

cudahy 2040

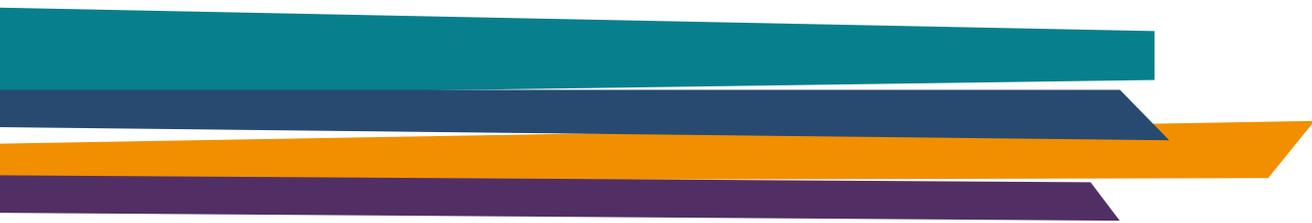


GENERAL PLAN

Adopted March 2018

cudahy 2040

GENERAL PLAN



Adopted March 2018



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Welcome to
Cudahy



introduction

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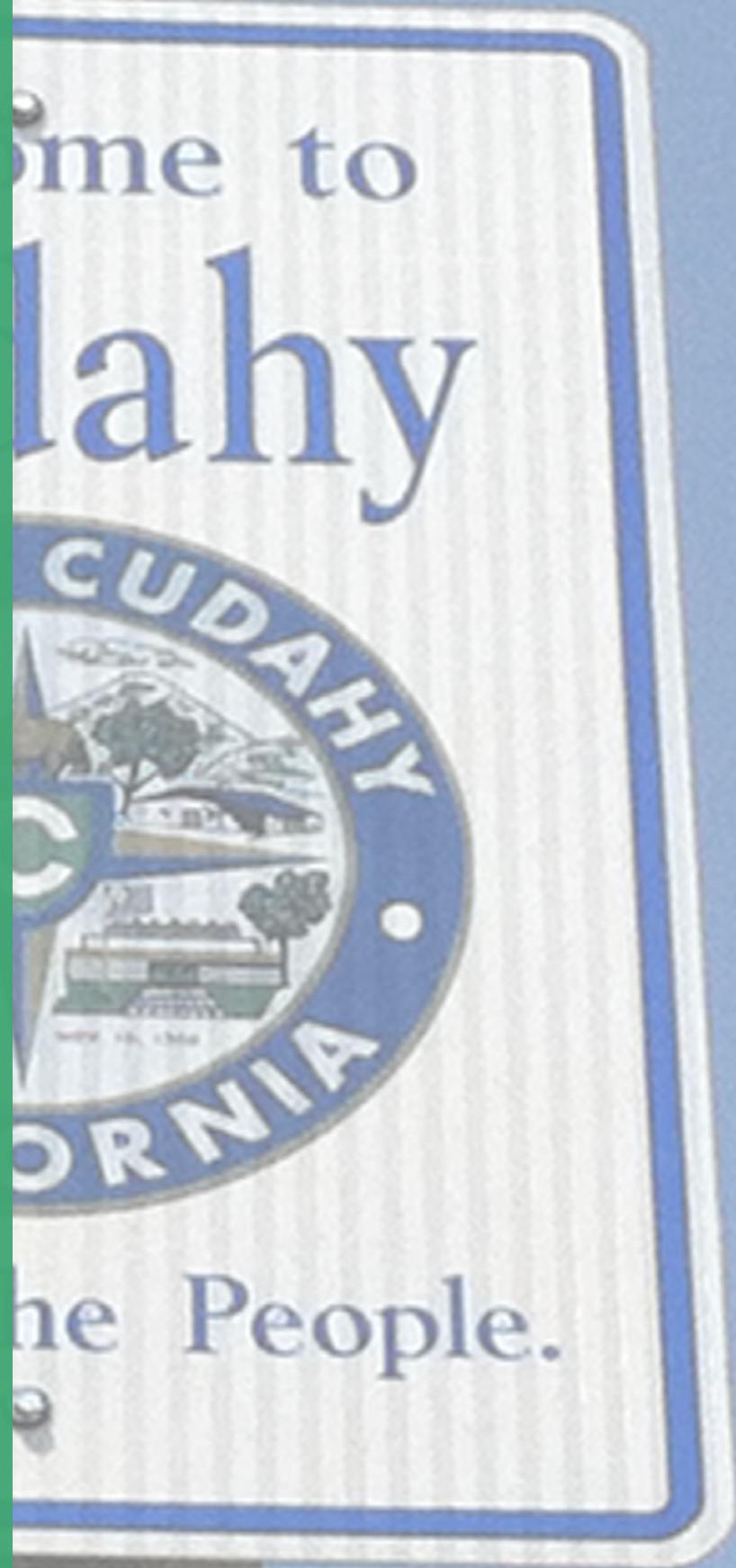
context

statutory requirements

using the general plan

a community effort

realizing the vision



context

Cudahy encompasses 1.2 square miles in southeastern Los Angeles County, bounded by the City of Maywood to the north, Bell Gardens to the east, South Gate to the south, and Huntington Park to the west (Exhibit I-1). The Los Angeles River and Interstate 710 (I-710) run in parallel along the eastern edge of the city. Cudahy consists predominantly of dense residential development, with retail, commercial, light industrial, and public uses found along main streets. I-710 provides regional access to Cudahy, while locally, Atlantic Boulevard serves as a popular access route. The Planning Area, as discussed in the General Plan, covers all parcels within the City of Cudahy's jurisdiction.

Cudahy's General Plan, also known as "*Cudahy 2040*", reflects the community's shared values of what Cudahy is today and plans to be in future years. Often referred to as the community's "blueprint", the general plan establishes the basis for zoning regulations and provides guidance in the evaluation of development proposals. Additionally, it creates the framework for economic development, mobility improvements, and balancing the community's desires regarding sustainability, City services, and parks. The Cudahy General Plan will lead the community toward a more healthy and sustainable future.

statutory requirements

Every California jurisdiction is required to adopt a general plan and update it at regular intervals. The purpose of the general plan is to anticipate and plan for "the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (California Government Code §65300). A general plan must address many issues that are related to and influence land use decisions. Specifically, California law requires the general plan to address land use, circulation, housing, conservation of natural resources, preservation of open space, noise environment, public safety, and environmental justice (Government Code §65302). Jurisdictions may prepare and adopt other general plan elements or address any other topics of relevance or interest to that community, with the understanding that these optional elements must be implemented with the same vigor – and are subject to the same legal scrutiny – as the mandatory elements or topics. *Cudahy 2040* has two optional elements; they are Economic Development and Air Quality.

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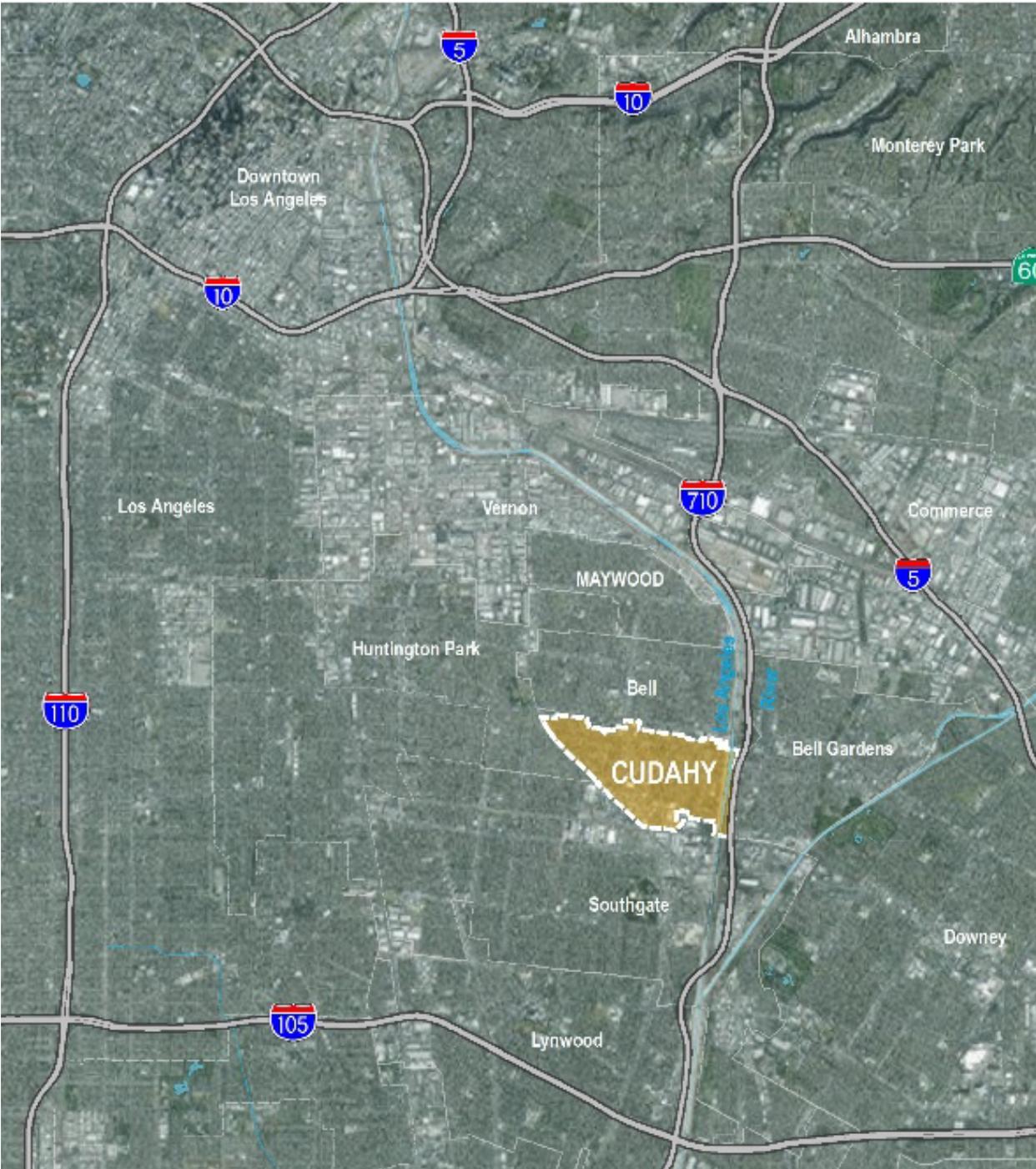


Exhibit I-1:
REGIONAL CONTEXT

using the general plan



health and sustainability focus

Cudahy 2040, also referred to hereafter as the General Plan or the Plan, takes a holistic approach to community health, weaving principles of sustainability into every element. Sustainability is achieved through careful planning to meet the needs of the present without compromising the ability of future generations to meet their own needs. American land use patterns and transportation systems have become unsustainable. They cannot be continued indefinitely without changes. Good urban planning that focuses on alternative transportation policies and land use strategies offers some of the most effective solutions available as we seek a more sustainable future.

Sustainability issues will be addressed throughout *Cudahy 2040*. The General Plan's sustainability symbol, a green circular leaf, indicates the goals, policies, and/or programs that includes specific attention to best practices from the perspective of reducing greenhouse gas emissions, conserving natural resources, or promoting a healthier lifestyle. Sustainability, through conservation and the development of innovative land use and transportation policies, is a cornerstone of the General Plan.



environmental justice focus

The General Plan takes a holistic approach to environmental justice. In California, the goal of environmental justice as part of a jurisdiction's general plan is to reduce the unique or compounded health risks in disadvantaged communities, promote community engagement in the public decision-making process, and prioritize improvements and programs to address the needs of disadvantaged communities (Government Code §65302). Disadvantaged communities are defined as communities that are disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution.¹

All of Cudahy is considered by the State of California to be a disadvantaged community.² As a result, it is critical that environmental justice be considered at every level of *Cudahy 2040's*

¹ "Disadvantaged communities" are defined as areas identified by the California Environmental Protection Agency as those in the top 25 percent of highest scoring census tracts in CalEnviroScreen. CalEnviroScreen calculates a score for each census tract in California based on both pollution levels and socioeconomic factors.

² The western part of Cudahy is in the CalEnviroScreen 3.0 86-90 percentile range, while the eastern part is in the 96-100 percentile range, meaning that Cudahy, as a whole, is in the top 6% of most disadvantaged communities in California.

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implementation. Like sustainability, environmental justice is also integrated into every Element. *Cudahy 2040* policies and programs supporting the environmental justice goal through reducing pollution exposure; promoting public facilities, food access, safe and sanitary homes, physical activity, and adaptation to climate change; and promoting civil engagement are marked with a blue clean air symbol.

organization

The General Plan is a community document intended for use by all residents, business owners and employees, and decision-makers in Cudahy. As such, *Cudahy 2040* is written and organized for ease of use.

The organization of the General Plan allows users to turn to the element that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the goals, policies, and programs throughout all elements are interrelated and should be examined comprehensively. These policy components must be considered together when making planning decisions.

administering the general plan

The Cudahy City Council will implement this General Plan by establishing annual planning and budgeting goals based on the Plan, and by adopting implementing ordinances, regulations, and programs. City departments will use General Plan policies to guide their programming and planning and, importantly, to review development applications for consistency with the community's vision.

Once adopted, the General Plan will not remain static, and the vision will continue to inform considerations to amend the Land Use Plan or any goals or policies. Over time, the City may determine that it is necessary to revise portions of the text or add policies or programs to reflect changing circumstances or philosophy.

State law provides direction on how cities can maintain the general plan as a contemporary policy guide. California requires each planning department to report annually to its city council on "the status of the plan and progress in its implementation" (§65400[b]). Moreover, it is the policy of Cudahy's City Council to review the General Plan periodically to maintain the currency of its goals and policies, as well as its background and technical information. *Cudahy 2040* has been adopted pursuant to this policy.

The City of Cudahy regulates the use of property within its jurisdiction through the General Plan in conjunction with the zoning, subdivision, building codes, municipal codes, and specific plans. Following the General Plan's adoption, any regulations in zoning, subdivision, building, and other ordinances that are not consistent with the General Plan will be amended to ensure consistency.

key terminology

Goals and policies represent the Plan's foundation. A **goal** is an overall statement of community desires and consists of a broad statement of purpose or direction. Each goal in the Plan is followed by more definitive policy statements. A **policy** provides guidance to the City Council, other City commissions and boards, and City staff in their review of development proposals and other actions taken. **Implementation programs** provide further articulation regarding how the City will achieve its goals and policies. Goals and policies are listed at the end of each topic discussion to keep these important components with the context backgrounds for better understanding of intent. The Implementation Plan and related matrices are included at the end of this document for ease in referencing the actions related to the Cudahy General Plan. Implementation programs are intended to be reviewed and updated periodically to allow decision-makers to adjust to current community priorities and funding resources. Updating an implementation program will not require a General Plan amendment.

a community effort

In Cudahy, we understand that community building and public participation is the cornerstone of a thriving city. The public participation effort arose from Cudahy's fundamental belief that an active citizenry must be integrally involved in important policy discussions. The General Plan's public participation program was multi-faceted and included the components described below.

stakeholder interview

Five stakeholder interview sessions with a total of 19 participants were convened at the start of the General Plan update. The stakeholders were a diverse set of community representatives, including residents, developers, business owners, law enforcement, school administrators, and various Cudahy based organizations. The interactive sessions encouraged participants to share a wide range of perspectives and opinions regarding Cudahy's assets, concerns, and opportunities.

telephone survey

Two hundred adult residents participated in a General Plan telephone survey conducted between February 4 and February 22, 2016. The survey used a combination of telephone calls and email invitations to recruit participation from a random sample of Cudahy households. The survey's purpose was to provide objective, statistically reliable measures of residents' opinions on a number of key issues to be addressed in the General Plan.

realizing the vision

The General Plan provides the policy guidance to create the future we believe in, to implement our vision. *Cudahy 2040* is intended to provide an enlightened strategy for the future development of our community – a strategy that values our history, unique character, and future potential. The Plan will enhance the quality of life for current and future generations; the Plan strives for sustainable use of resources now and in the future. *Cudahy 2040* relies upon implementation programs to provide the specific guidance that will lead to the goals’ and policies’ fulfillment. Through the General Plan’s implementation and the continued involvement of an engaged community, we will create a reality out of the future we imagine, the future we believe in, for Cudahy.

The *Cudahy 2040* Vision and Guiding Principles encapsulate the community’s -- residents, businesses, and stakeholders, collective ideas and concepts for the community’s future.

vision

Cudahy is an engaged, passionate community that embraces its cultural diversity and strives for economic and environmental sustainability, while raising residents’ standard of living. Cudahy intends to enhance its neighborhoods, and create community spaces to serve current and future residents.

guiding principles

preserve cudahy’s small town feel

Despite its population density, Cudahy feels like a small town because of its tight-knit community where people know each other’s names and share in each other’s lives. Residents want to ensure and promote that intimate sense of community.



Small-town feel

foster cudahy’s family-oriented values and lifecycle

Many who live in Cudahy are long-time residents. Young people who leave seeking higher education or work, return to Cudahy to raise their own families. The City strives to provide social, recreational, and economic opportunities to support this lifecycle, and sustain the community’s family-oriented values.



Family-oriented



Community collaboration

strengthen community collaboration

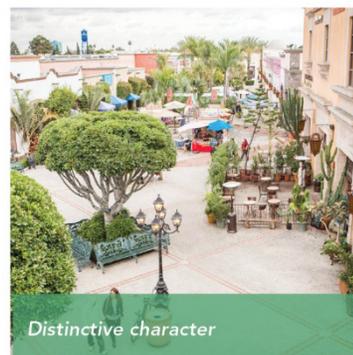
Community building and public participation are cornerstones of a thriving city. The City aims to foster relationships and empower local residents, neighborhood organizations, boards, and commissions to address local issues while promoting transparency.



Unique culture

recognize and celebrate cudahy's rich culture

Cudahy's cultural diversity is a point of pride and unity for its residents. The City celebrates this unique aspect by encouraging public art and education, attracting culturally relevant businesses, and supporting development that fits the community's highly valued social interaction and neighborly spirit.



Distinctive character

develop a distinctive character for cudahy

A walkable, cohesive, and enduring built environment provides the foundation for Cudahy to flourish. Enhanced streetscapes, pedestrian-oriented building form, and community gathering spaces help create a sense of place and community for residents and visitors to enjoy. Establishing a distinctive architectural form, beautifying entryways into town, and sensitively connecting to the broader community will help augment the distinctive character of the community.



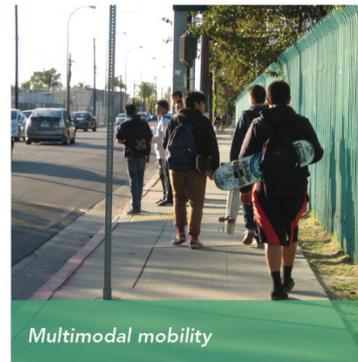
Economic prosperity

spark and strengthen economic prosperity

The City facilitates the creation of a sustainable and diverse economy by retaining and attracting industries and businesses both emerging and traditional, creating jobs, seizing business opportunities, supporting the local tax base, and expanding balanced, sensible housing opportunities.

improve multimodal mobility and safety

Cudahy will strive to improve the mobility of pedestrians, bicyclists, public transit riders, and vehicle passengers by: designing seamless connections to local destinations and nearby communities, connecting to future transit options, and ensuring existing facilities are safe and efficient. Cudahy will evolve as a multimodal city.



protect and enhance community health and the environment

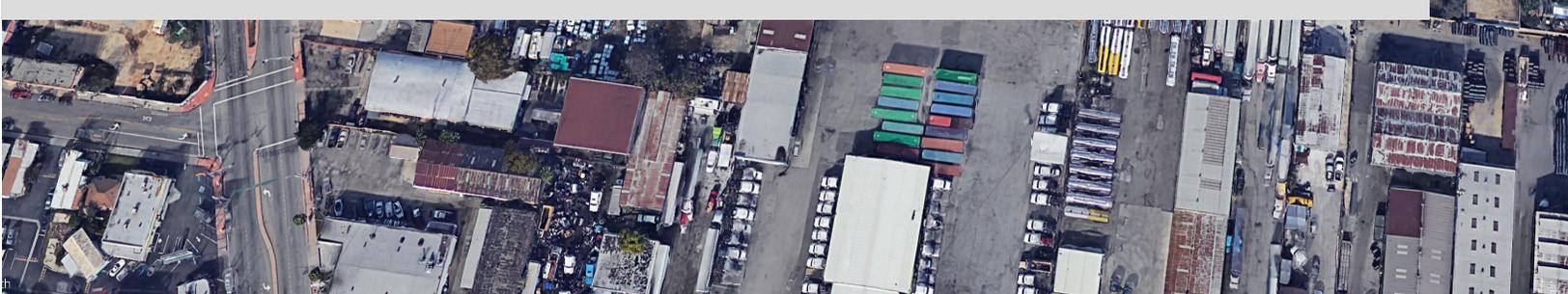
The efficient use of natural resources is important to the sustainability and health of the community. Cudahy encourages development that prioritizes water efficiency, green infrastructure, technological innovation, and provides uses and spaces that facilitate healthy activities. The City plays an active role in regional environmental efforts aiming to reduce greenhouse gases and improve environmental sustainability.







land use element



An aerial photograph of a city neighborhood, showing a mix of residential and commercial buildings, streets, and green spaces. A large yellow semi-transparent rectangle is overlaid on the left side of the image, containing a list of topics in white text. The text is arranged vertically, starting with 'in this section:' followed by a list of topics: 'introduction', 'land use terminology', 'baseline issues', 'implications', 'land use concepts', 'areas subject to flooding', 'land use plan', 'land use classifications', 'implications of urban form and land use policy', and 'goals and policies'.

in this section:

introduction

land use terminology

baseline issues

implications

land use concepts

areas subject to flooding

land use plan

land use classifications

implications of urban
form and land use policy

goals and policies

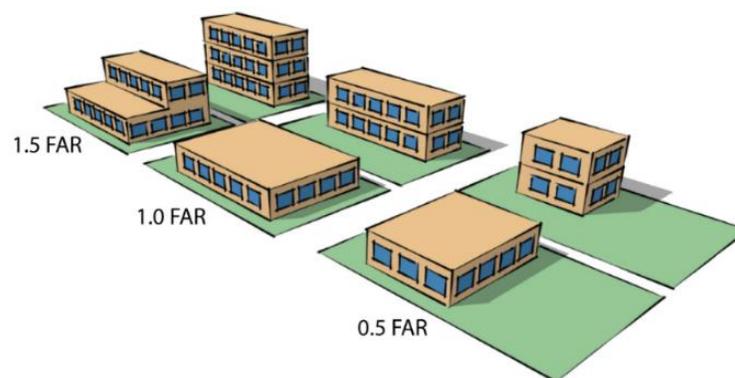
introduction

The Land Use Element establishes land use designations and defines the urban form for the various neighborhoods and districts in Cudahy. Throughout the *Cudahy 2040* outreach process, community members stressed the importance of developing a distinctive look and feel for Cudahy, with uses that support living a well-rounded life. The land use plan, goals, and policies in this Land Use Element provide the framework for shaping Cudahy’s physical environment; they guide development decisions in a manner that will achieve high quality projects and a balanced mix of uses.

land use terminology

density and intensity are quantitative measures used to describe how much development may occur on a parcel of land or legal lot. For residential uses, the word “density” is used. The Cudahy General Plan describes density in terms of the number of dwelling units allowed per acre (du/acre), exclusive of streets and public rights-of-way. This is commonly known as net density. For nonresidential land uses, the word “intensity” is used. This General Plan uses floor/area ratio (FAR), which is a measurement of the ratio of the total gross floor area of all buildings on a lot to the total land area of the lot, as a measure of the intensity of development. A FAR of 1.0 may yield a one-story building that covers the entire lot, a two-story building that covers half the lot, or several other possible configurations, as illustrated in Exhibit LU-1.

Exhibit LU-1: Floor Area Ratios (FAR) Diagram



land use describes different types of activities that occur—homes, shops, industry, parks, or schools, for example.

urban form refers to the physical pattern, layouts, and physical structures that influence how we experience an area, including street design, a building’s size and shape (or “massing”), a building’s architecture, a building’s placement on a lot, and the relationship of a building to the street.

baseline issues

socioeconomic challenges

- Compared with the Los Angeles County population, Cudahy's residents are younger and have lower educational attainment. Generally, this means that local residents may not have the same opportunity to obtain higher-paying jobs and invest in their community through either business or property ownership.
- Eighty-two percent of Cudahy households earn less than 80% of the area median income and are considered lower income in 2012¹. In 2014, one-third of Cudahy families live in poverty. This proportion is more than twice the regional proportion.
- Cudahy has 2.5 times more single-parent families than Los Angeles County as a whole. This condition can place greater pressures on families in terms of need for childcare, earning potential, and ability to engage in community activities.

health and access to recreation resources

- Convenient access to fresh and healthy foods is limited, which creates additional challenges for Cudahy's residents to maintain a healthy and balanced diet. Cudahy residents living in the eastern and westernmost edges are living in low income tracts where at least 33% of the population live more than one-half mile from the nearest supermarket, supercenter, or large grocery store.²
- Cudahy's population is dense, which exacerbates the need for open space and parks. Cudahy has 19,732 people per square mile, making it the sixteenth densest neighborhood of Los Angeles County's 272 neighborhoods.³
- Despite its below average park acres per person (0.8 park acres/1,000 residents versus 3.3 park acres/1,000 people countywide), 82% of Cudahy residents live within one-half mile walking distance to a park.⁴
- Infrastructure and facilities enabling active modes of transportation (walking, biking) and public transit are limited.
- Proximity to the Los Angeles River corridor presents an opportunity to more fully utilize the Los Angeles River resource as access to open space and active recreation.

¹ 2012 Comprehensive Housing Affordability Strategy (CHAS) data

² USFDA Food Access Research Atlas (2016)

³ The 272 "neighborhoods" include all major Los Angeles County cities, unincorporated areas, and neighborhoods comprising the City of Los Angeles per Mapping LA, a Los Angeles Times mapping project, 2009.

⁴ City of Cudahy Study Area Profile, Los Angeles County Parks Needs Assessment (2016)

- Due to the community's proximity to the I-710 freeway and the presence of several heavy industrial businesses, Cudahy residents can experience negative environmental impacts that affect community health, such as air pollution and soil contamination.

land use and demographic trends

residential trends

- Most Cudahy residents are renters; 83% rent their home. Many renters have rented their residences for an extended period.
- Cudahy has one of the largest average household sizes in the nation (4.29 persons per household).
- Given Cudahy's built-out character, residential development will most likely require the recycling of single-family homes on large lots to higher-density, multi-family structures.
- Although long-time policy encourages residential lot consolidation to achieve higher-quality development, lot consolidation rarely occurs.
- Perimeter fencing and property maintenance issues are prominent features in Cudahy's residential neighborhoods.

commercial trends

- The Atlantic Avenue commercial corridor has experienced a modest level of revitalization, with a few new centers constructed; however, many commercial centers have significant vacancy.
- Typically, the design of most commercial centers pushes the active commercial space to the rear of the property with expansive parking lots fronting the street. This development approach discourages direct pedestrian access and creates an uninviting street frontage.
- Restaurants and retail stores lack variety and visibility.
- Intensification opportunities exist throughout the commercial core on vacant/underutilized sites and on large underutilized parking lots.
- Large parcels owned by the Redevelopment Authority successor agency (City of Cudahy Economic Development Corporation) provide development opportunities in the built-out city.

industrial trends

- Many larger industrial properties are vacant or show signs of aging and deferred maintenance.
- Several industrial-zoned properties support low-intensity storage or trucking uses rather than job-generating industrial businesses.
- Cudahy offers relatively easy freeway access and proximity to downtown Los Angeles.
- Maintaining jobs-generating industrial land uses and activities is important to Cudahy residents and the local economy. Attracting cleaner and lighter industrial uses, such as high tech or business park uses, is needed to advance economic opportunities for local residents.

regional long-range planning efforts

- The Gateway Cities Council of Government Livability Initiative, and the *Gateway Cities and Rivers Urban Greening Master Plan*, the I-710 Corridor Project, and the *Lower LA River Revitalization Plan* explore opportunities to change the function and character of the river and multimodal transportation.

land use conflicts

- Land use conflicts can exist where residential neighborhoods abut commercial or industrial uses and insufficient buffering and/or building materials have not been established to provide proper buffering and noise attenuation.

implications

- Improving the socioeconomics of Cudahy's residents is a necessary component of implementing a land use strategy that successfully increases property ownership and development.
- There are opportunities to leverage the potential of City-owned parcels to ensure the land uses and amenities developed align with the community's housing needs and vision.
- Land use strategies should also support better community health outcomes by improving access to fresh and healthy foods, as well as promoting active living.
- Commercial and entertainment potential is strongest along the Atlantic Avenue core.
- More flexible land use regulations within Cudahy's industrial areas could attract more business and development potential by expanding the types of uses that can locate there.

land use concepts

This section establishes the “big picture” ideas for land use in Cudahy. The concepts take into consideration the community’s goals, as well as findings from technical studies developed for the General Plan process. The goals and policies included in this General Plan were developed with these land use concepts in mind, aiming to bring them to fruition over the lifetime of the plan.

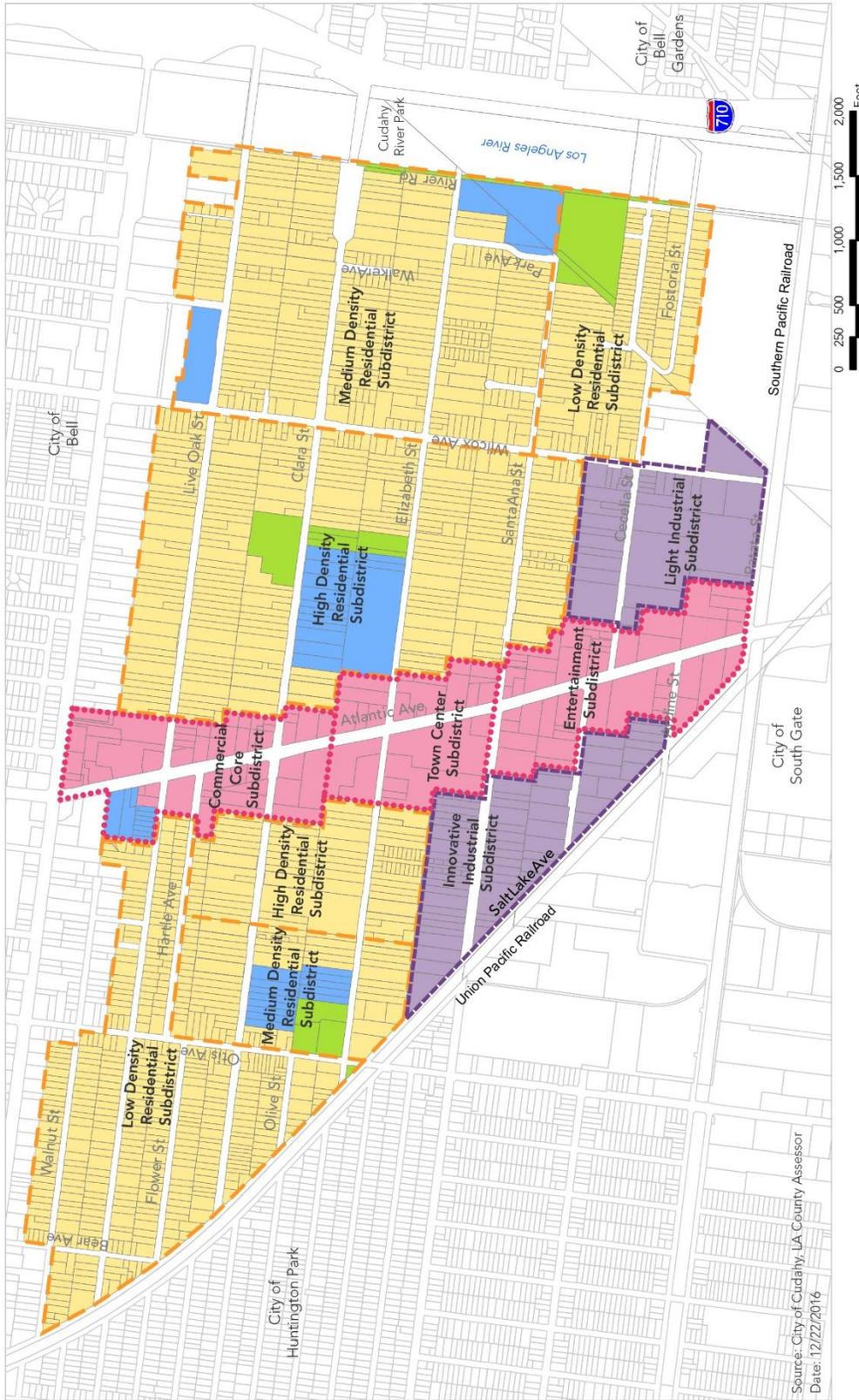
To address the land use issues that may be keeping Cudahy from achieving its full potential, the City will pursue these land use initiatives.

- Maintain distinct land use districts that preserve single-family neighborhoods while allowing for additional residential development potential in other areas of the city.
- Increase the allowed density in the multi-family residential areas and intensity of nonresidential districts to encourage revitalization and lot consolidation.
- Create new open spaces—such as converting River Road to open space and developing cul-de-sac pocket parks—where residents can gather and enjoy the outdoors and recreation.
- Provide flexibility in land use policy to accommodate emerging land use trends.

land use districts

Cudahy’s urban form and land use strategies focus growth and development into three districts: Atlantic Avenue, Industrial, and Residential, as shown in Exhibit LU-2. This strategy will address long-standing concerns and conditions associated with the lack of community gathering places, poor interface between residential neighborhoods and industrial businesses, and limited opportunities for economic growth. The Land Use Plan, shown in Exhibit LU-4, represents an update and modification of the City of Cudahy 2010 General Plan Land Use Plan, reflecting the desired developmental changes expressed through the *Cudahy 2040* Plan’s community engagement process. Specific measures for implementing the *Cudahy 2040* Land Use Plan will occur through an update of the zoning code’s development standards.

LAND USE ELEMENT



LAND USE FEATURES

- Atlantic District
- Industrial District
- Residential District
- Parks
- Schools

Exhibit LU-2:
PLANNING DISTRICTS

atlantic avenue district

Along the Atlantic Avenue corridor, mixed-use activity centers will be pedestrian-friendly focal points for residents and businesses, linked by a bicycle and pedestrian pathway system. The character of each district/subdistrict is described below. The Land Use Plan section discusses the uses and development standards for each district/subdistrict.

Atlantic Avenue is the primary north/south roadway in Cudahy and the center of economic activity. The Atlantic Avenue corridor will evolve into a grand boulevard, with renewed importance and improved quality of development and businesses. The physical character of the streetscape will be transformed to create pleasant pedestrian linkages between the neighborhoods and Cudahy's business districts. New development will emphasize pedestrian orientation in both site and building design, with active street frontages, well-scaled and designed buildings, and engaging outdoor spaces. New street tree plantings, widened sidewalks, and pedestrian-scaled lighting will transform the public streetscape to create a "great street" experience that communicates the spirit of Cudahy.

To communicate Cudahy's distinct identity, Atlantic Avenue gateways will be created at the north and south ends of the street, as people enter from Huntington Park, Bell, and South Gate. Attractive entry monuments, landscape and streetscape enhancements, and clear directional signage will lead visitors to key Cudahy destinations including the Town Center and Entertainment Subdistricts.

Harnessing the corridor's economic potential by creating three distinct and connected subdistricts will allow for the creation of vibrant, pedestrian-friendly places. Each of the subdistricts will have inviting spaces that spur social interaction and encourage visitors to local businesses. While the subdistricts are distinct, complementary urban design themes and characteristics will tie them together as a uniquely identifiable central corridor.

LAND USE ELEMENT



The Atlantic Avenue Subdistricts are:

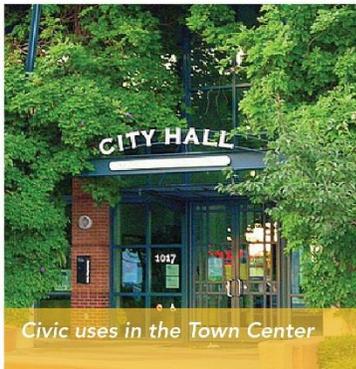
commercial core subdistrict

The Commercial Core Subdistrict begins just south of Florence Avenue and ends between Clara and Elizabeth Streets. The Commercial Core primarily provides local goods and services to residents in a more traditional commercial format, with pockets of lower-scaled mixed-use development. The mixed-use development helps transition the active Atlantic Avenue corridor to the residential neighborhoods to the east and west. While this Subdistrict will continue to be auto-oriented with readily available parking, pedestrian and biking activity will be encouraged through the reconfiguration of the built commercial centers.



town center subdistrict

The Town Center Subdistrict is Cudahy's "living room," serving as the governmental and cultural hub. It is located immediately south of the Commercial Core and continues south to Santa Ana Street. Residents and visitors will congregate in the Town Center for business and pleasure. On warm evenings, residents can gather in the public plazas, socialize with friends and neighbors, and listen to music playing on the community stage. During the day, the Town Center will be active with people conducting business or visiting the library or post office. The City Hall, Cudahy branch library, Los Angeles County's Sheriff substation, USPS post office, and other civic uses will all be located within the Town Center Subdistrict. The Town Center will feature community gathering places such as public plazas, an amphitheater, art venues, community gardens, and urban green space.



entertainment subdistrict

The Entertainment Subdistrict features local and subregional activities such as movie and live performance theaters, a bowling alley, a skating rink, and restaurants. The Entertainment Subdistrict's proximity to the planned South Gate Eco-Rapid transit station and the nearby freeway allows for the development of regional entertainment destinations, such as a casino and hotel. The entertainment uses will be reinforced by supportive uses, including shopping, restaurants, and commercial recreation. Residential uses on upper floors or in adjacent buildings will



contribute to the vibrancy and diversity of the area. Public open spaces will have urban design features compatible with this higher-intensity activity area.

industrial district

The two subdistricts within the Industrial District will retain and reinvigorate Cudahy’s industrial uses, while also providing flexibility for newer industries and diverse uses to locate in the district.

innovative industrial subdistrict

This area along Salt Lake Avenue between Ardine Street and one-half block north of Santa Ana Street will have a character highlighted by creative design spaces, “makers” industrial (small-scale traditional and digital manufacturing), and live/work residential space. This Subdistrict can provide incubator space for start-up companies within a research and development setting. Planned uses will primarily be creative industries and commerce.

light industrial subdistrict

The Light Industrial Subdistrict features revitalized, renovated, and expanded light industrial buildings that have a variety of light industrial businesses, with supportive office and small commercial uses. This Subdistrict encourages both new and traditional light industrial uses within a cohesive area.





Varied residential scales and types

residential districts

In Los Angeles County, the demand for housing, following the 2007-2009 recession, accelerated as businesses throughout the region began to recover and attract new workers. The cost of buying a home continued to remain beyond the reach of many.

The Residential District encourages development of a variety of housing types at scales that facilitate homeownership and high quality rental housing for people of all economic levels. Higher-density development is encouraged where the density can be supported by infrastructure to prevent negative impacts on surrounding properties. Long-established lower density environments will be preserved to respond to desires for this type of housing.



Low-density residential

low-density subdistricts

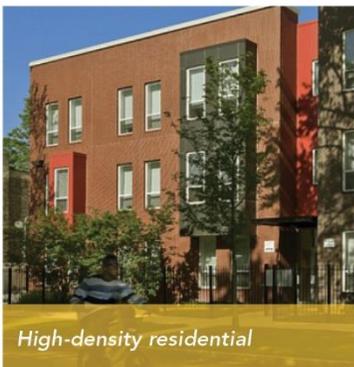
The Low-Density Subdistricts, located in the northwest and southeast quadrants, accommodate single-family detached, single-family attached (two or three attached units), and very-low density multi-family housing types on a single legal parcel.



Medium-density residential

medium-density subdistricts

The Medium-Density Subdistricts are located north of Santa Ana Street between the Los Angeles River and Wilcox Avenue, and east of Otis Avenue between Hartle Avenue and just south of Elizabeth Street. The Medium-Density neighborhoods provide a transition between the Low-Density and High-Density neighborhoods. The Medium-Density neighborhoods feature single-family attached and multi-family attached housing types.



High-density residential

high-density subdistrict

The High-Density Subdistrict is adjacent to the Commercial Core and Town Center Subdistricts. High-Density neighborhoods feature multi-family attached housing. Residents will have ready access to Cudahy's commercial districts, encouraging significant pedestrian activity between the neighborhoods and the goods and services on Atlantic Avenue.

open space

Natural open spaces and urban recreation areas contribute to a healthy and environmentally sustainable community. While Cudahy has well-used parks, establishing new green space will be difficult given the community’s built-out character. The General Plan features traditional concepts for open space, including new parks and parklets, as well as innovative and creative open space such as public right-of-way conversions and urban recreation/plazas/facilities. Focused land use-oriented interventions—described in detail in the Open Space Element—include:

- Creating pocket parks or parklets at Elizabeth Street/Otis Avenue/Salt Lake Avenue, Walnut Street/Salt Lake Avenue, Flower Street/Salt Lake Avenue, and Olive Street/Salt Lake Avenue
- Converting River Road to a linear park, open space, and/or community gardens
- Expanding Cudahy Park upon the relocation of the City of Cudahy City Hall and the County of Los Angeles Cudahy branch library
- Creating mini green spaces via infrastructure enhancements
- Creating urban recreation spaces through public plazas and linear greenways
- Supporting urban agriculture



Community gardens and urban agriculture



Stormwater capture greening



Linear park on River Road

multimodal mobility

Developing land use and urban design to facilitate active transportation (bicycles, walking) helps residents and employees of local businesses move around Cudahy more easily and helps reduce local contributions to greenhouse gases. The Mobility Element fully discusses multimodal transportation. However, land use and street modifications also apply to the Land Use Element:

- Creating cul-de-sacs to promote traffic calming and improve walkability at Salt Lake Avenue’s intersections with Walnut, Flower, and Olive Streets
- Implementing a series of bicycle paths and lanes to improve bicyclist safety and connect neighborhoods to the Atlantic Avenue district
- Providing two Salt Lake Avenue bicycle options:
 - Short Term: Class III protected bikeway running north and south within the Salt Lake Avenue right-of-way
 - Long Term: Separated bike path within the Union Pacific right-of-way west of Salt Lake Avenue.



flexibility for land use trends – overlays

Cudahy 2040 provides four focused overlay zones that will provide longer-term flexibility to adjust to changes in market conditions and broader regional planning efforts along the Los Angeles River.

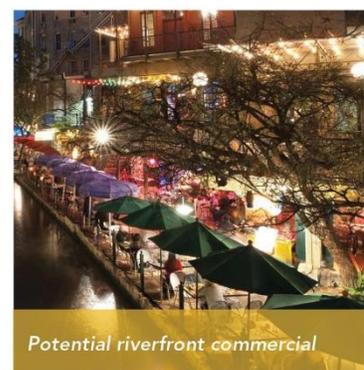
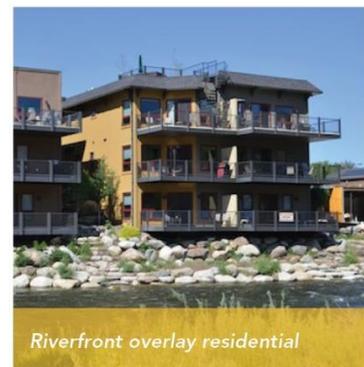
wilcox commercial overlay

A small group of parcels designated for neighborhood commercial use are located at Wilcox Avenue at the intersections of Clara Street and Santa Ana Street. The Wilcox Commercial Overlay allows for intensification and/or expansion of commercial use to accommodate small commercial business that can meet daily shopping and dining needs for local residents. Every five years, the City shall evaluate the need for redesignating and rezoning the Wilcox Commercial Overlay parcels, as a group, from their residential use to the neighborhood commercial use. It is not the Overlay’s intent to allow a parcel by parcel transition from residential to commercial.



riverfront overlay

Regional planning efforts look to transform the 51-mile stretch of the Los Angeles River by restoring some of its natural functions for groundwater recharge and habitat. The City wishes to capitalize on its adjacency to the Los Angeles River (“River”) and opportunities for riverfront development. If regional or subregional plans lead to the envisioned river transformation, the Riverfront Overlay allows for high-density residential and introduction of mixed use-commercial development along the River’s edge. Implementation of this overlay is contingent upon validation of a strong market need for those development types along the Los Angeles River. Prior to implementation of the Riverfront Overlay, the City will determine if increased development potential can be adequately served by the mobility system and supportive infrastructure.



industrial overlay

The Industrial Overlay expands the industrial designation north to Santa Ana Street, contingent upon strong market demand for expansion of industrial uses. Every five years, the City shall evaluate

LAND USE ELEMENT

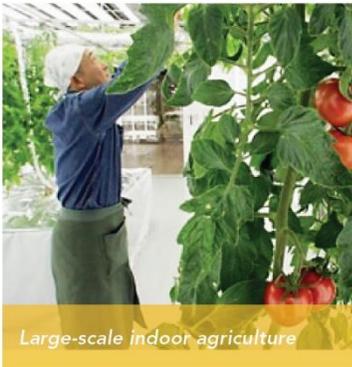


the need for redesignating and rezoning the Industrial Overlay parcels, as a group, from their High-Density Residential use to the Light Industrial use. It is not the Overlay's intent to allow a parcel by parcel transition from residential to industrial. Careful consideration will be taken to protect the residential parcels adjacent to new industrial uses as properties turn, if/when this overlay is enacted. Strategies to protect residential properties can include, but are not limited to, buffers, noise barriers, and landscaped screening. The City should consider requiring lot consolidation before approving the expansion of industrial uses in this Overlay District.



agricultural opportunity overlay

Covering several blocks south of Santa Ana Street, the Agricultural Opportunity Overlay allows for both indoor and outdoor agricultural production. This includes the growth and cultivation of plants, fruits, and vegetables in community gardens or for commercial distribution and sale. This overlay also permits the planting and cultivation of cannabis, limited to indoor production and harvesting. Cannabis production is subject to specific local regulations.



Cannabis production is not allowed where the Agricultural Opportunity Overlay overlaps with the residential designation until the parcels are rezoned to industrial.

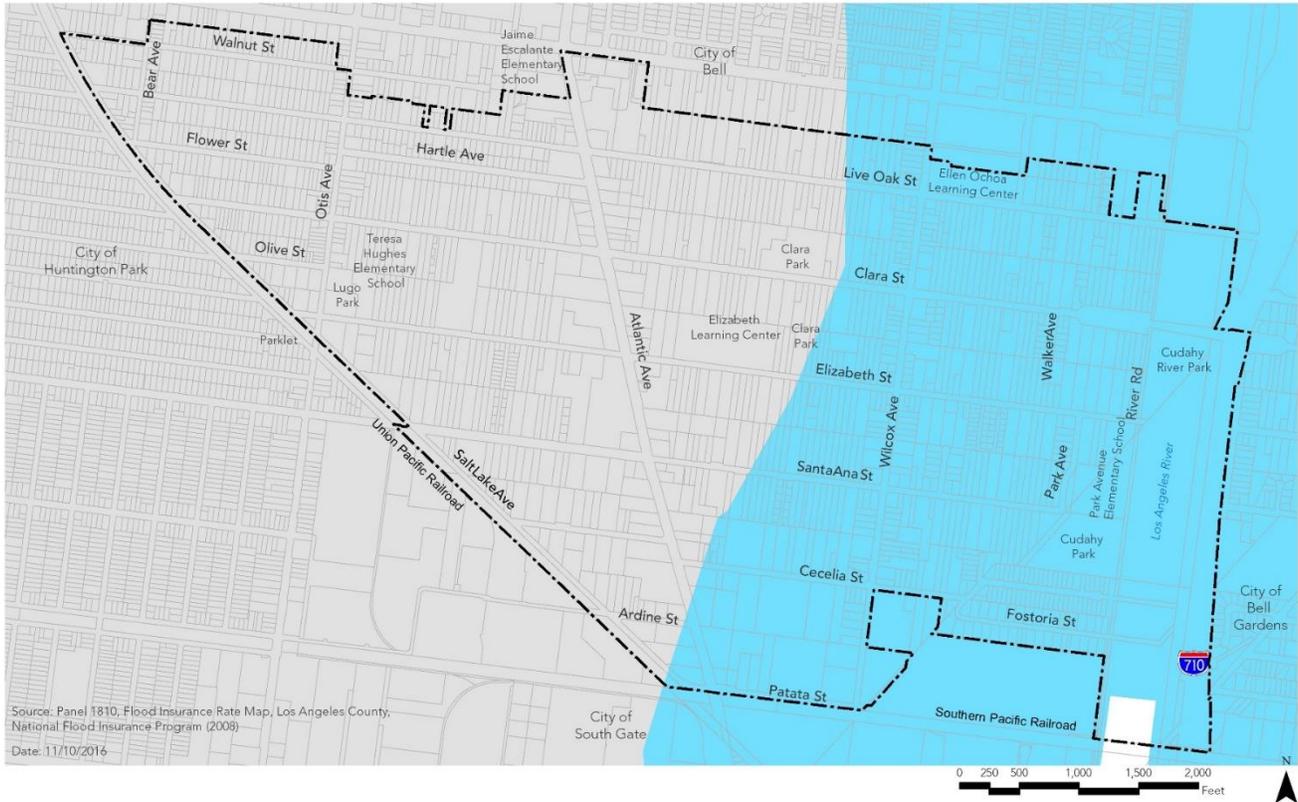
areas subject to flooding

State law requires that Land Use elements identify areas subject to flooding, as defined by Federal Emergency Management Agency (FEMA) or the California Department of Water Resources floodplain mapping system.



FEMA's Flood Insurance Rate Maps (FIRM) identify properties subject to 100-year and 500-year floods. Cudahy's easternmost parcels, located closest to the Los Angeles River, are within a 500-year flood hazard zone. No parcels in Cudahy are within the 100-year floodplain area. Exhibit LU-3 shows the 500-year floodplain area within Cudahy.

FEMA considers the 500-year floodplain to have a low to moderate risk of flooding. Construction within any floodplain is subject to the regulations outlined in the California Building Standards Code. The Local Hazards Mitigation Plan for the City of Cudahy outlines measures for mitigating floods and other natural disasters.



- | | |
|--|--|
| LAND USE FEATURES | BASEMAP FEATURES |
| 0.2% Annual Chance of Flood Hazard Zone | Cudahy Boundary |
| Area Outside of the 0.2% Annual Chance Flood Hazard Zone | Railroads |

Exhibit LU-3:

FLOOD HAZARDS

land use plan

The Land Use Plan (Exhibit LU-4) illustrates the planned distribution of land uses. The following land use categories describe how neighborhoods, corridors, and centers will develop or be maintained over time to achieve overall land use and urban form objectives. Cumulatively, these policies will shape the enhancement, development, and maintenance of all areas within the community.

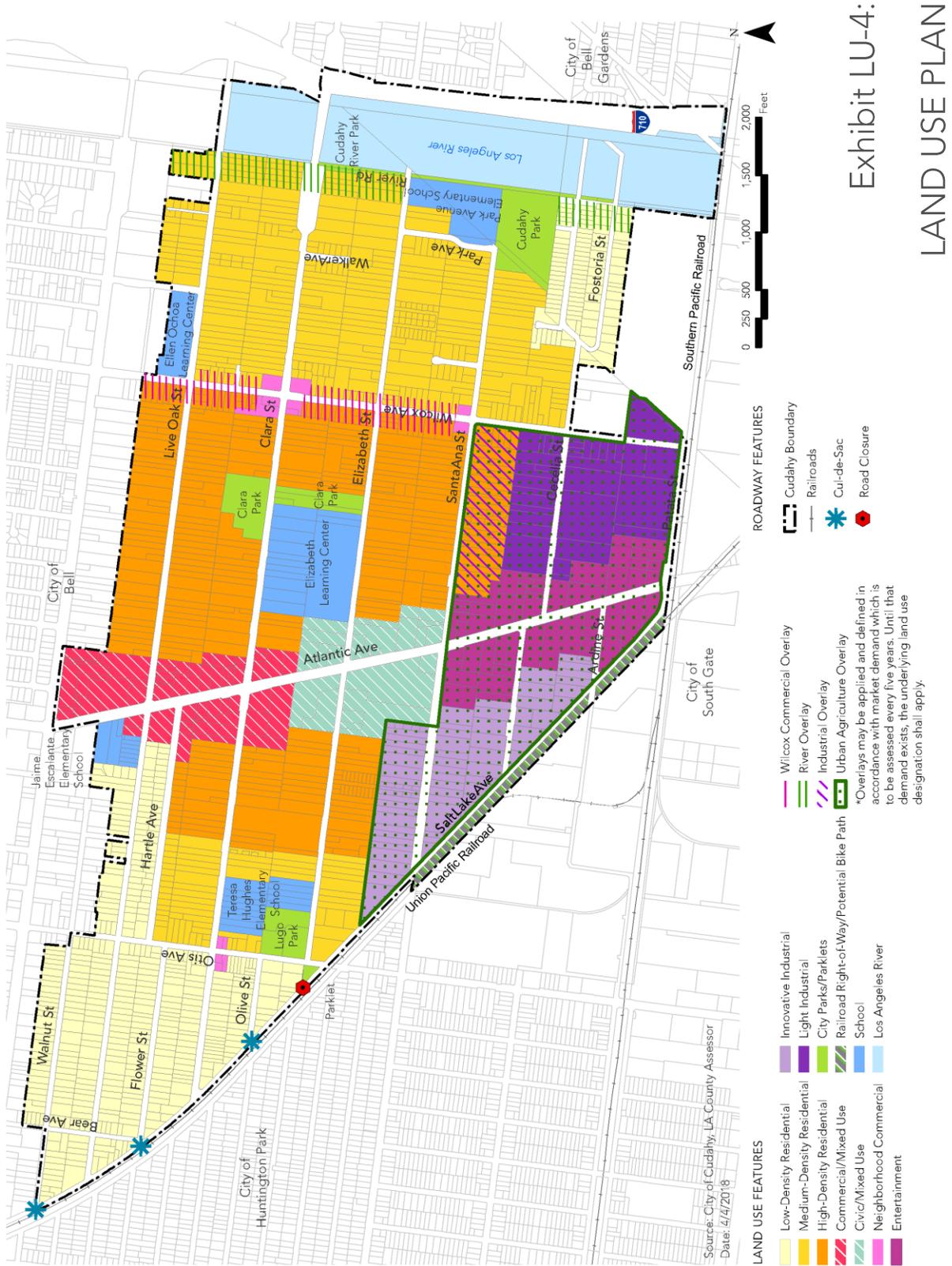


Exhibit LU-4:

LAND USE PLAN

land use classifications

residential land uses

Three residential land use categories are established to maintain established neighborhoods while providing housing opportunities for all household income ranges. While residential uses are the primary permitted uses, other complementary and compatible uses can be established as zoning regulations permit (such as parks, group homes, in-home childcare facilities, schools, and places of religious assembly). Table LU-1 summarizes general density and height standards for residential categories. Detailed descriptions for each category follow.

Table LU-1: Maximum Density and Building Heights, Residential Uses

Designation	Maximum Density	Estimated Persons Per Acre*	Building Height Limit
Low-Density Residential	15 du/ac	65 persons/ac	2 Stories
Medium-Density Residential	25 du/ac	108 persons/ac	3 Stories
High-Density Residential	40 du/ac	173 persons/ac	4 Stories

*Assumptions: 4.32 persons/household California Department of Finance - City/County Population & Housing Estimates, 2017

low-density residential

character and intent

The Low-Density Residential designation encourages and maintains single-family living. Housing within this designation, typically, is one to two stories, attached or detached, with front and backyard private open space. Many of Cudahy's original homes were constructed in the 1950s and 1960s, and the neighborhoods are well established. However, maintenance levels vary from block to block. *Cudahy 2040* policies encourage context-sensitive new development, renovations, and maintenance.

uses

The Low-Density Residential designation accommodates detached and attached residential units, including small-lot subdivisions, duplexes and triplexes, townhouses with private open space, and lower-density multi-unit structures that comprise a cohesive development incorporating common open space areas.



medium-density residential

character and intent

The Medium-Density Residential designation allows for a variety of housing types, heights, and densities. Policies for this designation focus on efficient use of lot space, high design quality, sufficient off-street parking, and onsite open space or recreational amenities. The housing may be both as single-family attached and multi-family formats.

uses

The Medium-Density Residential designation accommodates single structures or a collection of cohesive structures that house multiple units, with common open space areas and amenities. Residential development types may include row houses, townhouses, stacked flats, apartments, and similar housing types. Parking facilities may either be attached to each unit or centrally located.



high-density residential

Character and Intent

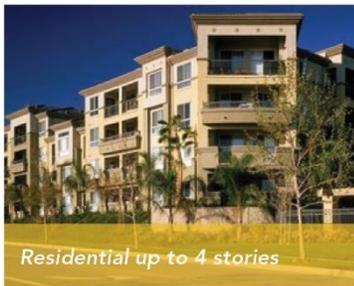
The High-Density Residential designation is concentrated east and west of the Atlantic Avenue District and is intended to accommodate attached multi-family residential development. The location facilitates pedestrian and bicycle access to the main core of businesses, services, and entertainment. Policies emphasizing context-sensitive building design and sufficient onsite parking will provide for balanced and integrated neighborhoods.

Uses

The High-Density Residential designation provides for higher-density, multi-story residential development, with a focus on providing an urban intensity and function at locations within easy walking distance to transit, recreation and community facilities, employment centers, and commercial services. The multi-story structures will have creative common areas and centrally located parking. The housing types can occur as row houses, townhomes, or stacked flats.



High density attached condos



Residential up to 4 stories



High density apartment living

nonresidential and mixed land uses

The nonresidential land use designations include several commercial, mixed use, and industrial designations. The Neighborhood Commercial category establishes opportunities for varied commercial enterprises serving both local and subregional needs. Cudahy's commercial areas provide places for residents and visitors to shop for goods and services, and where retail and office businesses can locate to meet the needs of local, regional, and international markets.

In recognition of Cudahy's continuing evolution and the community's desire to achieve sustainable development forms, three mixed use land use designations are established: Mixed Use-Commercial, Mixed Use-Civic, and Entertainment. Mixed-use development approaches offer opportunities for people to live close to activity centers and transit stops, to walk to neighborhood stores and parks, to enjoy indoor and outdoor entertainment close to home, and to experience vibrant pedestrian districts.

The industrial designations—Innovation Industrial and Light Industrial—support a range of manufacturing, research and development, start up, and clean industrial use opportunities. These designations encourage jobs-creating industrial uses and prohibit new warehouse/storage uses and trucking uses that occupy large parcels but provide few jobs.

Tables LU-2 and LU-3 summarize the development standards for nonresidential categories. Detailed descriptions for each category follow.

Table LU-2: General Development Standards, Commercial and Industrial Land Uses

Designation	Maximum Floor Area Ratio	Story Limit
Commercial		
Neighborhood Commercial	0.5	2
Industrial		
Light Industrial	1.25	3
Innovation Industrial		
Live/Work	1.5	3
Commercial Only	1.0	2
Light Industrial Only	1.25	3

Table LU-3: General Development Standards, Mixed Use

Designation	Maximum Floor Area Ratio	Maximum Density	Story Limit
Mixed Use-Commercial			
Commercial + Residential	1.0	40 du/ac	4+2*
Commercial Only	0.75	--	4
Residential Only	--	30 du/ac	3
Mixed Use-Civic			
Civic + Residential	1.5	40 du/ac	4+1**
Civic + Commercial	1.75	--	4+1**
Civic Only	1.75	--	4+1**
Residential Only	--	30 du/ac	4+1**
Commercial Only	1.25	--	4+1**
Entertainment			
Entertainment + Residential	2.0	40 du/ac	4+4***
Entertainment Only	2.0	--	4+4***

Notes:

- *Up to two additional floors with the provision of community benefits and City Council approval
- **Up to one additional floor with the provision of community benefits and City Council approval
- ***Up to four additional floors for designated uses (e.g., hotel) with the provision of community benefits and City Council approval

neighborhood commercial

characteristics and intent

The Neighborhood Commercial designation provides convenient commercial services for Cudahy residents living farthest from the Atlantic Avenue District. The Neighborhood Commercial designation provides for small-scale businesses such as corner produce stores, mini-markets, and small business offices.

uses

Neighborhood Commercial uses include lower-intensity retail, office, and service-oriented businesses. Automotive sales and repair uses are prohibited. Businesses should have limited impact on adjacent residential areas, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Neighborhood commercial development must be designed to accommodate and encourage pedestrian access, should not provide onsite parking, and must be compatible with surrounding development in terms of scale, building design, and materials.



light industrial

character and intent

The Light Industrial designation provides space for a variety of jobs-generating light industrial uses. Light industrial businesses offer employment opportunities for residents of all skills and education levels, create and support jobs in multiple other business sectors, and contribute to local tax revenues. The region’s diverse and dynamic economy is increasingly home to many types of “new economy” jobs that function similarly to traditional industrial businesses.

uses

The Light Industrial uses include light industrial and manufacturing, biomedical, logistics, and creative industries. Light industrial activities do not involve high-volume truck traffic, outdoor fabrication or assembly; do not produce odors; generally operate during typical weekday business hours; and do not involve any operations normally considered hazardous within an urban environment. Flex industrial spaces that can also accommodate supportive office uses are allowed. Automotive uses are permitted. Prohibited uses include heavy manufacturing, new warehousing and storage, new trucking and truck lots, and new freight/good storage as a primary use.



Light industrial with flexible space



Ancillary light industrial sales



Upgraded light industrial space

innovative industrial

character and intent

The Innovative Industrial designation allows for a flexible mix of uses facilitating job interactivity beyond standard business hours. Innovative Industrial is intended to provide an interesting mix of highly flexible space for start-ups, light industrial, office, and live/work uses, allowing for the adaptive reuse of once industrial buildings/spaces. The Innovative Industrial designation responds to and anticipates the evolving nature of industrial businesses, accommodating young businesses in “green” biotechnical, software, and other emerging industries.

Live/work arrangements allow for residents to operate their art studio or small, sole-proprietor businesses in small-scale units below or in front of their attached housing accommodation. Uses such as brew pubs, coffee roasters, and small-scale restaurants to serve the area’s residents are permitted.

uses

The Innovative Industrial designation allows for the conversion of older outdated uses, as the market dictates, into needed incubator space for smaller uses supporting health research, clean industrial, green technology, and research/development businesses. Creative industrial workspace areas are also permitted, if such activities limit or confine noise, dust, and vibration impacts. New warehousing, trucking/truck lots, or freight/good storage are not permitted as a primary use.

Live/work uses within the Innovative Industrial designation facilitate a creative mix of residences and low-intensity workplaces. Live/work environments combine residential occupancy with commercial activity in the same building space, generally with the resident using the combined or adjacent commercial space for the business. Uses can include small offices and neighborhood retail.



Adaptive reuse commercial



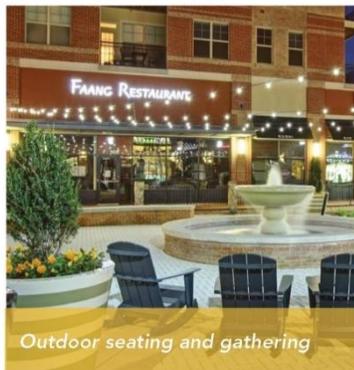
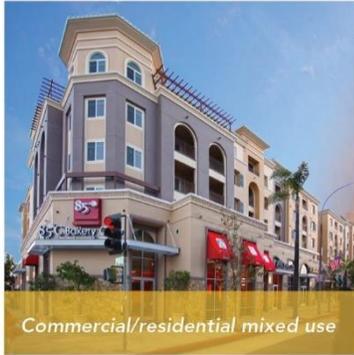
Public art



Creative community/office space



Live/work residential



mixed use-commercial

character and intent

The north end of Atlantic Avenue is designated Mixed Use-Commercial. This designation accommodates the most concentrated hub of commercial activity. This is an attractive, walkable commercial area with retail, office, limited automotive service (gas stations), mixed use, and some residential use. New commercial and mixed-use development should emphasize pedestrian orientation in site and building design, thus, promoting a walkable environment with active street frontages, well-scaled buildings, and usable spaces such as small plazas, courtyards, and sidewalk cafes. Established commercial centers are encouraged to add new or renovate existing structures along the front property line, while providing parking to the rear of the site. Where infill residential development occurs, it should incorporate landscaped setbacks while emphasizing the pedestrian orientation of frontages in site and building design. Structures must be designed to provide maximum transparency into the stores or offices, thereby, enhancing the pedestrian interest and experience.

uses

Single-use commercial development, while being the dominant use, will transition from an automobile orientation to accommodating pedestrian activity. The Mixed Use-Commercial designation allows for both horizontal and vertical mixed use, where retail and commercial uses are located on the lower floors, with residential use above (vertical), and where retail and commercial uses are located along the street frontage with residential use adjacent (horizontal). Also permitted is stand-alone medium density residential use in the form of row houses, townhouses, or stacked flats. All residential uses will provide meaningful private onsite open space for its residents (including children).

Design considerations should include sensitivity to lower-intensity residential neighborhoods behind sections of Atlantic Avenue, public and private amenities, and transit accessibility features. Two stories of additional building height can be achieved for mixed-use through the inclusion of robust community benefit(s) that support

the community’s desire for public gathering spaces, affordable housing, educational facilities and programs, and recreational space, among others.

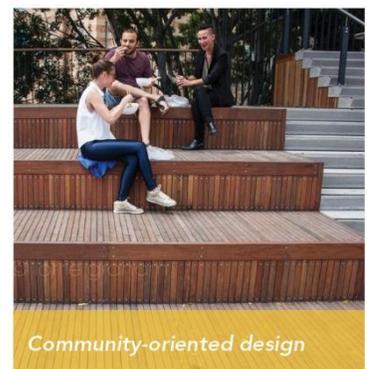
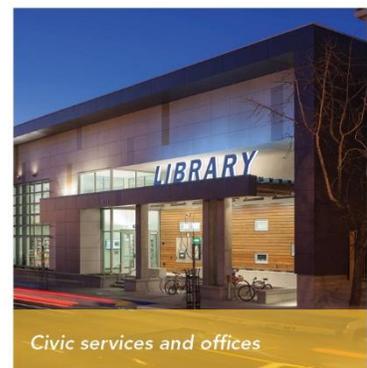
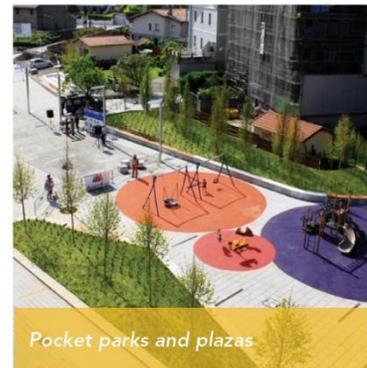
mixed use-civic

character and intent

The Mixed Use-Civic designation covers the heart of the city: its “town center.” Centrally located midway along Atlantic Avenue, it is home to Cudahy’s civic anchors—a new city hall, the library, a sheriff substation, and a relocated U.S. Post Office. The vibrant mix of commercial, residential, and civic activities creates an active street life and a recognizable home for important City services that residents interact with in their daily lives. Significant public plazas, amphitheater/stages, and urban public open space draw residents, local employees, and visitors to this community center.

uses

The Mixed Use-Civic designation is characterized by complementary civic, commercial, and residential uses, encouraging vibrant street life, civic engagement, and access to public resources and to business. Development approaches allow for both horizontal and vertical mixed-use. Single-use civic, commercial, and residential are also allowed, at lower heights and densities. Parking is primarily in the form of shared public facilities. Design considerations should include sensitivity to lower-intensity residential neighborhoods surrounding the Atlantic Avenue District, public and private amenities, transit accessibility features, and public plazas/gathering spaces. Two stories of additional building height can be achieved through the inclusion of robust community benefit(s).



entertainment

character and intent

The Entertainment designation accommodates large-scale entertainment uses that attract patrons from Cudahy, surrounding communities, and the subregion. All uses must be designed to provide pedestrian interest and accessibility along Atlantic Avenue, with vehicular access and parking located to the rear of the parcels. Active open spaces and paseos will link the entertainment uses and enhance the pedestrian experience. Residential uses may occur only in a mixed-use setting where the residential units are on upper floors or do not face Atlantic Avenue.

uses

The Entertainment designation provides opportunities for retail, theaters, restaurants, commercial recreation (bowling alley, skating rinks), gaming, dining, brew pubs and wineries, residential, lodging, and similar business activities. Secondary office uses and residential may be accommodated on upper floors, adding to the economic diversity of the area. Horizontal mixed-use is allowed, although residential buildings must not have frontage on Atlantic Avenue. Open spaces are primarily public and urban in nature, with extra emphasis on high-quality public spaces. Uses specifically prohibited include stand-alone residential, automotive maintenance and garages, light industrial, manufacturing, warehousing, mini-storage, and trucking and transportation-related uses.



Casino and hotel uses



Marketplaces and gastro pubs



Entertainment for the whole family

implications of urban form and land use policy

Over time, as properties recycle to new uses, the distribution of uses within the community will change. Application of land use policy will facilitate the evolution toward the mix of uses Cudahy’s residents envision. Table LU-4 summarizes two levels of capacity created for development through the 2040 planning horizon year. The Theoretical Maximum Development scenario assumes all private property will redevelop to the maximum intensities and densities allowed in the General Plan. Historic development patterns show that it is very unlikely that all private property will be redeveloped within the next 25 years. The historic patterns also indicate that new development may increase in density or intensity but is unlikely to achieve the maximum because of other site design requirements (setbacks, parking, open space, etc.). The Theoretical Maximum Development scenario is provided as a point of information.

Given the unlikelihood that all private properties will redevelop to their maximum potential, a Realistic Development scenario is projected because it more accurately reflects the likely future development. The Realistic Development scenario assumes a more likely rate of parcel recycling and new development in response to the market. This scenario will be used to determine public services and utilities demand because it will not induce an “over building” of infrastructure to accommodate unrealistic development capacity.

Table LU 4: Capacity for Development

Scenario	Dwelling Units	Population	Nonresidential Square Feet
Baseline (2015)	5,774	24,470	1,283,286
Realistic Buildout (2040)	7,222	30,607	5,172,540
Theoretical Maximum Buildout (2040)	12,037	51,012	7,751,840
Change Realistic Buildout	1,448 Units	6,138 Residents	3,889,255 Square Feet
Change Theoretical Maximum Buildout	6,263 Units	26,543 Residents	6,468,555 Square Feet

LAND USE ELEMENT

Cudahy has experienced very little growth since 1990. What residential development has occurred results from single-family structures on large lots being torn down and replaced with higher-density residential development where zoning permits. Factors that limit potential redevelopment include the challengingly long and narrow lot sizes and the high rate of absentee property ownership, which create little financial incentive for redevelopment because rental housing demand remains high. A variety of issues must be considered in conjunction with assumed development levels.

- The availability of domestic water supplies places an absolute limit on the amount of new development that can occur over the long term. Over time, the City and water purveyors need to determine and guarantee the necessary water to support development.
- The City will need to work with Los Angeles County and local water agencies to ensure appropriate sewer, water, and storm drainage infrastructure are provided.
- The City will establish a development tracking system to monitor projected versus actual development and the associated use of infrastructure. The City will need to adjust policies and programs accordingly.
- Development priority will be given to infill sites that are well served by “complete streets”: transit, pedestrian amenities, and bikeways. Given that such facilities will be developed and enhanced over time, development will occur at a pace that responds to and supports the emerging availability of alternative transportation modes.
- Inclusionary housing policies and density bonus programs will increase the attractiveness of developing residential and commercial/residential mixed-use properties.

goals and policies

GOAL LUE-1: Complete, integrated, and defined neighborhoods, corridors, and districts

Policy LUE 1.1: Develop, maintain, and enhance the beneficial and unique character of the different neighborhoods, districts, and open spaces.

Policy LUE 1.2: Promote the identity of Cudahy as a distinct place within the Gateway Cities.

Policy LUE 1.3: Promote the assembly of land into larger parcels that are more suitable for higher-quality integrated development.



Policy LUE 1.4: Promote higher residential densities at locations near or within commercial and employment centers and along Atlantic Avenue where neighborhood services are available.

Policy LUE 1.5: Promote the revitalization, upgrading, and beautification of commercial retail centers and the conversion of strip commercial uses to coordinated, complementary retail and service uses.



Policy LUE 1.6: Plan for and accommodate mixed-use projects along Atlantic Avenue where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses. Design buildings and sites to allow the combination of residential and retail, residential and commercial, civic and residential, or civic and commercial uses to reduce automobile trips, encourage walking, and facilitate compact, sustainable development.



Policy LUE 1.7: Accommodate outdoor cafes and similar neighborhood serving uses in the public right-of-way as a means of promoting pedestrian activity and center vitality. Ensure that access and noise considerations relative to surrounding uses are sufficiently addressed.

LAND USE ELEMENT

Policy LUE 1.8: Require new development to provide engaging, well-landscaped outdoor spaces that invite and support outdoor activities.



Policy LUE 1.9: Encourage and facilitate the establishment of childcare facilities in proximity to large employment areas and near high-density residential areas.



Policy LUE 1.10: Allow development projects to achieve additional height if the project demonstrates features that provide significant community benefits. These can include, but are not limited to:

- Incorporation of affordable, workforce, or low-income housing
- Incorporation of public or community facilities
- Innovative use of shared parking
- Efficient and innovative use of infrastructure and renewable resources
- Public art

GOAL LUE-2: Mobility and parking systems that interact with land use patterns



Policy LUE 2.1: Require new large-scale projects to be developed with an interconnected pattern of small blocks to induce walking, create walkable neighborhoods, and maximize connections between neighborhoods. If a new large-scale development project is able to achieve circulation interconnectedness for all modes and maximize walkability, then the small block pattern may not be required.

Policy LUE 2.2: Investigate and implement innovative approaches to address parking congestion.

Policy LUE 2.3: Minimize the street presence and visibility of parking facilities from public streets and neighboring properties.

Policy LUE 2.4: Plan, manage, and operate the overall supply of parking to provide “just enough” parking at the right price to

serve the needs of people living, working, and visiting Atlantic Avenue.

GOAL LUE-3: Aesthetically pleasing, distinctive, and inclusive urban design

Policy LUE 3.1: Provide attractive city gateway entrance designs that welcome visitors and promote the memorable characteristics of Cudahy.

Policy LUE 3.2: Create a comprehensive streetscape design, providing a clear Cudahy identity at the main points of access/gateways and landmarks.



Policy LUE 3.3: Improve public streetscapes, including widening sidewalks and crosswalks, protected crosswalks, regular street planting, bus shelters and street furniture, and pedestrian oriented street lighting.

Policy LUE 3.4 Require building and site frontages that define public streets with high-quality architectural and landscape design, including small-scale architectural elements and plane changes.

Policy LUE 3.5: Develop a signage and wayfinding program that creates distinct identity and cohesion, identifying Cudahy and guiding visitors to destinations. Coordinate new signage with streetscape.



Policy LUE 3.6: Create a network of attractive, interesting public places and spaces that encourage walking and lingering along Atlantic Avenue.

Policy LUE 3.7 Require buildings and properties be designed to ensure compatibility within, and provide interfaces between, neighborhoods and districts.

Policy LUE 3.8 Require new projects and significant remodel projects to be integrated as seamlessly as possible into the surrounding development, creating complementary extensions of the urban fabric.



Policy LUE 3.9: Require residential, office, and governmental agency buildings and sites in the Town Center to be designed

LAND USE ELEMENT

to encourage pedestrian activity through street character, plazas, and other features and amenities to enhance the Town Center’s viability as a focal point of community character and activity.

Policy LUE 3.10: Incorporate public art in public spaces and private projects. Seize opportunities to fold artistic qualities into practical urban design elements (i.e., public seating areas, bus shelters, etc.).

Policy LUE 3.11: Develop community design standards that reflect the desired architectural aesthetic appropriate for each district.

Policy LUE 3.12: Encourage new development to create direct and clear visual relationships between residences and public streets, while minimizing driveways, parking areas, and garage doors in front yard spaces.

Policy LUE 3.13: Encourage site design that accommodates people with mobility impairment, especially in sidewalks, transit access points, and in public spaces such as plazas, pocket parks, and community gardens.

Policy LUE 3.14: Require new and renovated buildings be designed to avoid styles, colors, and materials that negatively impact the environment or the design character of the neighborhood and district in which they are located.

Policy LUE 3.15: Carefully consider shade, shadow, light, and glare effects of proposed development projects and comprehensive plans on adjacent uses.

GOAL LUE-4: Land uses and spaces that encourage community cohesion and interaction



Policy LUE 4.1: Create a new civic center anchoring the Atlantic Avenue corridor, featuring a relocated Cudahy City Hall and library and centralized public agencies and facilities.

Policy LUE 4.2: Facilitate a concentration of business and supportive uses that provide sources of family entertainment in the entertainment district.

- Policy LUE 4.3: Require that new large-scale projects include buildings oriented to public streets and sidewalks rather than private drives, walkways, and parking lots.
- Policy LUE 4.4: Require commercial buildings to be designed to define the public realm, activate sidewalks and pedestrian paths, and provide “eyes on the street.”
- Policy LUE 4.5: Require buildings along Atlantic Avenue to provide and maintain transparent window fronts along the street.
- Policy LUE 4.6: Include requirements for the inclusion of plazas, outdoor seating, and gathering spaces into public and private projects.

GOAL LUE-5: Accommodate different family sizes and income levels through a variety of different types and scales of housing

-  Policy LUE 5.1: Maintain and augment Cudahy’s stock of single-family detached and single-family attached housing.
-  Policy LUE 5.2: Encourage the development of multi-family housing, especially in the high-density residential areas.
-  Policy LUE 5.3: Encourage mixed-use residential development by allowing additional density for developments that provide mixed-use commercial/residential, mixed-use civic/residential, or entertainment/residential.
-  Policy LUE 5.4: Give entrepreneurs the opportunity to develop their business while living in Cudahy through live/work housing options within the Innovative Industrial zone.
-  Policy LUE 5.5: Seek development of for-sale, higher-density, single-family homes (condominiums, townhomes, etc.) for young families in Cudahy.
-  Policy LUE 5.6: Adopt more flexible accessory dwelling unit regulations and policies.
-  Policy LUE 5.7: Address safety concerns associated with people living in illegal garage conversions or unpermitted secondary units.

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Policy LUE 5.8: Support policies that facilitate and incentivize the development of affordable housing units, such as inclusionary housing requirements and development bonus programs.

GOAL LUE-6: Enhanced character in neighborhoods



Policy LUE 6.1: Ensure neighborhoods are “complete” neighborhoods by integrating schools, childcare centers, community centers, infrastructure, green spaces and parks, and other public amenities into each neighborhood.

Policy LUE 6.2: Require that new additions, renovations, and infill development be sensitive to neighborhood context and building form and scale (for example, second stories, detached garages, setbacks, enhanced front entrances).

Policy LUE 6.3: Require high-density or mixed-use developments to transition sensitively to adjacent lower-density residential uses.

Policy LUE 6.4: Require commercial and industrial uses to screen service facilities from public view. New development should enclose loading docks and bays when directly adjacent to residential uses.

Policy LUE 6.5: Encourage home occupations that have minimal traffic, parking, or other impacts to neighbors and neighboring uses.

Policy LUE 6.6: Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures.



Policy LUE 6.7: Improve pedestrian safety on the streets in the northwestern low-density residential neighborhoods that are often used as cut-through streets from Salt Lake Avenue.

GOAL LUE-7: A modernized and adaptable industrial center prepared to react quickly to technological evolution

 Policy LUE 7.1: Support the use of the Innovative Industrial designation to accommodate small incubator space for young businesses in green, biotechnology, software, and other emerging industries.

 Policy LUE 7.2: Maintain and augment light industrial uses in Cudahy, updating requirements that will attract cleaner, modernized light industrial uses in traditional and emerging industries.

Policy LUE 7.3: Require new and renovated industrial properties and structures to exhibit high quality design and continue to be maintained.

 Policy LUE 7.4: Require industrial development to incorporate measures that minimize negative impacts on nearby land uses, especially near sensitive receptors (e.g., schools, parks, medical facilities, residential communities, etc.).

 Policy LUE 7.5: Promote entrepreneurship and small business development by attracting the development of creative incubator spaces and live/work accommodations.

Policy LUE 7.6: Update land use regulations to allow adaptive reuse of industrial properties.

GOAL LUE-8: Land use strategies that facilitate economic empowerment through business development and homeownership opportunities

 Policy LUE 8.1: Create homeownership opportunities for existing residents by encouraging the development of smaller scale, for-sale residential units—condominium, townhome, and duplexes.

 Policy LUE 8.2: Explore opportunities for cooperative homeownership programs such as a condominium conversion program that transfers ownership from apartment complex owners to the renters of that apartment complex.

LAND USE ELEMENT



Policy LUE 8.3: Build and support a local economy by promoting commercial, office, and industrial businesses that provide a broad spectrum of skilled and professional labor employment.

GOAL LUE-9: A built environment that promotes physical activity and healthy lifestyles



Policy LUE 9.1: Accommodate a range of land uses to meet the economic, environmental, and social needs of Cudahy's residents and businesses, including new retail sources of healthy foods.



Policy LUE 9.2: Facilitate residents' ability to grow fresh fruits and vegetables at home by supporting urban agriculture policies.



Policy LUE 9.3: Support the creation of community gardens and community farmers' markets throughout the City.



Policy LUE 9.4 Gain an understanding of the community's general state of health to establish a community health baseline, which can be used to better evaluate future development's health impacts, water use, and other topics.

GOAL LUE-10: Environmental sustainability practices incorporated into Cudahy's physical development



Policy LUE 10.1: Develop and standardize a green building program.



Policy LUE 10.2: Consult with organizations, neighborhoods, developers, and businesses to offer green building educational programs.



Policy LUE 10.3: Support building designs that assist with the management of storm water runoff, preserve and enhance soil permeability, and reduce other negative effects of urban development.

Policy LUE 10.4: Ensure, to the extent feasible and as applicable to the urban context and consistent with other goals and

policies, that developments are configured and designed to protect solar access.

 Policy LUE 10.5: Seek energy demand reductions in residential buildings and large industrial and commercial buildings, where reductions by a single user could have a large effect.





ESPRESSO

ESPRESSO
Cafe

ESPRESSO

ESPRESSO

ESPRESSO



circulation element

in this section:

introduction

roadway performance
terminology

baseline issues

implications

key circulation concepts

goals and policies



introduction

Cudahy residents are multimodal — people move throughout Cudahy on foot, by bicycle, in cars, and on public transit. The Circulation Element plans for how people move about their physical environment, including roadway networks, public transportation systems, and bicycle and pedestrian pathways.

Throughout the engagement process, people cited the short distances from their homes and workplaces to markets, businesses, parks, and schools as convenient for residents, many of whom do not drive and/or do not own a car. Residents' ability to easily walk or bike is enhanced by ensuring that routes to most points of interest are well connected, safe, and accommodate all users. This makes mobility more efficient and creates an environment that encourages physical activity and social connectivity. This Element supports the vision to put residents and local workers first by calming traffic, improving access for all roadway users, and encouraging walking, biking, and public transit use.

roadway performance terminology

Evaluating the ability of the roadway network to serve new land uses along the Atlantic Avenue Corridor and in neighborhoods requires establishing suitable performance criteria. The following terms are used to describe the measurements used.

volume to capacity ratio or V/C is a measure indicating the ratio between traffic volume and the estimated capacity of a roadway. V/C is used to measure the performance of roadway facilities. Volume is established by conducting traffic counts or by forecasting traffic volume at a future point in time. Capacity refers to a roadway's vehicle carrying ability. Capacity is a critical component of roadway design. As an example, a collector road that carries 800 vehicles per day and has the capacity to accommodate 1,000 vehicles per day at free flow speed has a V/C of 0.80.

level of service (LOS), a qualitative measure, describes the condition of traffic flow within a specified segment of roadway or at an intersection. Six categories of LOS—the letter designations A to F—are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing overloaded conditions. LOS is based on V/C ratios calculated for roadway segments.

Table CE-1 shows V/C ranges and the corresponding LOS, with a description of corresponding traffic conditions. The City of Cudahy uses LOS D as its minimum acceptable standard for traffic operations.

Table CE-1: Level of Service Descriptions

Level of Service	Description of Traffic Conditions	V/C
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.	0.00 – 0.60
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.61 - 0.70
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.71 – 0.80
D	FAIR. Delays may be substantial during portions of the rush hours but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.81 – 0.90
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.91 – 1.00
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	Above 1.00

Source: *Highway Capacity Manual 2000, Transportation Research Board, National Research Council*

SB 743¹, recent California legislation, changed how measuring roadway performance is determined as part of compliance with the California Environmental Quality Act (CEQA). Some of the changes include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. These changes are a way to appropriately balance the needs of congestion management with statewide and regional goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. While the traffic impact analysis criteria used for *Cudahy 2040* does not incorporate the approaches promulgated by SB 743, future development projects will be required to comply with evolving legislative requirements.

¹ California Government Code Sections 65088.1 and 65088.4

baseline issues

roadway system

- The Long Beach Freeway (I-710) runs just east of Cudahy. Florence Avenue provides direct access to I-710. This freeway is an important regional freight corridor, and the associated truck volumes impact traffic and air quality in Cudahy.
- The ability to widen streets to accommodate additional auto volumes is extraordinarily limited. Most streets are classified and built as two-lane streets with on-street parking. Additional vehicle capacity would require the removal of parking and/or the acquisition of property.
 - Atlantic Avenue is the only major highway (arterial) in Cudahy (Exhibit CE-1).
 - Otis Avenue, Salt Lake Avenue, Wilcox Avenue, Clara Street, and Santa Ana Street are classified as collector streets.
 - Patata Street, Live Oak Street, and Cecelia Street, while they carry high volumes of cross-town traffic, are classified as local streets.

parking

- Except for some segments of Atlantic Avenue, all roadways allow on-street parking on both sides of the street. On-street parking is prohibited between 3:00 am and 6:00 am unless a permit is obtained.
- Long-term plans include formalizing an overnight parking program and shifting street sweeping to daytime hours. Parking will be limited during street sweeping times.
- Off-street parking is available at schools, businesses, shopping centers, and commercial/industrial areas. Most residential dwellings provide off-street parking for residents.

bicycle and pedestrian facilities

- The only Class I bikeway (trail dedicated exclusively for the use of bicyclists) in Cudahy extends along the banks of the Los Angeles River channel and is under the jurisdiction of Los Angeles County. Increasing access points and enhancing connections to the Los Angeles River is a priority. Access points should include bicycle facilities and pedestrian improvements along Clara, Elizabeth, Live Oak, and Cecilia Streets, which directly connect with the Los Angeles River Bicycle Path. Connections through Cudahy Park should be considered as well.

CIRCULATION ELEMENT



Exhibit CE-1:
 BASELINE STREETS AND RAIL
 CIRCULATION SYSTEM

- An additional bicycle and pedestrian facility along the Union Pacific Railroad San Pedro Branch rail right-of-way will allow for inter-city bicycle travel on the west side of town. However, any bicycle and/or pedestrian use along this right-of-way will require funding and coordination with Metro and other stakeholders.
- Pedestrian circulation and access within Cudahy are provided primarily via sidewalks and street crossings. Pedestrian crosswalks are provided at signalized intersections, and several streets include marked mid-block crossings, especially around public facilities such as schools, City Hall, and parks.

public transportation system

- Cudahy is served by Metro bus lines and the Cudahy Area Rapid Transit circulator (CART). Table CE-2 displays operational information for these lines. The service is adjusted over time in response to demand.
- The Eco-Rapid Transit Authority is considering a light-rail transit line that would run along the existing railroad right-of-way parallel to Salt Lake Avenue, with nearby stations in Huntington Park and South Gate.

Table CE-2: Bus Transit Lines in the City of Cudahy (2017)

Line(s)	Origin	Destination	Frequency (In Minutes)
Metro Local 111/311	LAX City Bus Center	Norwalk	9-20 (peak); 15-60 (off peak)
Metro Local 260	Artesia Blue Line Station	Altadena	10-20 (peak), 18-60 (off-peak)
Metro Local Shuttle 611	Huntington Park (Florence & Pacific)	Cudahy (Cecelia & Atlantic)	30-60 (peak), 60 (off-peak)
Metro Local Shuttle 612	Willowbrook Station	Atlantic/Imperial	30-60 (peak), 60 (off-peak)
Metro Rapid 762	Artesia Blue Line Station	Pasadena	17-30 (peak), 30-70 (off-peak)
Cudahy Area Rapid Transit (CART)	Cudahy	Cudahy	Varies

Source: Los Angeles County Metropolitan Transportation Authority, June 2017

freight

- Freight services for local business are provided by private trucking firms.
- Two rail lines, which can provide rail freight service, pass through Cudahy but do not stop. The rail service can have some impact on traffic circulation near the tracks, at intersections along Salt Lake Avenue.

implications

- Improving mobility and safety in Cudahy requires developing bicycle infrastructure and enhancing pedestrian facilities.
- Given the City's proximity to I-710 and the City's goal to promote growth and diversity within the light industrial area, trucking needs will affect streetscape and roadway changes.
- Streetscape and mobility changes should capitalize on Cudahy's proximity to Eco-Rapid Transit stations in South Gate and Huntington Park as plans for this transit corridor evolve.



key circulation concepts

The Circulation Element provides a vision for the future of transportation in Cudahy based on the needs of residents and businesses, and anticipating how we will move around in the future. The Circulation Element focuses on the key concepts outlined below, which reflect local ideas and aspirations. The improvements include both physical changes to the transportation infrastructure as well as implementation of advanced operational strategies. Recommendations and findings from studies such as the Citywide Safe Routes to School Plan (2015), the Pedestrian Safety Assessment (2013), and the Strategic Planning Grant (2014) have been incorporated. Graphic representations of many of the improvements are presented in Exhibits CE-2 and CE-3. These concepts support a multimodal population by providing and maintaining safe, well-connected, and functional pedestrian, bicycle, and motorized vehicle facilities that provide for safe and comfortable interactions among all modes.

transportation demand management (TDM)

Although infrastructure changes may help reduce traffic congestion, Cudahy will pursue alternative, cost-effective, and efficient methods to improve traffic flows. Due to narrow streets and limited rights-of-way, local traffic congestion cannot be resolved by capacity enhancements such as lane re-striping or roadway widening. Traffic congestion will have to be addressed by reducing or limiting demand. Transportation demand management (TDM) is a set of strategies aimed at reducing the demand for vehicular roadway travel, particularly single-occupancy vehicles. Some TDM strategies are designed to reduce total travel demand, while others are designed to reduce peak-period demand. TDM measures that may be appropriate for Cudahy include car sharing, transit incentives, carpooling, and increased bicycling. Encouraging or requiring local employers to adopt TDM supportive policies is an effective way of reducing peak-hour traffic demand, thereby improving mobility. Options for the use of parking fee systems and mechanisms can be considered, where warranted, to further manage demand for existing and new on-street and off-street parking supply.

streetscape improvements

Streetscape refers to a street’s visual elements, including the road, adjoining buildings, sidewalks, street furniture, landscaping, open spaces, and signage. Specific streetscape strategies associated with transportation and suitable for Cudahy include:



Bus shelter



Trash cans by transit stops



Wayfinding signage



ADA accessibility

- Transit amenities - Provide additional amenities such as bus shelters, seating, shade trees, trash receptacles, and transit information at key bus stops throughout Cudahy but prioritized along Atlantic Avenue.
- Wayfinding - Refers to information systems (signs, maps, graphics) that guide people through a physical environment to enhance their understanding and experience of the area. City-branded wayfinding signage (perhaps bilingual) should be placed at strategic points throughout Cudahy and include such elements as:
 - Distance and travel time for pedestrians, bicyclists, and drivers. Consider including approximate calorie burn for walking or biking to the destination.
 - Directional signs for key destinations such as parks, schools, civic center, the Los Angeles River, and other transit stops.
- Americans with Disabilities Act (ADA) Accessibility - Ensures streetscape improvements and amenities leave adequate space for convenient movement and the accessibility of the physically challenged.

complete street treatments

As Cudahy improves its roadway network, many components will lend themselves to the making of “Complete Streets.” Complete Streets are designed with all users in mind—pedestrians, bicyclists, and motor vehicle drivers. Complete Streets provide safer street crossings and accessible sidewalks, regardless of a user’s ability. Complete Streets also help connect transit to key destinations. Cudahy should also provide facilities that connect to future Metro light rail transit stations planned just outside of city limits along the Eco-Rapid transit route. Cudahy should develop its bicycle and pedestrian network in advance of the Metro stations to promote active transportation and eventually, to provide direct connection to the stations, and to address first/last mile challenges.

Complete Streets implementation will upgrade intersections as shown in Exhibit CE-2. These include:

- **Curb extensions** to visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians, and reducing vehicle speeds. Curb extensions also increase the available space for street furniture, benches, plantings, and street trees.
- **Raised medians/crossing islands** are placed at intersections or midblock locations to separate and protect crossing pedestrians from motor vehicles.
- **High-visibility crosswalks** are more noticeable to drivers, due to highly visible paints and reflective materials.
- **Pedestrian “head start” signals**, also known as “leading pedestrian intervals,” provide pedestrians a three-to-five second head start to begin crossing the intersection. All vehicles are held with a red light during the head start period.
- **Protected left-turns** allow left turning movements only during this signal phase.



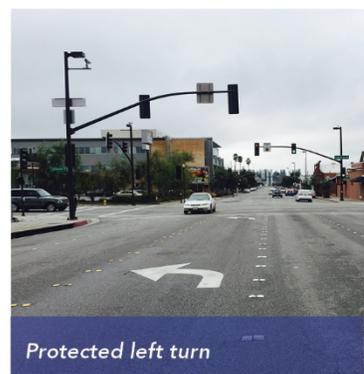
Curb extension



Median/crossing island



High-visibility crosswalk



Protected left turn

Signalized Intersections

- 1 Curb extensions
- 2 Medians/crossing island
- 3 High visibility crosswalks
- 4 Pedestrian "head start"
- 5 Protected left-turns



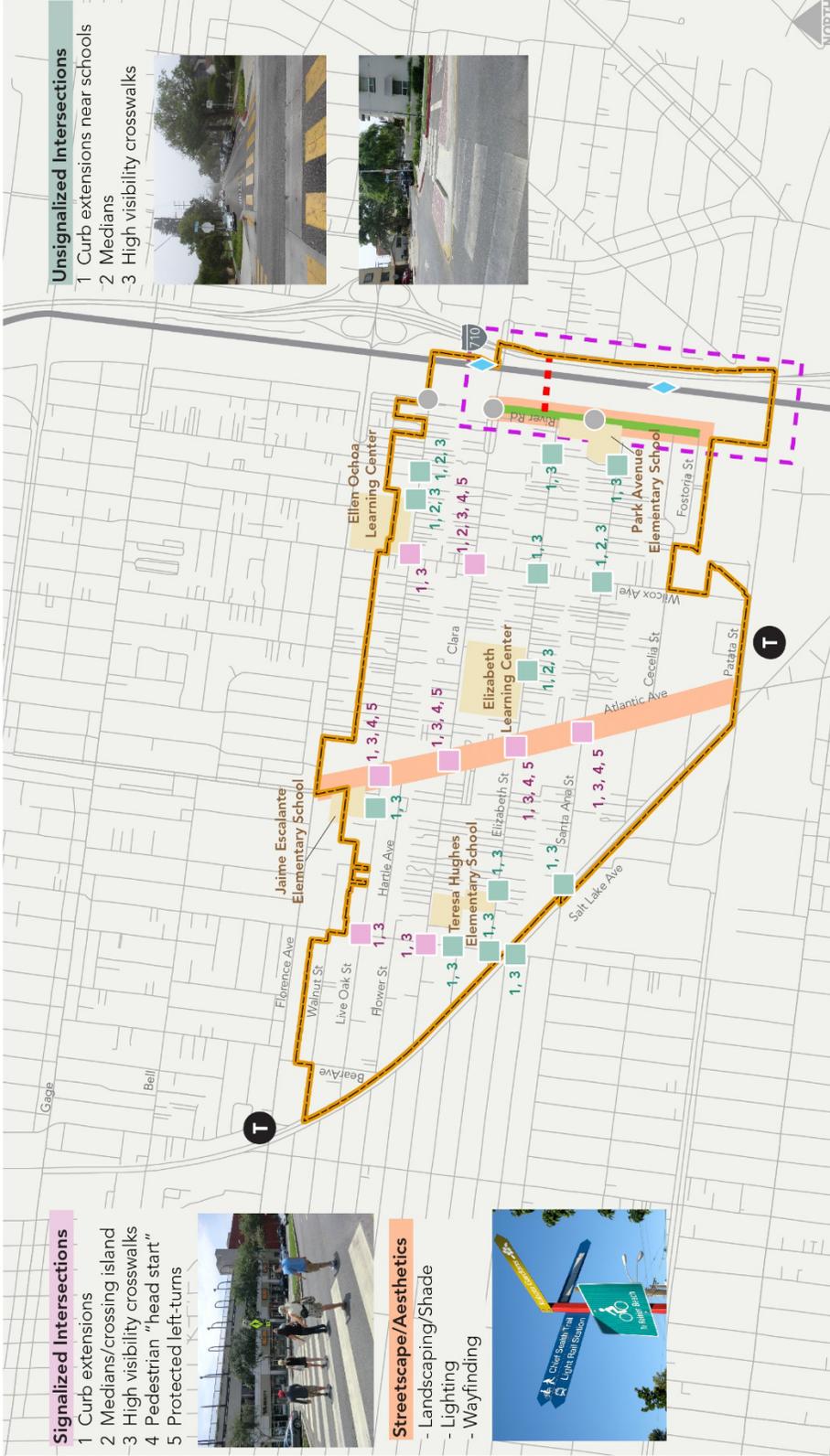
Streetscape/Aesthetics

- Landscaping/Shade
- Lighting
- Wayfinding



Unsignalized Intersections

- 1 Curb extensions near schools
- 2 Medians
- 3 High visibility crosswalks



Existing Facilities

- L.A. River Bicycle Path
- L.A. River Bicycle Path Access Point
- ▭ City Limit

Proposed Facilities & Treatments

- Bicycle/Pedestrian Bridge
- Future Regional Transit Stations
- Enhance L.A. River Path & Community Connections
- River Road Open Space Opportunity
- Signalized Intersections and Associated Treatments
- Unsignalized Intersections and Associated Treatments
- Streetscape/Aesthetics Focus Area
- ◆ Rest/Repair Areas Along Bicycle Paths

Exhibit CE-2:

STREETSCAPE AND INTERSECTION IMPROVEMENTS

river road repurposing/green

River Road between Clara Street and Fostoria Street provides an open space, recreational, bicycle/pedestrian trail, and linear park opportunity. River Road will be closed to vehicular traffic and redesigned as a place for people to engage in active transportation and recreation. The River Road Green will also allow for direct pedestrian and bike connections to the Los Angeles River. The River Road Green streetscape elements include landscaping (including shade trees), pedestrian-scale lighting, and wayfinding signs. The Open Space Element discusses the linear park feature in depth.

new bicycle facilities

Providing mobility alternatives to the automobile requires a robust bicycle and pedestrian network, with appropriate support facilities. Exhibit CE-3 identifies new bicycle facilities that will allow residents to bike from their homes to key destinations.

Three classes of bicycle routes are identified and mapped in Exhibit CE-3:

- Class 1 – Bicycle Paths or Bicycle Trails
- Class 2 – Bicycle Lanes
- Class 4 – Protected Bicycle Lanes

Class I - Bicycle Paths

Class I, bicycle paths, are separate rights-of-way designated for exclusive use by bicycles. Cross-flows with motorized vehicles are minimized. While a bicycle path may be located adjacent to a street, it will be located in a physically separated lane or pathway. Cudahy plans for Class I facilities to include rest/repair areas along the bicycle paths.

Class I bicycle paths are planned as follows:

- Los Angeles River Bike Path (north/south)
- Salt Lake Avenue
- Bicycle/pedestrian bridge to Bell Gardens



Class II - Bicycle Lanes

Class II, bike lanes, are located within a restricted area of a street's right-of-way. A bike lane is designed for the exclusive or semi-exclusive use of bicycles, where through travel by cars and trucks is prohibited. Cross-flows by vehicles and pedestrians are allowed.

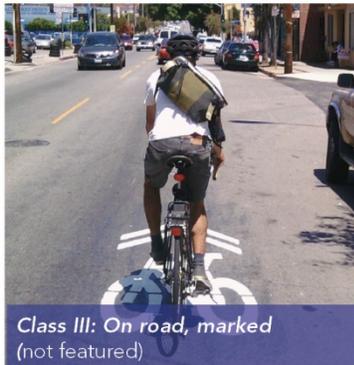
Class II bicycle lanes are planned as follows:

- Live Oak Street (eastbound)
- Clara Street (westbound)
- Wilcox Avenue (northbound) (see below)
- Santa Ana Street (between Salt Lake Avenue and Atlantic Avenue)



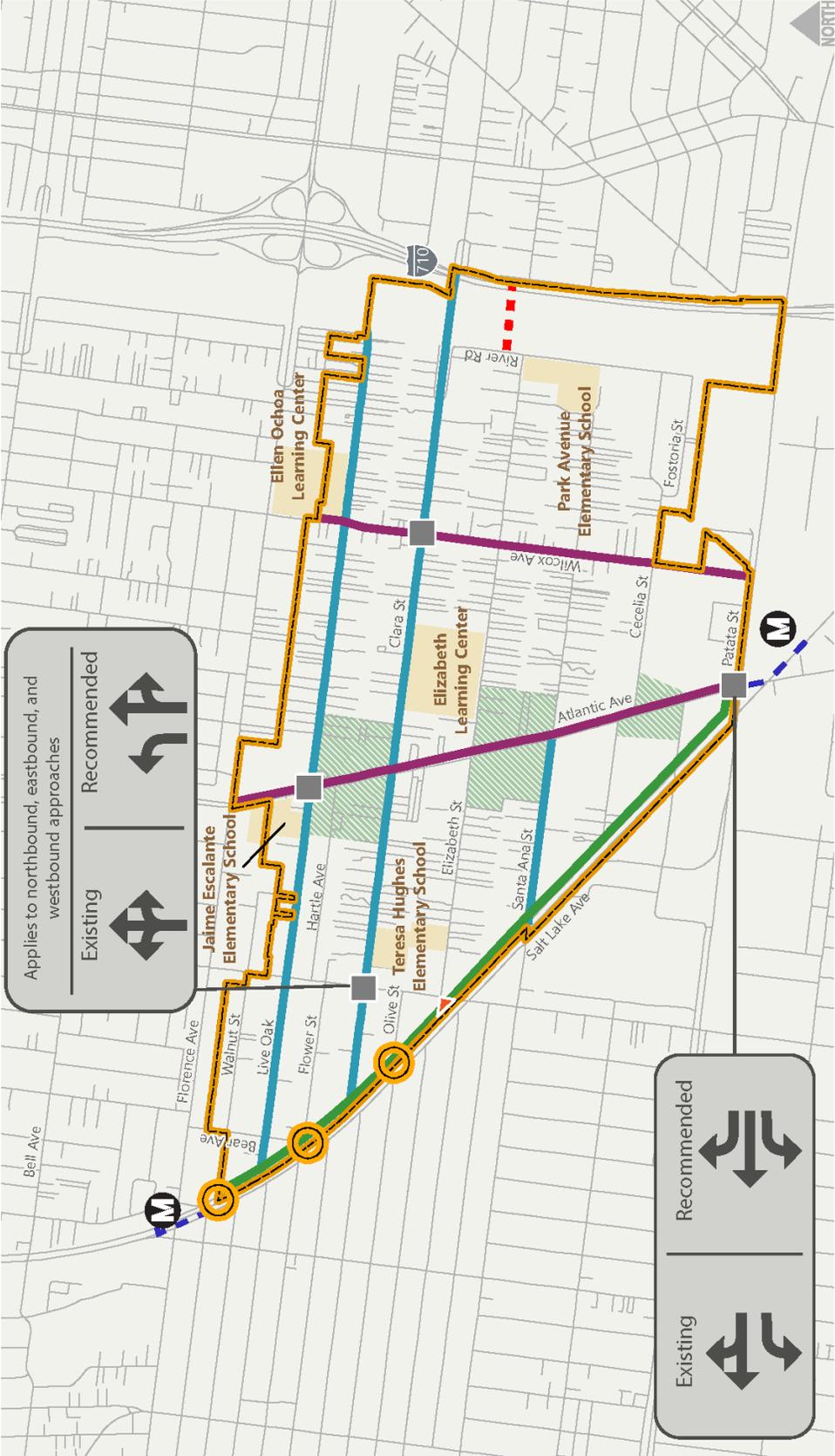
Class IV - Protected Bicycle Lanes

Class IV, protected bike lanes, are for the exclusive use by bicycles and include a separation or physical barrier between the bikeway and through vehicular traffic. Class IV bicycle lanes are planned along Atlantic and Wilcox Avenue.



The vision for bicycles on Wilcox Avenue includes northbound and southbound protected bicycle lanes. This may require the removal of on-street parking, the construction of off-street parking structures, and the formation of a Wilcox Avenue parking district. If the Wilcox Avenue right-of-way lane configuration and parking district are not conducive to the protected bike lanes, a northbound bicycle lane is the alternative configuration.





Applies to northbound, eastbound, and westbound approaches

Existing	Recommended

Existing	Recommended

- Existing Facilities**
- L.A. River Bike Path
 - City Limit
- General Plan Facilities & Treatments**
- Proposed Bicycle Facilities**
- Bicycle Path
 - Protected Bicycle Lane
 - Bicycle Lane
 - Bicycle/Pedestrian Bridge
 - Connect Bicycle Path to Metro
- General Plan Facilities & Treatments**
- Cul-de-Sac (Placemaking) Locations
 - Study Intersections
 - Pedestrian Plaza Placemaking Opportunity
 - Parking District
 - Future Metro Stations

Exhibit CE-3:
BICYCLE, PEDESTRIAN, AND
ROADWAY IMPROVEMENTS



Parking districts

parking districts

Parking districts are planned along Atlantic Avenue within all three subdistricts: Commercial Core, Entertainment, and Town Center. The parking districts will provide residents and visitors designated area(s) to park while visiting businesses along the Atlantic Avenue corridor and will discourage visitors from parking in adjacent residential neighborhoods. Parking policies and rules could differ between the districts and differ from the standards set in the rest of Cudahy. For example, the parking districts could permit shared parking among a variety of land uses, thus “right sizing” the number of parking spaces provided along the corridor. Parking districts will also encourage users to park once and walk to a number of destinations within the district.



Lane restriping

A parking district is also planned in the Wilcox residential area to accommodate residential and neighborhood commercial parking displaced by a protected bicycle lane along Wilcox Avenue.

intersection improvements



Carpooling incentives

The key traffic corridors in Cudahy are Atlantic Avenue, Salt Lake Avenue, Wilcox Avenue, Clara Street, Otis Avenue, and Santa Ana Street. These streets carry the highest volumes of local traffic; several streets also carry through traffic to surrounding cities. The Circulation Element plans for improvements to specific intersections and identified sections of these corridors to accommodate future travel demand.



Car sharing

Two intersections, in particular, will require improvements: Clara Street/Otis Avenue and Atlantic Avenue/Salt Lake Avenue. These intersections can be reconfigured (Exhibit CE-2) through restriping to increase vehicle capacity and reduce delays.

- Clara Street/Otis Avenue - The northbound, eastbound, and westbound approaches will be re-striped from one shared left/through/right-turn lane, to a left-turn and through/right-turn lane configuration.
- Atlantic Avenue/Salt Lake Avenue - The westbound approach will be restriped from a left-turn and through/right-turn lane to a dedicated left-turn lane, through lane, and right-turn only lane.

salt lake avenue cul-de-sacs

By properly managing traffic on arterials and limiting incentives for traffic to divert and cut through neighborhoods, Cudahy's community streets can become better places for pedestrians and bicyclists.

Creating cul-de-sacs, thereby limiting in/out access of a select set of key residential streets, will virtually eliminate the use of these streets as shortcuts. The cul-de-sacs will also provide a "car-light" recreation or gathering space for neighborhood residents to enjoy.

While other intersections may be identified over the course of this General Plan's implementation, three intersections are identified as the initial placemaking cul-de-sacs (Exhibit CE-3):

- Salt Lake Avenue/Walnut Street
- Salt Lake Avenue/Flower Street
- Salt Lake Avenue/Olive Street

The cul-de-sacs may be created by adding bollards or other permanent structures. The cul-de-sacs will be landscaped and enhanced with street furniture, tot lot play equipment, and shade structures to create a more appealing space.



Bollards for road closure



Play space in cul-de-sacs



Road closed for cul-de-sac with seating

otis avenue pocket park

A placemaking plaza or pocket park opportunity exists at the corner of Otis Avenue and Elizabeth Street. By closing Elizabeth Street to vehicles between Salt Lake Avenue and Otis Avenue, Cudahy can create a car-free pedestrian-oriented space for adjacent neighborhood residents. Elizabeth Street can be blocked with moveable bollards or more permanent structures. Street furniture, landscaping, and shade structures can be installed to create a more appealing space that is accessible and inviting to diverse user groups.



sb 743 compliance

Cities and counties can undertake several steps to comply with SB 743, which will take effect on January 1, 2019. CEQA gives jurisdictions latitude to determine the methodology for analysis and impact thresholds applied for the determination of a significant impact per CEQA, provided they are supported by substantial evidence and consistent with California law and the General Plan. LOS will no longer be allowed as a metric for determining impact significance under CEQA. Instead, impact thresholds will need to be adopted by jurisdictions that relate to vehicle miles travelled (VMT). However, the City may opt to continue using LOS as a non-CEQA performance metric.

To comply with the full implementation of SB 743, Cudahy will develop local traffic impact assessment guidelines with information on how to develop VMT and other relevant performance metrics and appropriate local impact thresholds. Additionally, Cudahy may develop a climate action plan with a greenhouse gas/VMT baseline and targets, together with a VMT or trip fee for development. A trip fee schedule could provide a funding mechanism for transportation improvements that would have been previously paid for by land developers through CEQA mitigation for traffic impacts.

goals and policies

GOAL CE-1: An efficient, convenient, and safe transportation system

 **Policy CE 1.1:** Maintain or improve the level of service on major streets and intersections to a minimum of LOS D, and seek to prioritize multi-modal mobility over strictly motorized vehicle movement.

Policy CE 1.2: Ensure vehicular traffic demand generated by new development is balanced with roadway system functionality.

 **Policy CE 1.3:** Improve local circulation systems for pedestrians, bicyclists, and automobiles through the implementation of Complete Streets measures, reconfiguring intersection geometrics, and reducing effective block length.

 **Policy CE 1.4:** Encourage motorists and truck traffic to use major streets and avoid short-cuts through residential neighborhoods by introducing traffic-calming measures.

 **Policy CE 1.5:** Encourage carpools/vanpools and telecommuting by implementing citywide Transportation Demand Management policies.

Policy CE 1.6: Identify and monitor high-collision road segments and intersections to prioritize countermeasures.

 **Policy CE 1.7:** Ensure city streets meet American with Disabilities Act (ADA) requirements.

Policy CE 1.8: Monitor the release of the final Office of Planning Research (OPR) guidelines for SB 743, and implement an analysis and impact framework that complies with SB 743 and General Plan goals.

GOAL CE-2: Improved mobility and safety through roadway, bicycle, and pedestrian facilities enhancements and increased public transit connectivity

- 
Policy CE 2.1: Create, adopt, and implement a Bicycle Master Plan.
- 
Policy CE 2.2: Improve vehicular, pedestrian, and bicyclist traffic flow and safety near schools to fulfill goals in the *Safe Routes to School* plan.
- 
Policy CE 2.3: Evaluate and assess street system performance on an ongoing basis.
- 
Policy CE 2.4: Increase the visibility and quality of public transit stops throughout Cudahy, making public transit use comfortable, accessible, and practical for users of all ages and abilities.
- 
Policy CE 2.5: Require bicycle parking in new and significantly remodeled public and private developments.

GOAL CE-3: Comprehensive multi-modal transportation routes and facilities that are highly used

- 

Policy CE 3.1: Continue to encourage, promote, and expand the use of alternative modes of transportation, including carpools, vanpools, bus, light rail services, bicycles, and walking.
- 

Policy CE 3.2: Develop and maintain a comprehensive bicycle and pedestrian network that connects local destinations to the neighborhoods.
- 

Policy CE 3.3: Encourage the construction and the operation of a regional rail system (Metro Eco-Rapid Transit) and the development of nearby stations in South Gate and Bell.
- 
Policy CE 3.4: Promote and increase access to and availability of fixed route buses by enhancing transit stops and collaborating with Metro on future bus route evaluations.

CIRCULATION ELEMENT



Policy CE 3.5:

Continue to use Measure R funds, Measure M funds, and other federal, State of California, and regional funding sources to improve the operation of public transit in Cudahy.



Policy CE 3.6:

Improve the safety and increase the provision of sidewalks throughout Cudahy, including installing and/or repairing missing or degraded sidewalks; requiring new development to provide sidewalks, pedestrian pathways, and plazas; and providing for sidewalk widening along Atlantic Avenue.

Policy CE 3.7:

Identify and establish citywide infrastructure investment priorities to research and apply for appropriate grant funding opportunities.

GOAL CE-4:

Efficient, safe, and convenient parking facilities throughout areas of the city

Policy CE 4.1:

Promote off-street parking with the creation of parking districts near the Commercial Core, Town Center, and Entertainment subdistricts to reduce the need for Atlantic Avenue on-street parking and “right size” the number of parking spaces within each district.



Policy CE 4.2:

Explore options for shared parking and creating a “park-once” environment for the Atlantic Avenue subdistricts to encourage patrons to walk to multiple destinations instead of driving and re-parking.

Policy CE 4.3:

Require parking lots and structures to be designed to:

- provide easy and safe access to associated stores, offices, and/or residential units,
- minimize their visual impact on adjacent public rights-of-way and uses through the use of screening materials, landscaping, and other design features,
- locate at the rear or side of the property rather than the front, and
- accommodate both automobiles and bicycles.

Policy CE 4.4:

Encourage owners of residential and nonresidential sites with substandard circulation or parking conditions

CIRCULATION ELEMENT

to upgrade the facilities to the established design standards.

- Policy CE 4.5:** Manage overnight residential on-street parking through regular enforcement efforts.
- Policy CE 4.6:** Manage on-street parking by commercial and recreational vehicles citywide through regular enforcement efforts.
- Policy CE 4.7:** Consider options to implement parking fee systems, where warranted, to manage demand for existing and new on-street and off-street parking supply.
- Policy CE 4.8:** Educate the community about changes to parking policies prior to launching enforcement efforts.
- Policy CE 4.9:** Consider the creation of a Wilcox Avenue parking district to accommodate a protected bicycle lane.





open space and
conservation element

in this section:

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conservation terminology

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introduction

The Conservation and Open Space Element addresses long-term community needs and plans for open space, parks, recreation services, and natural resource preservation. This element also includes policies for sewer, water, and storm drain facilities, which are important to maintain and update to support sustainable growth. The goals and policies reflect both technical analysis based on national standards for park space and community input gathered from resident interviews and the results of the 2016 *Enabling Strategic Growth* study.

open space and conservation terminology

conservation refers to the preservation and sustainable utilization of natural resources, including land, air, water, forests, soils, rivers, wildlife, minerals, and other natural resources.

open space refers to land that is not developed for residential, commercial, or industrial use and that is set aside for natural resource preservation/conservation 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 with limitations on usage to mitigate hazardous conditions (such as earthquake fault zones, unstable soils, flood plains, and watersheds) are also often set aside as open space.

recreational facilities include playgrounds, parks, bicycle and hiking trails, public plazas, community centers, game fields, gymnasiums, and other sports facilities.

baseline issues

parks and open space

- As of 2016, Cudahy had five public parks totaling 17.92 acres of parkland.
- Based on the 2010 General Plan goal of providing four acres of parkland per 1,000 residents, Cudahy has a 115-acre parkland deficit. However, in a built-out, dense, and compact city like Cudahy, setting realistic, achievable, and more targeted standards better serves long-term community needs.
- Joint-use recreation facility agreements with local elementary schools could satisfy some of the immediate need for parkland and recreational facilities. However, as of 2016, the Los Angeles Unified School District had no such agreement with Cudahy.

conservation

- Cudahy's most prominent natural resource is the Los Angeles River, which runs along Cudahy's eastern edge. The Los Angeles River is the focus of regional efforts to restore its natural features, allowing the Los Angeles River to once again provide habitat and recreation resources in addition to its flood control function.
- Within Cudahy, several commercial and industrial properties have been contaminated by past or current business practices. As of 2016, five sites were included on federal lists:
 - The Comprehensive Environmental Response, Compensation and Liability Act covers two sites: the first located near Cudahy Park and a second site near Park Avenue Elementary School (see Safety Element).
 - The Resource Conservation and Recovery Act covers three sites: two sites have been designated near Park Avenue Elementary and one site near the Elizabeth Learning Center (see the Safety Element).
- While Cudahy's past includes local agricultural production for personal use, the United States Department of Agriculture Natural Resource Conservation Service does not publish soil data for the area, meaning that Cudahy does not have any valuable farmland. However, opportunities occur for urban agriculture and community gardens, where the soil is determined to be uncontaminated (as per policy OSCE 1.17).

infrastructure

storm water

- The Los Angeles County Flood Control District maintains the storm drainage facilities in Cudahy.
- Cudahy's storm water trunk lines discharge into the Los Angeles River on Cudahy's east side.
- Within Cudahy, the storm drainage system does not have capacity issues or planned capital improvements.
- Runoff is not anticipated to increase over current levels because of the relatively high existing impervious surface conditions throughout the city. The proposed land classifications do not include any use types that would generate significant amounts of additional runoff.

sewer

- Los Angeles County Sanitation District provides treatment of all City of Cudahy sewage flows while Los Angeles County Department of Public Works maintains all city-owned collection systems.
- The existing sewer flow for Cudahy's service area is approximately 1.41 million gallons per day (mgd). Cudahy's sewer system is free from structural defects, as of 2016.

water

- Cudahy is served by three water agencies including Tract 349 Mutual Water Company, Tract 180 Mutual Water Company, and Golden State Water Company.
- No deficiencies exist in any of the water systems serving Cudahy.
- Golden State Water Company implemented a unidirectional flushing program to mitigate iron and manganese levels within the water supply, which was causing tap water to brown. These minerals are not detrimental to human health at the reported levels.

implications

Given Cudahy's condition as a built-out, geographically constrained community, opportunities to increase recreational space will focus on:

- encouraging sustainable landscape design and maintenance
- landscaping parks, public plazas, medians, and other green spaces in a "pollinator-friendly" manner, thereby supporting the propagation of native bees, butterflies, caterpillars, etc.
- forging partnerships with volunteer and nonprofit organizations, as well as other groups, to promote conservation
- employing best management water and energy conservation measures, both in City practices and by residents and businesses
- applying best practice stormwater management techniques for public and private development projects

key conservation and open space concepts

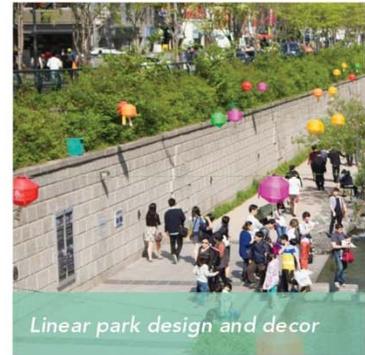
The conservation and open space concepts discussed in this Element present strategies for natural resource conservation and preservation, and for increasing/improving parks and recreation opportunities in Cudahy. Although providing new parkland may not be attainable through traditional methods (parkland dedication and significant property acquisition), opportunities exist for creating smaller-scale, accessible urban recreational spaces within walking distance of each Cudahy neighborhood.

The City of Cudahy aims to:

- Create new park, parklet space, and urban recreation spaces
- Repurpose street infrastructure to create new green space or to “green” existing space
- Promote non-traditional use of streets and sidewalks for active transportation and recreational use (e.g., designing walking routes with wayfinding signs and mile markers)
- Implement stormwater management landscaping
- Be a leader in the Gateway Cities region regarding sustainability practices

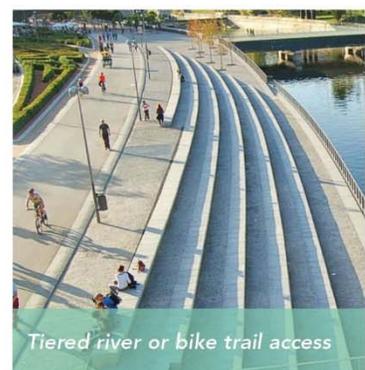
recreational facilities and urban greening

Although park acreage in Cudahy does not meet national standards—typically three to five acres per 1,000 residents—the community’s compact scale makes it possible to locate parks and green space amenities within walking distance of most homes. In fact, as of 2016, about 82% of Cudahy residents lived within walking distance of a park. Cudahy’s parks are well used; the focus over the next 20 years will be on expanding access to more diverse open spaces and community gathering spots through the strategic placement of smaller-scale parks and recreation amenities. This approach will allow all residents to walk to places where they can relax, play, enjoy green space, and meet neighbors. Exhibit OSCE-1 maps the improved “walking shed,” or the area around a park that is easily accessible to residents by walking (one-half mile or less). The new parks and recreation amenities will be created through the repurposing of existing public spaces.



river road repurposing/green linear park

The River Road Green will transform River Road into a linear park with approximately one acre of open space and recreation amenities. River Road, south of Elizabeth Street to Fostoria Street, will be closed to vehicular traffic and “greened-up,” linking River Park, Cudahy Park, and Elizabeth Elementary School to the Los Angeles River in a thoughtful, functional manner. This linear space will be landscaped and allow for community gardens, nature gardens, bike and pedestrian trail head facilities, shade structures, and other recreational amenities. This will connect all of the eastern neighborhoods with this elongated complex of open spaces.



OPEN SPACE AND CONSERVATION ELEMENT

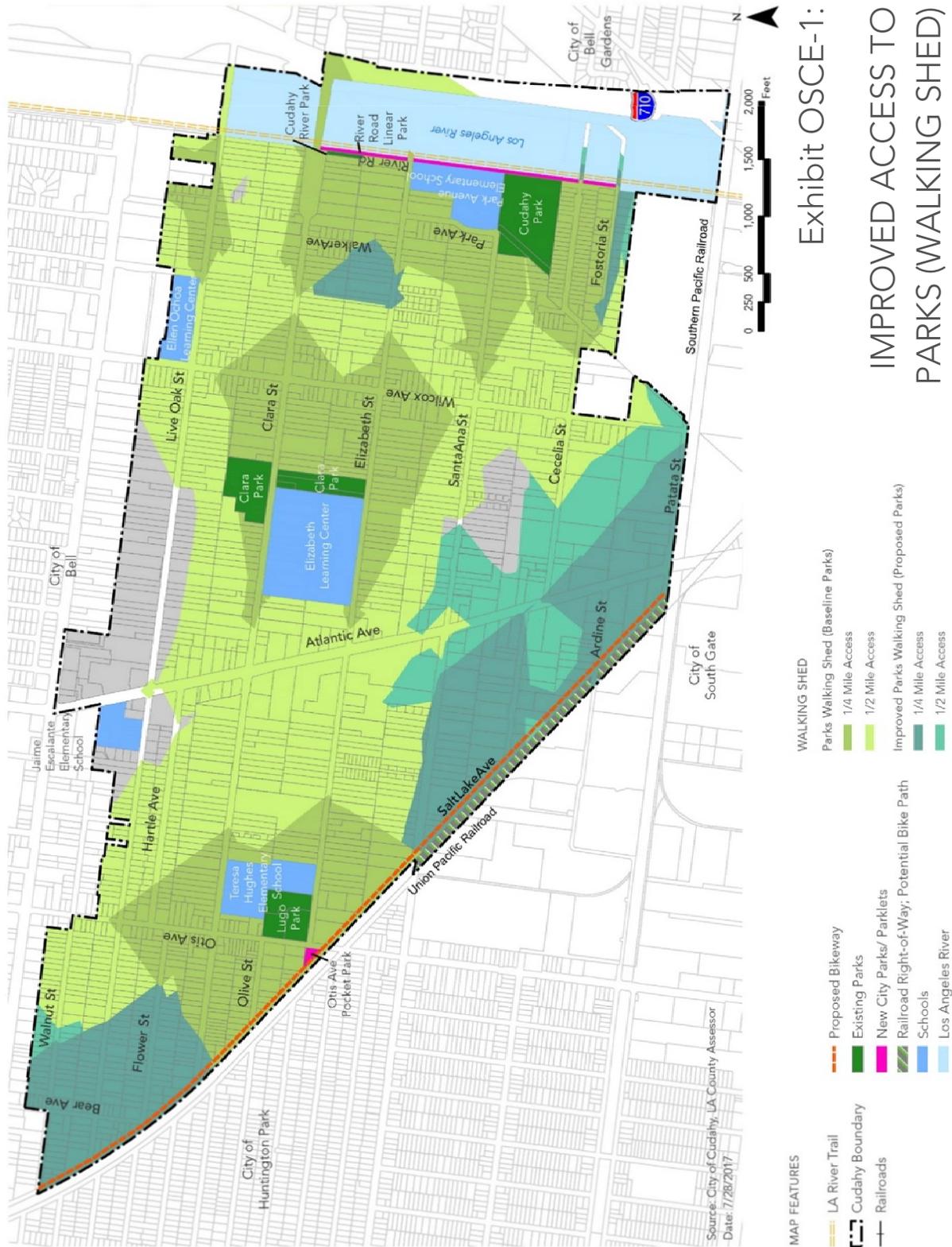


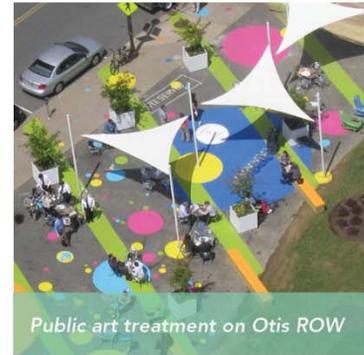
Exhibit OSCE-1:

IMPROVED ACCESS TO PARKS (WALKING SHED)

otis avenue pocket park

The Otis Avenue Pocket Park will be an expansion of a landscaped triangle parcel located at the intersection of Otis Avenue, Elizabeth Street, and Salt Lake Avenue. The additional public space will be gained by eliminating vehicular access on Elizabeth Street between Otis and Salt Lake Avenues.

The Otis Avenue Pocket Park, an estimated 0.23 acres, may be developed with picnic benches/tables/shade structures, play area or other public amenities, and additional landscaping. Pocket park design will facilitate access and use by the mobility impaired, consistent with Americans with Disabilities Act design standards. This will provide a functional and visibly prominent addition to open space along Cudahy’s western edge in conjunction with the planned Salt Lake Avenue greening corridor.



Public art treatment on Otis ROW



ADA accessible play spaces

salt lake avenue bike lane and greening

The Land Use and Circulation Elements call for a Class 1 bike facility within the Salt Lake Avenue right-of-way. In the earliest phase of the greening, the bike facility will be located within the roadway and adjacent to an off-street pedestrian path. The bike facility should be buffered from automobiles and the pedestrian path or sidewalk with ornamental or drought-tolerant plantings. The Salt Lake Avenue Greening will create an attractive open space corridor drawing bicyclists and pedestrians for active transportation and recreational usage.



Salt Lake Avenue Class 1 bike facility

As a longer term “big idea,” the City of Cudahy will work with Union Pacific Railroad to use or acquire the right-of-way to create a wide, protected, landscaped recreational walking path and biking path. Seating, exercise stations, and other recreational elements could be added to this pathway corridor.



“Big idea” future bike trail

salt lake avenue cul-de-sacs

The Circulation Element provides for closures at the Salt Lake Avenue intersections of Olive Street, Flower Street, and Walnut Street to create cul-de-sacs. The new cul-de-sacs will feature landscaping and recreation treatments including, but not limited to, greenery, tot lots, and shade structures. In conjunction with the planned Otis Avenue Pocket Park, these “greened” sites, while compact, will provide visibly prominent additions to landscaped open space along Cudahy’s western edge.

atlantic avenue plazas/amphitheater

Creating open space venues for art, music, and cultural exhibits adds to Cudahy’s urban recreational opportunities. Design standards and community benefits programs will be put in place for the Atlantic Avenue District to promote integrating plazas, public open-air seating, and amphitheaters into all project designs. The Cudahy City Hall relocation to the Town Center Subdistrict will create a catalyst for the creation of a public-oriented complex and series of urban recreational amenities. This central complex would be easily accessible to the entire community and could provide an attractive focal point for various community activities, civic functions, cultural gatherings, and entertainment events.



Small scale, parklet-style outdoor plaza space



Small, public amphitheater



Outdoor restaurant seating

conservation

Cudahy’s dense suburban environment means that strategies for conserving open space and natural resources focus on creating additional, sustainable pockets of green that help clean the air, control rainwater and urban runoff, provide fresh foods to the community, and teach youth about the importance of environmental conservation. Promoting the use of “green” construction techniques and materials also promotes energy conservation and makes for a more sustainable built environment.

Conservation programs and activities that the City of Cudahy will implement include:

sustainable landscaping

The City will implement landscaping requirements encouraging drought-tolerant landscaping and native plants and trees, including an urban greening ordinance and a tree preservation ordinance. The planned Salt Lake Avenue cul-de-sacs, public and private parking lots, and medians are prime candidates for landscape treatments that incorporate more sustainable planting and irrigation approaches. In addition, building design guidelines will encourage the planting of trees and vines on trellises to provide shade to help keep structures cool and encourage the placement of window awnings and/or pergolas to provide shade.

gardens, urban trees, and urban agriculture

Community gardens not only bring greenery and fresh foods to a neighborhood, they serve as outdoor classroom space where residents can learn about and practice important sustainability, nutrition, and environmental stewardship. *Cudahy 2040* includes programs to facilitate implementation of the Urban Agriculture Incentive Zones Act (Sections 51040-51042 of Chapter 6.3 of the California Government Code), which provides property owners with tax incentives for putting land into agricultural use. In addition, rooftop gardens for both public and private development, especially in multi-family housing, will be encouraged.



Landscaping for building cooling



Green parking screening



Drought tolerant plantings



Community gardens

stormwater management

Water conservation, filtering urban run-off, and increasing groundwater recharge are critical activities in drought-prone Southern California. *Cudahy 2040* promulgates improvements that, through design innovations, can manage stormwater flows for a multitude of benefits.

- Bioswales are landscaping elements designed to remove silt and pollution from surface runoff water. The landscape elements include swaled drainage courses built with gently sloped sides and filled with vegetation, compost, and/or riprap.
- Pervious pavement is paving material that captures stormwater, allowing it to seep into the ground via porous concrete. Such materials can contribute to significant groundwater recharge, reduce stormwater runoff, and help meet U.S. Environmental Protection Agency (EPA) stormwater regulations, most significantly the National Pollutant Discharge Elimination System (NPDES) standards implemented through the Regional Water Quality Control Board, Los Angeles.



goals and policies

GOAL OSCE-1: A sustainable urban environment protects valuable natural resources (water, air, and soil) and limits waste production

- 
Policy OSCE 1.1: Support the creation of a recycled water system and actively promote its use.
- 
Policy OSCE 1.2: Promote water conservation and encourage rainwater harvesting in all land uses and in City of Cudahy practices.
- 
Policy OSCE 1.3: Promote sustainable landscaping practices that help conserve energy and reduce water consumption.
- 
Policy OSCE 1.4: Fulfill the Cal Green Building Code’s voluntary tiers in constructing public buildings, when feasible.
- 
Policy OSCE 1.5: Promote green building practices with respect to recycling material from building demolition and using recycled building materials in new construction.
- 
Policy OSCE 1.6: Support efforts to increase the use of renewable energy and low-emission power sources. Encourage the installation and construction of renewable energy systems and facilities such as solar panels.
- 
Policy OSCE 1.7: Integrate stormwater treatment best practices—including bioswales, pervious pavement, and other types of bioretention cells—wherever possible, especially in landscaping and parking lot design. Encourage stewardship and volunteerism of stormwater Best Management Practices (BMPs) within the right-of-way.
- 
Policy OSCE 1.8: Incorporate Low Impact Development (LID) approaches into the design and upgrades of public infrastructure.
- 
Policy OSCE 1.9: Reduce impermeable surface coverage citywide.

OPEN SPACE AND CONSERVATION ELEMENT

Policy OSCE 1.10: Reduce the visual impact of aboveground and overhead utilities, including electric lines, by working with Southern California Edison to maximize opportunities to place utilities underground, and requiring the placement of utilities underground for new development.

Policy OSCE 1.11: Strengthen requirements for underground utilities in older sections of Cudahy as part of redevelopment projects to address public safety issues and to improve the aesthetic quality of streets and neighborhoods.



Policy OSCE 1.12: Take a leading role in waste reduction by promoting recycling and composting, purchasing post-consumer recycled products for City facilities, using recycled materials in City operations, and reducing the overall amount of solid waste produced.



Policy OSCE 1.13: Encourage recycling, composting, and source reduction by residential and nonresidential sources in Cudahy.

Policy OSCE 1.14: Meet or exceed State of California mandates regarding the diversion of waste from landfills.



Policy OSCE 1.15: Improve air quality in Cudahy by limiting the types of land uses permitted that produce particulate matter. Encourage uses and practices that make mobility more efficient, reducing the necessity of, and pollution caused by, motor vehicles.



Policy OSCE 1.16: Promote and participate in efforts to restore the riparian environment of the Los Angeles River and facilitate its use for educational and recreational uses.



Policy OSCE 1.17: Ensure soil quality of potential urban agriculture sites and park sites is clean, safe, and conducive for agricultural and recreational uses.

GOAL OSCE-2: An increase of trails, parks, recreation, and other open space

- 

Policy OSCE 2.1: Create and maintain a system of trails, sidewalks, linear parks, and other connections that provide residents of all abilities with opportunities to exercise, enjoy nature, and access recreation facilities within a five-minute walk from home. Activate and encourage discovery along urban trails.
- 

Policy OSCE 2.2: Develop new park land through the repurposing of street right-of-way including, but not limited to, the Otis Avenue Pocket Park and River Road Greenway.
- 

Policy OSCE 2.3: Repurpose Cudahy’s City Hall and the Los Angeles County Public Library building for indoor recreational activities and programs once the Cudahy City Hall/Los Angeles County Public Library’s building is moved to a new location.
- 

Policy OSCE 2.4: Pursue the use or acquisition of the Union Pacific rail right-of-way and easement for bicycle and pedestrian trails, exercise stations, and other amenities.
- Policy OSCE 2.5:** Develop guidelines for nonresidential development projects to incorporate accessible plazas, paseos, and other public spaces into project design.
- 

Policy OSCE 2.6: Design, construct, and program community gathering spaces, plazas, and an outdoor stage/amphitheater in the Atlantic Avenue District.
- 

Policy OSCE 2.7: Require parkland dedications and/or provision of usable onsite public space for significant development projects involving new residential construction.
- 

Policy OSCE 2.8: Look for opportunities to create joint-use community space at facilities owned by Los Angeles County Public Library, Los Angeles Unified School District, and private organizations such as faith-based groups, service clubs, banks, etc.

OPEN SPACE AND CONSERVATION ELEMENT

 **Policy OSCE 2.9:** Consider the acquisition of surplus land owned by public agencies for future open space and recreational use.

  **Policy OSCE 2.10:** Create urban agriculture areas to encourage property owners of vacant parcels to convert them into community gardens through the incentives made available through the Urban Agriculture Incentive Zones Act (Sections 51040-51042 of Chapter 6.3 of the California Government Code).

 **Policy OSCE 2.11:** Enhance street corridors, parkways, and public property between buildings to serve as green space and functional recreation space (e.g., community gardens, parklets, play spaces, public seating).

 **Policy OSCE 2.12:** Consider ways to improve access to the Los Angeles River Trail by addressing the difference in grade and increasing the number of access points.

GOAL OSCE-3: Recreation facilities design and programming that provide a range of opportunities and evolve to meet the needs of changing demographics and public interests

 **Policy OSCE 3.1:** Ensure available recreational facilities are of high quality and are properly maintained. Encourage stewardship and volunteerism within parks to foster a sense of ownership, establish social connections, and reduce maintenance costs.

 **Policy OSCE 3.2:** Incorporate flexible, multi-purpose design characteristics into the renovation of existing and development of new parks and community facilities.

 **Policy OSCE 3.3:** Consider incorporating education programs with recreation opportunities.

 **Policy OSCE 3.4:** Ensure the available field and court space supports the community's athletic activities of interest.

 **Policy OSCE 3.5:** Enhance park aesthetics, lighting, and design to provide safe environments for all.

GOAL OSCE-4: Safe and efficient infrastructure systems (sewer, water, storm drain) that are maintained to sustainably grow with the community.

- Policy OSCE 4.1:** Coordinate with the owning/operating sewer, water, and storm drain agencies to ensure adequate maintenance and regulatory compliance.
- Policy OSCE 4.2:** Ensure new projects comply with the Los Angeles County MS4 permit.
- Policy OSCE 4.3:** Encourage use of onsite best management practices (BMPs) or biofiltration to treat storm water for project sites where infiltration is infeasible.
- Policy OSCE 4.4:** Comply with Los Angeles County Department of Public Works' requirement for project specific hydraulic analysis on the existing storm drain system for all new developments and redevelopments through a formal plan check process.
- Policy OSCE 4.5:** Comply with Los Angeles County Fire Department requirements for projects that propose increases in land use density.



RESERVED

RESERVED

RESERVED

- 7.- Fresa, Arandanos, Jugo de Naranja, Strawberry, Blueberry, Orange Juice,
- 8- Mango, Fresa, Naranja, Papaya y Piña
Mango, Strawberry, Orange Juice and Pineapple
- 9- Naranja, Piña y Mango
Orange Juice, Pineapple and Mango
- 10- Sabila, Naranja, Jengibre, Ajo, Col y Espinacas
Aloe Vera, Orange Juice, Ginger, Garlic, kale and Spinach



economic development
element



in this section:

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introduction

A community's economic viability relies on interdependent factors: providing an appropriate mix of land uses that support the desired economy, balancing the goods and services provided to fulfill the needs of local households and businesses, and attracting and retaining businesses. With nearly a third of Cudahy households living below the poverty line,¹ spurring economic development is a vital piece of the *Cudahy 2040*. The City of Cudahy recognizes that land use and other policies must maintain and encourage a diverse and entrepreneurial economy to ensure that residents and businesses thrive. This Economic Development Element establishes policies to retain local business, attract new industries, sustain education and job training for the current and future workforce, promote affordable housing, support the tax base, and sustain Cudahy's ability to provide public services.

economic development terminology

The following terms are used to describe economic development strategies and programs.

area median income (AMI) describes income for the median — or middle — household in a region. Every year, the U.S. Department of Housing and Urban Development (HUD) calculates the median income for each metropolitan region.

business improvement district (BID) is a defined area within which businesses pay a fee or levy to fund projects within the district's boundaries that are above and beyond the projects or services provided by the local municipality. BIDs typically fund services such as capital improvements, pedestrian and streetscape enhancements, maintenance of public amenities, security, and marketing. A BID is established by the businesses within the district's boundaries based upon a vote of business/property owners. A BID can also draw on other public and private funding streams to finance its activities.

local hire is a goal or requirement to hire people from the local community. This aim is often specifically included as a requirement for contractors awarded certain types of publicly funded projects. Local hiring also has environmental and community health benefits because employing a greater percentage of local workers leads to shorter commutes and an increased opportunity for them to walk, bike, and take public transit to work.

¹ American Community Survey, Five-Year Estimates (2011-2015)

ECONOMIC DEVELOPMENT ELEMENT

apprenticeship combines on-the-job training and related classroom instruction under the supervision of a journey-level craft person or trade professional in which workers learn the practical and theoretical aspects of a highly skilled occupation.

community development corporation is a nonprofit, community-based organization focused on revitalizing the area in which it is located, typically a low-income, underserved neighborhood that has experienced significant disinvestment. While community development corporations are most commonly focused on developing affordable housing, they may also be involved in other initiatives critical to a community including economic development projects and programs, homeownership initiatives, streetscaping, neighborhood planning, education, job training, and providing social services to neighborhood residents.

public private partnership (P3) is a long-term contract between a private organization and a governmental entity to provide a public asset or service.

baseline issues

socioeconomic challenges

- Eighty-two percent of Cudahy households earned less than 80% of the AMI, according to 2010-2014 data from HUD's annual Comprehensive Housing Affordability Strategy
- Cudahy has 2.5 times more single-parent families than Los Angeles County.
- Nearly 29% of Cudahy's population is comprised of school-aged children (5-19 years old).

workforce and sectors of the economy

- Less than 25% of Cudahy residents have a high school diploma.
- Production, administrative services, material moving, sales, construction, extraction, and transportation are the most common occupations in Cudahy per estimates of the *2015 American Community Survey (ACS)* conducted by the U.S. Census Bureau.
- Manufacturing, retail trade, healthcare and social assistance, transportation, warehousing, and construction are the most common industries located in Cudahy (per ACS five-year estimates).

real estate

- In 2017, Cudahy's median home value was approximately \$248,000, which is 56% lower than the County median of \$441,900.²
- Less than 18% of Cudahy residents own their home.
- Median gross rent was \$1,129/month; median mortgage payment was \$1,622/month in 2016.³
- Approximately 56% of renters pay more than 35% of their income toward rent.
- Average household size is 4.29 persons.⁴
- From 2010-2017, Cudahy's housing stock had virtually no growth, with fewer than 10 dwelling units constructed during that time.⁵

implications

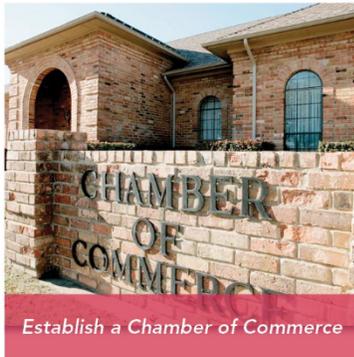
- Strategies to strengthen the community's socioeconomic potential should focus on improving Cudahy residents' income level, providing support to single-parent households, and supporting an educational pipeline for young residents by enabling access to college and vocational programs.
- Effective workforce development strategies must focus on increasing access to high quality, blue-collar jobs in emerging and sustainable industries, and providing access to GED certificate and trade programs.
- To reduce overcrowding and increase housing affordability, the housing stock's growth should provide both varied housing types and at a scale to reduce rents and increase homeownership opportunities.
- Economic development strategies should consider displacement abatement if the community's growth and prosperity begin to threaten existing residents' housing affordability.

² 2016 ACS estimates

³ 2016 ACS estimates

⁴ 2017 California Department of Finance

⁵ 2017 California Department of Finance



Establish a Chamber of Commerce



Support the development of BID's



Flexibility of land uses



Increase by-right family childcare

key economic development concepts

Cudahy's socioeconomics have long created challenges for the community's growth and development. A community's socioeconomics drive where businesses choose to locate, the local real estate market, and the types of goods and services provided. During the *Cudahy 2040's* community engagement process, residents and local business owners often cited the need for improved economic development.

The following key concepts aim to achieve improved business relations, increased development, job growth, and job preparedness.

chamber of commerce and business improvement districts (BIDs)

Throughout the community engagement process, local businesses and residents expressed a desire for the City of Cudahy to work more closely with businesses to improve economic development opportunities and enhance Cudahy's image as a business-friendly community. Establishing a chamber of commerce and business improvement districts are two organizational tools that can work, in tandem, to promote economic development and local business owner empowerment.

The chamber of commerce could serve as an organizational platform for businesses to network, collaborate, and market themselves and Cudahy. Establishing strategic business improvement districts creates the opportunity for business owners, property owners, and City staff to work together in effectively marketing business opportunities, establishing a cohesive character for the area, and bringing physical improvement projects to fruition. By forming a BID, participating businesses agree to pay for prioritized improvements and services.

The City will engage with business owners in the three Atlantic Avenue subdistricts and the industrial subdistricts to establish a chamber of commerce and encourage the formation of local BIDs.

flexible land use designations and overlays

With technology reshaping industries at a rapid rate, the types of demand for land and building space are also quickly changing. Cudahy must remain responsive to those changes to attract and grow businesses and industries within the community. The Land Use Plan's designations (see Exhibit LU-4) reflect the need for flexibility. The Innovative Industrial land use designation is crafted to accommodate modern and traditional industrial development by permitting a variety of land uses in nontraditional physical arrangements. The anticipated permitted land uses would enable a wide variety of business types (e.g., light industrial, research and development, startup, creative, commercial) to locate in the area. The concentration of varied yet complementary uses can create a synergetic district character.

The overlay zones are forward looking, thus providing preparedness for those areas to grow or change with the changing economic tide. While several small, neighborhood-serving corner markets are located throughout Cudahy, the Neighborhood Commercial Overlay allows for expansion of those business types if the demand for such services grows. Similarly, the Riverfront Overlay allows the flexibility to redevelop properties along the Los Angeles River with mixed-use development if market forces lead in that direction.

childcare service expansion

The availability of adequate childcare services benefits local families and should be part of Cudahy's economic development strategy. Convenient, affordable childcare services enable parents to take on employment and improve their spending capacity and buying power. Adequate, affordable childcare is especially relevant for Cudahy because of the high rate of single-parent households and the large number of very young and school-age children. *Cudahy 2040* specifies that the revised Zoning Code allow for an increase in the number of districts in which family daycare homes and daycare centers are allowed as a right, thus supporting families and creating small-business opportunities for local residents wishing to provide those important services.



education and training opportunities through partnerships

Building partnerships with local and regional organizations specializing in workforce training, professional development, and entrepreneurship promotes economic opportunities for Cudahy's working-age residents and provides a better skilled and educated workforce.



The City looks to establish partnerships with agencies and nonprofit organizations, such as Women in Non-Traditional Employment Roles (WINTER) and Youth Build USA, to bring training programs in construction apprenticeships, green building and retrofitting, and other in-demand construction jobs. The City looks to explore the potential of partnerships with bilingual, green construction pre-apprenticeship programs.



Likewise, partnerships with organizations focused on strengthening educational pipelines can help Cudahy's students reach higher education and professional careers. The City will work with the Los Angeles Unified School District, the Los Angeles County Library, and local parent groups to establish programs that prepare students for the college application process. Peer leadership programs, such as PeerForward, trains and deploys peer leaders to coach high school students and boost college preparation and enrollment across the entire school.



public/private partnerships (P3s)

Public/private partnerships create incentives for private development projects that provide public benefits. As of 2017, the City of Cudahy owns 10.43 acres (26 vacant parcels) that serve as opportunity sites for P3 development. Forging partnerships with private sector developers can implement the General Plan land use concepts. New development, in turn, creates job opportunities and investment in the community. The City Manager's office will look to engage with affordable housing and nonresidential developers to assess the feasibility of P3 developments on City-owned parcels within the Atlantic Avenue District. The following is a list of priority parcels and potential development types (also shown in Exhibit ED-1):

commercial core subdistrict:

- Atlantic Avenue and Clara Streets for mixed-use residential/commercial development

town center subdistrict:

- Atlantic Avenue and Santa Ana Streets for high density multifamily residential, or mixed-use residential/commercial development
- Atlantic Avenue and Cecilia Streets for location of the envisioned new City Hall in a mixed-use setting (retail and/or housing)

entertainment subdistrict:

- Atlantic Avenue and Patata Streets for mixed-use development featuring entertainment, commercial, and office uses

Any redevelopment of Atlantic Avenue District parcels should be planned carefully to leverage their potential attraction to investment due to their prime location along the community's main commercial corridor and proximity to public transit.



Exhibit ED-1:
Public /Private Partnership (P3)
Opportunity Sites

goals and policies

GOAL ED-1:

A diverse and healthy economy



Policy ED 1.1: Promote long-term partnerships and programs that facilitate business recruitment, retention, and expansion through partnerships with businesses, property owners, the educational, arts, and environmental communities, and other stakeholder groups.



Policy ED 1.2: Support existing and encourage the establishment of new production, distribution, and repair service businesses, while minimizing the potential for conflicts with surrounding land uses.

Policy ED 1.3: Encourage the development of industry clusters and complementary businesses by promoting the flexibility of the Light Industrial and Innovative Industrial land use districts.



Policy ED 1.4: Encourage emerging industries and businesses by updating land use design and development standards to attract modern light industrial uses without precluding the success of more traditional light industrial businesses that do not have negative impacts on public health.

Policy ED 1.5: Encourage and facilitate the development of new commercial office spaces, civic uses, and retail areas in the Town Center Subdistrict to provide opportunities to recruit large and mid-size businesses and retain expanding firms.

Policy ED 1.6: Provide and improve public design features (including public plazas and spaces) and related infrastructure to match the collective needs of the Atlantic Avenue District's residents, shoppers, employees, and businesses.

Policy ED 1.7: Create the conditions needed to attract large-scale entertainment uses and office space development in the Entertainment Subdistrict.

ECONOMIC DEVELOPMENT ELEMENT

 **Policy ED 1.8:** Pursue development of mixed-use housing (with a range of affordability options) and commercial development in the Atlantic Avenue District.

 **Policy ED 1.9:** Create a transit-oriented/pedestrian focus for existing and future development of retail and residential activity centers.

Policy ED 1.10: Allow for shared and/or public parking arrangements for new development.

Policy ED 1.11: Improve infrastructure and public facilities in targeted areas, where necessary, to support economic development.

GOAL ED-2: A thriving business climate attracting and retaining new businesses of diverse types and sizes

Policy ED 2.1: Provide services that support business development and retention in Cudahy.

Policy ED 2.2: Provide support in targeted business nodes for capital improvement projects, branding efforts, regional marketing, and other projects of common interest to the business community.

Policy ED 2.3: Incentivize businesses to locate in Cudahy.

Policy ED 2.4: Streamline development and business application processes to ensure they are thorough and efficient.

Policy ED 2.5: Maintain flexible and adaptable land use policies that facilitate both traditional and emerging industries and businesses in Cudahy.

GOAL ED-3: A skilled and adaptable local workforce

 **Policy ED 3.1:** Strive to increase the number of Cudahy residents who both live and work in Cudahy.

 **Policy ED 3.2:** Promote workforce investment policies that match training programs to existing and planned job requirements, ensuring that a skilled local workforce is available to businesses in Cudahy.

ECONOMIC DEVELOPMENT ELEMENT

 **Policy ED 3.3:** Continue to support industries that provide a range of jobs at prevailing living wages through land use policies and other local incentives.

 **Policy ED 3.4:** Explore pathways for establishing a bilingual pre-apprenticeship program.

 **Policy ED 3.5:** Seek partnerships with workforce training agencies and organizations providing instruction and mentorship for in-demand skills and services. Provide meeting spaces for these programs in City facilities or local libraries, as needed. Examples of programs include:

- Women in Non-Traditional Employment Roles (WINTER)
- Youth Build USA
- Los Angeles County Economic Development Corporation

 **Policy ED 3.6:** Partner with local public school and community college districts to maintain effective education programs for students of all ages.

 **Policy ED 3.7:** Consult with private and public community service organizations to coordinate educational and community services, including childcare/early education, classes to learn English, after-school programs, and recreational activities.

 **Policy ED 3.8:** Encourage the local Los Angeles County Library building:

- to be equipped with the proper technologies and tools to support evolving methods of research and learning. Support lifelong learning for adults through computer training, programs, and library collections;
- to provide collection materials, programs, and information sources that respond to community needs, interests, and modern technologies; and
- to achieve and maintain a state-of-the-art children's library collection and facility.

ECONOMIC DEVELOPMENT ELEMENT

-  **Policy ED 3.9:** Co-house the local County of Los Angeles Library branch within the new City Hall complex and include other civic uses.
- Policy ED 3.10:** Consider the feasibility of implementing a development impact fee to fund library facilities, equipment, and programs that are needed as a result of new development projects.
-  **Policy ED 3.11:** Encourage adequate childcare capacity to support the community's workforce.
-  **Policy ED 3.12:** Locate childcare facilities and services in or near housing, transportation, and employment centers to be convenient to residents and workers.
-  **Policy ED 3.13:** Look for ways to involve employers, religious congregations, and developers in the provision of childcare services and facilities, including the possible use of impact fees.

GOAL ED-4: A partner for public and private development that aligns with the community vision

-  **Policy ED 4.1:** Establish a Cudahy Community Development Corporation that is primarily focused on:
- developing City-owned parcels in accordance with community needs and vision; and
 - acquiring grant funding for capital improvement projects and community development programs.
-  **Policy ED 4.2:** Explore partnerships with private developers and public agencies for public facilities, residential, and nonresidential projects on City-owned land (public/private partnerships).
-  **Policy ED 4.3:** Work with local housing agencies for guidance in identifying reputable affordable housing developers to involve in fulfilling new housing development targets as outlined in the Housing Element.
- Policy ED 4.4:** Participate in *Active LA*, a program of the Los Angeles County Economic Development Corporation, to

ECONOMIC DEVELOPMENT ELEMENT

activate underutilized public land to create jobs and tax revenue. Real estate and financing solutions are structured for the public sector, nonprofits and philanthropic institutions. The program enables successful public-private partnerships that accomplish the dual goals of maximizing the value of publicly-owned land while building sustainable communities.

GOAL ED-5: Maintain the City's fiscal health

Policy ED 5.1: Focus economic development activities on industries and services contributing to Cudahy's economy and to its sources of tax revenue.



Policy ED 5.2: Strive to be responsive to small businesses.



Policy ED 5.3: Foster regional collaboration focusing on housing, transportation, and infrastructure initiatives.



Policy ED 5.4: Work to ensure that Cudahy capitalizes on any benefits that can be derived from implementation of the EcoRapid light rail line while minimizing any potential adverse impacts.



Policy ED 5.5: Strive toward a balanced and sustainable local economy through a diversified and stable long-term economic base.

Policy ED 5.6: Implement an effective economic development strategy and program with fiscal considerations that assist the City of Cudahy in maintaining a balanced budget with adequate reserve funding.



Policy ED 5.7: Create a sense of place by enhancing educational, cultural, and environmental resources that retain and attract employers of the local workforce and attract businesses that contribute to the community's economic activity and to the City's revenue sources.

GOAL ED-6: A City that values and uplifts the economic potential of its vulnerable populations

- Policy ED 6.1: Provide guidelines for relocating residents as new housing units are built.
- Policy ED 6.2: Provide businesses with marketing and/or relocation assistance as new construction occurs.
- Policy ED 6.3: Support equal pay for equal work for women and minority City employees and contractors.





safety element

in this section:

introduction

safety terminology

baseline issues

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introduction

Safety considerations factor into many decisions people make and how they interact with their city. To best allocate public safety resources, the City must fully understand the hazards present in the community and the public safety services and programs needed to guard against damage/loss of property and lives.

This Safety Element identifies, evaluates, and addresses local and regional safety issues, and establishes the goals and policies that help reduce loss of life, injuries, property loss, environmental damage, and social and economic disruption from natural and human-caused disasters. Earthquakes, geologic hazards, fire risk, flooding, and hazardous materials represent the issues of concern.

safety terminology

The following terms describe the key federal and state programs that address hazardous materials.

CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) is a federal law enacted to help remove contamination in the water, air, and land from past chemical and hazardous waste disposal practices. CERCLA allows the collection of fees from the chemical, petroleum, and other industries that caused hazardous pollution. Collected fees are placed in trust funds (“superfunds”) to clean up abandoned and uncontrolled hazardous waste sites.

RCRA (Resources Conservation and Recovery Act) is a federal law that regulates the generation, management (treatment, storage, or disposal), and transportation of hazardous waste material.

TRI (Toxic Release Inventory) is a list managed by the U.S. Environmental Protection Agency (EPA) indicating businesses that are required to report the locations and quantities of chemicals stored onsite. Listing as a “TRI facility” does not necessarily mean that a business’ releases are harmful to humans or the environment.

SWRCB (California State Water Resources Control Board) administers a hazardous waste cleanup program. The SWRCB also reports hazardous materials and other contaminants that may affect soil and/or water resources. Cleanup program sites are referred to as “SWRCB sites.”

LUSTs (leaking underground storage tanks) are monitored and reported by the SWRCB. The most common type of LUSTs is leaking underground fuel tanks, which are referred to as “LUFTs.”

baseline issues

public safety and health services

- Cudahy contracts for law enforcement and fire response services with Los Angeles County agencies. As these agencies serve other, larger areas in addition to Cudahy, the local Sheriff and fire stations are not located within Cudahy. Thus, public safety facilities cannot serve as focal points for Cudahy's civic identity. As a small city serviced by large county agencies, ensuring that Cudahy's interests are being prioritized among those of larger cities requires ongoing engagement between the agencies and City leaders.
- Between 2006 and 2016, in Cudahy:
 - crimes against persons decreased by 6.8%
 - property crimes decreased 10.1%
 - violent crimes decreased 9.6%
- Most crimes committed in Cudahy are burglaries, motor vehicle thefts, and larcenies. Generally, crime locations are concentrated along Atlantic Avenue. Gang violence and drug trafficking have declined but remains a concern.
- Los Angeles County Sherriff response times in Cudahy are less than three minutes for emergencies, ten minutes or less for priorities, and 60 minutes for routine items.¹
- Los Angeles County Fire Department response time for Cudahy is approximately three minutes.
- Within Cudahy, the Kaiser Permanente Medical Center offers immediate care and outpatient services. The closest hospitals are located in Huntington Park and East Los Angeles.

¹ LA County Sherriff's Department, Stakeholder Interviews (2016)

geologic and seismic hazards

- Cudahy lies within a seismically active region and is subject to strong ground shaking from earthquakes generated along one or more of the five regional faults listed in Table SE-1 and shown in Exhibit SE-1.
- Earthquakes can cause water pressure to increase in loose soils, leading to the soils losing cohesion and behaving like a liquid (known as liquefaction). All of Cudahy is located within a liquefaction zone. The primary factors that contribute to liquefaction potential are the type and age of sedimentary deposit, the looseness of a soil, and groundwater level.

Table SE-1: Regional Earthquake Fault Zones

Fault	Estimated Maximum Magnitude (Richter scale)	Location from Cudahy (miles, direction)
Newport-Inglewood	6.0-7.4	6, west
Whittier-Elsinore	6.0-7.2	17, east
Sierra Madre	6.0-7.0	29, north
San Andreas	6.8-8.0	30, north

Source: California Institute of Technology, Southern California Earthquake Data Center

flood hazards

- Cudahy is within the Hansen and Sepulveda Dams inundation areas. The Hansen Dam, located on the northern edge of the San Fernando Valley, is approximately 26.1 miles northwest of Cudahy. Hansen Dam provides flood protection to all downstream cities, including Cudahy. The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways in Van Nuys. In the event of a significant flood release from either of these dams, Cudahy could be affected with flood elevation levels of approximately one to two feet.
- The National Flood Insurance Program designated Cudahy as an area with no special flood hazard. Flood control facilities along the Los Angeles River east of the city have been constructed to contain most flooding potential in the area. Failure of the river channel is unlikely, but storm water overflow may occur (see Land Use Element Policy LU-3: Flood Hazards).

hazardous materials and waste

- Some streets and railroad tracks that pass through or nearby Cudahy are used to transport hazardous and toxic substances, including the designated truck routes of Florence Avenue, Atlantic Avenue, and Salt Lake Avenue. Train derailment is a risk posed by the Union Pacific and the Southern Pacific railroad tracks, utilized daily.
- Five oil and natural gas pipelines are in and near Cudahy. Chevron has three lines in the eastern section of Cudahy and Arco has two lines along Salt Lake Avenue. All pose potential environmental and public safety hazards associated with rupture.
- Due to past and current industrial practices, Cudahy has several potentially hazardous sites, hazardous waste handlers, cleanup sites, and other hazards that require local, state, or federal assessment, inventory, and/or oversight. These include the following, which are listed in detail in Table SE-2 and mapped in Exhibit SE-2.
 - CERCLA hazardous waste sites
 - RCRA waste generator sites
 - TRI sites
 - SWRCB sites

Table SE-2: Hazardous Facilities and Sites Summary

CERCLA Sites (Comprehensive Environmental Response Compensation Liability Act)		
Name	Address	Status
Park Avenue Elementary School/Gonzales Property/B.H. Steepleton Landfill	5310 Elizabeth Street	Other Cleanup Activity: <ul style="list-style-type: none"> State-lead Cleanup Does not qualify for National Priorities List (NPL)*
Vloedman Dump	5240 East Santa Ana Street	No Further Action Planned (NFRAP) Site: <ul style="list-style-type: none"> Does not qualify for the NPL based on existing information

Source: EPA 2015

**National Priorities List (NPL):* The NPL is a list of the worst hazardous waste sites that have been identified by the EPA.

RCRA Facilities (Resources Conservation and Recovery Act)		
Name	Address	Type
Alvarez Trucking	4843 Cecilia Street	Small Quantity Generator (SQG)**
Atlantic Motors Auto	8100 Atlantic Avenue	Unspecified
Bell Number 3 Middle School	5071 Live Oak Street	SQG
Chois Mobil	8029 Atlantic Avenue	SQG
Coast Paper Box Co	4650 Ardine Street	SQG
Commando Plastics Corp	8250 Salt Lake Avenue	SQG
Custom Chemical Formulators, Inc	4630 Cecelia Street	SQG
Day-Glo Color Corp	4615 Ardine Street	Large Quantity Generator (LQG)***
Elizabeth Learning Center	4811 Elizabeth Street	LQG
General Inspections Labs, Inc	8427 Atlantic Avenue	LQG
Grahams Auto Electric Svc	8216 Atlantic Avenue	Unspecified

Irineo Ramirez Balderas Primos Trucking	5147 Santa Ana Street	Transporter
K-Mart No 3337	8017 Atlantic Avenue	SQG
Mooney Machine Manufacturing	4925 Cecelia Street	SQG
Ouad Service, Inc.	4727 Cecelia Street	SQG
Photomax One Hour	7910 Atlantic Avenue	SQG
Piazza Trucking	4841 Cecelia Street	SQG
Rebuilt Metalizing	8232-1/2 Atlantic Avenue	SQG
Richard Hatch Automotive	8214 Atlantic Avenue	SQG
S/M Printing, Inc	4901 Patata Street	SQG
Sanchez Trucking	5023 Elizabeth Street	Transporter
Western Diesel Electric	8135 Atlantic Avenue	SQG

Source: EPA 2015

**** Small Quantity Generators (SQG):** facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month.

***** Large Quantity Generators (LQG):** produce 1,000 kg or more hazardous waste per month.

TRI Facilities (Toxic Release Inventory)		
Name	Address	Last Release Date
Commando Plastics Corp	8250 Salt Lake Avenue	1990
Custom Chemical Formulators, Inc	4630 Cecelia Street	1989
Day-Glo Color Corp	4615 Ardine Street	2014
M. Stephens Manufacturing, Inc	8420 Atlantic Avenue	1995

Source: EPA 2015

SAFETY ELEMENT

SWRCB Site Cleanup Programs (CA State Water Resources Control Board)			
Name	Address	Affected Media	Contaminants
General Inspection Laboratories, Inc	8427 Atlantic Avenue	Unspecified	Unspecified
On Atlantic, LLC	8411 Atlantic Boulevard	Other Groundwater (Uses other than drinking water), Soil, Soil Vapor	Tetrachloroethylene, Trichloroethylene

Source: SWRCB 2015

LUSTs (Leaking Underground Storage Tanks)			
Name	Address	Affected Media	Contaminants
ARCO #3043	7200 Atlantic Avenue	Aquifer Used for Drinking Water Supply	Gasoline
BC Food Market	5001 Clara Street	Unspecified	Unspecified
Okeh Caterers	7301 Atlantic Avenue	Aquifer Used for Drinking Water Supply	Gasoline
Former Porter's Super Service	8100 Atlantic Avenue	Soil	Gasoline

Source: SWRCB 2015

Note: The status of these sites will change over time, as sites are fully remediated and as businesses come and go.



Exhibit SE-2:
HAZARDOUS FACILITIES
AND SITES (2015)

- BASE MAP FEATURES**
- Cudahy Boundary
 - Leaking Underground Storage Tanks (Open Cases)
 - RCRA Facilities
 - SWRCB Site Cleanup Programs
 - Sites being assessed pursuant to CERCLA
 - TRI Facilities

Source: U.S. EPA, 2015; California State Water Resources Control Board, 2015

0 250 500 1,000 1,500 2,000 Feet

implications

- Remediation of the previously hazardous sites within Cudahy's boundaries have made measurable progress. Nevertheless, these sites require continued monitoring, and careful land use planning in and around them.
- The fact that public safety services are contracted to Los Angeles County service providers requires that the City closely engage with the Los Angeles County agencies and the community to maintain a close, positive, working relationship.
- Local flood hazards are minimal but flood control features of the nearby Los Angeles River are important considerations to study, and remain cognizant of, as restoration and recreation enhancement efforts along the river are considered.
- Like most of Los Angeles County cities, Cudahy is in a seismically active area. Construction and planning must consider earthquake and liquefaction hazards.

key safety concepts

Cudahy made major strides in improving public safety by greatly reducing crime. Throughout stakeholder interviews, community engagement activities, and telephone surveys for *Cudahy 2040*, it was clear that the community has noticed this trend. Long-time residents and business owners described a positive improvement in community safety that they hope to see continue. Residents also expressed a desire to work together towards even greater community safety by becoming more informed and remaining involved in City programs focused on community safety.

In addition to crime reduction, opportunities to improve public safety include providing watchful oversight of hazardous materials and waste sites.

The Safety Element goals and policies respond to community safety issues: hazard reduction, emergency preparedness and response, and crime prevention.

increase community familiarity and participation in law enforcement programs and services

Throughout the community engagement process, community members and Sheriff's Department representatives expressed a desire to become more engaged with one another to continue improving community safety together.

Past events such as community corner meetings of neighbors with Sheriff's Department officers drew many participants and augmented interest in expanding the scope of informational meetings between law enforcement and community members. Establishing programs such as neighborhood watch, growing youth anti-gang/drug programs, and providing periodic public safety updates through the City newsletter and social media accounts can provide transparency that will continue to strengthen the community's trust of law enforcement. Informal updates regarding the Sheriff's Department's programs and policies will also help Cudahy residents access and use their public safety resources.

influence community safety through urban design

Urban design can improve community safety. Well-lit streets and activated alleys, for example, can increase public visibility of these spaces and increase the likelihood of people using that space after dark. This will reduce the attractiveness of those areas for illicit behavior.

By including design standards in the City's Zoning Code that promote visibility in public and private open spaces without angles for concealment, new development can contribute to a safer environment for Cudahy. The design standards should include "Crime Prevention Through Environmental Design" design techniques.

For example, both physical and programmatic improvements can be made to public spaces such as Cudahy's parks for added safety. Additional lighting can be installed at key locations. After-dark recreational programs, such as LA County's Parks After Dark

Program, have been shown to reduce crime in parks and improve families' safety and their ability to use parks throughout the day.

promote disaster preparedness education

The City of Cudahy has adopted a *Local Hazards Mitigation Plan*, a five-year action plan to promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from natural hazards.

An important component of the plan is community education—ensuring Cudahy's residents and business owners/employees know what to do in the event of a disaster, where to go for help, and what resources are available for resiliency planning and disaster preparedness. *Cudahy 2040* encourages working with disaster resilience and recovery organizations, such as the Red Cross, to offer disaster preparedness education, events, and training.

Establishing a local Community Emergency Response Team and participating in programs such as The Great American Shakeout for earthquake preparedness are positive ways to prepare disaster management ambassadors throughout the community.

continued monitoring of public safety services and hazardous materials cleanup programs

Several sites in Cudahy require state or federal monitoring due to the presence of hazardous materials or waste handling and/or storage. With careful monitoring and with the passage of time, it is possible that those sites can be restored to safe, useable spaces for the community.

The City will closely monitor the hazardous sites listed in Table SE-2 and require all necessary environmental analysis to be completed on those sites to assess what, if any, land uses are appropriate for those sites in the future.

goals and policies

GOAL SE-1: A community engaged with law enforcement to promote mutual respect and active collaboration in improving public safety

- Policy SE 1.1: Inform residents about available public safety resources; update the population on the status of public safety in the community.
- Policy SE 1.2: Create opportunities for residents and law enforcement officials to interact directly with one another in proactive public safety programs and events.
- Policy SE 1.3: Support community policing efforts by engaging local youth in programs aimed at creating positive interaction with law enforcement and providing the youth with personal and/or professional development opportunities.
- Policy SE 1.4: Support a high standard of mutual respect between law enforcement officials and community members to ensure a positive and mutually beneficial relationship based on respect for each other's well-being and equality.
- Policy SE 1.5: Build Cudahy residents' trust in law enforcement and the feeling of safety in their community by ensuring that public safety officers are not permitted to initiate contact with community members for the sole purpose of determining immigration status.

GOAL SE-2: Enhanced resources for public safety

- Policy SE 2.1: Provide the highest possible quality of fire, police, and health protection for all Cudahy residents.
- Policy SE 2.2: Consider the feasibility of establishing an Los Angeles County Sheriff's Department substation within Cudahy boundaries.
- Policy SE 2.3: Reduce and/or discourage graffiti.

SAFETY ELEMENT

- Policy SE 2.4:** Work with the Sheriff's Department and other organizations to bring programs targeted to address drug and alcohol abuse.
- Policy SE 2.5:** Work with the Sheriff's Department and neighboring police departments to eliminate gang violence and reduce drug and alcohol abuse.
- Policy SE 2.6:** Work with the Sheriff's Department and the Los Angeles County Fire Department to determine and meet community needs for services.

GOAL SE-3: A safe built environment that enhances community safety through environmental design techniques

-  **Policy SE 3.1:** Provide adequate safety lighting at all City facilities, including but not limited to parks, recreational facilities, City Hall, streets/sidewalks, plazas, paseos, and alleys.
- Policy SE 3.2:** Require elements of crime prevention through building design in new construction and building modernization projects.
- Policy SE 3.3:** Involve public safety officials' perspective in new development plans.
-  **Policy SE 3.4:** Identify substandard structures, especially residential buildings, and provide educational, construction, maintenance and conversion assistance, when feasible.
-  **Policy SE 3.5:** Encourage multi-family building owners to provide active or onsite building management to promote and encourage adherence to the rules and regulations that govern the occupancy of multi-family buildings. Provide training in crime prevention and reporting for building managers.
-  **Policy SE 3.6:** Enhance vehicular, pedestrian, and bicyclist traffic flow and safety, especially near sensitive sites such as schools, to fulfill goals from the *Safe Routes to School Plan* and other mobility and safety plans.



Policy SE 3.7: Encourage corner store markets to expand goods sold to avoid a preponderance of liquor sales in Cudahy.

GOAL SE-4: A prepared and resilient Cudahy

Policy SE 4.1: Ensure and maintain the structural and operational integrity of essential public facilities during earthquakes and flooding.



Policy SE 4.2: Identify structural types, land uses, materials storage practices, and sites that are highly sensitive to seismic induced ground shaking, liquefaction, and other geological hazards. Seek to abate or modify them to achieve acceptable levels of risk.



Policy SE 4.3: Prioritize improvements to Cudahy's storm water management systems (storm drain improvements, reduction of impervious surfaces, etc.) to better serve areas prone to intermittent flooding.

Policy SE 4.4: Require improvements to be made to utility transmission and distribution systems including electrical, gas, water, wastewater, and storm drainage; thus, accommodating new growth and ensuring that maintenance is performed on these systems in a manner that provides safety, reliability, and environmental compatibility.



Policy SE 4.5: Reduce risk of injury or loss of life in seismic events through earthquake preparedness education and public engagement.



Policy SE 4.6: Increase fire hazard awareness and ways to prevent fire; teach fire hazard prevention to children and families.

GOAL SE-5: An environment that is reasonably safe from hazards



Policy SE 5.1: Implement mitigation measures included in Cudahy's *2015 Hazard Mitigation Plan* and subsequent updates.

SAFETY ELEMENT

Policy SE 5.2: Ensure pipeline owners protect and maintain underground high-pressure gas pipelines to ensure maximum safety.



Policy SE 5.3: Uphold environmental cleanup standards for hazardous sites in Cudahy.



Policy SE 5.4: Ensure land use decisions are in line with community health standards.



Policy SE 5.5: Continually monitor the number of liquor stores in Cudahy and assess the safety implications of allowing additional liquor stores.





air quality element

introduction

Awareness and knowledge of the effects of human activities on the environment have grown significantly since the 1960s. In the early 2000s, concerns about climate change arose as a new focus. As such, finding ways to embrace sustainable practices has become a priority for Cudahy and many other California cities. Chief among environmental concerns is the impact of human actions and choices on the atmosphere and climate. With the emergence of the industrial age, human activity began to release increasing amounts of pollutants, carbon dioxide, and other harmful gases into the atmosphere, largely through the burning of fossil fuels and deforestation. The elevated levels of harmful gases and pollutants create two key concerns -- compromised local air quality and a global "greenhouse" effect that resulted in warming the Earth's atmosphere.

The unhealthful conditions associated with air pollutants have been known for decades. Beginning in the 1970s, legislation such as the federal Clean Air Act was enacted to improve air quality and, thus, reduce impacts on human health associated with high pollutant levels. Global warming, however, did not really enter the public consciousness until the United Nations (U.N.) Framework Convention on Climate Change adopted the Kyoto Protocol in 1997. This 1997 U.N. Convention highlighted the serious threats to public safety associated with global warming, including sea level rise, associated flooding, and significant effects on agricultural practices and production.

air quality terminology

greenhouse gases (GHG) occur naturally and from human activity. GHG produced by human activities include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

greenhouse gas effect is when carbon dioxide and other greenhouse gases act like a blanket, absorbing infrared radiation and preventing it from escaping into outer space. The net effect is the gradual heating of earth's atmosphere (global warming).

particulate matter refers to tiny particles made of any material suspended in the air, except pure water that exists in the solid or liquid state. The notation "PM₁₀" is used to describe particles of 10 micrometers or less in diameter, and "PM_{2.5}" represents particles less than 2.5 micrometers in diameter. Smaller PM particles cause lung irritation, and exposure can trigger asthma attacks.

sensitive receptors are land uses such as residences, residential care facilities, schools, day-care centers, playgrounds, and medical facilities, all of which have occupants, particularly children and older adults, who are sensitive to harmful effects from air pollution.

climate change is a change in global or regional climate patterns.

carbon dioxide equivalent (CO_{2e}) is a term for describing different greenhouse gases in a common unit. For any quantity and type of greenhouse gas, CO_{2e} signifies the amount of CO₂ that would have the equivalent global warming impact.

baseline issues

- Air quality in Cudahy can be considered “relatively good” for the Los Angeles Metropolitan area. The South Coast Air Quality Management District (SCAQMD) air quality monitoring station in Source Receptor Area (SRA) 12 (South Central Los Angeles County) is representative of Cudahy’s regional air quality.
 - During 2015, SRA 12 recorded ozone levels that were relatively low compared to the rest of the region. Ozone can cause breathing difficulties - especially in the elderly, the very young, or those that are sick.
 - Measurements at the SRA 12 monitoring station from 2013 to 2015 showed no noticeable time trend in terms of increasing or decreasing levels of ozone or PM_{2.5} levels. No data was collected on PM₁₀ concentrations for the evaluated timeframe.
 - Particulate matter pollution levels were relatively average for the region (2015).
 - Local pockets of high and low particulate matter levels occur throughout Cudahy, depending on an area’s proximity to PM sources, such as the I-710 Freeway, the local railroads, and active construction sites. Diesel particulate matter levels are lower in the southern half of the city than the northern half.
 - Vehicle exhaust and entrained road dust generated on I-710 affects Cudahy due to its proximity to that emissions source.
- *The Gateway Cities Air Quality Action Plan* anticipates a decrease in GHG emissions by approximately 25% by 2035 because of newly adopted regulations, cleaner truck, train, and automobile technology, and the replacement of older, more polluting vehicles.
- The primary source of GHG emissions in the Gateway Cities is light-duty vehicles followed by electric power generation using fossil fuels.
- CalEnviroScreen¹ considers various socioeconomic factors in addition to pollution levels. The CalEnviroScreen 3.0 pollution score for the western part of Cudahy is in the 86-90 percentile range, while the eastern part is in the 96-100 percentile range, meaning that Cudahy as a whole is in the top 6% of most disadvantaged communities in California. Cudahy is in the 97th percentile of most impacted communities in terms

¹ CalEnviroScreen is a screening tool developed by the California Office of Environmental Health Hazard Assessment that evaluates the burden of pollution from multiple sources in communities while accounting for potential vulnerability to the adverse effects of pollution. The tool uses various indicators of pollution burden and population characteristics to calculate the CalEnviroScreen score.

of pollution and the 85th percentile of most at-risk communities in terms of population characteristics. Residents who live closer to I-710 are more at risk in terms of both pollution and population factors (Exhibit AQE-1).

- Transportation and industry-related pollution significantly impact Cudahy.
- Asthma rates in Cudahy are slightly higher than the statewide average. Furthermore, residents' confidence in their ability to adequately control their asthma is significantly lower (53% versus 77% statewide average).²
- Asthma hospitalization rates in Cudahy's subregion are higher than the state average.
- Cudahy is both a "Disadvantaged Community" according to SB 535,³ and a "Low-Income Community" according to AB 1550.⁴ These designations make Cudahy eligible for special funding generated by cap-and-trade and other sources in California. Projects eligible for SB 535 and AB 1550 funding must align with project types approved by the California Legislature, such as waste diversion and green infrastructure, among others.

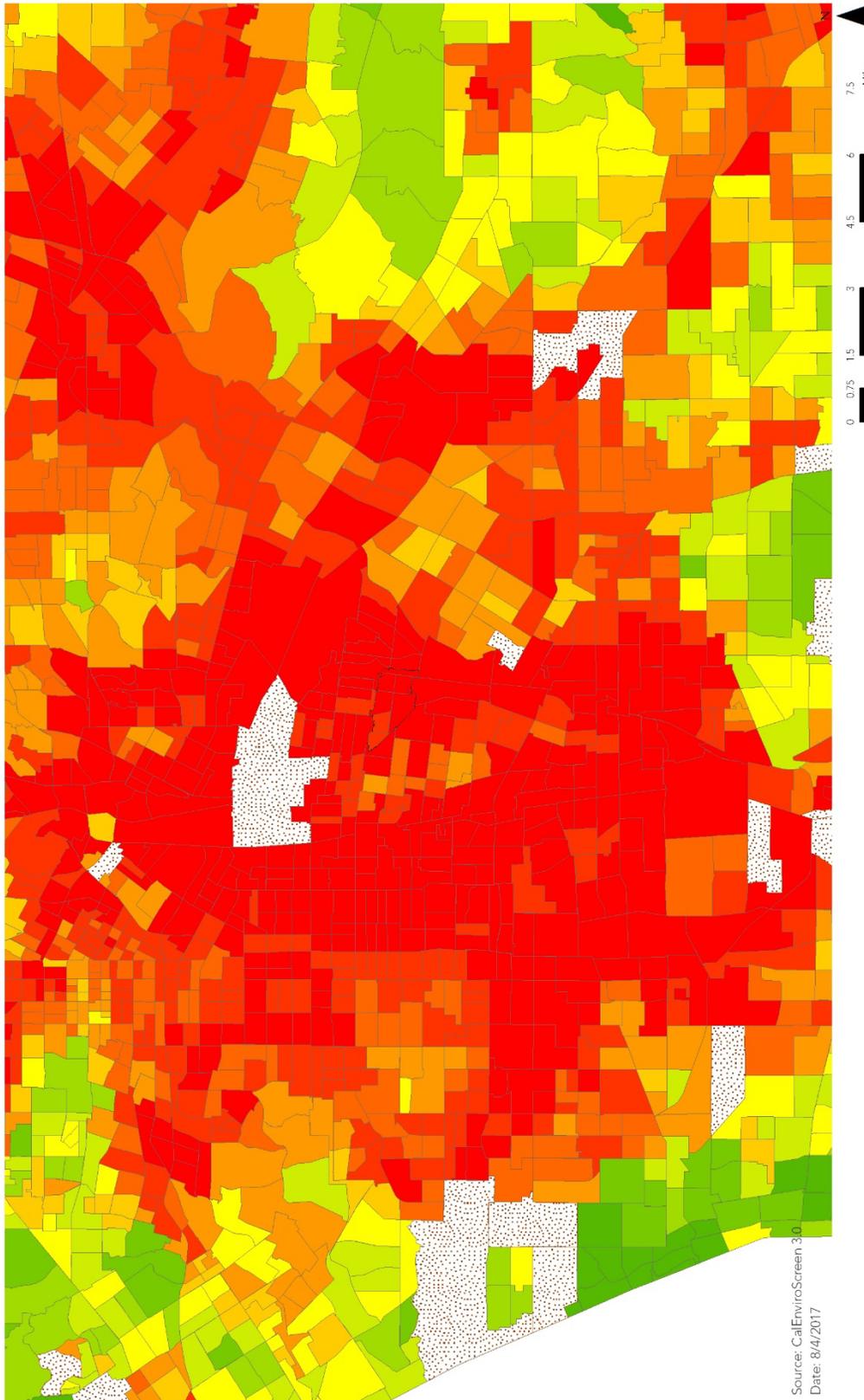
implications

- Although air quality in Cudahy is relatively average for the Los Angeles Metropolitan region, the local rates of asthma and pollution being higher relative to state averages points to the need for greater regional collaboration in air quality improvement initiatives.
- Efforts to reduce vehicle and freight vehicle emissions along I-710 and the railroad lines could have a positive impact on Cudahy's air quality.
- Improved technologies and new state regulations can have a positive effect on regional air quality.
- Socioeconomic challenges, language barriers, and difficulties in accessing healthcare are possible contributing factors for Cudahy residents' low confidence in controlling their asthma. A well-rounded air quality improvement strategy will include policies to improve this.

² Kaiser Foundation Hospital Downey. "2013 Community Health Needs Assessment."

³ SB 535, De León. California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.

⁴ AB 1550, Gomez. Greenhouse Gases: Investment Plan: Disadvantaged Communities.



Source: CalEnviroScreen 3.0
Date: 8/4/2017

BASEMAP FEATURES

- Cudahy Boundary
- Railroads

CalEnviroScreen 3.0

- 91 - 100%
- 81 - 90%
- 71 - 80%
- 61 - 70%
- 51 - 60%
- 41 - 50%
- 31 - 40%
- 21 - 30%
- 11 - 20%
- 1 - 10%
- High Pollution, Low Population

Exhibit: AQE-1

RESULTS OF
CALENVIROSCREEN 3.0

key air quality concepts

Air quality is influenced by local and regional land use and transportation policy efforts. As a result, the Air Quality Element's goals and policies cross over into topic areas discussed in other *Cudahy 2040* elements. The following concepts focus on land use, mobility, conservation, and regulatory compliance measures to achieve air quality improvement.

land use strategies

infill development

Infill development is critical to accommodating desired growth and improving environmental and social sustainability. Cudahy's Zoning Code allows higher density/intensity development, which is in line with both modern market demand and the community vision. These regulations allow for greater land use efficiency and a tighter building pattern, thereby increasing walkability. Promoting infill development supports a "park once" cityscape where visitors and residents can walk or bike between other local destinations. By reducing vehicular traffic, this more compact pattern of development can contribute to air quality improvements.

mixed-use designations

Mixed-use development brings together complementary uses, thus creating a convenient clustering of people, goods, and services. Mixed-use developments increase residents' proximity to uses that meet their everyday needs—markets, restaurants, offices—in turn reducing the need to drive for those goods and services. *Cudahy 2040's* Land Use Plan proposes mixed-use districts along Cudahy's busy and lively Atlantic Avenue corridor. Bringing compatible uses together within easy walking distance to residential neighborhoods can contribute to air quality improvements.

requiring, and incentivizing sustainable design

The City of Cudahy Zoning Code incentivizes a sustainable building design through development standards and a community benefits program. This General Plan implementation programs outline a broad range of community benefits that encourage the provision of sustainable practices through additional height/density. Benefits tied to improving air quality include:

- efficient and innovative use of infrastructure and renewable resources
- community gardens and rooftop greening
- enhanced landscaping and providing recreational spaces and stations
- LEED (Leadership in Energy and Environmental Design rating system) certification

General Plan policies and/or programs requiring and/or recommending sustainable building design include:

- vehicle parking requirement reductions in areas located within 200 feet of public transit stops
- small block patterns and circulation interconnectedness
- infill development
- bicycle parking
- sustainable landscaping
- architectural design and building placement optimizing natural light and shadow

Additionally, the City of Cudahy's Zoning Code regulations will continue to ensure that sensitive receptors—schools, residences, churches, institutions—are protected from land uses that produce pollution.

mobility strategies

improved active transportation network

The Circulation Element sets the path for a better-connected circulation system. Ensuring that bike facilities link neighborhoods, points of interest, and public transit while increasing bicyclists' safety, makes bicycling a practical transportation choice. Special attention will be placed on creating multimodal connections to the future Eco Rapid Transit stations. Enabling "active transportation" (walking and biking) improves air quality outcomes.

Transportation demand management (TDM) strategies aim to reduce individual vehicle trips, particularly single-occupancy vehicles. The Circulation Element encourages TDM practices such as car sharing, transit use incentives, working from home, and improved conditions for biking. Reducing the number of vehicles on Cudahy's streets improves roadway safety while improving local air quality.

Additionally, the City supports the use of alternative fuel and electric vehicles by increasing the number, and convenient placing, of alternative fueling stations and electric charging stations.

citywide greening

The Open Space and Conservation Element outlines strategies to increase landscaping and provides new recreation spaces. The Circulation Element identifies streetscape improvements, including tree planting and sustainable landscaping treatments. Combined, these efforts will improve air quality through two means: oxygen production from newly planted trees; and water and energy savings from the use of native plants.

goals and policies

GOAL AQE-1: Protection of sensitive receptors

-  Policy AQE 1.1: Create buffer zones between facilities known to emit harmful contaminants, such as industrial uses, and sensitive receptors such as schools, childcare facilities, and senior centers.
-  Policy AQE 1.2: Avoid siting new housing or sensitive receptor uses near existing land uses known to emit harmful contaminants.
-  Policy AQE 1.3: Encourage the development and/or implementation of new technologies addressing or mitigating pollutant emissions at transportation facilities and industrial use locations.
-  Policy AQE 1.4: Require the development of any sensitive receptor project includes design features and equipment, as necessary, to mitigate any significant negative air quality impact on project occupants from the existing environment.
-  Policy AQE 1.5: Pursue more active/effective enforcement of existing air quality regulations applicable to air polluters in Cudahy.

GOAL AQE -2: Reduced volume of pollutants generated by motorized vehicles

-  Policy AQE 2.1: Increase the number of housing units located near jobs and transit stations/stops through mixed-use and transit-oriented development to reduce vehicle trips.
-  Policy AQE 2.2: Enhance walkability in Cudahy's neighborhoods.
-  Policy AQE 2.3: Cluster non-polluting employment centers, public facilities, and services near housing nodes to reduce vehicle miles traveled.
-  Policy AQE 2.4: Create incentives supporting alternative workstyles and modes of transit, such as telecommuting, employee rideshare, and transit vouchers.

 **Policy AQE 2.5:** Support programs that increase ridesharing, reduce pollutants generated by vehicle use, and meet the transportation control measures recommended by SCAQMD.

 **Policy AQE 2.6:** Work with local schools and the Los Angeles Unified School District to encourage children to walk or bike to school.

 **Policy AQE 2.7:** Encourage home occupations with minimal vehicular traffic, parking, or other impacts.

GOAL AQE-3: Energy efficiency and conservation practices reducing air pollution and greenhouse gas emissions

 **Policy AQE 3.1:** Support, expand, and incentivize the use of renewable energy resources such as geothermal, wind, solar, and others.

 **Policy AQE 3.2:** Update the building and zoning codes to facilitate infrastructure installation supporting electric vehicle technology and alternative fuels, such as electric vehicle charging stations and alternative fuel filling stations.

 **Policy AQE 3.3:** Encourage participation in and expansion of the Cudahy Hero program, which offers financing for energy efficient products and renewable energy systems.

Policy AQE 3.4: Encourage and promote the establishment of local green energy generation projects.

 **Policy AQE 3.5:** Consider strategies to encourage property owners to pursue energy and water conservation/efficiency retrofits in existing buildings.

Policy AQE 3.6: Develop energy consumption regulations for public and private development that meet or exceed California Energy Efficiency Standards and California Green Building Standards Codes (Cal Green).

 **Policy AQE 3.7:** Expand native and drought-resistant trees and plantings palettes (urban forest) to support natural air filtering and

AIR QUALITY ELEMENT

cooling capabilities and in accordance with the California Air Resources Board's urban forest protocol.

Policy AQE 3.8: Increase public awareness about climate change; encourage Cudahy residents and businesses to become involved in activities and lifestyle changes that help reduce greenhouse gas emissions.

GOAL AQE-4: Reduce volume of waste entering regional landfills

 **Policy AQE 4.1:** Adopt a citywide benchmark goal to divert 75% of annual waste away from landfills by 2025; track annual progress.

 **Policy AQE 4.2:** Develop a minimum 50% diversion rate requirement for construction and demolition projects.

 **Policy AQE 4.3:** Increase composting, recycling, and efforts to reduce waste generation, focusing especially on large commercial and industrial waste producers, but also accommodating the needs of residents in multi-unit housing.

GOAL AQE-5: Support efforts to reduce the negative impacts of pollution on air quality and public health

 **Policy AQE 5.1:** Require projects generating potentially significant levels of air pollutants to incorporate the most effective air quality mitigation into project design as necessary to fully mitigate any negative impacts.

  **Policy AQE 5.2:** Educate the community about the symptoms of respiratory illnesses, treatment options, and how to access local care.

 **Policy AQE 5.3:** Pursue "green" projects that improve public health and leverage funding available to disadvantaged and social justice communities.

 Policy AOE 5.4: Actively participate in local projects that have a regional impact to air quality, such as the I-710 Corridor Project, *The Lower Los Angeles River Revitalization Plan*, and other efforts, to ensure Cudahy’s priorities are part of the planning process.







noise element

in this section:

introduction

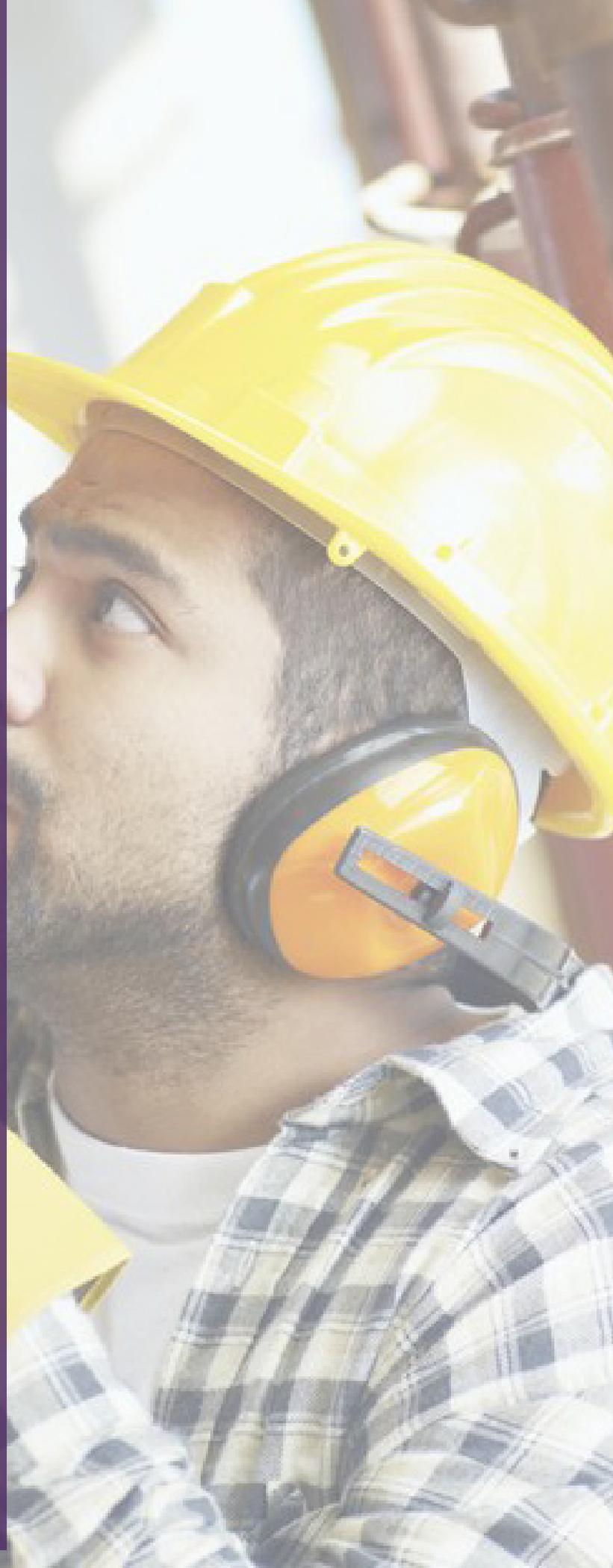
noise evaluation
terminology

baseline issues

implications

key noise concepts

goals and policies



introduction

Excessive noise levels disturb and disrupt human activities and can affect the physical and psychological health of individuals. Noise conditions can depreciate the quality of the environment by affecting work, sleep, and recreation.

Cudahy is a predominantly residential community. As the City grows and expands its economic base through new and modernized land uses, keeping noise levels controlled, located away from neighborhoods, or buffered will continue to be important in ensuring a positive quality of life for Cudahy's residents.

This element addresses noise that affects the community at large, rather than noise associated with site-specific conditions. The goals and policies in this element guide decisions concerning land use and the location of land uses, new roads, and transit facilities since these are common sources of increased noise levels. This element explores various noise reduction options and land use compatibility standards.

noise evaluation terminology

Most California cities and counties adopt noise/land use compatibility criteria based on the assumption that lower noise levels should be achieved in residential areas, while higher noise levels are appropriate in business districts and industrial areas. The following terms are used to describe noise metrics.

decibel (dB) is a unit used to measure the intensity of a sound by comparing it with a given level on a logarithmic scale. A logarithmic scale is based on orders of magnitude, rather than a standard linear scale, so the value represented by each equidistant mark on the scale is the value at the previous mark multiplied by a constant. The amplitude of a sound is a measure of the pressure or force that a sound can exert. Subjectively, we say one sound is louder than another sound if it has a greater amplitude than another sound. Thus, the amplitude of sounds can be described either as a measurable magnitude (in dB units) or in relative terms of loudness.

a-weighted decibels (dBA) are an expression of the relative loudness of sounds in the air as perceived by the human ear. In the A-weighted system, the decibel values of sounds at low frequencies are reduced.

equivalent sound level (Leq) is the sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level.

community noise equivalent level (CNEL) is the weighted average dBA noise level measured at a location during a 24-hour day. To allow for the increased sensitivity occurring at

NOISE ELEMENT

night, the noise levels obtained between 7:00 pm to 10:00 pm have an additional five dB added to them, and noise levels obtained between 10:00 pm to 7:00 am have an additional 10 dB added to them. The weighted CNELs take into account that individuals are more sensitive to noise in the late-night hours than in daytime hours.

Table NE-1 shows representative outdoor and indoor sound levels in units of dBA.

Table NE-1: Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA) (logarithmic scale)		Common Indoor Activity	
Jet fly-over at 300 meters	Uncomfortably Loud	120 dBA	Rock concert	
		110 dBA		
Pile driver at 20 meters	Very Loud	100 dBA		Night club with live music
		90 dBA		
Large truck pass by at 15 meters	Moderately Loud	80 dBA		Noisy restaurant
Gas lawn mower at 30 meters		70 dBA		Garbage disposal at 1 meter
Commercial/Urban area daytime		60 dBA		Vacuum cleaner at 3 meters
Suburban expressway at 90 meters	Quiet	50 dBA		Active office environment
Suburban daytime		40 dBA		Quiet office environment
Urban area nighttime		30 dBA		Library
Quiet rural areas	Very Quiet	20 dBA	Quiet bedroom at night	
Wilderness area		10 dBA	Quiet recording studio	
		0 dBA	Threshold of human hearing	

baseline issues

- Traffic noise from automobiles, trucks, and other motor vehicles traveling along the local roadway network, is Cudahy's most pervasive source of noise, as determined by a community noise survey conducted on November 24, 2015. Table NE-2 lists the short-term noise measurement locations, while Exhibit NE-1 maps the measurement sites.
- Cudahy's roadway network consists of the I-710 Freeway, arterial streets, and local public roads.
- Two freight railways operate along Cudahy's boundaries: west of Salt Lake Avenue, and south of Patata Street, with freight stations at the Patata Street/Salt Lake Avenue intersection. These rail lines are a significant source of noise along Cudahy's western edge.

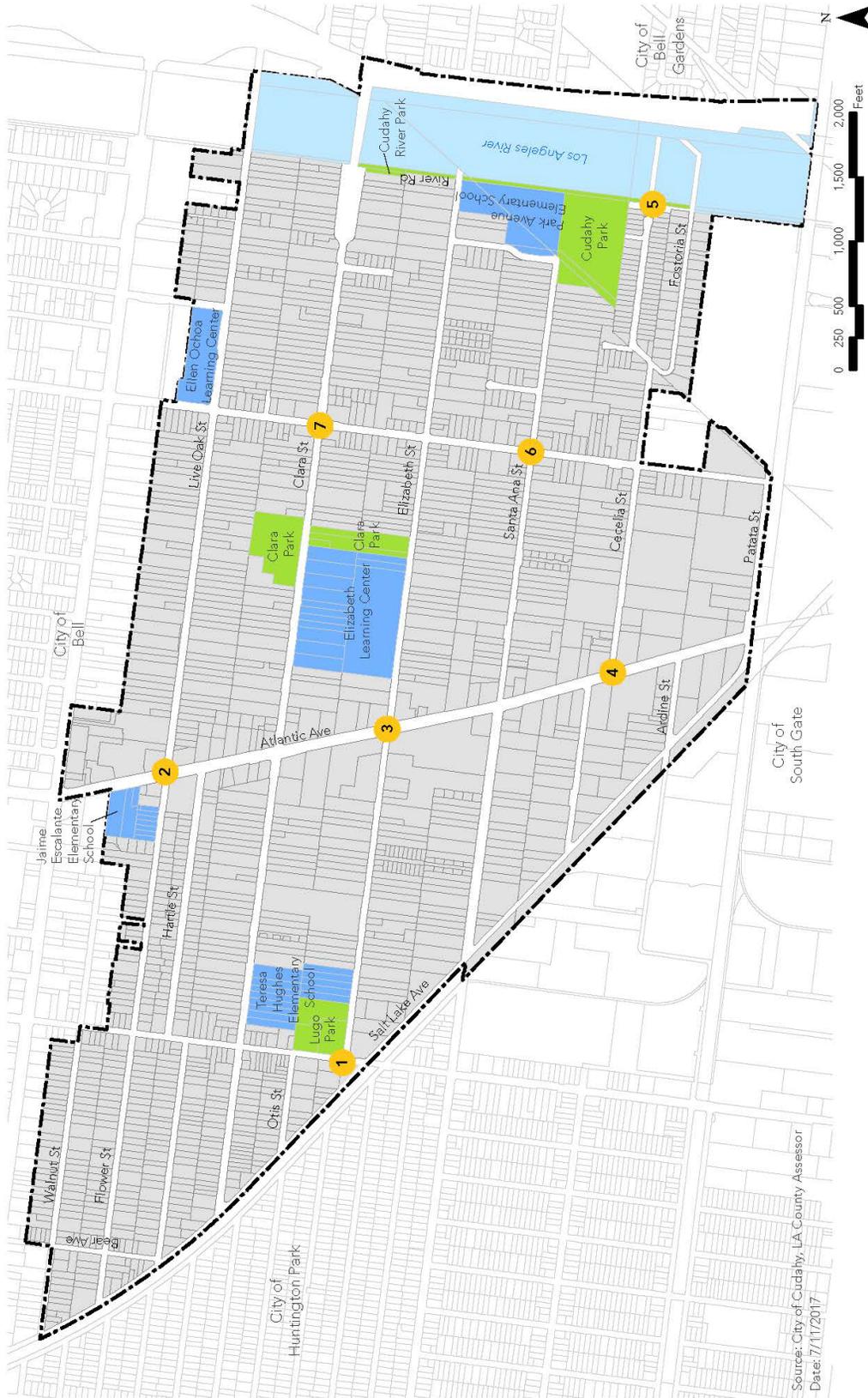
Table NE-2: Ambient Noise Measurements (2015)

Site	Associated Land Use	Description	Existing Ambient Noise Levels (dBA L_{eq})
1	Industrial, Community Center	Northwest corner of Otis Street and Elizabeth Street	65.8
2	Commercial	Northeast corner of Atlantic Avenue and Live Oak Street	80.2
3	Commercial, Medical Clinic	Southwest corner of Atlantic Avenue and Elizabeth Street	70.6
4	Commercial, Industrial, Residential	Northwest corner of Atlantic Avenue and Cecilia Street	71.6
5	Residential	Southwest corner of River Road and Cecilia Street	62.1
6	Commercial, Residential	Southeast corner of Wilcox Avenue and Santa Ana Street	69.2
7	Commercial	Southeast corner of Wilcox Avenue and Clara Street	70.1

Source: Community Noise Survey (November 24, 2015).

implications

- Freeway, roadway, and rail noise remain considerations for locating sensitive land uses.
- Opportunities to reduce future noise impacts for new development along roadways exists through the establishment of site and building design standards.
- Cudahy's baseline zoning does not include mixed-use designations. As such, community noise standards will require updating to accommodate for new land uses.
- *Cudahy 2040* promotes traditional and modernized light industrial uses. Location and buffering of these uses will be important in maintaining adequate noise levels for the surrounding areas.



Source: City of Cudahy, LA County Assessor
 Date: 7/17/2017

- LAND USE FEATURES
 - Los Angeles River
 - Parks
 - Schools
- BASEMAP FEATURES
 - Cudahy Boundary
 - Railroads

Exhibit NE-1:
 AMBIENT NOISE MEASUREMENT

key noise concepts

The concepts listed below aim to mitigate noise impacts by reducing noise at source sites, spacing noise sources farther away from sensitive noise receptors, and/or including buffers between noise sources and receivers.

understanding baseline noise and predicting future noise production

Noise levels associated with the Land Use Plan have been projected using 2040 projected traffic volumes. The Federal Highway Administration Noise Prediction Model estimates roadway noise levels along Cudahy's streets.

Exhibit NE-2 shows the projected noise contours for the year 2040.

The noise contours in Exhibit NE-2 represent the average measurements of noise exposures and provide a general visualization of sound levels. The noise contours do not reflect possible noise attenuation that could occur from structural or geographical barriers; acoustical analysis should be conducted for each unique and individual site in the case of a specific project.



Exhibit NE-2:
FUTURE NOISE COUNTOURS

Future Noise Contours

Community Noise Equivalent Levels (CNEL)

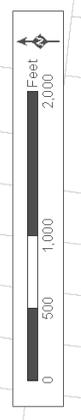
- 55 CNEL
- 60 CNEL
- 65 CNEL
- 70 CNEL

City Features

- City hall
- Park
- School or learning center

Cudahy boundary

- Road
- Highway
- Railroad



Source: MFG, Inc., 2017

noise and land use compatibility

accommodating mixed-use development in noise regulations

The Land Use Plan includes mixed-use designations, each allowing for a different mix of uses with differing levels of noise sensitivity. For example, the Commercial Mixed-Use designation allows both commercial and residential development on the same site. Of the two, residential uses are more sensitive to noise, while commercial uses are more likely to be noise producers.

The introduction of mixed-use development principles has adjusted professional thinking and best practice recommendations regarding acceptable noise levels. People who choose to live in vibrant mixed-use districts know that the excitement and activity levels bring with them a noise environment distinctly different from the traditional residential-only neighborhood. For example, music played at outdoor dining areas or bars can extend into evening hours.

The “Maximum Exterior Noise Levels” standards in the City of Cudahy’s Municipal Code will include a “Mixed Use” category to accommodate the various permissible uses within the mixed-use land use designations in a harmonious manner.

compatibility standards

Table NE-3: Land Use Compatibility Standards for Community Noise Environments provides a framework for assessing the noise environment that the community deems acceptable. Establishing these standards can minimize resident-generated noise complaints. If proposed project area ambient noise levels exceed the “normally acceptable” thresholds for the proposed land use category, as outlined in Table NE-3, the City may require acoustical analysis and/or noise prevention and mitigation strategy implementation.

Table NE-3: Land Use Compatibility Standards for Community Noise Environments

Land Use Category	Community Noise Equivalent (CNEL), dB							
	55	60	65	70	75	80	85	
Low-Density Residential	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Medium-Density Residential	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
High-Density Residential	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Mixed Use Districts (civic, commercial)	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	
Neighborhood Commercial	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	
Entertainment	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	
Innovation Industrial	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	
Light Industrial	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	
Schools and Public Facilities (outside of Mixed-Use Civic)	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Open Space/Parks/Recreation	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	
Key	 Normally Acceptable Specified land use is satisfactory, assuming buildings are of conventional construction	 Conditionally Acceptable New development should be undertaken only after detailed analysis of noise reduction requirements are made.	 Normally Unacceptable New development should be generally discouraged, if not, a detailed analysis of noise reduction requirements must be made.	 Clearly Unacceptable New development should generally not be undertaken				

noise prevention and buffering

The City will require acoustical analysis for projects that may potentially generate excessive noise levels and adversely impact neighboring uses. The noise analysis will account for existing ambient noise levels from mobile and stationary sources and estimated cumulative noise levels at implementation of the project. The analysis will specify measures to reduce projected noise levels to an acceptable standard.

Cudahy's design standards separate noise-producing uses from the noise sensitive uses through buffering techniques including setback requirements, wall placement, landscaping, and use of soundproofing materials. These design elements can eliminate or mitigate noise impacts.

Maximum interior noise limits are enforced around noise sensitive uses, such as single-family residential, schools, religious institutions, and hospitals, to avoid or mitigate noise impacts. Requiring new construction to incorporate additional insulation, double pane windows, and sealants, as appropriate, is intended to ensure that interior noise levels meet the standards outlined in the Cudahy Municipal Code.

goals and policies

GOAL NE-1: Protect noise-sensitive uses

- 
Policy NE 1.1: Limit the hours of operation at all noise generation sources adjacent to noise sensitive areas or uses.
- 
Policy NE 1.2: Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppression techniques and devices to lower exterior noise to acceptable levels which are compatible with adjacent land uses.
- 
Policy NE 1.3: Encourage mixed-use structures to be designed so as to offset noise from adjacent uses within the structure and minimize the transfer of noise and vibration from any commercial/retail component to any residential component.
- 
Policy NE 1.4: Consult with responsible federal and state agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, rail, and public transportation.

GOAL NE-2: Clear and enforced noise regulations

- Policy NE 2.1:** Review and modify noise level standards in the Cudahy Municipal Code, as appropriate, for all land uses.
- Policy NE 2.2:** Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.
- Policy NE 2.3:** Provide, as appropriate, funding to monitor noise levels and investigate noise complaints.
- Policy NE 2.4:** Prohibit new residential or other noise-sensitive land use development in noise impacted areas unless effective mitigation measures are incorporated into the project

NOISE ELEMENT

design to reduce outdoor activity area noise levels to a “normally acceptable” CNEL.

Policy NE 2.5: Require noise created by new non-transportation noise sources to be mitigated so as not to exceed acceptable interior and exterior noise level standards.

Policy NE 2.6: Implement appropriate standard construction noise controls for all construction projects.





implementation



in this section:

procedures, permits,
agreements, and
ordinances

plans and studies

physical improvements

interagency and other
organization consultation

special programs and
projects

education and outreach

The Implementation section provides programs for the City of Cudahy to execute to achieve the Cudahy 2040's goals and policies. These programs are broken down into six categories and cross-referenced in an Implementation Matrix (Table IMPL-1) for easy reference. Each program description recommends whether a program should be implemented in the short-term (0-3 years), intermediate-term (3-8 years), or long-term (8+ years); who in the City is responsible for implementing the program; where funding for the program should come from; and a short description of the program. These implementation programs are intended to be reviewed and updated periodically to allow decision-makers to adjust to current community priorities and funding resources. Updating this section does not require a General Plan amendment.

procedures, permits, agreements, and ordinances

Program 1: Amended Development Code and Zoning Map



Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Update the Zoning/Development Code and Zoning Map to reflect the General Plan Land Use Map upon adoption of the General Plan, which includes:

- New zoning districts as needed to implement the goals and policies from the Land Use Chapter
- Addition of expanded Industrial, Neighborhood Commercial, Riverfront Overlay Districts
- Designating right-of-way areas identified for park space as outlined in Land Use Element policies (i.e. Salt Lake Avenue cul-de-sacs, Otis Avenue Pocket Park, and River Road Greenway)
- Addition of urban agriculture incentives and regulations
- Standardize permitting procedures for live/work development in the Innovative Industrial Subdistrict to accommodate appropriate road signage, parking, and other standards
- Expand the districts in which family daycare homes and daycare centers are allowed as a right, both large and small
- Elimination of barriers to minimizing impervious surfaces
- Streamlined permitting and review processes

Program 2: Development Incentives and Community Benefits Program



Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Establish a development incentives and community benefits permitting procedure that incentivizes private developers to provide benefits and desired public amenities; which include, but are not limited to:

- Low Income and/or affordable housing
- Lot consolidation with shared parking
- Public parking structures
- Public plazas
- Land for community gardens
- Landscaping, greenspace, decorative hardscaping, rooftop greening and recreation
- LEED Certification
- Children's playgrounds and recreational spaces
- Public art
- Civic facilities (i.e. City Cudahy City Hall; County of Los Angeles Public Library, Cudahy Branch; post office, etc.)
- Community meeting rooms and facilities
- Outdoor exercise stations
- Walking paths marked as exercise tracks
- Comply with state density bonus laws with respect to incentivizing developers to include early childhood facilities into projects

Program 3: Plan Review and Permitting Process

Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Examine the current planning permits and project review processes to ensure:

- Expeditious and efficient timing and processing of applications
- Level of review is commensurate with the project application type
- Continued review and revision of processes occurs as needed
- Public safety officials’ perspective regarding site design is considered

Program 4: Accessory Dwelling Unit (ADU) Law Compliance



Timeframe: Short
Responsibility: Planning, Building and Safety, Code Enforcement
Funding Source: General Fund

- Update accessory unit requirements and regulations within the zoning code to comply with California law— Assembly Bill 2299 and Senate Bill 1069. Work towards upgrading the safety of existing, formerly illegal, conversions.
- Establish a garage unit safety upgrade program that incentivizes renovations to already converted garage units to ensure residents’ safety. Consider Los Angeles County Planning’s garage conversion program as a model.

Program 5: Development Standards and Guidelines



Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Create and codify development standards and guidelines for each newly created zoning district; the standards and guidelines shall direct site and building design in accordance to the community vision. Standards and guidelines should address:

- Private realm standards
- Public realm standards that reflect a distinctive community character
- Crime Prevention Through Environmental Design (CPTED) design techniques
- Reduced parking requirements in areas located in proximity (within 200 feet) of public transit stops, which provide regional service (Metro Local, Metro Rapid, and ECO Rapid Transit)
- Small block patterns and circulation interconnectedness for large scale developments
- Infill development to enhance the surrounding community aesthetic
- Urban recreation spaces in plazas and greenways
- Bicycle parking
- Expanded options for introducing outdoor seating and gathering spaces that invite outdoor activities
- Sustainable landscaping, including the installation of bioretention infrastructure in new planters
- Screening of parking, storage, and other unsightly facilities
- Compatibility between buildings and neighborhoods
- High quality architectural design and building placement for optimizing natural light and shadow
- Street orientation for nonresidential development projects
- Childcare



Program 6: Public Art Ordinance

Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Establish and adopt a regulatory framework for reviewing and approving public art for display in Cudahy. The regulations should outline appropriate art locations and materials. The ordinance should define “public art” to include a variety of art types, such as:

- Sculptures
- Paintings and murals
- Graphic and multimedia
- Mosaics
- Crafts, mixed media

Program 7: Code Enforcement

Timeframe: Ongoing
Responsibility: Planning
Funding Source: General Fund

Update Code Enforcement Division’s protocols and train staff to apply and enforce the land use and development regulations outlined in the City of Cudahy’s updated Zoning Code. The Code Enforcement Division should consider developing an education and outreach campaign to inform property owners of any major changes to the Code that could affect existing properties.

Program 8: Development Tracking Program

Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Establish a permit tracking program to monitor new development and the redevelopment of existing uses that increase the number of residential unit and/or nonresidential square footage. Annually, review the permit tracking data to determine levels of infrastructure needed to ensure appropriate levels of circulation, water, sewer, storm drainage, and other utilities’ availability and capacity.

Every five years, conduct a market demand study prepared by a reputable market professional or economist to determine if sufficient market demand is present for:

- all parcels within the Wilcox Commercial Overlay to be redesignated as Neighborhood Commercial; and
- all parcels within the Industrial Overlay to be redesignated as Light Industrial.

It is the General Plan’s intent for all parcels within each overlay district to be redesignated simultaneously rather than on a parcel by parcel basis. If either the Wilcox Commercial Overlay or the Industrial Overlay is enacted, rezone all parcels concurrent with the General Plan redesignation.

Program 9: Parking Districts and Regulations

Timeframe: Short, Ongoing
Responsibility: Planning, Sheriff Department
Funding Source: General Fund, Developer Funding

Create additional parking regulations accommodating new General Plan land uses and anticipated growth.

- Establish a “park once” or other parking districts near the Commercial Core, Town Center, and Entertainment subdistricts to reduce the need for on-street parking along Atlantic Avenue
- Establish nightly and monthly parking permit programs where the inventory is managed through pricing and/or parking permit supply to align with overnight on-street parking capacity
- Explore a shared parking approach for adjacent land use or businesses where the peak use periods do not overlap (such as an office and residential complex sharing a parking lot)

IMPLEMENTATION

- Establish a parking district for Wilcox Avenue, if protected bicycle lanes are implemented

Program 10: : Roadway Monitoring

Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Establish a roadway monitoring program that tracks vehicle traffic data including pedestrian, bicycle, and motor vehicle collision information. Annually, review the roadway monitoring data to determine the roadway system's levels of service, prioritize multi-modal infrastructure needs, balance vehicle traffic demand with land use, and determine infrastructure improvements to ensure the efficient and safe circulation of people, bicycles, motor vehicles, and public transit.

Program 11: Scope of Services with Los Angeles County Public Safety

Timing: Ongoing
Responsibility: City Manager
Funding Source: General Fund

Provide the Los Angeles County Sherriff and Los Angeles County Fire Departments with direction and financial resources to ensure the contract scopes of services include:

- Community policing and public safety programs such as CERT Training, Volunteer Programs (Reserve Deputy, etc.) youth programs (Sherriff's Explorer, etc.), Neighborhood Watch, Business Watch, and Coffee with the Captain
- A Los Angeles County Sherriff substation within Cudahy
- A documented pledge not to engage with Cudahy residents for the sole purpose of determining immigration status, upholding the value of mutual respect for each other's lives
- Graffiti removal programs

Program 12: Noise Ordinance

Timeframe: Short, Intermediate, Ongoing
Responsibility: Planning, LA County Sherriff
Funding Source: General Fund

Update the City of Cudahy Municipal Code's noise regulations to:

- Reflect new land use categories created through the General Plan, such as, but not limited to, mixed-use, live/work, and flex industrial spaces.
- Require periodical update for adequacy and revision to address community needs and changes in legislation and technology.
- Require increased acoustical design and higher level acoustical buffering materials in new construction and significant remodels when adjacent to known sources of noise.

Program 13: Noise Complaint Monitoring System

Timeframe: Intermediate, Ongoing
Responsibility: Code Enforcement, LA County Sherriff
Funding Source: General Fund

Establish a system for monitoring noise complaints:

- Consult with Los Angeles County Sherriff to assess the prevalence of noise complaints within Cudahy
- Work with law enforcement to establish protocols for responding to noise complaints, documenting violations, and appropriate fines, community service, or other measures

plans and studies

Program 14: Green Building Program



Timeframe: Short
Responsibility: Planning
Funding Source: General Fund

Develop a green building program for residential, nonresidential, and civic uses that minimizes energy and water use and promotes sustainable site design, building and landscaping materials and construction methods. The program should meet or exceed California Energy Efficiency and California Green Building Standards. The program should require new technology to mitigate pollution emissions at industrial sites and transit facilities.

Program 15: Multi-family Homeownership Opportunity



Timeframe: Short
Responsibility: Planning
Funding Source: General Fund

Develop a homeownership program that incentivizes the purchase of rental units by the current residents. Program should consider establishing homeowner cooperatives through streamlined processes to convert apartments to condominiums for purchase by tenants. Consider using grants and loans to facilitate the purchases.

Program 16: Streetscape Plan



Timeframe: Intermediate to Long-Term
Responsibility: Planning, Engineering, Public Safety
Funding Source: General Fund, Community Benefits Funds, Grants

Create a design level streetscape plan that enhances the aesthetic of Cudahy's streets and increases comfort for cyclists and pedestrians by designating the appropriate type and location of the following enhancements:

- An urban tree program prioritizing native tree plantings along high pedestrian traffic corridors
- Street furniture such as creative benches, chairs and tables, shade structures
- Public art, especially types that also performs secondary functions, such as an art piece that serves as a shade structure
- Creative planters with drought tolerant species that can also serve as seating
- Landscaping designed to aid stormwater treatment

Program 17: Bicycle and Pedestrian Master Plan



Timeframe: Short, Intermediate
Responsibility: Planning, Engineering, Public Safety
Funding Source: General Fund, Grants

Develop and adopt a citywide bicycle and pedestrian master plan. The plan should study and detail bicycle and pedestrian facility types and locations throughout Cudahy, identify phasing for implementation, and identify potential funding sources for implementation.

Program 18: Transportation Demand Management



Timeframe: Short
Responsibility: Planning
Funding Source: General Fund

Develop and adopt a transportation demand management plan to reduce automobile vehicle use, particularly single-occupancy vehicle use. Management plan should include but not be limited to: carpools, car sharing, transit incentives, and parking fee systems.

Program 19: Community Health Assessment



Timeframe: Short, Ongoing
Responsibility: City Manager, Community Health Manager
Funding Source: General Fund, Grants

Conduct a community health assessment to establish baseline community health. The results of such an assessment can be used as the basis for grant applications and future evaluations of health and sustainability program efficacy. Assessment should include elements of:

- Community statistical profile and market area definition
- Quantitative survey among community residents
- Qualitative research with the healthcare community
- Qualitative research with community leaders and stakeholders
- Develop plan to define and implement community health standards

Program 20: Climate Action Plan



Timeframe: Short
Responsibility: City Manager, Community Health Manager
Funding Source: General Fund, Grants

Create a climate action plan; clarify how Cudahy will meet its emissions reduction targets. The climate action plan should include specific mitigations in addition to overall strategies; it should be completed within one year of the General Plan’s adoption.

Program 21: Water Conservation and Parks Long-Range Plan



Timeframe: Short
Responsibility: City Manager, Planning
Funding Source: Grants

Prepare and adopt a water conservation and parks long range plan that identifies short-term and long-term issues, opportunities, and needs and develops a facility plan to address the needs.

physical improvements

Program 22: Civic Center Relocation and Repurpose



Timeframe: Ongoing
Responsibility: Planning
Funding Source: General Fund

Engage in dialogue with mixed-use developers and possible public/private partners to assess the feasibility of, and move forward with, the relocation of Cudahy City Hall and related civic uses to a new, mixed-use building along Atlantic Avenue within the Town Center Subdistrict. Consider the following features throughout the negotiation and development process:

- Leverage public/private development to help fund the project
- Accommodate additional civic uses in addition to the City of Cudahy City Hall, such as the County of Los Angeles Public Library, Cudahy Branch; a Los Angeles County Sheriff substation; post office
- Create meeting rooms or multipurpose rooms that can be available as rentals for private events, and free for community group activities
- Design the space to include attractive communal gathering areas such as plazas, outdoor seating, or amphitheater
- Include design elements such as public art, share structures, drought tolerant landscaping, etc.

Program 23: Gateway Signage and Wayfinding Program

Timeframe: Short, Ongoing
Responsibility: Planning
Funding Source: General Fund

Develop a themed gateway signage and wayfinding plan that includes designs and phases the installation of permanent and interchangeable (light pole banners) signs. Considerations for signage design and types include:

- Align designs with the City's 2016 branding style guide
- Host a community design contest for light pole banner designs
- Consider distinctive signs appropriate for each land use district's character

Program 24: Complete Streets



Timeframe: Short, Intermediate
Responsibility: Planning, Engineering
Funding Source: General Fund, Grants

Develop and implement a Complete Streets program with the design of all users in mind. Complete streets components include but are not limited to:

- Curb extensions
- Raised medians/crossing islands
- High visibility crosswalks
- Pedestrian "headstart" signals
- Protected left turn lanes
- Mid-block crossings

Program 25: Pedestrian and Transit Facilities



Timeframe: Short, Intermediate
Responsibility: Planning, Engineering
Funding Source: General Fund, Grants

Develop and implement a sidewalk and transit facilities improvement plan that provides for:

- improved sidewalks (wide, even surfaces, ADA compliant, etc.)
- installation of ADA compliant sidewalks where none exist
- installation of bus stop facilities (including shade structures, benches, and trash receptacles)

Seek grant and other funding for the design, construction, and maintenance of pedestrian and transit facilities.

Program 26: Infrastructure Best Practices



Timeframe: Short, Ongoing
Responsibility: Planning, Engineering
Funding Source: General Fund, Grants

Develop and implement infrastructure best practices regarding water use, stormwater retention, and green infrastructure including but not limited to:

- Bioretention infrastructure (such as bioswales) and other low impact development (LID) features
- Implementing the 2015 Hazardous Materials Plan
- Ensuring the underground utilities and pipelines are safely maintained
- Providing safe, reliable energy
- Developing a stormwater Best Management Practices (BMP) educational outreach program and creating volunteer stormwater BMP maintenance opportunities
- Creating a Rain Barrel Program offering residents access to affordable rain barrels and education about rainwater harvesting

Program 27: Otis Street Pocket Park, Cul-De-Sac, and River Road Greenway Retrofits



Timeframe: Short, Intermediate
Responsibility: Planning, Engineering
Funding Source: General Fund, Grants

Develop and construct a retrofit program that:

- Creates cul-de-sacs at Walnut, Flower, Olive, and Elizabeth Streets at their intersections with Salt Lake Avenue
- Identifies and creates other cul-de-sacs in the City in order to create more recreation space and eliminate use of these streets as shortcuts to bypass arterials
- Provides an interim reconfiguration for the River Road Greenway that allows for and encourages new and unique uses of the right-of-way, such as gathering, games, and performance.

Newly created cul-de-sac pocket parks or parklets should contain recreational amenities, benches/tables/shade structures, and landscape materials.

interagency and other organization consultation

Program 28: Service Provider Coordination

Timeframe: Ongoing
Responsibility: Planning
Funding Source: General Fund

Consult and, coordinate as appropriate, with local service providers including, but not limited to:

- Cudahy's and other nearby religious institutions
- Kaiser Permanente and other medical service providers

Program 29: Greenhouse Gas Emissions Reduction Targets



Timeframe: Short
Responsibility: City Manager
Funding Source: General Fund

Adopt greenhouse gas emissions reduction targets. Targets should support the State of California's efforts to achieve emissions reductions mandated under AB 32, the region's efforts to implement its *Sustainable Community Strategy* under SB 375, and targets suggested by Executive Order S-3-05. Adopted targets will guide the City's future climate action plan.

Program 30: Community Health Manager



Timeframe: Short, Ongoing
Responsibility: City Manager, Planning, Parks and Recreation
Funding Source: General Fund, Grant Funding

Hire a dedicated City staff member to be responsible for implementation of City-led health and sustainability initiatives in the areas of physical health and wellness, financial health, and health of the built environment. Responsibilities should include:

- Establish an action plan prioritizing City "health related" projects. Considerations include urgency of project need, and "low hanging fruit"
- Apply for project implementation grant funding that can be in lieu of, or to supplement General Fund project contributions.
- Develop partnerships with nonprofit organizations who can work with the City to provide free or low cost educational programs or services in the areas of: parks and recreation, community health, corner store conversion programs, educational tutoring, peer mentoring, business development, and other relevant areas.
- Manage the community health assessment process
- Monitor the City's progress towards meeting sustainability goals and serve as sustainability consultant on City initiatives
- Create programs to attract and incentivize the private sector to build new retail sources of healthy foods in areas with a concentration liquor stores and fast food restaurants.

- Increase enrollment in SNAP programs such as WIC and CalFresh by educating residents about the application process and eligibility requirements.
- Create partnerships with local gardening/agricultural organizations and organizations that offer volunteer programs in parks and open space areas to provide educational opportunities to Cudahy residents and enhance the vitality of local community gardens and open space.
- Create a volunteer habitat and landscape improvement projects program in local parks.

Program 31: Community Development Corporation

Timeframe: Long, Ongoing

Responsibility: Planning, City Manager, Parks and Recreation

Funding Source: General Fund

The City shall establish the Cudahy Community Development Corporation. The City shall review the list of City-owned parcels using the guidance of the Housing Element Sites Inventory and the General Plan Land Use Element to select sites to pursue public/private partnership (P3) development, particularly within the Atlantic District:

Commercial Core Subdistrict

- Atlantic Avenue and Clara Street-Mixed use residential/commercial development

Town Center Subdistrict

- Atlantic Avenue and Santa Ana Street-High density multifamily residential, or mixed use residential/commercial development
- Atlantic Avenue and Cecilia Street-Siting the envisioned City Hall in a mixed-use setting (retail or housing)

Entertainment Subdistrict

- Atlantic Avenue and Patata Street-Mixed use featuring entertainment, commercial, and office uses

The community development corporation will also be charged with leading various initiatives, which can include affordable housing, home ownership, economic development, sanitation, streetscaping, and neighborhood planning projects, education and social services to neighborhood residents.

Program 32: Corner Store Conversion and Mobile Produce Market Program



Timing: Intermediate

Responsibility: Planning

Funding Source: General Fund

Collaborate with local convenience and/or liquor stores to sell fresh vegetables, fruits, and other healthy foods. Assist local businesses, organizations, and individuals to implement mobile produce markets. Investigate Healthy Eating Active Living Grants and Partnerships to develop specific strategies, programs, and funding for the renovation of local markets and the provision of healthy foods in Cudahy's neighborhoods.

Program 33: Inter-Agency Consultation

Timeframe: Ongoing

Responsibility: Planning

Funding Source: General Fund

Continue to consult and, coordinate as appropriate, with the local and regional agencies, including but not limited to:

- Los Angeles Unified School District
- County of Los Angeles Public Library
- County of Los Angeles Flood Control District
- County of Los Angeles Sherriff Department
- County of Los Angeles Fire Department
- Southern California Air Quality Management District
- Local Utility Providers (water, gas, electricity, etc.)
- Southern California Association of Governments
- Cities of Huntington Park, Bell, Bell Gardens, South Gate, others

special programs and projects

Program 34: City New Technologies



Timeframe: Ongoing
Responsibility: City Manager
Funding Source: General Fund

Support new technologies by replacing City fleet vehicles with vehicles that use technology such as hybrid, electric, biofuel, or other appropriate technology. Support new technologies that address or mitigate transportation and industrial use pollutant emissions.

Program 35: Sensitive Receptor Siting Protection



Timeframe: Ongoing
Responsibility: City Manager, Planning
Funding Source: General Fund

Increase protection of sensitive receptors (facilities where individuals are highly susceptible to the adverse effects of air pollutants, such as housing, child care centers, retirement homes, schools, and hospitals) near high-volume roadways, dry cleaners using perchloroethylene, large gas stations, railroads and rail yards.

- Amend the Cudahy Municipal Code and other regulations to require mitigation measures such as increased indoor air filtration to increase the protection of sensitive receptors near major emission sources.
- Require projects proposed within 500 feet of freeways or railroads and that house or accommodate sensitive receptors to include an analysis of the potential health risks. Mitigation measures that comply with adopted standards of the SCAQMD for control of odor/toxics for sensitive receptors shall be identified in order to reduce these risks to acceptable levels.

Program 36: Business Improvement Districts

Timeframe: Short, Ongoing
Responsibility: City Manager
Funding Source: General Fund, Participating Businesses

Establish strategic business improvement districts (BIDs) to create opportunity for business owners, property owners, and City staff to work together to effectively market business opportunities and establish a cohesive character for their area. Businesses shall pay a fee for participation in the BID, which can be used to fund:

- Capital improvements
- Marketing campaigns
- Unique signage and wayfinding
- Public art
- Community events

Program 37: Chamber of Commerce

Timeframe: Short, Ongoing
Responsibility: City Manager
Funding Source: General Fund

Establish a Cudahy Chamber of Commerce in collaboration with existing formal and informal business organizations to focus on:

- marketing of business and cooperative opportunities
- forming a consensus-based organization around business community interests
- forming business improvement districts (BIDs)
- supporting emerging and existing local entrepreneurs

education and outreach

Program 38: Ongoing Community Education and Engagement

Timeframe: Ongoing

Responsibility: City Manager, Planning

Funding Source: General Fund, Grants

Facilitate and continue to communicate with Cudahy's residents and businesses through the City of Cudahy City Manager's periodic updates, quarterly newsletter/magazine, and online regarding but not limited to:

- Recycling programs
- Public safety including earthquake safety, hazards safety, and climate change
- Education and job training programs
- Childcare opportunities
- Housing opportunities
- Parking programs
- Community engagement events
- Community and recreational events
- Qualitative research with the healthcare community
- Qualitative research with community leaders and stakeholders
- Community sharing systems (e.g., tiny libraries and seed banks)
- Water use and water pollution educational opportunities, such as gardening and drought awareness classes

Encourage diverse participation in local planning and decision-making processes by:

- Publishing outreach, noticing, and meeting materials in English, Spanish, or other languages, as appropriate
- Providing Spanish or other language, as appropriate, translation at all outreach meetings
- Targeting outreach events and input gathering to populations that are typically underrepresented in Cudahy's public engagement and those who are most affected by an issue. Partner with community organizations representing these groups.
- Holding outreach events and meetings at times/locations convenient for most members of the public.
- Distributing workshop, hearing, and meeting materials in advance of event to allow sufficient time for public review.
- Sharing complex or technical information in an easy-to-understand manner
- Using a variety of both in-person and online outreach methods

Program 39: Workforce Training and Educational Support



Timeframe: Intermediate

Responsibility: City Manager

Funding Source: General Fund, Participating Businesses

Partner with a local workforce training organization to bring workforce training, professional development, and entrepreneurship opportunities to Cudahy.

- Establish partnerships with agencies and nonprofit organizations, such as Women in Non-Traditional Employment Roles (WINTER) and Youth Build USA, to bring training programs in construction apprenticeships, green building and retrofitting, and other construction in-demand jobs
- Explore the potential of partnerships with bilingual, green construction pre-apprenticeship programs
- Partner with LAUSD to bring peer leadership programs to the local middle and high schools

Support the creation of a green jobs program that provides hands-on environmental work experience, career exploration, exposure to environmental issues, and mentoring. As a part of this program, train and educate City employees in the latest green building practices, including the State of California's Green Building Code, energy audits, and green building rating systems, so that City employees may act as green building ambassadors. Whenever possible, these staff will:

IMPLEMENTATION

- Promote roofing design and surface treatment for new nonresidential structures, such as reflective roofing or light-colored pavement, to reduce the heat gain associated with traditional urban development
- Establish a green building information program to provide builders and homeowners with resources and information about green building techniques, energy efficiency and renewable energy technologies
- Require all new buildings and substantial rehabilitations to existing buildings adhere to the California Green Building Code

Program 40: Small Business Development Support



Timeframe: Short, Ongoing

Responsibility: City Manager

Funding Source: General Fund, Grants

Partner with local and regional economic development organizations to gather current small business data, determine small business ongoing needs, and develop a support program to address the small businesses' needs. Data gathering may include:

- Community statistical profile and market area definition
- Quantitative survey among community residents as to the types of small businesses desired
- Employer's labor and technology needs
- Needs of small businesses for ongoing education, marketing, etc.

IMPLEMENTATION

Policy	Procedures, Permits, Agreements, and Ordinances								Plans and Studies							Physical Improvements					Inter-Agency and Other Organization Consultation					Special Programs and Projects			Education and Outreach																
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	Amend Development Code and Zoning Map	Development Incentives and Community Benefits Program	Plan Review and Permitting Process	Accessory Dwelling Unit (ADU) Law Compliance	Development Standards and Guidelines	Public Art Ordinance	Code Enforcement	Development Tracking Program	Parking Districts and Regulations	Roadway Monitoring	Scope of Services with LA County Public Safety	Noise Ordinance	Noise Complaint Monitoring System	Green Building Program	Multi-Family Homeownership Opportunity	Streetscape Plan	Bicycle and Pedestrian Master Plan	Transportation Demand Management	Community Health Assessment	Climate Action Plan	Water Conservation and Parks Long-Range Plan	Civic Center Relocation and Repurpose	Gateway Signage and Wayfinding Program	Complete Streets	Pedestrian and Transit Facilities	Infrastructure Best Practices	Otis Street Pocket Park, Salt Lake Avenue Cul-de-Sac, and River Road Greenway Retrofits	Service Provider Consultation	Greenhouse Gas Emissions Reduction Targets	Community Health Manager	Community Development Corporation	Corner Store Conversion and Mobile Produce Market Program	Inter-Agency Consultation	City New Technologies	Sensitive Receptor Siting Protection	Business Improvement Districts	Chamber of Commerce	Ongoing Community Education and Engagement	Workforce Training and Educational Support	Small Business Development Support					
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IMPLEMENTATION

Policy	Procedures, Permits, Agreements, and Ordinances										Plans and Studies						Physical Improvements						Inter-Agency and Other Organization Consultation						Special Programs and Projects			Education and Outreach																				
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