entitled, under construction, or built during the past two years.

As indicated in Table 9-16, the City's remaining unmet need for the planning period is 399 units. There is a remaining unmet need for above moderate income units (180 units are still needed), moderate income units (67 units are still needed), low income units (60 units are still needed), very low income units (47 units are still needed), and extremely low income units (47 units are still needed).

9.3.1 HOUSING GOALS AND POLICIES

The City's housing goals have been developed to respond to the key housing related issues facing the City. As summarized in the Profile Report, Cudahy is experiencing a very high demand for housing. This is manifested by the low vacancy rate, the creation of illegal housing units, and the doubling-up of households in individual units resulting in overcrowding. The lack of housing has led to increases in rents and prices, which go beyond the affordability of its low-income residents. This problem is compounded by the lack of available land and the overcrowding and illegal housing units.

Issue: Housing Availability

Population growth due to natural increases and in-migration has led to an increasing need for housing in Cudahy. Low vacancy rates and second units on single-family lots reflect this high demand. New housing development will help meet this need and provide residents with greater opportunities to find appropriate and adequate housing.



- *Housing Element Goal 1.* The City of Cudahy will improve the housing supply and the choice of housing opportunities through private investment and, where necessary, through public action and financing.
- *Housing Element Policy 1.1.* The City of Cudahy will encourage future investment in the City's housing stock.
- *Housing Element Policy 1.2.* The City of Cudahy will evaluate the factors affecting housing costs and examine ways to reduce housing costs where governmental action is appropriate.
- *Housing Element Policy 1.3.* The City of Cudahy will support the development and use of new techniques in housing design, construction and development.
- *Housing Element Policy 1.4.* The City of Cudahy will promote the development of attractive and safe housing to meet the community's needs.
- *Housing Element Policy 1.5.* The City of Cudahy will provide prompt processing of housing construction applications through standardized development requirements and centralized processing.
- *Housing Element Policy 1.6.* The City of Cudahy will encourage the assemblage and consolidation of existing small parcels in areas which permit higher density development. Larger parcels can better accommodate increased density housing, through a more efficient use of space resulting in more on-site amenities and greater use of open space.
- *Housing Element Policy 1.7.* The City of Cudahy will recognize the changing trends and patterns in the community and encourage a broad range of housing types to meet these needs.
- *Housing Element Policy 1.8.* The City of Cudahy will work with the appropriate service providers to develop and coordinate programs to assist in the conservation of affordable housing and to serve the homeless population.

Issue: Housing Affordability

A major segment of the City's population are low-income households. Coupled with high demand and market rate housing, it has led to overpaying, overcrowding, and illegal housing units. Affordability is a major concern in Cudahy.

- *Housing Element Goal 2.* The City of Cudahy will promote affordable housing and shelter for all economic segments of the community.
- *Housing Element Policy 2.1.* The City of Cudahy will promote all State, regional and local practices and plans that support housing availability for all economic segments of the population.
- *Housing Element Policy 2.2.* The City of Cudahy will promote local housing services to ensure federal, state and local housing programs are available to assist the private sector in obtaining funds for housing development.
- *Housing Element Policy 2.3.* The City of Cudahy will utilize Community Development Block Grant funds to develop housing, expand economic opportunities through commercial development, improve community facilities and services, prevent deterioration of the housing stock, and redevelop



residential areas.

- *Housing Element Policy 2.4.* The City of Cudahy will inform residents of the availability of housing assistance programs and community services available in the area (such as Section 8 certificates and vouchers).
- *Housing Element Policy 2.5.* The City of Cudahy will encourage variety in the supply of housing at costs affordable to the various income levels of the population.
- *Housing Element Policy 2.6.* The City of Cudahy will solicit State and Federal funds for new housing development.
- *Housing Element Policy 2.7.* The City of Cudahy will work towards the conservation of existing subsidized housing for low and moderate income families.

Issue: Housing Maintenance and Conservation

The City of Cudahy is primarily a residential community and has provided housing to the County's very low, low, and moderate income households. Without maintenance and conservation, the City's housing stock can go into disrepair or be replaced with more expensive housing. To prevent displacement and the deterioration of housing and neighborhood quality, the City needs to promote the rehabilitation of existing housing units.

- *Housing Element Goal 3.* The City of Cudahy will support and provide incentives for the maintenance and rehabilitation of the existing housing stock.
- *Housing Element Policy 3.1.* The City of Cudahy will encourage, support, and provide incentives for the maintenance, conservation and revitalization of existing residential units.
- *Housing Element Policy 3.2.* The City of Cudahy will explore strategies and programs that will be effective in reducing the costs incurred by the homeowner for rehabilitation.
- *Housing Element Policy 3.3.* The City of Cudahy will encourage relocation assistance for displaced persons living in rentals undergoing rehabilitation and/or reconstruction.
- *Housing Element Policy 3.4.* The City of Cudahy will continue residential rehabilitation programs and provide technical assistance to property owners as needed.
- *Housing Element Policy 3.5.* The City of Cudahy will encourage prompt rehabilitation or demolition and replacement of vacant and abandoned properties.
- *Housing Element Policy 3.6.* The City of Cudahy will actively engage in identifying substandard and deteriorating housing in Cudahy and take appropriate actions to correct these deficiencies, such as initiating rehabilitation, maintenance, or replacement programs.
- *Housing Element Policy 3.7.* The City of Cudahy will promote housing rehabilitation and conservation through public education and awareness programs.
- *Housing Element Policy 3.8.* The City of Cudahy will encourage property maintenance to promote quality design, public safety, and to promote energy conservation.



- *Housing Element Policy 3.9.* The City of Cudahy will work with the County or non-profit agencies in conserving existing low-income housing units and subsidized housing projects.
- *Housing Element Policy 3.10.* The City of Cudahy will preserve existing single-family, lower density residential neighborhoods.

Issue: Neighborhood Preservation

Neighborhood quality is dependent on street and property maintenance, the availability of services and infrastructure and the residents' sense of community. By improving neighborhood quality, the City of Cudahy can create stability in the resident population and pride in its people.

- *Housing Element Goal 4.* The City of Cudahy will encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.
- *Housing Element Policy 4.1.* The City of Cudahy will reserve the existing residential neighborhoods and provide areas to accommodate new residential development.
- *Housing Element Policy 4.2.* The City of Cudahy will coordinate regional and local public works and capital improvement programs in declining neighborhoods and in neighborhoods experiencing increased population due to redevelopment or land conversion activities.
- *Housing Element Policy 4.3.* The City of Cudahy will provide the necessary public services and infrastructure to residential areas and locate new housing developments where availability of public facilities and services is assured.
- *Housing Element Policy 4.4.* The City of Cudahy will encourage the application of high quality urban design standards to create safe, attractive, functional housing units and neighborhoods.
- *Housing Element Policy 4.5.* The City of Cudahy will conserve existing residential areas and prevent the intrusion of incompatible uses into the neighborhoods.
- *Housing Element Policy 4.6.* The City of Cudahy will encourage continued and new investment in the established residential neighborhoods in Cudahy.
- *Housing Element Policy 4.7.* The City of Cudahy will increase property maintenance efforts by code enforcement to improve the overall appearance of the residential neighborhoods, thus maintaining property values in the City.
- *Housing Element Policy 4.8.* The City of Cudahy will identify the best possible locations and development standards for residential development and encourage a high quality environment for family life.

Issue: Equal Access to Housing

Discrimination can prevent households with special needs or certain characteristics from obtaining appropriate housing. The City of Cudahy seeks to eliminate all forms of housing discrimination in order to allow residents to find adequate housing.

- *Housing Element Goal 5.* The City of Cudahy will promote equal access and opportunity to



housing regardless of race, religion, sex, marital status, ancestry, national origin, or color.

- *Housing Element Policy 5.1.* The City of Cudahy will promote equal access and opportunities to housing through the provision of consumer information, assistance and protection and through citizen involvement in the design and implementation of housing programs.
- *Housing Element Policy 5.2.* The City of Cudahy will explore procedures for fair and equitable treatment of the parties in housing contracts, such as buyer-seller and landlord-tenant agreements.
- *Housing Element Policy 5.3.* The City of Cudahy will encourage citizen participation and community involvement in the development and implementation of housing assistance and housing programs in the City. Actively pursue participation on housing issues by the City's elderly and minority populations.
- *Housing Element Policy 5.4.* The City of Cudahy will establish referral agencies to serve low-income households, the homeless, handicapped, elderly households and residents with special housing needs.
- *Housing Element Policy 5.5.* The City of Cudahy will enforce fair housing laws and encourage the use of fair housing counsel services.
- *Housing Element Policy 5.6.* The City of Cudahy will encourage and promote accessible housing for the handicapped. This includes the retrofitting of existing units and the enforcement of the State accessibility standards for new residential construction.
- *Housing Element Policy 5.7.* The City of Cudahy will provide continued cooperation between the City and adjacent cities in the development of regional housing programs and homeless services.
- *Housing Element Policy 5.8.* The City of Cudahy will provide density bonuses for low-income housing projects and senior citizen housing projects.



These apartments were replacement housing for those units displaced as part of the I-105 Freeway's construction.



9.3.2 HOUSING PROGRAMS

The quality of housing in the City of Cudahy is a major concern. The Housing Program has been designed to address these needs and to help provide adequate housing to all residents. The housing program revolves around the key issues and housing goals of the City which have been discussed previously.

- Housing Availability - the policies address the existing and future housing needs.
- Housing Affordability - the policies provide housing for the City's lower income households and reduce overpayment.
- Housing Maintenance and Conservation - the policies preserve the existing housing stock and conserve affordable housing units.
- Neighborhood Preservation - the policies are designed to bring stability to the residential neighborhoods and promote community pride.
- Equal Access - the policies are designed to assist special groups find appropriate housing.

Through the policies and programs in this Element, the City of Cudahy will be able to improve the quality of the environment for all residents. By addressing these interdependent issues at the same time, the City hopes to eliminate or slowly reduce its housing problems. The identification of funding sources for individual programs does not exclude the use of other funding sources which may be available.

Housing Availability

Housing availability refers to the development and provision of housing units to meet existing and future needs of area residents. Housing development can be initiated by the City, private developers or other agencies. The majority of new residential development will be initiated by the private sector because of limited financial resources on the part of the City, State, and Federal governments. Developers will generally provide market rate housing because they see housing development as a financially profitable activity. Housing projects funded by local state and federal agencies are likely to be reserved for low and moderate income households. Specific programs designed to promote new residential development in the City are described in the following section.

Cudahy General Plan Land Use Policy

The Land Use Plan of the Cudahy General Plan has been developed to promote new residential development in the City. The Plan has several features which were developed to increase the availability of housing and maintain the existing housing stock. The Land Use Plan, illustrated in Exhibit 2-1, preserves existing neighborhoods developed largely as single-family neighborhoods. Areas in the City with small lots but designated as multi-family residential will be preserved under the Medium Density Residential designation. Allowable density will remain at 12 dwelling units per acre. It should be noted that the Cudahy Zoning Code refers to acre as the "Cudahy Acre", which is a standard lot with 40,420 square feet. While the Cudahy acre would carry 10 dwelling units, an actual acre would be allowed 12 dwelling units.

Other areas of the City have been designated as High Density Residential and are provided with a sliding density scale which encourages the recycling of existing development and the assembly of lots. The rationale behind the sliding density scale is to permit more density if larger parcels are assembled. The allowable density under this designation has been increased from the base density of 12 dwelling units per acre to a



range of 12 to 16 dwelling units per acre (refer to Table 9-17) depending on the size of the parcel. Through these increases in density, the City expects to provide more incentive to recycle underutilized and deteriorating property.

| Lot Size | Maximum Density |
|------------------------------|------------------------|
| Less than 1 acre | 10 du/ac |
| 1 acre to less than 2 acres | 12 du/ac |
| 2 acres to less than 3 acres | 13 du/ac |
| 3 acres to less than 4 acres | 14 du/ac |
| 4 acres to less than 5 acres | 15 du/ac |
| 5 acres and above | 16 du/ac |

The residential areas in the Land Use Plan translates to a potential population capacity of 25,211 residents (assuming the 1990 average household size of 4.34 persons per household remains constant). The implementation of the Land Use Plan would result in the construction of up to 5,809 residential units. This figure represents an increase of 393 units or a 7.2% over the existing housing stock. The figure of 5,809 units represents theoretical build-out. Theoretical build-out refers to the development possible if every parcel were developed to the maximum intensity permitted under the General Plan.

Approximately 20 acres in the City is developed with one single-family detached unit on a half-acre or more in lot size. They can accommodate 240 units when redeveloped individually or up to 320 units, if redeveloped in 5-acre parcels. The approximately 11.55 acres of vacant residential land in the City can hold another 124 units, at the minimum. These will provide for the City's identified housing needs. Thus, there is no immediate need for high density residential development sites to help meet the City's housing goals.

Past residential development projects in the City have consisted primarily of land recycling, as lots with older single family detached units are replaced with multi-family housing. This was the reason for the building moratorium in 1990. It is primarily due to the limited amount of vacant land in the City (13.2 acres or 1.9 percent) and the economic advantages of multi-family projects on R-3 lots. Thus, it is expected that future development will continue this trend. It is not possible to predict the results of the land assembly incentives. This program is new and developer response is unknown at this time. Thus, estimates of future development are based on the lower end of the density scale.

The City of Cudahy is a very low income neighborhood. According to the RHNA prepared by SCAG, of the City's 5,357 households in 1988, 3,343 households or 62.4 percent were considered low income. Of these, 1,809 households were overpaying for housing. Thus, the other 1,534 low income households (45.8 percent of low income households) were not overpaying for housing. The units occupied by these households may be considered affordable because they are occupied by low income households and their rents are less than 30 percent of the occupying household's income.



While it cannot be identified where these affordable housing units are located, the City may conclude that they include developments with 10 units per acre, as well as those with 12 units per acre (as allowed under the current zoning code). Because of the housing market in Cudahy and the surrounding area, new housing development is expected to meet some of the demand for affordable housing created by low income households in the area, as a function of economic and market forces. These projects can be developed with densities of 10 to 16 dwelling units per acre, as found in the City.

Also, the application of a density bonus for low-income and senior citizen housing projects will increase the maximum allowable density from 16 dwelling units per acre to 20 dwelling units per acre. The provision of subsidies from redevelopment funds and other sources would likewise enhance the City's ability to provide very low income housing at this density.

Also, further increases in density to allow increased residential development is not considered advantageous to the City. High density developments of 25 dwelling units per acre or more will lead to demands on infrastructure and services which cannot be met by existing facilities (sewer, roads, water, storm drain, police, fire, etc.). This will be especially significant on traffic and local circulation, schools of the LAUSD, and police services.

Development Fee Review

The City shall regularly review its permit processing fees to check if they reflect the costs associated with the review process. This fee review will provide a basis for reducing fees which may be posing a constraint to housing production, and at the same time allow the City to recoup costs associated with individual developments. This program shall be initiated by the Community Development Department in 1992 and shall be funded by the General Fund.

Housing Information Program

To encourage the development of high quality housing on vacant and underutilized lots, the City shall establish a promotional campaign to area developers. The campaign shall promote the City of Cudahy and existing investment opportunities. The City shall work with local business groups (such as the Chamber of Commerce and Building Industry Association) on promoting available incentives to new development. This may be accomplished through networking, formal presentations, brochures, ads, and other promotional materials and activities. Staff will also keep informed of state and federal housing programs and provide information to interested residents and groups. The program will be managed by the Community Development Department and begin in 1993. The program will be funded through the General Fund.

Streamlined Permit Processing

The City shall develop standards which provide incentives, such as streamlined permit processing, density bonuses and lower requirements, for high quality housing projects. These shall include design guidelines for new structures, as well as a standardization of the application requirements to reduce the time and costs associated with development approval. The standards shall include guidelines for the development of a variety of unit types to accommodate different households, especially large units for the City's large households. This program will begin in 1993 under the Community Development Department. The program will be financed by the General Fund.



Second Unit Ordinance

The City of Cudahy allows second units on single-family lots, as required by State law. This has led to second units on most lots in the R-1 Zone and has added to the current housing stock. This is an ongoing program by the Department of Community Development. Its implementation is funded by the General Fund.

Development Monitoring Program

The City shall develop a system for assessing the potential impacts from new development. The City will require all new development to undergo an assessment to ensure that adequate infrastructure is available to serve the development. The program will begin in 1993, be financed through the General Fund, and be managed through the Community Development Department.

Manufactured Housing

The City allows manufactured homes and modular units on single-family lots subject to certain conditions, as required by State law. This permits the use of manufactured homes as affordable housing alternatives. Also, the City shall revise the Zoning Ordinance to include density bonuses and other incentives for senior citizen and low-income housing projects. The program will begin in 1992 under the Community Development Department and will be financed through the General Fund.

Affordable Housing Incentives

In order to encourage the development of affordable housing units, the City shall provide developers with incentives and shorten the permit process for low-income and senior citizen housing projects. These incentives may be similar to those awarded for high quality housing projects or developments on larger lots. Or they may involve a different set of parking, open space and density standards which lower the cost of development. By expediting the review process, developers also save money and housing costs can be reduced. By removing constraints to housing production, the City will encourage development and help reduce housing rents and prices. Aside from these, the City shall compile information on available financing mechanisms and federal, state and local programs and agencies that provide funding assistance for housing projects shall be made available to developers. Cooperative ventures with developers on housing projects may also be initiated by the City. The program will begin in 1992 under the Community Development Department and will be financed through the General Fund.

CDBG Information Programs

The City shall continue housing programs on housing development, infrastructure, rehabilitation and job development, as allowed by the CDBG program. The City currently uses its CDBG moneys for the Home Improvement program, fair housing foundation services, code enforcement, senior nutrition program, food distribution program and the development of public facilities. It shall coordinate with the County Housing Authority in implementing programs outlined in the Comprehensive Housing Affordability Strategy (CHAS) for Los Angeles County. The City shall prepare a brochure outlining available housing assistance and rehabilitation programs in the City. The City is not applying for other federal programs, although it has evaluated potential participation in the HOME, HOPE and other housing loan programs of HUD. Housing programs that are available to the City, group or individual, as offered by federal and state agencies, are summarized in Appendix B. It shall distribute these to property owners and make them available at City Hall. The brochure shall encourage residents to participate in the Section 8 housing assistance payments program



and the housing voucher program through the Los Angeles County Housing Authority. The program will commence in 1992 under the Community Development Department and be financed by the General Fund.

Housing Conversion Program

The City shall take the lead in coordinating efforts for the preservation of subsidized housing projects in Cudahy. Detailed discussion of these projects is provided in the Housing Element Profile Report. To help conserve the low income units at risk of conversion, the City may provide technical assistance to non-profit groups interested in buying the projects. It may also decide to provide funds (redevelopment set-aside money) for the City to buy it themselves; or, some other form of incentive to keep these units low income. It may aggressively look for an agency to buy the property or help the residents establish an association to buy the project. The City shall initiate talks with the Los Angeles County Housing Authority, the Department of Housing and Urban Development, the California Housing Partnership Corporation, local non-profit agencies, and tenants of subsidized housing projects on discouraging future conversion of low-income housing projects to market rate housing. HUD has stated that they generally evaluate projects that apply for conversion and offer incentives to property owners, in order to preserve these units. The California Housing Partnership Corporation (CHPC) has indicated that it will assist Cudahy in looking for a suitable organization who would take over the subsidized projects in the City, subject to a nominal fee. Recently proposed legislation will allow CHPC to act as a buyer of at-risk projects, as a last resort. Homeaid has expressed interest in buying projects in Cudahy and negotiations with this agency will be continued. Keystone Housing Enterprises has likewise expressed interest in looking at the properties. Ralph Carrico and Associates said they would be interested in Cudahy Garden Apartments when it comes up for sale. Other organizations contacted said they were not interested in either Cudahy Garden Apartments or Elizabeth Street Apartments. The program will begin in 1992 and be managed through the Community Development Department. The Community Development Director shall monitor the status of all subsidized housing projects and shall work with the City Manager in developing strategies to preserve these projects. Specific projects shall be reviewed for consistency with the goals of the General Plan and other City policies, prior to implementation. Public participation shall be encouraged throughout the process to reflect the needs and interests of Cudahy residents. Financing will come from the Redevelopment Agency, CDBG funds, and the General Fund, to the extent funds are available. Other funding sources that may be available shall be explored, as well.

Inclusionary Housing Program

The City shall explore the feasibility of requiring affordable housing units within new housing developments. This may be promoted by density bonuses and other incentives, coupled with a use restriction on the affordable units. The City may also require developers to provide a minimum percentage of affordable housing or pay fees, dedicate land or establish agreements with other agencies for the construction of affordable units off site. To address Cudahy's overcrowding problems, the City shall include in this study, the available options to requiring or encouraging large dwelling units (2 bedrooms or more) within new development. This may likewise be promoted by incentives to the allowable density and less stringent development standards. The inclusionary housing study shall be initiated by the Department of Community Development in 2012, with funding from the General Fund to the extent of available resources.



Housing Maintenance and Conservation

The City of Cudahy has an ongoing program for the maintenance and conservation of the existing housing stock. There are programs aimed at the conservation of older housing units which are in good condition to maintain the units as affordable housing options. Rehabilitation and property maintenance programs ensure that living conditions are safe and decent for all households. By maintaining the existing housing stock and preventing the creation of substandard housing, the City improves the living environment for present residents. Implementation measures for housing maintenance and conservation are discussed below. Approximately 100 housing units are anticipated to benefit from the City's rehabilitation programs with the next 5 years. Also, approximately 350 mobilehomes will be conserved.

Redevelopment Agency Set-Aside

The City has a 20 percent set-aside fund from redevelopment projects in the area. To the extent that the Redevelopment Agency deposits moneys into its low and moderate income housing fund, such money may be used for the purpose of increasing, improving and preserving the City's supply of low and moderate income housing (units affordable to persons and families of very low, low, or moderate income). It shall use these funds for the rehabilitation of residential areas, the development of new housing, or the conservation of low-income housing. All redevelopment projects have also included the relocation of displaced housing, when dwelling units are affected by redevelopment. This will provide tenant relocation and unit replacement for projects involving residential demolition, mobile home park closure, and major residential rehabilitation. The program is ongoing and managed and financed through the Redevelopment Agency.

Tenant Minor Home Repair Program

The City shall continue to apply for Community Development Block Grants for housing rehabilitation programs in the City. These funds shall be used to offer technical assistance and loans under the Tenant Minor Home Repair program, as well as to implement housing rehabilitation programs which provide low interest loans, grants, and technical assistance to property owners. The program is ongoing and will continue to be managed by the Community Development Department and financed through CDBG funds.

SRO Hotels

The City shall preserve single-room occupancy (SRO) hotels and strictly enforce ordinances regarding property maintenance and fire and safety standards to safeguard the public health, safety and welfare of tenants. Code enforcement efforts on hotels and motels in the City have led to the upgrading and renovation of two local motels. The City does not allow SRO hotels to be used as permanent housing but will encourage their use as emergency and transitional shelter for the homeless. The regulation on the maximum stay of 30 days by motel guests has abated the use of SRO hotels as permanent housing. The City regularly checks hotel records to ensure that this regulation is followed. To encourage the use of hotels by "homeless" individuals, the City shall work with hotel managers on making rooms available for emergency/transitional housing and shall make community service agencies in the area aware of the facilities. It shall also refer persons in need to these facilities. Vouchers shall be solicited from the hotel, local businesses, charitable agencies and other organizations/individuals to provide short-term stays at the hotels. The 160 rooms available in local hotels is adequate to serve the temporary housing needs of homeless individuals in the area. This program is ongoing and implemented by the Community Development Department. It is funded by the General Fund, to the extent of available resources.



Neighborhood Preservation

Neighborhood preservation is seen as a mechanism to increase home-ownership in the City, to promote property maintenance, and to maintain a more stable resident population. By improving public services and infrastructure in existing neighborhoods, the City hopes to provide a more attractive residential environment. Implementation measures that will help achieve this goal are provided below. The City expects to improve neighborhood quality and preserve approximately 50 dwelling units through these programs.

Code Enforcement

The City shall continue code enforcement of nuisances such as inoperable vehicles, property maintenance, substandard units, and illegal garage conversions. It shall identify substandard dwelling units and encourage rehabilitation through the provision of technical support and incentives such as streamlined permit processing, variances to development standards on a case by case basis, waiver of fees or fines if rehabilitation is undertaken within the next three months, etc. Also, it shall actively work towards the rehabilitation of structures which do not meet seismic safety standards and current electrical code requirements. The City shall coordinate with homeowner's associations in the enforcement of CC&R's regarding property maintenance. This program is ongoing and will continue to be financed through CDBG funds.

Housing Cooperating Program

The City shall work with Los Angeles County on the provision of adequate infrastructure and public services in Cudahy. It shall coordinate County and City capital improvement projects. This includes setting priorities for infrastructure and public service projects through the City's capital improvement program. The City shall coordinate with state and regional agencies on addressing planning and environmental issues that affect Cudahy. It shall initiate talks with adjacent cities on potential area-wide strategies to promote jobs/housing balance. The program will be financed through the General Fund.

Equal Access

There are many special needs households in Cudahy that will benefit from programs designed to promote equal access and opportunity to housing. The City intends to minimize difficulties of special needs households in finding adequate housing by providing programs to prevent discrimination or to encourage the production of housing specifically designed for these households. The City of Cudahy will implement a number of measures to provide adequate housing to residents with special housing needs. It anticipates that an average of 200 households per year will receive some form of assistance which promotes equal access and opportunity to housing in the City through these programs.

Fair Housing Program

The City shall promote the use of the Fair Housing Council of Long Beach through the City newsletter and local papers, and by informing all city employees of the available services for referral. The City shall prepare a list of referral agencies to serve low-income households, handicapped, elderly, homeless, and other special needs groups. It shall make the list available at City Hall, the library and City parks for interested persons. Financing will be provided through the General Fund and CDBG funds.

Homeless Assistance Program

The City shall continue to provide funds for the Human Services Association to serve the homeless and other special needs groups in the community. It shall also maintain a list of local social services to use as referral



sources for residents in need. These services are discussed in the Housing Element Profile Report. This program is ongoing and will continue to be financed through the CDBG.

Bilingual Programs

The City's primarily Hispanic population can create communication problems in certain situations. The City has avoided this by providing information in both Spanish and English in the City newsletter. This is an ongoing program by the Community Services Department. It is funded by the General Fund, to the extent available.

Handicapped Access

The City currently requires new development to comply with State standards for handicapped access. It shall also enforce the recently adopted American with Disabilities Act. This program is implemented by the Department of Building and Public Services with funding from the General Fund.

Senior Shared Housing Program

The City shall establish a program to match senior citizens who are interested in shared housing arrangements. The Senior's Center on Clara Park could serve as an information center for this program, with a coordinator assigned to promote and facilitate the matching process and monitor the operation success of participants. This shall be initiated by the Community Services Department with funding from the General Fund.

