

CITY OF CUDAHY

GENERAL PLAN ANNUAL PROGRESS REPORT

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

City of Cudahy

GENERAL PLAN ANNUAL PROGRESS REPORT

Adopted March 28, 2016

Cudahy City Council Resolution No. 16-13

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**City of Cudahy
5220 Santa Ana Street
Cudahy, CA 90201**

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Executive Summary

The City of Cudahy's 2015 General Plan Annual Progress Report, was prepared by the Planning Department with input from other departments including the Departments of Building & Safety, Code Enforcement, Housing, Public Works and Community Development (HCD). The report summarizes the measurable outcomes and actions associated with the implementation of all of the General Plan elements. The City has made progress in the implementation of the General Plan since its adoption in September 2010. These achievements are discussed under the appropriate section of this report. This report also includes information on planning applications that were initiated in 2015. The slowdown of California's housing market and economy since 2007 has affected the City. There has been a decrease in the total number of major planning applications as a result. Smaller projects, such as remodels, single family homes, exterior upgrades and other minor permits, have also been affected, but not as significantly.

The City adopted the updated the Housing Element on January 7, 2014. The Housing Element addresses the planning period from 2013 through 2021. The fifth cycle of the Housing Element includes a Regional Housing Needs Assessment projection period of 2013 through 2021. The City's progress in meeting the Housing Element goals is also provided in the separate Housing Element Report (Appendix B). The Housing Element Report includes a status of the Housing Element implementation program, details on the progress of meeting regional housing needs, and removes governmental constraints to the development of affordable housing.

The following key efforts were also accomplished in 2015 to implement the General Plan:

- **Grants**

- HSIP Cycle 6 (2014)

- The City of Cudahy was awarded \$619,800 through the Highway Safety Improvement Program (HSIP) Cycle 6. HSIP is a program through California Department of Transportation (Caltrans). These funds will be used for pedestrian and traffic safety improvements along Atlantic Avenue. The scope of work of this project includes the installation of designated left turn phasing at existing traffic lights along Atlantic Avenue as well as the replacement of existing pedestrian heads and new pedestrian countdown signal heads at street intersections along Atlantic Avenue. From a total of 389 applications submitted to Caltrans, only 231 were awarded.
- The City has finalized the completion of Disadvantaged Business Enterprises (DBE) requirements and has also completed Request for Funding Allocation (RFA) Documents. In December of 2014, the Engineering Department submitted RFA documents to Caltrans and is waiting for Caltrans approval to proceed with the Design Phase. The project will undergo construction after the Design Phase is completed.

- HSIP Cycle 7 (2015)
 - The City of Cudahy was awarded \$363,180 through the Highway Safety Improvement Program (HSIP) Cycle 7. HSIP is a program managed by the California Department of Transportation (Caltrans). These funds will be used for the installation of safety enhancements (e.g. advisory signage and crossings) to improve pedestrian, bicycle, and vehicular modes of travel along Salt Lake Avenue. The project location is in the City of Cudahy public right-of-way. The project focuses on systemic improvements along Salt Lake Avenue between Walnut Street and the Patata Street/ Atlantic Avenue.

- ATP Cycle 1 (2014)
 - The City of Cudahy was awarded \$1,271,000 through the ATP (Active Transportation Program) Cycle 1. ATP Grant Project consists of Citywide Safe Routes to Schools (SRTS) Improvements (e.g. pedestrian crosswalks and other traffic safety improvements). The City officially adopted the City's Safe Routes to Schools Master Plan.
 - The Engineering Department has completed the preparation of Environmental Documents for this project and has submitted Request for Funding Allocation (RFA) documents. After RFA documents are ready they will be submitted to Caltrans for approval to proceed with the Design Phase. The project will undergo construction after the Design Phase is completed.

- ATP Cycle 2 (2015)
 - The City of Cudahy was awarded \$1,344,000 through the ATP (Active Transportation Program) Cycle 2. ATP 2 Grant Project focuses on 12 crossing locations either near schools, mid-block, or across major arterials in the City. The project will focus on the installation of safety enhancements for pedestrians at these locations and eliminating hazardous conditions. The project is in the City of Cudahy public right-of-way. The project focuses on 12 locations within the city boundaries along Wilcox Avenue between Live Oak Street to the North and Patata Street to the South, as well as midblock locations along adjacent streets.

- 2015 Call for Projects (2015)
 - The City of Cudahy was awarded \$2,134,449 through the 2015 Call for Projects. The 2015 Call for Projects Application consists of the proposed Cudahy Citywide Complete Streets Improvement Project, which focuses on the Atlantic Avenue Corridor and Citywide multimodal transportation

improvements for the first/last mile. The 2015 Call for Projects Cudahy Application falls under the Pedestrians Improvements Modal Category.

- **City Programs**

- Food Distribution

- The City of Cudahy continues to offer hot meals to residents through the ongoing food distribution program. The food distribution program occurs on a monthly basis, is monitored annually (coinciding with the fiscal year) and is financed through the Community Development Block Grant (CDBG).

- **Natural Hazard Mitigation Plan**

- The Federal Emergency Management Agency (FEMA) requires all counties, cities, and tribes in the United States to complete a Local Hazards Mitigation Plan. These Plans are to identify the hazards that have occurred or may occur in the study area, provide mitigation strategies, or action items, designed to save lives, and reduce the destruction of property. The City of Cudahy is currently in the process of meeting this requirement by completing a Local Natural Hazards Mitigation Plan (the Mitigation Plan or “the Plan”) that describes and analyzes several issues of concern to the City, including earthquakes, floods, and severe weather. Furthermore, the Plan provides resources and information, in addition to action items and programs, that are meant to assist Cudahy in reducing risk and preventing loss from future natural hazard events. Per Federal requirements, the Plan is to be reviewed and updated every five years.
- Adoption of the Local Hazard Mitigation Plan by the local jurisdiction’s governing body is one of the prime requirements for approval of the Plan. Once the Plan is completed, City Council is responsible for adopting the Local Hazards Mitigation Plan. The local agency governing body has the responsibility and authority to promote sound public policy regarding natural hazards. The City Council will periodically need to re-adopt the Plan as it is revised to meet changes in the natural hazard risks and exposures in the community. The approved Local Natural Hazard Mitigation Plan will be significant in the future growth and development and redevelopment of the community.

- **Capital Improvement Program (CIP)**

- The Capital Improvement Program (CIP) is a roadmap that provides direction and guidance for the City of Cudahy on carefully planning and managing its capital and infrastructure assets. CIP assists in the planning and scheduling of finances for projects and the manpower needed to plan, design, and construct the projects. CIP is a short-range plan, usually five to ten years, which identifies capital projects. The

City of Cudahy is currently awaiting adoption of its complete CIP; however, there are capital projects in the current CIP draft that will commence as soon as funding becomes available.

- The City of Cudahy initiated the implementation of their FY14/15 Capital Improvement Projects. The following is a list of those projects completed in 2015:
 - Bedwell Hall Roof Replacement Project – Funded by the CDBG
 - Clara Park Expansion, Phase III – Funded by the State of California
 - Citywide Prop 1B Street Improvement Project – (1) Ferndale Avenue, Fostoria Street, River Road, Cecelia Street, and Crafton Avenue Loop; (2) Alamo Street; (3) Walker Avenue
 - Atlantic Avenue Street Improvement Project, Phase I – Funded by Prop C
- The City of Cudahy initiated the implementation of their FY15/16 Capital Improvement Projects. The following is a list of those projects initiated in 2015:
 - HSIP Cycle 6 – Pedestrian and traffic safety improvements along Atlantic Avenue. Design Phase.
 - ATP Cycle 1 – Citywide Safe Routes to Schools (SRTS) Improvements Project (e.g. pedestrian crosswalks and other traffic safety improvements). Design Phase.
- **Municipal Separate Storm Sewer System (MS4)**
 - National Pollutant Discharge Elimination System (NPDES) Permits are issued for five-year (5) terms. The first NPDES permit was issued for Cities and Counties in 1991; it required Cities to implement 13 Best Management Practices. The second Countywide NPDES permit was issued in 1996, with enhanced permit requirements, calling for Cities to develop a Storm Water Management Plan (SWMP). The third Countywide NPDES permit was issued in 2001; it required implementation of the SWMP as well as 6 mandatory programs for each City. They were (1) Public Information and Participation Program, (2) Development Planning Program, (3) Development Construction Program, (4) Industrial-Commercial Inspection program, (5) Illicit Connection–Illicit Discharge Elimination program and (6) Public Agency Activities program.
 - Cities applied for the permit renewal – a requirement in 2006 – but the Regional Water Quality Control Board continued the current permit until time allowed them to issue the fourth-generation NPDES Permit. During the six years that the NPDES permit was allowed to continue unchanged, the Regional Board adopted Total Maximum Daily Load (TMDL) orders that established numeric water quality limits for a large number of pollutants. These pollutants include Trash and Debris, Metals,

Bacteria, Toxins and Sodium. Two of the TMDLs were added to the 2001 permit. The remaining thirty-three (33) TMDLs will be included in the next permit.

- The Regional Water Quality Control Board adopted the fourth-generation NPDES permit covering 84 Cities, Los Angeles County, and the Los Angeles County Flood Control District on November 8, 2012. The permit becomes effective on December 28, 2012 – fifty days after adoption. Significant modifications in this permit include the following:
 - There is no principal permittee as was the case in all previous permits.
 - Each City is responsible for full compliance with the permit.
 - Thirty-three (33) TMDLs were added as enforceable provisions of this permit.
 - Cities are required to monitor the stormwater and non-stormwater that is discharged from the City.
 - Many Regional Water Quality Control Board Inspection functions have been transferred to the City.

- Actions taken by the City of Cudahy:

- On June 28, 2014, in fulfillment of the state permit requirement, the Watershed Management Plan (WMP) and Coordinated Integrated Monitoring Plan (CIMP) studies were prepared with the help of CWE Consultants. Upon completion, both studies were submitted to the Los Angeles Regional Water Quality Control Board (LARWQCB).

The LARWQCB completed their review of the WMP and returned comments to the City for minor revisions before approval of the WMP.

The City has coordinated the 1st Amendment to the existing Memorandums of Understanding (MOU's) with other agencies for the administration and cost sharing to prepare and implement a Watershed Management Program (WMP) and Coordinated Integrated Monitoring Program (CIMP). The MOU 1st Amendment was implemented in 2015.

- On June 16, 2015, the State Water Resources Control Board (SWRCB) directed that the 2012 MS4 Permit be substantially modified through the adoption of Order WQ 2015-0075.
- The Permit incentivizes the attainment of Water Quality Objectives (WQOs) and TMDL Waste Load Allocations (WLAs) by allowing permittees to collaborate and customize their stormwater programs through the development of Watershed Management Program (WMP), Enhanced WMP (EWMP), and Coordinated Integrated Monitoring Program (CIMP) Plans. The Cities of Bell, Bell Gardens, Commerce, Cudahy, Huntington Park, Maywood,

and Vernon, along with the Los Angeles County Flood Control District (LACFCD), collectively formed the Los Angeles River Upper Reach 2 Watershed Management Area (LAR UR2 WMA), and on June 27, 2013, filed a Notice of Intent (NOI) with the Los Angeles Regional Water Quality Control Board (LARWQCB) to develop WMP and CIMP Plans. On September 25, 2013, the LARWQCB Executive Officer (EO) approved of the NOI, facilitating development of WMP and CIMP Plans for the LAR UR2 WMA. The former plan received LARWQCB EO final approval on August 13, 2015, after the current reporting period, while the latter continues to be actively reviewed by the Regional Board staff.

- National Pollution Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer System (MS4) Annual Report:

The City prepared the City of Cudahy NPDES Annual Report (2014-15). The Annual Report summarizes the requirements in Orders No. 01-182 and R4-2012-0175 for the period July 1, 2013 to June 30, 2014. Every year each principal permittee must prepare this report. The Annual Reports list City activities that were performed during the previous fiscal year concerning the Storm Water Management Plan. The City's Annual Report will be included in the unified Annual Storm Water Program Report. This year the report was a joint report with the Los Angeles River Upper Reach 2 Subgroup (LAR UR2) and Los Angeles River Upper Reach 2 Watershed Management Area. 2014/2015 Reporting Period Permittee Annual Reports and Information Summary.

With the recent WMP approval, the LAR UR2 WMA Permittees submitted this initial group Annual Report compiling both individual agency and coordinated group MS4 Permit-related activities for the period from July 1, 2014, through June 30, 2015.

The goals of this Annual Report are to (1) concisely document implementation of the Storm Water Quality Management Program (SQMP) during the past fiscal year, (2) evaluate program results for continuous improvement, (3) determine compliance with Orders No. 01-182 and R4-2012-0175, and (4) share this information with other permittees, municipal decision makers, and the public.

- **Low Impact Development (LID)**

- The new Municipal Separate Storm Sewer System (MS4) permit calls for Cities to update their Municipal Codes regarding Development and Redevelopment requirements. This information is currently titled Standard Urban Stormwater Mitigation Plan provisions. The new permit will title the provisions Low Impact

Development (LID). The City of Cudahy adopted an LID Ordinance to comply with requirements of the Clean Water Act and the MS4 Stormwater and Urban Runoff Permit (Order No. R4-2012-0175) effective December 28, 2012.

- During the November 25, 2014 Special Cudahy City Council Meeting, Ordinance No. 640, an Ordinance of the City Council of the City of Cudahy, California, adding Chapter 20.108 pertaining to LID Strategies on projects that require Building, Grading, and Encroachment Permits, to Title 20 (Zoning) of the City of Cudahy Municipal Code, was introduced for Second Reading and passed unanimously.
 - The purpose of this Ordinance is to provide an outline of LID policies for the City of Cudahy consistent with the requirements of the Municipal Separate Storm Sewer System (MS4) Permit (Order No. R-2012-0175) that was adopted by the California Regional Water Quality Control Board, Los Angeles Region on November 8, 2012. Municipalities require permittees electing to prepare a Watershed Management Program or an Enhanced Watershed Management Program under this Permit to demonstrate that there are LID ordinances in place meeting the requirements of the Order's Planning and Land Development.
- **Green Streets Policy**
 - The new MS4 permit requires that Cities consider implementing green streets policies when a street project of 10,000 square feet of new pavement is built. City staff will likely bring a policy recommendation forward to address the MS4 permit requirement. This is just a Policy statement; if there are good reasons for not implementing Green Streets Best Management Practices (BMP) on a project, either private or public, it does not have to be done. A justifiable reason might include high ground water which would make infiltration impractical and potentially cause flooding.
 - On June 4, 2013, the City Council approved and accepted membership into Gateway Management Authority (GWMA) in order to comply with MS4 requirements. The GWMA is an Integrated Regional Water Management Group Joint Power Authority (IRWM JPA) established in 2007 and currently consists of 24 members. On the same date, Council approved a MOU between the GWMA, the LAR UR2 Subgroup Cities, and Los Angeles County Flood Control Districts (LACFCD) in order to comply with the new MS4 Permit (Order No. R4-2012-0175). On June 4, 2013, Council also adopted Resolution No. 13-17 regarding Green Streets Policy adopting the City of Cudahy Green Streets Manual.

An important milestone to note on this 2015 General Plan APR is that, the City of Cudahy began the process of updating its General Plan. On July 27, 2015 the City of Cudahy City Council approved a Professional Service Agreement (PSA) with MIG to prepare the Cudahy General Plan Update and optional Development Code Update. Upon selection of MIG as the firm who will be

in charge of update the General Plan, MIG and City Staff eagerly began the data collection and outreach phase of the project. Next year's 2016 General Plan APR will contain information on all of the milestones completed during that particular calendar year. For more information/preview on the efforts completed in 2016, please follow the link below:

<http://www.cityofcudahy.com/general-plan-update.html>

1.0 Introduction

Purpose of the Annual Progress Report

This report has been prepared pursuant to *California Government Code Section 65400*, which requires the City of Cudahy to submit an Annual Progress Report on the status and implementation of the General Plan to the Governor's Office of Planning and Research (OPR) and the California Department of Housing and Community Development (HCD) by April of each year. Section 65400 of the Government Code also requires the City submit an annual report on the status and progress of implementing the Housing Element of the General Plan. Housing information in compliance with this regulation is provided in this report using the forms and definitions adopted by HCD. This report summarizes the planning activities for the City of Cudahy from January 1, 2015 to December 31, 2015.

The scope of the report includes:

1. An overview of the City's General Plan and major planning and development activities that contribute to the implementation of the General Plan;
2. A overview of the status and progress in implementing the City's General Plan; and
3. A summary of the City's progress in meeting its share of regional housing needs.

The purpose of this report is to inform The Governor's Office of Planning and Research (OPR) and California Department of Housing and Community Development (HCD) about the status of implementing the General Plan, housing issues, and development in the City. The report should be used to identify what necessary adjustments, if any, should be made to further implement the General Plan.

Informational Document

This document is a reporting document, and does not create or alter policy. The content is provided for informational purposes only, and is exempt from the California Environmental Quality Act (CEQA) pursuant to *CEQA Guidelines Section 15306*:

Class 6 consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

2.0 General Plan Background

Overview

The General Plan is mandated by *California Government Code Section 65300*, which requires each city and county to adopt a general plan for the physical development of the jurisdiction. The Cudahy General Plan establishes a vision for the City's long-term growth and enhancement and provides strategies and actions to achieve this vision. The Plan also conveys the community's goals and policies to City departments, other agencies, and private developers and establishes a basis for determining if development proposals and public projects are consistent.

The General Plan provides for establishing and prioritizing detailed plans and implementation programs. The Cudahy General Plan serves as the framework for future planning and development in the City. The Cudahy General Plan provides decision-makers, officials, residents, and developers the direction they need to achieve the long term planning goals of the City. The 2010 Cudahy General Plan builds on the previous General Plan that was adopted in 1992 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 and Recreation
- Public Safety
- Conservation
- Noise

Other elements may be adopted to address specific concerns in the community. 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 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, use, and the maintenance of key natural resources within the City.

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.

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.

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.

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.

Implementation of the General Plan

Each policy in the General Plan includes one or more implementation programs or actions to assure that there is a mechanism for its implementation. The implementation of the General Plan establishes ongoing programs that must be developed by City staff and approved by City Council before being implemented. Implementation programs or actions are necessary to achieve the General Plan's goals and policies. The Implementation programs are organized by corresponding General Plan Elements that further refine and group programs into related areas and topics.

3.0 City Background

The City of Cudahy

This General Plan governs the land area located within the corporate boundaries of the City of Cudahy. 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. The location of City of Cudahy, in a regional and local context, is indicated below in Figures 3.1 and 3.2.

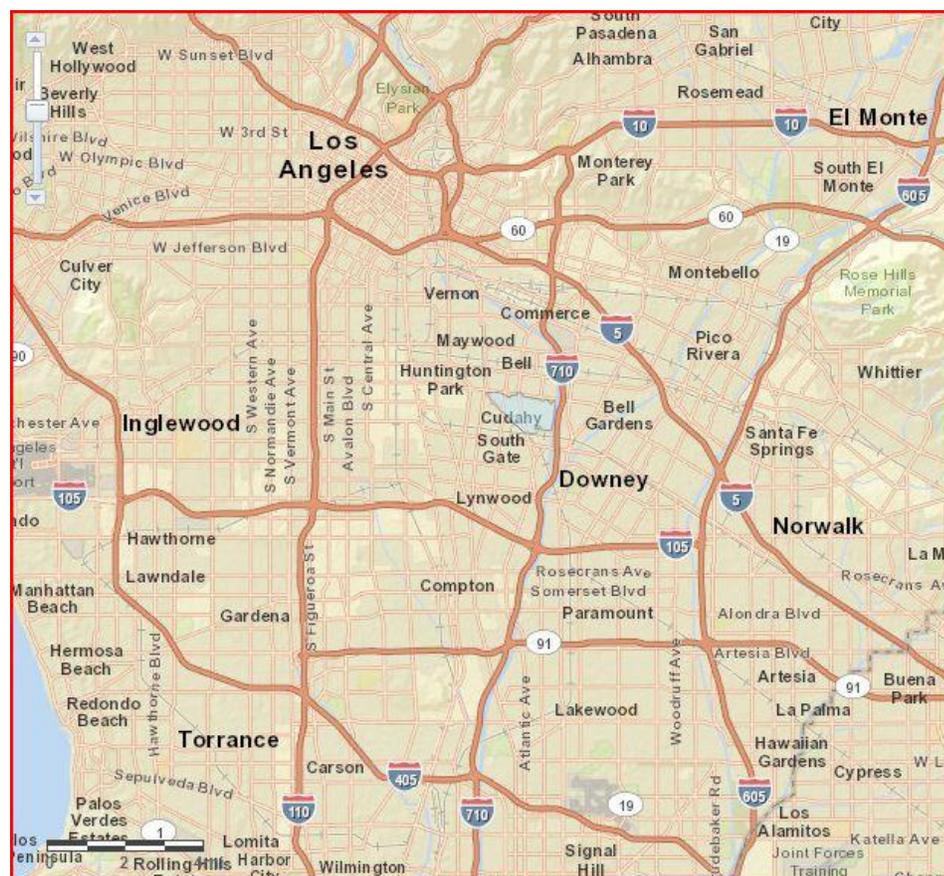


Figure 3.1. Regional geographic location of the City of Cudahy highlighted in light blue; the city is bounded on the north by Bell, on the west by Huntington Park, on the east by Bell Gardens, and on the south by South Gate. Source: <http://tims.berkeley.edu/tools/gismap/index.php>

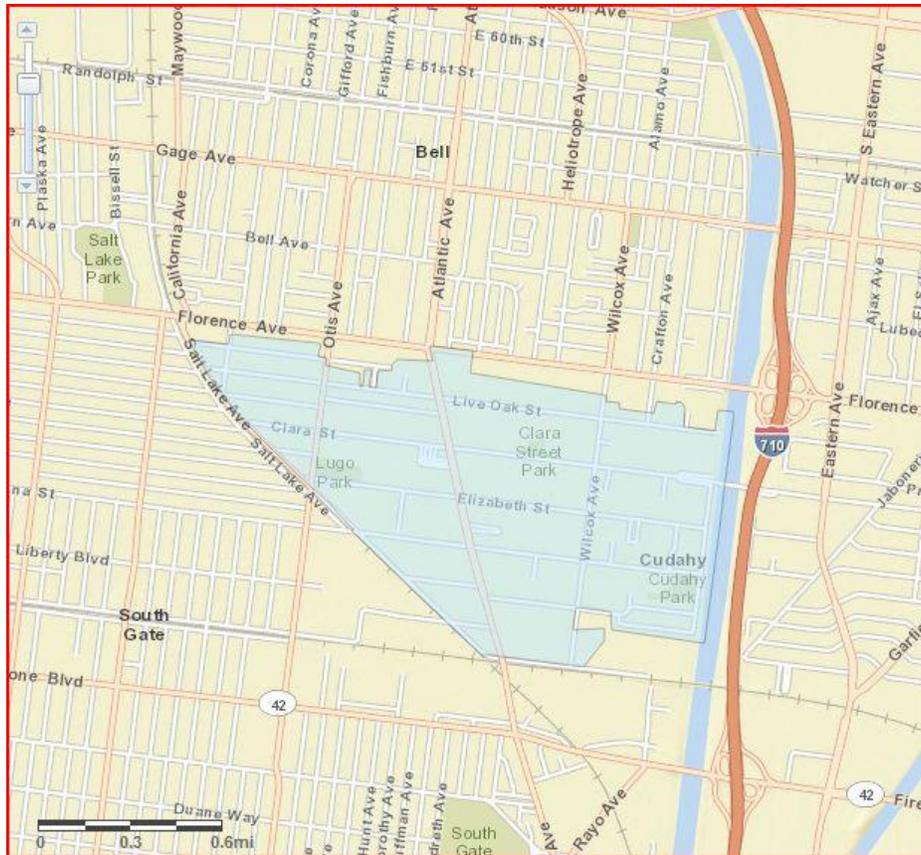


Figure 3.2. Local geographic location of the City of Cudahy highlighted in blue. Source: <http://tims.berkeley.edu/tools/gismap/index.php>

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. 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%.

Cudahy is one of the most densely populated communities in California. The most recent U.S. Census population estimates shows Cudahy's with a population density of 24,103 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.

The majority of the City is zoned for high-density residential development (HDR) 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.

Population Trends

Population data sets are the most expressive indicators of growth trends in Cudahy. Table 3.1 below lists the City of Cudahy's population by decade from 1970 to 2010 with the annual change rates for each decade. This information is also represented as a graph in Figure 3.3.

Table 3.1. Total population of the City of Cudahy by decade, from 1970 to 2010, and the rates of change between each decade are given in numerical figures and percentages.

Population Trends 1970-2010			
Year	Population	Change (#)	Change (%)
1970	16,998	n/a	n/a
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%
2010	23,805	-2,065	-8%

Source: U.S. Census & Department of Finance

Population growth in Cudahy was the greatest in the 1990'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 families into the area as well as natural increases in population. The reports of 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, projected a population of 24,140 in the year-2000, which was quite close to the actual 2000 population figure of 24,208 persons identified in the U.S. Census for that year. A slight reduction in population in recent years may be due to the declining economy from 2000 to 2010. This can include declining real estate prices, declining job opportunities, reverse migration, and relocation to regions and states that have more affordable housing and job availability.

Prior to 2010, much of the city's population growth in recent years is shown in increases to 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 a number of trends including larger family sizes, cost reduction by shared living spaces, and overcrowding due to housing availability and cost. In 1980, the U.S. Census reported the City's average household size to be 3.42 persons.

According to the 2010 Department of Finance data, the city's average household size has decreased to 4.24 persons per unit since 2000 when the average was 4.46. In comparison, the average household size in Cudahy is 32% higher than the State average persons per household.

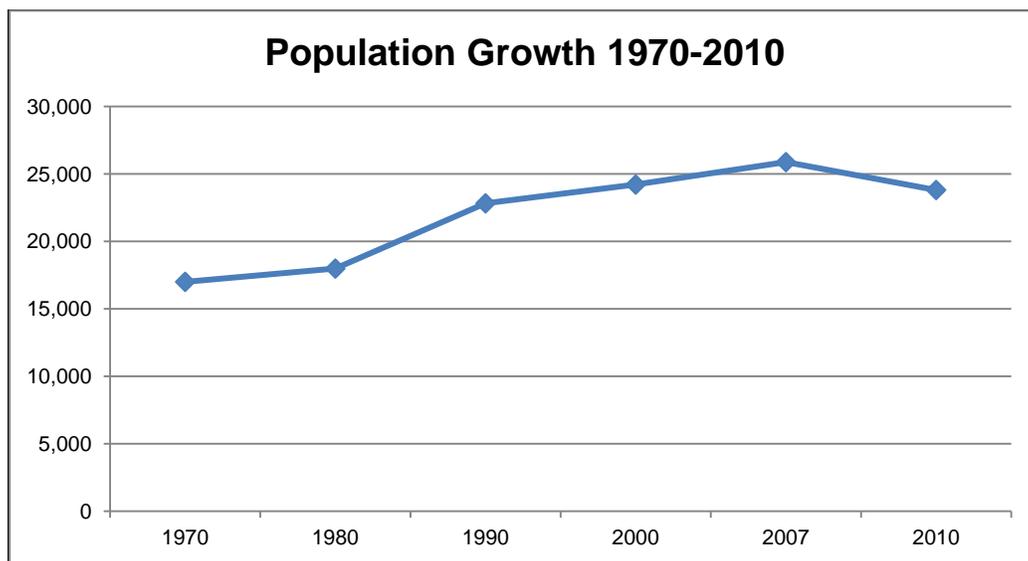


Figure 3.3. The City of Cudahy experienced an increasing population from 1970 to 2007, and a decrease in population after 2007 which resulted in a reported population of 23,805 for 2010.

The following are some key findings concerning demographics and housing:

- Cudahy experienced its greatest population growth in the 1990s; however from the years of 2007 through 2010 there was a slight reduction in population that may be attributed to the declining economy from 2000 to 2010.
- Cudahy is a predominately Hispanic/Latino community representing 96% of the city's residents.
- Cudahy has a low educational attainment with the majority of its residents (39.8%) having less than a 9th grade education, followed by 24% who are High School graduates, with very few of the City's residents having some college or higher.
- The average household size has increased over the years largely due to a number of trends including larger family size, cost reduction by shared living spaces, and

overcrowding due to housing availability and cost. The current average household size is 32% higher than the State average persons per household.

- According to the 2010 California Department of Finance, the housing make up is as follows; single detached units (37%), single attached units (22.8%), 2-4 units (5.6%), 5 or more units (27.3%), and (7.3%) are mobile home units.
- The City's housing stock is getting older, well over half (57.4%) of the City's housing stock was built prior to 1960.
- 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 2010, 255 households (45.2% of the total owner-occupied units) living in owner-occupied units paid in excess of 30% of their monthly income towards the mortgage.
- Over the next 10 years of the Housing Element, a total of 142 assisted units are 'at-risk' of conversion due to expiration of aid.

4.0 Community Development Activity

During 2014, the City of Cudahy reviewed numerous projects and participated in numerous planning efforts. The following summaries provide a general overview of the projects, programs and permits that were reviewed. These summaries are general and are not intended to be exhaustive.

Building Permits

The Building & Safety Department processed a variety of permits during 2015 calendar year, as summarized below in Table 4.1.

Table 4.1. Types of permits issued by the Building & Safety Department of the City of Cudahy in the calendar year 2015.

Permits Issued in 2015	
Residential Permits	71
Commercial Permits	21
Additions	6
Solar Projects	15
Certificate of Occupancy	5
Home Demolitions	7
New Home Construction	4
PME (electrical)	69
PME (plumbing)	72
PME (mechanical)	84
Total Permits	354

Source: Building & Safety Records – 2015

Planning Entitlements

The Planning Department processed a variety of planning entitlements during the 2015 calendar year, including Conditional Use Permits, Development Review Permits, Variance, Zone Change, and associated environmental documents as needed. The following table, Table 4.2, represents a breakdown of applications received by the Planning Department in 2015.

Table 4.2. All planning entitlements received by the City of Cudahy further categorized by new requests, entitlements that were approved, entitlements that were denied or withdrawn, and entitlements that are currently being processed.

Application Type	New Request	Approved	Denied/ Withdrawn	In Process
Conditional Use Permit	6	4	1	1
Development Review Permit	5	4	0	1
Variance	1	0	0	1
Zone Change	1	0	0	1
Zoning Ordinance	2	2	0	0

Source: Community Development & Planning Department Records – 2014

Projects Reviewed by the Planning Commission in 2015

The following applications were reviewed by the Planning Commission and/or City Council during the 2015 calendar year:

Conditional Use Permit No. 38.352: Opportunities For Learning - Charter School ----- Denied
 Application proposing to allow a Charter School located at 7955 Atlantic Avenue in the Community Commercial (CC) Zone. The Planning Commission did not make the necessary findings and denied the CUP by Resolution No. PC 15-02. (CUP was appeal and subsequently approved by City Council Resolution CC 15-09).

Development Review Permit No. 41.501: Storage Building ----- Approved
 Application proposing the construction of a 1,000 square foot prefabricated storage building located at 8333 Wilcox Avenue in the Commercial Manufacturing (CM) Zone. The Planning Commission found the necessary findings of approval and the DRP was recommended for approval to City Council by Resolution No. PC 15-03. (DRP was subsequently approved by City Council Resolution CC 15-16).

Conditional Use Permit No. 38.343: Cabinet Manufacturing Shop ----- Approved
 Application proposing to allow a cabinet manufacturing shop located at 4311 Santa Ana Street in the Commercial Manufacturing (CM) Zone. The Planning Commission found the necessary findings of approval and the CUP was granted by Resolution No. PC 15-04.

Development Review Permit No. 41.500: Soil Vapor Extraction Remediation System ----- Approved
 Application proposing to allow the upgrade to an existing soil vapor extraction remediation system and approve the associated environmental document in the form of a Negative Declaration located at 7200 Atlantic Avenue, in the Community Commercial (CC) Zone. The

Planning Commission found the necessary findings of approval and the DRP and Negative Declaration was recommended for approval to City Council by Resolution No. PC 15-05. (DRP and Negative Declaration were subsequently approved by City Council Resolution CC 15-23).

Development Review Permit No. 41.502: ARCO Gas Station ----- Approved

Application proposing to allow construction of new fueling canopies over existing diesel fuel dispensers; removal and installation of fueling canopies over existing gas dispensers; and façade improvements to the convenience store located at 8111 Atlantic Avenue in the Community Commercial (CC) Zone. The Planning Commission found the necessary findings of approval and the DRP was recommended for approval to City Council by Resolution No. PC 15-06. (DRP was subsequently approved by City Council Resolution CC 15-24).

Conditional Use Permit No. 38.354: Mini Market (Alcohol License) ----- Approved

Application proposing to allow the transfer of a Type 20 alcohol beverage license issued by the Department of Alcoholic Beverage Control (ABC) located at 8070 Wilcox Avenue in the Neighborhood Commercial (NC) Zone. The Planning Commission found the necessary findings of approval and the CUP received recommendation of approval to City Council by Resolution 15-07. (DRP was subsequently approved by City Council Resolution CC 15-25).

Development Review Permit No. 41.503: New Single Family Dwelling Unit ----- Approved

Application proposing to allow construction of new 1,500 square foot single family dwelling unit located at 4051 Olive Street in the Medium Density Residential (MDR) Zone. The Planning Commission found the necessary findings of approval and the DRP was recommended for approval to City Council by Resolution No. PC 15-10. (DRP was subsequently approved by City Council Resolution CC 15-50).

Conditional Use Permit No. 38.351: Autobody Shop ----- Approved

Application proposing to allow operation of an autobody shop located at 4550 Cecilia Street in the Commercial Manufacturing (CM) Zone. The Planning Commission found the necessary findings of approval and the CUP was granted by Resolution No. PC 15-11.

Conditional Use Permit No. 38.355: Church Project ----- Approved

Application proposing to allow demolition of 10 existing buildings that were used as a religious institution with various administration and residential buildings, offices, meeting spaces, worship areas, classrooms, kitchen, and lunchrooms/cafeteria and construction of a new 18,517 square foot building to include worship space, offices, classrooms, a social hall, and a commercial kitchen located at 4235 Clara Street in the High Density Residential (HDR) Zone. The Planning Commission found the necessary findings of approval and the CUP was granted by Resolution No. PC 15-12.

Zone Change 90-10: Praxair Distribution Inc. ----- **Pending**
Application proposing to allow change of Zone from Community Commercial (CC) to Commercial Manufacturing (CM), General Plan Amendment, and approval of Negative Declaration located at 8300 Atlantic Avenue in the Community Commercial (CC) Zone. Application is in progress, to be completed in 2016.

Development Review Permit No. 41.504, Variance No. 87.137, Conditional Use Permit No. 38.3XX: Manufacturing Shop ----- **Pending**
Application proposing to allow addition of two prefabricated steel buildings; (1) existing building of approximately 857 square feet and (1) new building of approximately 1,242 square feet and variance for lot coverage, building height, distance between buildings, and parking located at 4601 Cecilia Street in the Commercial Manufacturing (CM) Zone. Submittal of a complete application is pending/in-progress.

Other Projects, Grants, and Changes:

Safe Routes to School (SRTS) Plan and Program ----- **Approved/Adopted**

The Safe Routes to School (SRTS) Plan and Program was an ongoing effort by City Staff, the Los Angeles County Department of Public Health, and consultant Ryan Snyder which originated in 2013. After extensive public outreach efforts taking place towards achieving adoption of the SRTS Plan and Program during 2014, the SRTS Plan and Program was finalized and subsequently approved/adopted by (i) Public Safety Commission, Resolution PSC 15-01; (ii) Planning Commission Resolution PC 15-01; and (iii) City Council Resolution CC 15-03.

Density Bonus Ordinance No. 648 ----- **Approved**
On June 15, 2015 Planning Commission approved Resolution 15-08, recommending that the City Council approve Zone Ordinance No. 348 amending the Cudahy Municipal Code to add Chapter 20.110 to Title 20 (Zoning) to provide and regulate residential Density Bonuses.

Ordinance No. 648 was introduced by City Council on Monday, July 13, 2015 and was adopted on Monday, July 27, 2015 by the following vote: AYES: Council Member(s): Garcia, Guerrero, Sanchez, Vice Mayor Hernandez and Mayor Markovich. NOES: None. ABSTAIN: None.

Development Agreements Ordinance No. 653 ----- **Approved**
On August 17, 2015 Planning Commission approved Resolution 15-09, recommending that the City Council approve Zone Ordinance No. 653 amending the Cudahy Municipal Code Chapter 20.28 (Development Agreements) to Title 20 (Zoning) regarding Development Agreements.

Ordinance No. 653 was introduced by Council on Monday, October 12, 2015 and was adopted on Monday, October 26, 2015 by the following vote: AYES: Council Member(s): Guerrero, Vice Mayor Hernandez and Mayor Markovich. NOES: None. ABSTAIN: None. ABSENT: Garcia, Sanchez.

Strategic Planning Grant**In-progress**

On June of 2014, the City was awarded \$105,913 from the California Strategic Growth Council to fund a team of researchers and planners, including a team from the University of California, Los Angeles, Lewis Center, who will create a new regulatory structure for land use development in the City. The study will identify needed projects in the areas of transportation, parks, open space, and a nexus study of future developments fair share contribution to such projects.

Additionally a nexus study for water and sewer systems will be provided. The City begun kick-off meetings with project staff and will be entering into a contract agreement with the California Strategic Growth Council for the implementation of the grant, as well as the team from University of California, Los Angeles.

On October 21, 2014 the City of Cudahy City Council awarded a Professional Services Agreement (PSA) for research and development of new regulatory structure for land use development in Cudahy including impact fees, parking, transportation, water, and sewer demands to University of California Los Angeles, Lewis Center for Regional Policy Studies (UCLA).

On June 22, 2015, the City of Cudahy City Council awarded a Professional Service Agreement (PSA) to From Lot To Spot (FLTS) for facilitation services as part of the Strategic Growth Council Sustainable Communities Planning Grant 3014-610, in an amount not-to-exceed \$10,000 funded by the Sustainable Communities Planning Grant.

The following section provides findings taken directly from the annual status report submitted to the state grant administrator:

“Focus Area 1 - Cities and Counties

The GRANTEE shall include discussion of the following:

(a) How and the extent the grant project has achieved the goals and sustainability objectives outlined in the regional planning documents (e.g., Sustainable Community Strategies) applicable to their local jurisdiction. Highlight the specific measures in the grant-funded project that reflect the regional plan objectives.

The City and members of UCLA narrowed the proposal to Focus Area #1: Innovative Incentives for Sustainable Development Implementation. This focus area supports local planning activities that implement a proposed or adopted Regional Transportation Plan, Sustainable Communities Strategy, or any other local or regional plan that incentivizes sustainable, infill development, location and resource-efficient development, or preserves or enhances natural or agricultural lands.

As previously determined (during the grant application process) that the City lacks an overall framework to support development or support the public goods that increased

growth would strain: transportation systems, parking, water and sewer utilities, and parks and open space.

As a result, the scope of the research conducted by the City, UCLA and From Lot to Spot (FLTS) have focused on conducting outreach and research to create an impact fee program that orients development toward modes of Acting Transportation (e.g., walking, biking, and transit) and supports sustainable water, sewer, and parks systems. The scope of research will include an assessment of barriers to development, travel behavior, parks behavior and nexus fee study, water and sewer nexus fee study, and a parking study. As a result, Ordinances will be proposed to help address the aforementioned results.

Currently the grant project is on track to achieving the goals and sustainability objectives as outlined in the regional planning document (e.g., promote equity, promote infill and compact development, and promote public health).

(b) The progress to date on the goals measured by the indicators outlined in the grant application. The indicators can include process goals, such as numbers of meetings or the extent of outreach efforts, as well as specific metrics such as reduced VMT or additional miles of bike lanes. For any indicators that cannot be measured at the time the annual report is due, the report should include a statement as to why a particular indicator is not yet measurable, and a schedule indicating the time at which the indicator will be measurable, including benchmarks which will be completed by that time.

Since August 2015, From Lot to Spot has engaged over 90 community members in the City of Cudahy in direct relation to impact fees and sustainable development in general in the City of Cudahy which has helped in reaching the goals measures by the indicators outlined in the grant application.

The engagement has come in the form of one-on-one conversations, community meetings or in sidewalk engagements where FLTS has had one-on-one information sessions with community members on their terms. Along with UCLA and the City of Cudahy, FLTS will continue to engage community members with a culminating workshop in spring 2016.

In FLTS engagement in Cudahy, there has been a rough analysis that close to 35% if not higher are monolingual, Spanish speaking only community members. There is no formal survey; however this is based on conversations and interactions during engagement.

Please see the attached excel sheets (3 pages) which outline and provide the progress to date of the three primary objectives identified in the grant application (*promote equity, promote infill, and promote public health*).

(c) What are the issues/barriers that may have arisen to make it difficult to implement the regional sustainability goals at the local level? Indicate a plan to overcome those barriers.

One issue/barrier that the City has encountered with implementation of the grant is the inability to secure a third party firm to award a Professional Service Agreement (PSA) to conduct the Assessment of Public Infrastructure Needs: Water and Sewer Systems. The budget total (\$15,000) for such an assessment was not enough to obtain the necessary assessment of the public infrastructure needs. Staff is currently working on modifying the Scope of Work for the Assessment and will seek bids late in 2015 early 2016 to complete this component of the grant.”

Business Licenses

Table 4.3 below includes the total number of businesses currently in the City with an issued business license. The number of new businesses that entered the city in 2015, and the number of expired and closed out licenses in 2015 are also included in the table.

The totals shown include categories such as Inside City Business, Rental, Contractors, Outside City Business, etc. All Business Licenses expire on July 1, except for Contractors. Contractors business licenses are issued quarterly, semi-annual, and yearly. Therefore, the expiration date for these specific licenses is dependent on the issued date. Renewal Notices for all Business Licenses are mailed out yearly around the 3rd week of June.

Table 4.3. Total number of current businesses in the City with issued business licenses, new businesses that emerged in the City, and expired and closed out licenses for the calendar year 2015.

Breakdown of 2015 Business Licenses	
Current Businesses w/ an Issued License	667
New Businesses	303
Expired Licenses	111
Closed Licenses	49

Source: Business License Records – 2015

Code Compliance

The City code enforcement efforts encourage property maintenance and upkeep. 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 works towards the continued renovation of structures that do not meet current seismic safety standards and electrical code requirements. 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.

Tables 4.4 and 4.5 below summarize the type of violations found throughout the calendar year of 2015 by *building code* and *prohibited conditions* violations.

Table 4.4. All violations found throughout the calendar year 2015 that are specified as Building Code violations under the City of Cudahy Municipal Code.

Type of Violations: <i>Building Code</i>	
Address numbers missing or in disrepair	1
Mail box missing or in disrepair	0
Paint on exterior of house and units chipped, faded or not compatible	7
Paint on trim of house and units is chipped, faded or not completed	5
Exterior plaster/wood siding is damaged, dry rot or termite infested	6
Exterior light fixtures damaged or missing	8
Roof leaking or in disrepair	2
Window screens, screen or security doors damaged, torn or missing	7
Garage or shed illegally converted into a dwelling unit or habitable living space	2
Gate or fence damaged or in disrepair	3
Vent and crawl hole covers missing or damaged	2
CMC& County Codes Signs not visible, faded, or missing	9
Garage or shed unsafe, damaged or in disrepair	4
Water heater earthquake straps missing	1
Plumbing in bathroom or kitchen leaking	2
Water heater leaking and/or non-operational	0
Total Violations	59

Source: Code Enforcement Records – 2015

Table 4.5. All violations found throughout the calendar year 2015 that are deemed Prohibited Conditions as specified in the City of Cudahy Municipal Code.

Type of Violations: <i>Prohibited Conditions</i>	Total
Broken window glass	3
Carpports and Parking area unsightly with trash and debris	0
Abandoned vehicle on property creating nuisance and health hazard	3
Overgrown trees, shrubs grass and/or vegetation on the property	4
Junk trash and debris on property	6
Tenant or occupants are hanging clothes on stairways or fences	0
Trash containers are in public view	2
Home appliances being stored on property open areas (outside)	5
Tenants or occupants performing major auto repairs and illegal motor oil dumping	1
Tenant or occupants parking vehicles on lawn areas	0
Driveway and parking areas damaged or in disrepair	6
Past seasonal and holiday decorations are being displayed	2
Interior furniture being stored or placed on porch	2
Farm animal on property	0
Overgrown grass along the fence line property	2
Graffiti on property	5
Tenants or occupants storing miscellaneous items throughout property	4
Carpports are damaged and in disrepair	2
Total Violations	47

Source: Code Enforcement Records – 2015

Although many violations required formal citation, many other violations remain undocumented due to voluntary compliance efforts which were resolved without citation or formal compliance efforts. Such voluntary compliance efforts include advertising banners, parking concerns, weed abatement, and other minor violations.

Community Development Block Grant (CDBG) Residential Rehabilitation Program

The Community Development Block Grant (CDBG) Residential Rehabilitation Program develops a working relationship with the residents of the city in order to promote a better quality of life. The program ensures adherence with CDBG regulations, contractual requirements, federal record keeping/documentation requirements, and local policies; and provides technical

assistance to ensure that rehabilitation on a property is completed within the fiscal year funded. The rehabilitation specialist conducts interviews, performs on-site visits, and pre-approves client files for the Housing Improvement Program for Federal grants and/or loans.

During 2015, the Residential Rehabilitation Program had eleven projects:

1. **4631 Elizabeth Street, Space #5** ----- **\$6,615**

Rehabilitation Work completed January 12, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Ceiling Replacement (Bathroom & Bedroom); Kitchen Faucet, Sink & Cabinet; Window (1); Laminate Flooring; Water Heater; Repair Hallway Door Molding; Install Pocket Bathroom Door; Vinyl Skirt; and Repair Porch.

2. **7722 Atlantic Avenue, Space #12** ----- **\$7,450**

Rehabilitation Work completed January 12, 2015 Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Ceiling Replacement (Bathroom & Bedroom); Kitchen Faucet, Sink & Cabinet; Window (1); Laminate Flooring; Water Heater; Repair Hallway Door Molding; Install Pocket Bathroom Door; Vinyl Skirt; and Repair Porch.

3. **7735 Atlantic Avenue, Space #20** ----- **\$5,950**

Rehabilitation Work completed January 14, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; bathroom Remodel; Laminate Kitchen Floor; Windows (3); Seal Roof; and Repair Porch to Code.

4. **4523 Cecelia Street, Space #22** ----- **\$7,400**

Rehabilitation Work completed January 14, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Laminate Flooring (Living Room/Hallway); Window (2); Inspect Electrical; Leveling; Ceiling & Wall Paneling (Kitchen/Living Rooms); Shower Valve & Fixtures; Water Heater; and Repair Porch to Code.

5. **7735 Atlantic Avenue, Space #37** ----- **\$7,415**

Rehabilitation Work completed April 22, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Bathroom Remodel; Inspect & Replace Electrical; Replace Bathroom Window; Ceiling Repairs; and Repair Closet Railings.

6. **7735 Atlantic Avenue, Space #31** ----- **\$8,365**
 Rehabilitation Work completed May 4, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Bathroom Remodel; Remove Cooler; Inspect & Repair Electrical; Re-Seal Roof; and Replace Porch to Code.
7. **4555 Cecelia Street, Space #30** ----- **\$6,650**
 Rehabilitation Work completed May 25, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Kitchen Cabinets; Windows (2); Bathroom remodel; Repair Walls; and Inspect & Repair Electrical.
8. **8305 Atlantic Avenue, Space #27** ----- **\$8,300**
 Rehabilitation Work completed June 17, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Laminate Flooring; Inspect Electrical & Repair; Front Steps; Wood Frame/Drywall; Roof Re-Seal; and Windows (3).
9. **4631 Elizabeth Street, Space #12** ----- **\$7,350**
 Rehabilitation Work completed June 14, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Windows (2); Sliding Glass Door; Aluminum Roof Sheathing; and Both Front and Side Steps & Landing.
10. **8305 Atlantic Avenue, Space #9** ----- **\$3,875**
 Rehabilitation Work completed August 31, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Toilet; Water Heater; Window (1); Plumbing (under kitchen sink); and Inspect Electrical & Repair.
11. **4555 Cecelia Street, Space #19** ----- **\$8,050**
 Rehabilitation Work completed October 29, 2015: Ground Fault Circuit Interrupter (GFCI); Smoke & Carbon Detectors; Exhaust Fan; Bathroom Remodel; and Windows (4).

5.0 Land and Housing Inventory

This section assesses the housing development potential in Cudahy during the 2013-2021 Housing Element planning period. The purpose is to determine the quantity of land available to accommodate the City's Regional Housing Needs Allocation (RHNA). The RHNA is broken down by income group into four categories: Very Low (less than 50% of the Area Median Income (AMI)), Low (50-80% of AMI), Moderate (80-120% of AMI), and High (over 120% of AMI). While a jurisdiction must show that it has adequate sites in total to meet its RHNA, it must also show that it can meet the allocation at each of these income categories.

Housing Inventory

The State requires that a Housing Element identify how much housing can be constructed to accommodate the community's RHNA. *Section 65583(a)(3) of the California Government Code* states that this inventory must be site specific to help localities determine the appropriate zoning, development standards, and infrastructure capacity to accommodate the new construction needed. The Code also requires that all land identified must be available for residential use in the planning period. Sites that require rezoning may be included in the inventory provided that actions are taken to address the rezoning early in the planning period.

The types of sites that are appropriate for residential development include:

- Vacant residentially zoned sites;
- Vacant non-residentially zoned sites that allow residential development;
- Underutilized residentially zoned sites capable of being developed at a higher density or with greater intensity; and
- Non-residentially zoned sites that can be redeveloped for, and/or rezoned for, residential use (via program actions, such as rezoning).

Sites Inventory and Analysis

Sites Inventory and Analysis lists properties by parcel number or other unique reference, showing for each parcel: size, zone, existing use, allowable density, General Plan designation, street name, and number of units that can be accommodated in each site under current zoning regulations, along with any pertinent comments.

Table 5.1. Available vacant land in the City of Cudahy located within Community Commercial (CC), High-Density Residential, and Community Manufacturing (CM) zones.

AVAILABLE VACANT LAND INVENTORY (ADDRESSING 4 TH / 5 TH CYCLE RHNA)								
APN#	Sq. Ft.	Zone	Existing Use	Increased Allowable Density	General Plan Designation	Street Name	Assumed Units	Comments
SITE #1 6224-034-039 6224-034-037 6224-034-040 6224-034-032 6224-034-041 6224-034-014 6224-034-036 6224-034-010	256,512	Community Commercial	Vacant	20	CC	Atlantic Ave / Patata St	117	
SITE #2 6224-022-004 6224-022-003 6224-022-002 6224-022-012	72,520	Community Commercial	Vacant	20	CC	Cecelia St	33	
SITE #3 6224-019-014	37,714	Community Commercial	Vacant	20	CC	Santa Ana St	17	
SITE #4 6224-018-068 6224-018-069 6224-018-071	34,845	Community Commercial	25% Occupied	20	CC	Atlantic Ave	15	
SITE #5 6226-022-022 6226-022-008	19,164	Community Commercial	50% Occupied	20	CC	Atlantic Ave	8	
SITE #6 6226-014-900	19,688	High Density Residential – Garden Overlay	Vacant	20	HDR-G	Live Oak St	9	
SITE #7 6226-026-003	8,775	High Density Residential – Garden Overlay	Vacant	20	HDR-G	Wilcox Ave	4	
SITE #8 6224-001-003	20,475	High Density Residential – Garden Overlay	Vacant*	20	HDR-G	Elizabeth St	9	*Currently growing crops on approx. ½ of the lot (total lot = 40,950 sq. ft.)
SITE #9 6226-028-004	20,475	High Density Residential – Garden Overlay	Vacant*	20	HDR-G	Elizabeth St	9	Approx. ½ of the lot is empty (total lot = 40,950 sq. ft)
SITE #10 6224-015-002	20,475	High Density Residential – Garden Overlay	Vacant	20	HDR-G	Santa Ana St	9	
SITE #11 6224-036-002 6224-036-004 6224-036-005 6224-036-006	184,895	Community Commercial & Community Manufacturing	Vacant	20	CC & CM	Atlantic Ave	84	

Source: <http://maps.assessor.lacounty.gov/mapping/viewer.asp>; City Wide Survey

As shown in the table above the assumed total units = 314 units on approximately 695,538 square feet (15.96 acres). Calculating the maximum density, per acre of available vacant land or infill development, derives this assumption (for each site).

Table 5.1 also indicates that the City will increase the existing allowable density to 20 dwelling units per acre in the HDR and CC Zones. The City will also increase densities through the remainder of the City to further facilitate meeting the demand for affordable housing.

Realistic Capacity

The City's share of the regional housing need will be met through the implementation of a variety of strategies (e.g., available vacant land, and increasing allowable zoning densities throughout the entire City (e.g., HDR Zone will be increased from 14.52 to 20 dwelling units per acre; same will occur in the CC Zone. Increasing the existing allowable density to 20 dwelling units per acre will further facilitate meeting the demand for affordable housing). As shown in table 5-1 above the assumed total units = 314 units on approximately 695,538 square feet (15.96) acres. Calculating the maximum density, per acre of available vacant land or infill development, derives this assumption (per site).

The City's land inventory was developed by a combination of methods, among them, utilizing data available from the City and the LA County Assessor's Parcel Maps, a review of aerial maps, and most importantly, through field work. Field surveys of housing sites were conducted on April 18-19, 2013 to document existing available vacant or underutilized land. The sites were identified as vacant by reviewing aerial maps, checking the status with the aid of the LA County Assessor's Parcel Maps; and later confirmed the physical condition via driving field surveys.

Key Sites for Housing

Vacant Sites – There is a potential 314 units (20 dwelling units per acre) on the 11 sites identified on table 5-1 which are zoned for High Density Residential and Community Commercial (which can also allow for multi-family development).

Non-Vacant Sites – On the 11 sites identified on table 5.1;

- a. **Site #1** is owned by the Economic Development Corporation and 15% of the site is occupied with an unoccupied building.
- b. **Site #2** is owned by the Economic Development Corporation and the site is fully occupied with unoccupied buildings.
- c. **Site #4** is owned by the Economic Development Corporation and 25% of the site is occupied with a month-to-month lease and the remaining 75% is unoccupied.
- d. **Site #5** is owned by the Economic Development Corporation and 50% of the site is occupied with a month-to-month lease.

- e. **Site #11** is privately owned and is 100% occupied.

Increased Density in Cudahy – The city will be increasing allowable zoning densities throughout the entire City (e.g., HDR Zone will be increased from 14.52 to 20 dwelling units per acre; same will occur in the CC Zone). Increasing the existing allowable density to 20 dwelling units per acre will further facilitate meeting the demand for affordable housing.

Zoning Appropriate to Accommodate Housing for Lower-Income Households

The City recognizes that the higher density residential and community commercial zones (HDR and CC) provide the potential for lower construction cost because of economies of scale created and are therefore most suitable for development of housing affordable to very low-income and low-income households. Those sites identified in the inventory as having the greatest potential to accommodate housing affordable to lower income households allow densities of at least 20 dwelling units per acre.

Regional Housing Needs Allocation (RHNA)

- **Quantified Objectives**

- California Housing Element Law requires jurisdictions to estimate the number of affordable housing opportunities that will be created over the seven-year planning period. In 1980, the State of California amended the Government Code by adding Article 10.6 regarding Housing Elements. By enacting this statute, the legislature found that "the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order. The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels. Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community..."

The quantified objectives of the City by income category are provided in table below. The City's objective is to allow the construction of at least 318 new units; from very-low to above moderate income levels. And to rehabilitate 8 very-low and 8 low-income level properties, totaling in 56 rehab units over the seven year implementation phase.

Table 5.2. Quantified Objectives of the City of Cudahy by income category ranging from Extremely-Low to Above Moderate Income Levels.

Income Category	New Construction	Rehabilitation	Conservation/ Preservation	Total Quantified Objectives	Cumulative Need (Unaccommodated need from 1992 to 2000 and new from 2013-2021)
Extremely-Low	51	10	10	0	71
Very-low	52	9	9	0	70
Low	106	9	9	0	124
Moderate	10	0	0	0	10
Above Moderate	11	0	0	0	11
TOTALS	209	28	28	0	265

Source: City of Cudahy Community Development Department

Housing Cost and Affordability

Census data indicated that for owner-occupied housing units, the majority of the monthly mortgage payments in the city ranged in 2010 was \$2,000 or more with the median being \$1,812 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 2010, 45.2% 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, 56.3% of the total renter households paid in excess of 30% of their monthly income towards the rent.

Table 5.3. Percentages of owner-occupied units and renter-occupied units that are paying an excess of 30% of their monthly income towards rent.

Housing Units Paying an Excess of 30% of their Monthly Income towards Rent	
Owner-Occupied Units	45.2%
Renter-Occupied Units	56.3%

Housing Crisis

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 1.9% 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.

Environmental and Infrastructure Constraints

Environmental factors, such as topography, soils, landslides and seismic hazards, and noise, as well as the lack of infrastructure, such as roads, water, and sewer lines, are constraints to housing development in the City. However, most of the potential housing sites identified by the City are not constrained by environmental factors or by lack of adequate infrastructure, with the exceptions of earthquake, ground shaking which affects the entire region and poor water infrastructure provided by Tract 180 Water Company. The General Plan has taken these environmental factors into account. Where development is planned, any site that remains can be mitigated through appropriate design and environmental planning.

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 24,103 residents according to the most recent U.S. Census estimates. The city's relatively large population given its small geographic area makes it one of the most densely populated communities in California.

A 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.

Noise

The city is located in an area where the ambient noise levels are relatively high. A citywide noise inventory performed in May 2013, 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 and nearby industrial, 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).

Geologic and Seismic Hazards

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 nearest major river is the Los Angeles River. This River does have a potential impact on the City of Cudahy. Normally this river channel is dry and only carries a significant water flow during a major rainstorm. The river channel is part of the County Flood Control District and the City is protected by a levee wall.

City of Cudahy, like most of the Los Angeles Basin, lie over the area of one or more known earthquake faults, and potentially many more unknown faults, particularly so-called lateral or blind thrust faults.

The major faults that have the potential to affect the greater Los Angeles Basin, and therefore the City of Cudahy are the:

- Norwalk
- Raymond Hill
- Malibu Coast-Santa Monica-Hollywood
- San Andreas
- Newport-Inglewood
- San Fernando
- Sierra Madre
- Whittier

The Los Angeles Basin has a history of powerful and relatively frequent earthquakes, dating back to the powerful 8.0+ 1857 San Andreas Earthquake which did substantial damage to the relatively few buildings that existed at the time. Paleoseismological research indicates that

large (8.0+) earthquakes occur on the San Andreas fault at intervals between 45 and 332 years with an average interval of 140 years. Other lesser faults have also caused very damaging earthquakes since 1857. Notable earthquakes include the 1933 Long Beach Earthquake, the 1971 San Fernando Earthquake, the 1987 Whittier Earthquake and the 1994 Northridge Earthquake. In addition, many areas in the Los Angeles Basin have sandy soils that are subject to liquefaction, including in the City of Cudahy.

Roads

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. 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.

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 being 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. 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.

All the potential housing sites identified are infill sites located in existing built-out areas of the City. All of which have adequate road access (ingress and egress).

Assessment of Sewer and Water

Given future development and potential demands on water and sewer utilities, Table 5.4 shows important findings relevant to sewage and water systems.

Table 5.4. Important findings relevant to sewage and water systems made by the Los Angeles County Sewer, Tract 349 Mutual Water Company, and Tract 180 Mutual Water Company.

Sewer and Water Findings	
Service Provider	Findings
Los Angeles County Sewer	<ul style="list-style-type: none"> • City owns sewer system. • LA County maintains it.
	<p>Maintenance Report: Department of Public Works, May 2013:</p> <ul style="list-style-type: none"> • Approximately 95.2% of the system was free of blockages or restrictions. • The remaining 4.8% needed repair and was incorporated into an enhanced maintenance schedule with corrective action taken. • 99% of the system has adequate water capacity. • 88.4% of the inspected pipe segments are free of structural defects. • The remaining 11.6% has been placed on a quick priority list for needed action.
Tract 349 Mutual Water Company	<ul style="list-style-type: none"> • Currently operating at capacity. <p>2 water wells on location:</p> <ul style="list-style-type: none"> • Both water wells can deliver about 1,600 gallons per minute. • An average of 2.2 million gallons per day. • The two water wells pump an average of > 850 acre feet per year. • A family of four use approximately 0.5 acre feet of water per year (threshold) <p>If density were to increase Tract 349 will be required to:</p> <ul style="list-style-type: none"> • Drill a new water Well, totaling an approximate cost of \$1.5 million or, • Purchase water from surrounding utilities.
Tract 180 Mutual Water Company	<ul style="list-style-type: none"> • Currently operating at capacity. <p>2 water wells on location:</p> <ul style="list-style-type: none"> • Both water wells can deliver about 2,000 gallons per minute. • An average of 1.5 million gallons per day. • The two water wells pump an average of > 1,500 acre feet per year. • A family of four use approximately 0.5 acre feet of water per year (threshold) <p>About 75% of the distribution system needs to be upgraded; however, no improvements are planned at this moment.</p>

Source: Los Angeles County Sewer "Maintenance Report: Department of Public Works, May 2013; Tract 349 Manager Dante Arcia; & Tract 180 Manager Jessie Barreras.

If the City builds the potential 314 new units on the vacant parcels indentified along with the increased density in the MDR Zone to 15 dwelling units per acre & HDR Zone to 20 dwelling units per acre:

- **Cudahy** currently supports 5,770 housing units; the increases in density on both the MDR and HDR Zones will provide an increase of 860 new housing units to a total of 6,630 housing units in Cudahy.
- **Los Angeles County Sewer** will continue to operate adequately due to having a system that is > 90% free of blockages/restrictions, > 90% in adequate water capacity, > 80% free of structural defects, along with their newly implemented improvements.
- **Tract 349 Water Mutual Company** will have 2 new sites to accommodate a total of 50 new units. This will require an increase of 25 acre feet of water per year, *an increase of 3% to the existing infrastructure*. However since they are currently operating at capacity; the increases in density to both the MDR and HDR Zones will signify the need to drill new water wells or purchase water from surrounding cities.
- **Tract 180 Water Mutual Company** will have 8 new sites to accommodate a total of 180 new units. This will require an increase of 90 acre feet of water per year, *an increase of 6% to the existing infrastructure*. However since they are currently operating at capacity; the increases in density to both the MDR and HDR Zones will signify the need to drill new water wells or purchase water from surrounding cities.

6.0 Long Range Planning Activities

While the pace of development has ebbed, the ongoing implementation of the City's General Plan includes planning efforts that will position Cudahy to accommodate future growth in a more sustainable manner and ready the community for investment and economic development opportunities. Below are summaries of some of the larger planning efforts that were recently completed, or that are ongoing.

General Plan

The Cudahy General Plan serves as the framework for future planning and development in the City. The Cudahy General Plan provides decision-makers, officials, residents, and developers the direction they will need to achieve the long term planning goals of the City. The 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. In the case of the City of Cudahy; an optional Air Quality Element has been included in the General Plan.

An important mile stone to note on this 2015 General Plan APR is that, the City of Cudahy begun the process of updating its General Plan. On July 27, 2015 the City of Cudahy City Council approved a Professional Service Agreement (PSA) with MIG to prepare the Cudahy General Plan Update and optional Development Code Update. Upon selection of MIG as the firm who will be in charge of update the General Plan; MIG and City Staff eagerly begun the data collection and outreach phase of the project. Next year's 2016 General Plan APR will contain information on all of the miles stones completed in that particular calendar year. For more information/preview on the efforts completed in 2016, please follow the link below:

<http://www.cityofcudahy.com/general-plan-update.html>

Natural Hazards Mitigation Plan

The mission of the Cudahy Local Natural Hazards Mitigation Plan is to promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from natural hazards. This can be achieved by increasing public awareness, documenting resources available for risk reduction and loss prevention, and identifying

activities to guide the City towards building a safer, more sustainable community. The goals of the Mitigation Plan describe the overall direction that the City of Cudahy, through its departments, agencies, organizations, and citizens, can take toward reducing its risk to natural hazards. The goals of the Plan are stepping-stones between the broad direction of the mission statement and the specific recommendations outlined in the action items. The main goals of Cudahy's Mitigation Plan are summarized as follows.

Protect Life and Property

- Implement activities that assist in protecting lives by making homes, businesses, infrastructure, critical facilities, and other property more resistant to losses from natural hazards.
- Reduce losses and repetitive damages for chronic hazard events while promoting mitigation measures and insurance coverage for catastrophic hazards.
- Improve the quality and availability of hazard assessment information to empower the City's residents and property owners to implement preventive measures that will help reduce or eliminate the City's vulnerability to identified natural hazards.

Public Awareness

- Develop and implement education and outreach programs to increase public awareness of the risks associated with natural hazards in Cudahy.
- Provide information on tools, partnership opportunities, and funding resources to assist in implementing mitigation activities.

Partnerships and Implementation

- Strengthen communication and participation among and within public agencies, citizens, non-profit organizations, businesses, and industry to gain a vested interest in the implementation of mitigation measures to reduce the impact of natural hazards.
- Encourage leadership within public and private sector organizations to prioritize and implement local and regional hazard mitigation activities.

Emergency Services

- Establish policy to ensure that mitigation projects for critical facilities, services, and infrastructure are given priority.
- Strengthen emergency operations by increasing collaboration and coordination among public agencies, non-profit organizations, businesses, and industries.

- Where appropriate, coordinate and integrate natural hazard mitigation activities with emergency operations plans and procedures.

Capital Improvement Program (CIP)

The Capital Improvement Program (CIP) is a roadmap that provides direction and guidance for the City of Cudahy on carefully planning and managing its capital and infrastructure assets. Capital Improvement Programs assists in the planning and scheduling of finances for projects and the manpower needed to plan, design, and construct the projects. Capital Improvement Program is a short-range plan, usually five to ten years, which identifies capital projects.

The City of Cudahy is currently awaiting adoption of its full CIP; however, there are capital projects in the current CIP draft that will commence as soon as funding becomes available. The projects proposed for the City of Cudahy are:

- Street Improvement projects
- Traffic Signal projects
- Pedestrian & Bicycling projects
- Parks & Recreation projects
- Street Lighting projects
- Transportation (Transit Projects)
- Public Facilities projects
- Water & Sewer projects
- National Pollutant Discharge Elimination System (NPDES) projects
- Total Daily Maximum Load (TDML) projects
- Municipal Separate Storm Sewer System (MS4) projects
- Special Projects

The City of Cudahy initiated the implementation of their FY14/15 Capital Improvement Projects. The following is an update of those projects completed in 2015:

- **Bedwell Hall Roof Replacement Project (Funded by CDBG):**
 - During 2014 the City advertised to solicit bid proposals for this project. Upon completion of the advertisement period a mandatory pre-bid meeting took place on Thursday October 30, 2014, at the job site. On Friday November 7, 2014, the City received five (5) bid proposals from contractors for the proposed work. Labor Compliance Consultant evaluated the proposals and recommended contract award to Commercial Roofing Systems, Inc who was the lowest responsive and responsible bidder. City staff made the contract award recommendation for City Council approval on the regular City Council Meeting to take place on January 2015. Upon approval, City Staff proceeded with executing the construction contract and scheduling a pre-construction meeting right after. Project was completed in 2015.
- **Clara Park Expansion Project, Phase III (Funded by the State):**
 - On July 1, 2002, the City of Cudahy was awarded \$2,500,000 for the acquisition

and development of approximately .90 acres of land with fencing, open space turf, landscaping, lighted pathway, and picnic areas. On July 28, 2014, the California Department of Parks and Recreation approved the City's request for a scope change for the Clara Park Expansion Project Phase III. From July 4, 2014 to July 25, 2014, a Design Services Request for Qualifications (RFQ) was issued. On August 19, 2014, the City Council awarded Project Management and Project Design services to Hirsch & Associates, Inc.

- On December 23 and 29, 2014, the City's Engineering Department Properly posted/published a Notice to Contractors in the Press Telegram for a Formal of Request for Proposals (RFP) for construction services needed for the Clara Park Expansion Project Phase III. On January 9, 2015, the City Clerk's office received the following four proposals: FS Construction submitted a bid in the amount of \$634,650.00. FS Construction was the lowest responsive, and most qualified contractor.
- On August 6, 2015, the Community Development Department has evaluated the work rendered and has deemed the project complete.
- **Citywide Prop 1B Street Improvement Project – (1) Ferndale Avenue/ Fostoria Street/ River Road/ Cecelia Street and Crafton Avenue Loop (2) Alamo Street and 3) Walker Avenue:**
 - In the month of September 2014, the City completed the Engineering Design Request for Proposals phase of the project. As a result of this solicitation, APA Engineering, Inc was awarded with the Engineering Design Contract in the regular Council Meeting that took place on October 21, 2014. Engineering Department executed said contract and met with the consultant for a kick-off meeting to set up project objective, goals and schedule. Geotechnical Investigation has been completed and construction documents are currently being prepared. After project plans and specifications are completed, bid and construction phases will follow. Project was successfully completed in July 2015.
- **Atlantic Avenue Street Improvement Project, Phase I (Funded by Prop C):**
 - On April 2015, the Engineering Department issued a Notice to Contractors to procure construction services for this project. Project was properly advertised in the newspaper for two consecutive weeks. On April 20, 2015, the City Clerk's Office conducted a bid opening meeting at the City Council Chambers. A total of three bids were received for this project, ranging in cost from \$56,125 to \$731,600. Excel Paving Company submitted a bid proposal in the amount of \$56,125 and was the lowest responsive and responsible bidder. The project was successfully completed in December 2015.

The City of Cudahy initiated the implementation of their FY15/16 Capital Improvement Projects. The following is an update of those projects initiated in 2015:

- **Highway Safety Improvement Program (HSIP), Cycle 6. Design Phase.**
 - HSIP is a program through California Department of Transportation (Caltrans). These funds will be used for pedestrian and traffic safety improvements along Atlantic Avenue. The scope of work of this project includes the installation of designated left turn phasing at existing traffic lights along Atlantic Avenue as well as the replacement of existing pedestrian heads and new pedestrian countdown signal heads at street intersections along Atlantic Avenue.

- **Active Transportation Program, Cycle 1. Design Phase.**
 - Citywide Safe Routes to Schools (SRTS) Improvements Project (pedestrian crosswalks and other traffic safety improvements).

 - ATP Grant Project consists of Citywide Safe Routes to Schools (SRTS) Improvements (pedestrian crosswalks and other traffic safety improvements). The City officially adopted the City's Safe to Schools Master Plan.

 - The Engineering Department has completed the preparation of Environmental Documents for this project and has submitted Request for Funding Allocation (RFA) documents. RFA documents were submitted and approved by Caltrans to proceed with the design phase. The project will go under construction after the design phase is completed.

Low Impact Development (LID)

Low Impact Development (LID) consists of design strategies using softscape and hardscape surfaces to retain or filter stormwater and urban runoff. Key to the success of LID is to put in practice the use of small-scale, natural drainage features and to maximize infiltration and capture on site in lieu of conventional end-of-line treatment facilities. This approach also improves a property's aesthetic appearance that achieves multiple goals and benefits.

The intent of a LID is to curb the transport of pollutants to downstream receiving waters caused by impervious surfaces like roadways, parking lots and buildings. Urban areas have less green space that can capture water resulting in increased water runoff. The City needs to take an LID approach to managing runoff while mitigating the impacts of development and urbanization. LID is widely recognized as a sensible approach to managing the quantity and quality of rainwater and urban runoff by setting standards and practices to maintain or restore the natural hydrologic character of a development site, reduce off-site runoff, improve water quality, and provide groundwater recharge.

LID can incorporate a wide variety of design elements including landscaping, permeable pavements, bioretention, infiltration and swales. Although the design and appearance of LIDs will vary, the goals remain the same: provide source control of runoff, limit its transport and pollutant conveyance to the collection system, restore pre-development hydrology to the maximum extent practicable, and provide environmentally enhanced communities. The intent of a LID is to curb the transport of pollutants to downstream receiving waters caused by impervious surfaces like roadways, parking lots and buildings. Urban areas have less green space that can capture water resulting in increased water runoff. The City needs to take an LID approach to managing runoff while mitigating the impacts of development and urbanization. The new Municipal Separate Storm Sewer System (MS4) permit requires that Cities update their Municipal Codes regarding development and redevelopment requirements. This information is currently titled Standard Urban Stormwater Mitigation Plan provisions. The new permit will title the provisions Low Impact Development (LID). The city of Cudahy is currently in the process of updating its LID requirements. The City of Cudahy adopted an LID Ordinance to comply with requirements of the Clean Water Act and the MS4 Stormwater and Urban Runoff Permit (Order No. R4-2012-0175) effective December 28, 2012.

Commercial and Residential land use represent a significant percentage of the impervious area within the City. Altered flow from development increases runoff from storm events, are damaging to the environment and increase the risk to property downstream. Over time, water runoff has become more regulated to minimize negative impacts on the environment caused by transferring runoff to storm drains, channels, and water bodies. Stormwater runoff can contain pollutants such as trash, metals, nutrients, and bacteria and are regulated by governmental agencies. LID will help to transform the design of properties

The MS4 Permit requires implementation of LID strategies in the following “Planning Priority Projects:”

1. All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.
2. Industrial parks 10,000 square feet or more of surface area.
3. Commercial malls 10,000 square feet or more of surface area.
4. Retail gasoline outlets with 5,000 square feet or more of surface area.
5. Restaurants (Standard Industrial Classification (SIC) of 5812) with 5,000 square feet or more of surface area.
6. Parking lots with 5,000 square feet or more of impervious surface area or with 25 or more parking spaces.
7. Streets and road construction of 10,000 square feet or more of impervious surface area.

8. Automotive service facilities (SIC of 5013, 5014, 5511, 5541, 7532-7534 and 7536-7539) with 5,000 square feet or more of surface area.
9. Projects in, near or discharging to Environmentally Sensitive Areas.
10. Single-family hillside homes.
11. Redevelopment projects:
 - Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on Planning Priority Project categories.
 - Where Redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated.
 - Where Redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.
 - Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.
 - Existing single-family dwelling and accessory structures are exempt from the Redevelopment requirements unless such projects create, add, or replace 10,000 square feet of impervious surface area.
12. Any other project as deemed appropriate by the Director.

The City of Cudahy has officially adopted an Ordinance pertaining to Low Impact Development (LID) Strategies on Projects that require Building, Grading and Encroachment Permits.

During the November 25, 2014 Special Cudahy City Council Meeting, Ordinance No. 640, an Ordinance of the City Council of the City of Cudahy, California, adding Chapter 20.108 pertaining to Low Impact Development (LID) Strategies on Projects that require Building, Grading and Encroachment Permits, to Title 20 (Zoning) of the City of Cudahy Municipal Code was introduced for Second Reading and passed unanimously.

The purpose of this Ordinance is to provide an outline of Low Impact Development (LID) policies for the City of Cudahy consistent with the requirements of the Municipal Separate Storm Sewer System (MS4) Permit (Order No. R-2012-0175) – adopted on November 8, 2012 by the California Regional Water Quality Control Board, Los Angeles Region. Municipalities requires permittees electing to prepare a Watershed Management Program or an Enhanced Watershed Management Program under this Permit to demonstrate that there are LID ordinances in place meeting the requirements of the Order’s Planning and Land Development.

Green Streets Policy

Roads present many opportunities for green infrastructure application. One principle of green infrastructure involves reducing and treating stormwater close to its source. Urban transportation right-of-ways integrated with green techniques are often called “green streets.” Green streets provide source controls for stormwater runoff and pollutant loads. In addition, green infrastructure approaches complement street facility upgrades, street aesthetic improvements, and urban tree canopy efforts that also make use of the right-of-way and allow it to achieve multiple goals and benefits. Using the right-of-way for treatment of stormwater runoff, links green with grey infrastructures by making use of the engineered conveyance of roads and providing connections to conveyance systems when needed.

Green streets are beneficial for new road construction and retrofits. They can provide substantial economic benefits when used in transportation applications. Coordinating green infrastructure installation with broader transportation improvements can reduce the cost of stormwater management by including it within larger infrastructure improvements. A large municipal concern regarding green infrastructure use is maintenance access; using roads and right-of-ways as locations for green infrastructure not only addresses a significant pollutant source, but also alleviates access and maintenance concerns by using public space. Also, right-of-way installations allow for easy public maintenance.

Green streets can incorporate a wide variety of design elements including street trees, permeable pavements, bioretention, and swales. Although the design and appearance of green streets will vary, the functional goals are the same; provide source control of stormwater, limit its transport and pollutant conveyance to the collection system, restore pre-development hydrology to the maximum extent practicable, and provide environmentally enhanced roads. Successful application of green techniques will encourage soil and vegetation contact and infiltration and retention of stormwater.

The Green Streets Policy will help achieve the goals of the MS4 Permit (Order No. R4-2012-0175), which requires that jurisdictions in Los Angeles County reduce contaminants in runoff to improve water quality in waterways. These requirements stem from the National Pollutant Discharge Elimination System (NPDES) requirements of the Clean Water Act (CWA).

The MS4 Permit requires Green Streets strategies to be implemented for transportation corridors. Transportation corridors represent a significant percentage of the impervious area within Los Angeles and therefore generate a substantial amount of runoff from storm events. The altered flow regime from traditional roadways, increased runoff volume, and high runoff peak flows, are damaging to the environment and a risk to property downstream.

Traditionally, street design has focused on removing water from the street as quickly as possible and transferring it to storm drains, channels, and water bodies. Stormwater runoff can contain bacteria and other pollutants, and is thereby regulated at the state and local level. Green Streets will help to transform the design of streets from the conventional method of moving water off-site as quickly as possible to a method of storing and treating water on-site for a cleaner discharge into the waters of the U.S.

Street and road construction applies to major arterials, state routes, highways, or rail lines used for the movement of people or goods by means of bus services, trucks, and vehicles, and transportation corridors within larger projects. Projects which are required under the MS4 permit (Order No. R4-2012-0175) to follow this Green Streets Guidance Manual include the following:

1. Public Street and road construction of 10,000 square feet or more of impervious surface area within a transportation corridor. (Private Street and road construction activities are subject to separate development planning provisions of the MS4 permit).
2. Street and road redevelopment resulting in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.
3. For projects not listed above, as determined by the Director of Community Development or City Engineer.

The new Municipal Separate Storm Sewer System (MS4) permit requires that Cities consider implementing green streets policies when a street project of 10,000 square feet of new

pavement is built. This is just a Policy statement; if there are good reasons for not implementing Green Streets Best Management Practices (BMP) on a project, either private or public, it does not have to be done.

Some examples of Green Streets Policy Best Management Practices (BMPs) include:

- Bioretention
- Infiltration Trench/Dry Well
- Rain Gardens
- Permeable Pavement
- Flow-through Planters
- Vegetated Swales
- Vegetated Buffer Strips
- Treatment BMP's
- Street Trees

On June 4, 2013, the City Council approved and accepted membership into Gateway Management Authority (GWMA) in order to comply with MS4 requirements. The GWMA is an Integrated Regional Water Management Group Joint Power Authority (IRWM JPA) established in 2007, and currently consisting of 24 members; on the same date Council approved a Memorandum of Understanding (MOU) between the GWMA, the Los Angeles River Upper Reach 2 (LAR UR2) Subgroup Cities and Los Angeles County Flood Control District (LACFCD) in order to comply with the new MS4 Permit (Order No. R4-2012-0175); on June 4, 2013, Council also adopted Resolution No. 13-17 regarding Green Streets Policy adopting the City of Cudahy Green Streets Manual.

7.0 General Plan Elements

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 and Recreation, Conservation, Public Safety and Noise. Other elements may be adopted to address specific concerns in the community. In the case of the City of Cudahy, an optional Air Quality Element has been included in the General Plan.

Land Use 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.

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.

Land Use Element; highlights of the progress made in the calendar year 2015:

- Land Uses are regulated by The Cudahy Municipal Code and other entitlement process to ensure a harmonious use among all land uses.
- The zoning Code stipulates the residential types permitted, conditionally permitted, development review permit, or prohibited in each zone allowing residential uses. Permitted Uses are those uses allowed without discretionary review, in designated areas, as long as the project complies with all development standards. Conditional Use Permits (CUP) are approved by the Planning Commission unless appealed. Findings to approve a CUP include: 1) The site for a proposed conditional use should be adequate in size and shape to accommodate the yards, walls and fences, parking and loading, landscaping and other development features prescribed in the chapter, or required by

the commission, city council or other authorized agent in order to integrate the conditional use with the land and uses in the neighborhood. 2) The commission shall consider the nature, condition and development of adjacent uses, buildings and structures and the effect the proposed conditional use may have on such adjacent uses, buildings and structures. And 3) the site for a proposed conditional use should relate to streets and highways adequate in width and pavement to carry the kind of quantity of traffic such use would generate.

- The time required to process a project varies greatly from one project to another and is directly related to the size and complexity of the proposal and the number of actions or approvals needed to complete the process. Table 7.1 identifies the typical processing time most common in the entitlement process. It should be noted that each project does not necessarily have to complete each step in the process (i.e., small scale projects consistent with General Plan and Zoning designations do not generally require Environmental Impact Reports (EIR), General Plan Amendments, Rezones, or Variances). Also, certain review and approval procedures may run concurrently. For example, a ministerial review for a single-family home would be processed concurrently with the design review, typically taking 3-6 months. Similarly, entitlements for multiple family residential projects can be run concurrently, and typically takes 3-6 months to process. The City also encourages the joint processing of related applications for a single project. As an example, a rezone petition may be reviewed in conjunction with the required site plan, tentative tract map, and any necessary variances. Such procedures save time, money, and effort for both the public and private sector.

Table 7.1. Typical processing time for each type of approval or permit.

Timeliness for Permit Procedures	
Type of Approval or Permit	Typical Processing Time
Ministerial Review	2 weeks
Conditional Use Permit	3 months
Zone Change	3 – 6 months
General Plan Amendment	3-6 months
Site Plan Review	2 weeks
Architectural/Design Review	3 months
Tract Maps	3 months
Parcel Maps	3 months
Initial Environmental Study	1 month
Environmental Impact Report	3-6 months
Other	

Source: City of Cudahy Building & Planning Departments

Housing 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.

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.

Housing Element; highlights of the progress made in the calendar year 2015:

- On January 7, 2014, the City adopted the General Plan's Housing Element Update (covering the period of October 15, 2013 through October 15, 2021).
- On November 4, 2014, City Council conducted a public hearing and first reading of Ordinance No. 634. On November 25, 2014, City Council conducted a public hearing and second reading of Ordinance No. 634. Ordinance No. 634 was approved of Zone Text Amendment 14-01 to add new definitions to subsection 20.08.10 adding "emergency shelters" and "target populations" and "transitional and supportive housing," modify CMC subsection 20.64.040 to add "transitional and supportive housing," and modifying CMC subsection 20.68.080 to add "emergency shelters"
- The approved/adopted Housing Element Update will not be changed as part of the current General Plan Update.

Transportation 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. 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). 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. 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.

Transportation Element; highlights of the progress made in the calendar year 2015:

- The City of Cudahy was awarded \$1,271,000 through the ATP (Active Transportation Program) Cycle 1. ATP Grant Project consists of Citywide Safe Routes to Schools (SRTS) Improvements (pedestrian crosswalks and other traffic safety improvements). The City officially adopted the City's Safe to Schools Master Plan.

The Engineering Department has completed the preparation of Environmental Documents for this project and has submitted Request for Funding Allocation (RFA) documents. After RFA documents are ready they will be submitted to Caltrans for approval to proceed with the design phase. After design phase is completed the project will go under construction.

- Highway Safety Improvement Program (HSIP) Cycle 6 is a program through California Department of Transportation (Caltrans). The scope of work of this project includes the

installation of designated left turn phasing at existing traffic lights along Atlantic Avenue as well as the replacement of existing pedestrian heads and new pedestrian countdown signal heads at street intersections along Atlantic Avenue.

The City has finalized the completion of Disadvantaged Business Enterprises (DBE) requirements and has completed Request for Funding Allocation (RFA) Documents as well. In December of 2014, the Engineering Department submitted Request for Funding Allocation (RFA) documents to Caltrans and is waiting for Caltrans approval to proceed with the Design Phase. After design phase is completed the project will go under construction.

Transportation Element; highlights of the progress made in the calendar year 2015:

- HSIP Cycle 6 (2014)
 - The City of Cudahy was awarded \$619,800 through the Highway Safety Improvement Program (HSIP) Cycle 6. HSIP is a program through California Department of Transportation (Caltrans). These funds will be used for pedestrian and traffic safety improvements along Atlantic Avenue. The scope of work of this project includes the installation of designated left turn phasing at existing traffic lights along Atlantic Avenue as well as the replacement of existing pedestrian heads and new pedestrian countdown signal heads at street intersections along Atlantic Avenue. From a total of 389 applications submitted to Caltrans, only 231 were awarded.
 - The City has finalized the completion of Disadvantaged Business Enterprises (DBE) requirements and has also completed Request for Funding Allocation (RFA) Documents. In December of 2014, the Engineering Department submitted RFA documents to Caltrans and is waiting for Caltrans approval to proceed with the Design Phase. The project will undergo construction after the Design Phase is completed.
- HSIP Cycle 7 (2015)
 - The City of Cudahy was awarded \$363,180 through the Highway Safety Improvement Program (HSIP) Cycle 7. HSIP is a program managed by the California Department of Transportation (Caltrans). These funds will be used for the installation of safety enhancements (e.g. advisory signage and crossings) to improve pedestrian, bicycle, and vehicular modes of travel along Salt Lake Avenue. The project location is in the City of Cudahy public right-of-way. The project focuses on systemic improvements along Salt Lake Avenue between Walnut Street and the Patata Street/ Atlantic Avenue.

- ATP Cycle 1 (2014)
 - The City of Cudahy was awarded \$1,271,000 through the ATP (Active Transportation Program) Cycle 1. ATP Grant Project consists of Citywide Safe Routes to Schools (SRTS) Improvements (e.g. pedestrian crosswalks and other traffic safety improvements). The City officially adopted the City's Safe Routes to Schools Master Plan.
 - The Engineering Department has completed the preparation of Environmental Documents for this project and has submitted Request for Funding Allocation (RFA) documents. After RFA documents are ready they will be submitted to Caltrans for approval to proceed with the Design Phase. The project will undergo construction after the Design Phase is completed.
- ATP Cycle 2 (2015)
 - The City of Cudahy was awarded \$1,344,000 through the ATP (Active Transportation Program) Cycle 2. ATP 2 Grant Project focuses on 12 crossing locations either near schools, mid-block, or across major arterials in the City. The project will focus on the installation of safety enhancements for pedestrians at these locations and eliminating hazardous conditions. The project is in the City of Cudahy public right-of-way. The project focuses on 12 locations within the city boundaries along Wilcox Avenue between Live Oak Street to the North and Patata Street to the South, as well as midblock locations along adjacent streets.
- 2015 Call for Projects (2015)
 - The City of Cudahy was awarded \$2,134,449 through the 2015 Call for Projects. The 2015 Call for Projects Application consists of the proposed Cudahy Citywide Complete Streets Improvement Project, which focuses on the Atlantic Avenue Corridor and Citywide multimodal transportation improvements for the first/last mile. The 2015 Call for Projects Cudahy Application falls under the Pedestrians Improvements Modal Category.

Open Space and Recreation 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.

The 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. 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 establishes 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.

The City of Cudahy provides its residents and surrounding neighbors with a variety of recreational programs. Recreational programs, classes, and sports are summarized in Table 7.2 below (continued on page 61). Cudahy residents receive priority registration and pay lower fees than a non-resident. The City's Sports Department consists of various sports available throughout the year for boys and girls between the ages of 4-16. Participants register individually and are placed on teams organized by the Cudahy Parks and Recreation Staff. All teams are coached by volunteer coaches.

Table 7.2. All recreational courses and sports programs that were available at each City Park and Facility for the year 2015. Also shown are courses that were discontinued or added from the previous year.

City Park	Recreational Program / Class
Lugo Park	Boxing Class (<i>Fitness Center</i>)
	Craft for Kids (<i>Teen Center</i>) – Discontinued
	Beginner Salsa Dance (<i>Teen Center</i>) – Discontinued
	Jewelry Making (<i>Teen Center</i>) – Discontinued
	Youth Soccer
	Youth Softball
	Youth T-Ball

Clara Park	Cake Decoration (Turner Hall) – Discontinued
	Chocolate Molding (Turner Hall) – Discontinued
	Youth Basketball (Clara Gym)
	Volleyball (Clara Gym)
	Zumba (Turner Hall) – Added
Cudahy Park	Cheerleading (Bedwell Hall)
	Youth Baseball
	Youth T-ball
	Youth Softball
	Youth Soccer

Source: City of Cudahy – Parks & Recreation

2016 Outlook

The Parks and Recreation department is currently transferring its sports program over to two non-profits: Kids in Sports and the American Youth Soccer Organization (AYSO). Kids in Sports will manage youth basketball, youth baseball, and youth flag football while AYSO will exclusively manage soccer. Both non-profits are expected to oversee their respective programs beginning in late winter of 2016.

Currently, the City of Cudahy only has the available resources to successfully offer the recreational courses shown above in Table 7.2. Various classes needed to be eliminated throughout the year 2015 due to inadequate funding and minimal staff. By collaborating with Kids in Sports and AYSO, we hope to triple the current amount of recreational opportunities for the upcoming calendar year.

The City is also working with a third non-profit, Wood Craft Rangers, to provide recreation classes for kids, adults, and seniors. Proposed classes include but are not limited to guitar, dance, aerobics, tiny tots, etc. Classes and activities are scheduled to begin by the end of February 2016.

Conservation 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)*.

Conservation Element; highlights of the progress made in the calendar year 2015:

- California's Department of Resources Recycling and Recovery (CalRecycle) brings together the state's recycling and waste management programs and continues a tradition of environmental stewardship.
- Through landmark initiatives like the Integrated Waste Management Act and Beverage Container Recycling and Litter Reduction Act, California works toward a society that uses less, recycles more, and takes resource conservation to higher and higher levels. Our state now leads the nation with a 65 percent recycling rate for all materials, and today recycling supports more than 140,000 green jobs in California.
- CalRecycle's vision is to inspire and challenge Californians to achieve the highest waste reduction, recycling and reuse goals in the nation. Through innovation and creativity, sound advancements in science and technology, and efficient programs that improve economic vitality and environmental sustainability.

The City of Cudahy's involvement with CalRecycle:

- **City/County Payment Program**
 - This grant was awarded in 2013 to the City of Cudahy to implement an educational program geared towards providing education tools to business and property owners affected by AB341. The purpose of this educational tool is to better inform property/business owners of simple and efficient ways to establish a proper recycling program on their properties.
- **Sharps Program**
 - This program was established to provide local jurisdictions with materials/equipment needed to establish an accessible sharps collection site for its local constituents. The City was awarded two (2) sharps kiosks which have

been located at Turner Hall (4825 Clara Street) and Lugo Park Fitness Center (7810 Otis Avenue). Additionally, the City was awarded a large of small sharps containers to be distributed to residents upon request for proper disposal of sharps waste.

Public Safety 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.

Public Safety Element; highlights of the progress made in the calendar year 2015:

- The Federal Emergency Management Agency (FEMA) requires all counties, cities, and tribes in the United States to complete a Local Hazards Mitigation Plan. These Plans are to identify the hazards that have occurred or may occur in the study area, and provide mitigation strategies, or action items, designed to save lives and reduce the destruction of property. The City of Cudahy has addressed this requirement by completing a Local Natural Hazards Mitigation Plan (the Mitigation Plan or “the Plan”) that describes and analyzes several issues of concern to the City, including earthquakes, floods, and severe weather. Furthermore, the Plan provides resources and information, in addition to action items and programs, that are meant to assist Cudahy in reducing risk and preventing loss from future natural hazard events. Per Federal requirements, this Plan is to be reviewed and updated every five years.
- The mission of the Cudahy Local Natural Hazards Mitigation Plan is to promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from natural hazards. This can be achieved by increasing public awareness, documenting resources available for risk reduction and loss

prevention, and identifying activities to guide the City towards building a safer, more sustainable community. The goals of the Mitigation Plan describe the overall direction that the City of Cudahy, through its departments, agencies, organizations, and citizens, can take toward reducing its risk to natural hazards. The goals of the Plan are stepping-stones between the broad direction of the mission statement and the specific recommendations outlined in the action items. The main goals of Cudahy's Mitigation Plan are:

- Protect Life and Property
- Public Awareness
- Partnerships and Implementation
- Emergency Services.

Noise 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.

Noise Element; highlights of the progress made in the calendar year 2015:

- The City of Cudahy requires mitigation measures during entitlements and approvals subject to CEQA.
- Cudahy "CMC" Article 23: *Environmental Performance Standards*, ensure that residential neighborhoods and the business community in Cudahy will be free from environmental hazards such as of noise, vibration, dust, glare, and other negative influences.
- Noise standards for the various categories of land uses set forth in Tables 7.3 and 7.4 shall, unless otherwise specified, apply to each property or portion of property in the community. Where two or more dissimilar land uses occur on a single property, the more restrictive noise standard shall apply;

Table 7.3. Maximum permissible exterior sound levels and noise standards by receiving land uses.

Maximum Exterior Noise Levels		
Noise Level (dBA)		
Receiving Land Use Category	10 pm - 7 am	7 am to 10 pm
Residential (except multi-family)	45	65
Multi-Family Residential and Mobile Home Parks	50	65
Commercial (all "C" zones)	60	65
Light Industrial Zones	70	70
Heavy Industrial Zones	70	70

Table 7.4. Maximum permissible interior sound levels and noise standards by receiving land uses.

Table 23-2 Maximum Interior Noise Levels				
Land Use Type	Time Interval	Maximum Noise Level (dBA)		
		Any time	1 min./1 hr.	5 min./1 hr.
Residential	10 p.m. to 7 a.m.	35	40	35
	7 a.m. to 10 p.m.	45	50	45

Air Quality 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.

Air Quality Element; highlights of the progress made in the calendar year 2015:

- The City of Cudahy requires mitigation measures during entitlements and approvals subject to CEQA.
- The City of Cudahy continues to be subject to regulations from various agencies. 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).
- The City of Cudahy uses 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 7.5.

Table 7.5. Applicable SCAQMD-recommended thresholds for both construction-related and operational emissions for the City of Cudahy.

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 hrs1.
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 102.	•A dilution to threshold factor greater than 10 2.

Source: South Coast Air Quality Management District – 2004

8.0 Goals, Priorities, and Objectives

The City of Cudahy aims to implement the priorities and objectives outlined in the General Plan throughout various activities and functions of local government. Many of the goals outlined for the future of the City are to be reviewed annually to direct the staff work effort for the upcoming calendar year. In this way, the implementation of the General Plan is an ongoing endeavor.

Some of the primary goals brought by the recently adopted Housing Element to implement over the course of the next few years will include the following:

- Housing Information Program
- Second Unit Ordinance
- Development Monitoring Program
- Manufactured Housing
- Housing Conversion Program
- Tenant Minor Home Repair Program
- Code Enforcement
- Equal Access
- Reasonable Accommodation Program
- Public Participation Program
- Food Distribution Program
- Homeless Assistance Program
- Bilingual Programs
- Handicapped Access
- Senior Shared Housing Program
- Persons with Disabilities, including Developmental Disabilities Program
- Preservation of At-Risk Units Program
- Consistency with General Plan Program

For a complete implementation update of the Cudahy General Plan, please reference the 2015 General Plan Implementation Status Update Table which is attached as Appendix C.

9.0 Conclusion

The General Plan Annual Progress Report illustrates activities undertaken by the City of Cudahy in 2015 that worked towards implementing the City's General Plan. The City has worked to progressively implement the policies outlined in each element of the City's guiding planning document as outlined in the various sections of this Progress Report. The General Plan represents the community's collective vision for preserving and improving the quality of life in the City of Cudahy. Only minor revisions aside from the Housing Element Update have been implemented over the past several years since the General Plan Update was adopted on September 15, 2010.

As previously mentioned, an important mile stone to note on this 2015 General Plan APR is that, the City of Cudahy begun the process of updating its General Plan. On July 27, 2015 the City of Cudahy City Council approved a Professional Service Agreement (PSA) with MIG to prepare the Cudahy General Plan Update and optional Development Code Update. Upon selection of MIG as the firm who will be in charge of update the General Plan; MIG and City Staff eagerly begun the data collection and outreach phase of the project. Next year's 2016 General Plan APR will contain information on all of the miles stones completed in that particular calendar year. For more information/preview on the efforts completed in 2016, please follow the link below:

<http://www.cityofcudahy.com/general-plan-update.html>

As noted in this document over the course of 2015, the City has implemented many of the collective goals and policies identified in the General Plan. The ideas, proposals and suggestions that have come to the City have all furthered the City's goal to preserve and improve the quality of life for the community. The City will continue its efforts in this regard and is eagerly anticipating the completion of the General Plan Update.

10.0 References

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