

# **City of Commerce**

## **2020 General Plan**

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**City of Commerce**  
2535 Commerce Way  
Commerce, California 90040

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**City of Commerce  
2020 General Plan**

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## **Section 1 • Executive Summary**

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## **1.1 Introduction**

The Commerce General Plan will serve as the blueprint for future planning and development in the city. This general plan indicates the city's vision for the future through the policies and plans, contained herein, that are designed to shape the physical development of the community. This general plan acknowledges the city's previous planning efforts, the established land use patterns in the community, and adopted development policy. However, this general plan is also unique in a number of respects:

- The general plan will guide the city's development as the 21st century progresses; a century that promises both new opportunities as well as unforeseen challenges.
- The city is now recognized as an important center of commerce in the region.
- The city's history and development patterns have been shaped, in large measure, by the numerous quarries that have historically operated in the city. The primary issue that is addressed in this general plan is how these areas will be used in the coming decades.
- This general plan establishes patterns of land use and development that promotes the maintenance of the established residential neighborhoods, while at the same time, accommodating future growth.



**The City of Commerce Civic Center.**

## **1.2 Overview of Policy**

This general plan consists of seven elements that comply with the requirements of California Government Code Section 65300, et. seq and include the following:

- The *Community Development Element* designates the general distribution and intensity of land use and development within the land area governed by the general plan. This element complies with the state requirements for a land use element.
- The *Transportation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities, railroads, transportation terminals, and other transportation facilities. This element complies with the state requirements for a circulation element.
- The *Housing Element* details plans and programs for the rehabilitation of existing housing and the development of new housing to accommodate demand.
- The *Resource Management Element* indicates the City's policies concerning the conservation and preservation of important natural and man-made resources. This element complies with the state requirements for a conservation element and an open space element. The scope of this element has also been expanded to consider issues with respect to parks and recreation.
- The *Safety Element* identifies the city's policy relative to the reduction and mitigation of natural and manmade hazards as a means to improve the safety of its citizens. This element complies with the state requirements for both a noise element and a safety element.
- The *Air Quality Element* details the programs that will be effective in improving local air quality through the enforcement of clean air requirements.
- The *Implementation Element* details the programs that will be effective in ensuring that the policies and plans contained in the general plan are realized.

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The City of Commerce is home to more than 13,000 persons. These are recently constructed homes in the Northwest Planning Area.

### **1.3 Community Development Element Policies**

The following key land use, economic development, and urban design objectives will be realized through the implementation of the policies and programs contained in the Community Development Element:

- The establishment of an orderly pattern of development in the city;
- The provision of a variety of housing opportunities;
- The development of a wide range of commercial activities;
- The creation of a strong employment and commercial base to finance public improvements and services; and,
- The provision of adequate public services and facilities.

#### **1.3.1 Land Use Compatibility**

As indicated previously, a significant challenge has been to identify strategies to enable industrial activities and businesses to coexist with homes. Through past planning efforts, the city has successfully preserved and enhanced its neighborhoods, while at the same time, accommodated the rapidly-changing demands of industry and commerce. The underlying policies underscore the city's commitment in continuing these efforts.

- *Community Development Policy 1.1.* The city of Commerce will continue to promote land use compatibility.
- *Community Development Policy 1.2.* The city of Commerce shall accelerate the implementation of the city's development code.
- *Community Development Policy 1.3.* The city of Commerce will continue to implement specific standards for new commercial developments located adjacent to residential neighborhoods in order to ensure that adequate buffers are provided so that negative impacts such as noise, light pollution, truck use, and traffic may be mitigated.
- *Community Development Policy 1.4.* The city of Commerce shall prevent the further intrusion of industrial and commercial development into the Bandini-Rosini, Northwest, Rosewood, and Southeast Planning Areas.
- *Community Development Policy 1.5.* The city of Commerce will prevent the further intrusion of residential dwelling uses into the existing industrial and commercial districts in the city.
- *Community Development Policy 1.6.* The city of Commerce will ensure that commercial and industrial development provide sufficient landscaped buffers and other design features to separate new non-residential uses located in areas adjacent to existing residential neighborhoods.
- *Community Development Policy 1.7.* The city of Commerce will promote site plans for new development located in the vicinity of Washington Boulevard that encourages primary access from Washington Boulevard for those businesses located along the roadway (as opposed to the use of alleyways).
- *Community Development Policy 1.8.* The city of Commerce, in conjunction with the South Coast Air Quality Management District, the Environmental Protection Agency, the Los Angeles County Fire Department, and other public agencies, will work to reduce potential hazards and health risks associated with the use, storage, or manufacture of hazardous materials.

### **1.3.2 Commercial Development**

While Commerce is home to approximately 13,000 persons, it remains an important contributor to the region's employment and economic base. The city's central location within the greater Los Angeles metropolitan area, its ideal location in relation to the region's network of freeways, and its continued commitment to commercial development as underscored in the following policies, ensure the city's continued place in the forefront of the Southern California economy.

- *Community Development Policy 2.1.* The city of Commerce will continue to promote the development of a quality retail and commercial entertainment district in the vicinity of Telegraph Road, north of the Santa Ana Freeway.
- *Community Development Policy 2.2.* The city of Commerce will encourage and promote the development of quality restaurants in the city to serve residents and visitors alike, and discourage the further proliferation of fast-food restaurants in the city.
- *Community Development Policy 2.3.* The city of Commerce will promote the development of larger, more efficient, commercial retail shopping centers as opposed to smaller "strip commercial" centers.
- *Community Development Policy 2.4.* The city of Commerce will continue to preserve and promote the improvement of the existing commercial areas, including the Commerce Center, the Telegraph Road/Washington Boulevard area, the Atlantic/Washington Redevelopment Project Area, the Commerce Business Park, and the commercial properties located along Slauson Avenue.
- *Community Development Policy 2.5.* The city of Commerce will explore the feasibility of constructing a supermarket to serve those portions of the city south of the Santa Ana Freeway.
- *Community Development Policy 2.6.* The city of Commerce will strive to improve security within existing and future shopping districts located in the city.
- *Community Development Policy 2.7.* The city of Commerce will continue to actively pursue the goals and objectives of the Atlantic/Washington Redevelopment Project Area.

- *Community Development Policy 2.8.* The city of Commerce will continue to encourage the development of a high-intensity, highly visible commercial corridor consisting of offices, hotels, and retail and entertainment uses along Telegraph Road, extending from Hoefner Avenue to Vail Avenue.
- *Community Development Policy 2.9.* The city of Commerce will continue to promote the improvement of the Washington Boulevard corridor between the Santa Ana and Long Beach Freeways.
- *Community Development Policy 2.10.* The city of Commerce will continue to provide safe, convenient pedestrian linkages across and along streets containing strip commercial businesses.



Industrial land uses are the dominant land use accounting for more than 60% of the city's total. This new development is located along Bandini Boulevard.

### **1.3.3 Industrial Development**

As indicated previously, industry has been, and will continue to be, the preeminent land use in Commerce, and will serve as a cornerstone in the city's continued vitality. The city, in conjunction with the nearby industrial districts in neighboring Los Angeles and Vernon, represent one of the largest concentrations of industrial development in the country. The following policies assure the maintenance and preservation of the city's industrial base.

- *Community Development Policy 3.1.* The city of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the city's economic and employment base.

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- *Community Development Policy 3.2.* The city of Commerce will prevent the intrusion of residential uses within the industrial and commercial districts.
- *Community Development Policy 3.3.* The city of Commerce will encourage the continued revitalization of the city's industrial districts to accommodate economic development and growth.
- *Community Development Policy 3.4.* The city of Commerce will promote the development of modern and attractive business parks that will enhance the city's economic well-being.

### **1.3.4 Entertainment Uses**

One of the significant trends nationwide is the increasing amount of time families devote to recreational activities. Through the following policies, the city intends to promote the development of a state-of-the-art family entertainment complex to accommodate the demand for leisure and recreational opportunities.

- *Community Development Policy 4.1.* The city of Commerce will explore the feasibility of developing an area devoted to active family recreation.
- *Community Development Policy 4.2.* The city of Commerce will promote the development of commercial enterprises that provide family entertainment.
- *Community Development Policy 4.3.* The city of Commerce will continue to promote the development of the Citadel and neighboring areas as a focal point for family entertainment.

### **1.3.5 Residential Development**

The residential neighborhoods found in Commerce will continue to be a central element in the city's land use planning. Thousands of new homes have been added to the city's inventory over the past two decades. The following policies emphasize the city's continued commitment to the people who have chosen Commerce as a place to call home.

- *Community Development Policy 5.1.* The city of Commerce will promote the development of new housing for all income groups.
- *Community Development Policy 5.2.* The city of Commerce will continue to explore new opportunities for housing and services to meet the needs of the labor force, and as a means to attract new business and industry to the city.
- *Community Development Policy 5.3.* The city of Commerce will continue to make information available to Commerce residents concerning housing opportunities and rehabilitation programs.
- *Community Development Policy 5.4.* The city of Commerce will expand its housing rehabilitation programs, focusing on the need to rehabilitate housing and eliminate illegal garage conversions in every Commerce neighborhood.



Nearly every neighborhood is within walking distance of a park. Rosewood Park, located near the civic center, is shown in this view.

### **1.3.6 Urban Design**

While many of the industrial areas surrounding the city exhibit "rust-belt" characteristics, Commerce has successfully met the challenge of creating attractive industrial business parks through urban design initiatives. Older obsolete plant infrastructure has been replaced by attractive developments that emphasize adaptability. These efforts will be continued with the implementation of the following policies:

- *Community Development Policy 6.1.* The city of Commerce will promote the creation of "area themes" to enhance the city's living and working environment.

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- *Community Development Policy 6.2.* The city of Commerce will strive to see that commercial properties are maintained and that obsolete signage is removed.
- *Community Development Policy 6.3.* The city of Commerce will require new commercial and industrial development to employ architectural and site design techniques that will promote quality and efficient development.

### **1.3.7 Environmental Justice**

The concept of environmental justice is especially important with respect to land use and development in the city given the abundance of industrial and transportation-related land uses located in close proximity to the residential neighborhoods. The following policies emphasize the city's continued commitment to ensuring that the concept of environmental justice is considered in the approval and/or planning of future development.

- *Community Development Policy 7.1.* The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.
- *Community Development Policy 7.2.* The city of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the regional at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities
- *Community Development Policy 7.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning public facilities.

## **1.4 Transportation Element Policies**

The city of Commerce seeks to accomplish the following objectives through implementation of the policies contained in this Transportation Element:

- The maintenance and improvement of the roadway system in the city to accommodate future traffic;

- The use of innovative circulation strategies designed to create a transportation system that is sensitive to the city's aims for continued economic development;
- The development of a roadway and circulation network that promotes pedestrian activity in selected areas of the city;
- The efficient use of alternative forms of transportation that serve the city; and,
- The development of roadway improvements that are sensitive to the community's long-range goals for a livable and sustainable community.

To accomplish the aforementioned objectives, the city has adopted the following policies to guide planning and design of future transportation facilities in Commerce.



Residential streets are two lane with parking typically permitted on both sides. Truck "through" traffic is nor permitted on residential "local" streets.

### **1.4.1 Circulation**

The following policies underscore the city's recognition that the maintenance of a comprehensive circulation system is critical to the city's economic well-being.

- *Transportation Policy 1.1.* The city of Commerce will continue to implement a comprehensive plan for a coordinated street circulation system that will provide for the safe and efficient movement of people and goods.

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- *Transportation Policy 1.2.* The city of Commerce will continue to develop a street circulation system that is capable of adequately accommodating a reasonable increase in future traffic demands.
  - *Transportation Policy 1.3.* The city of Commerce will implement the standards for roadways identified in the Transportation Element in the planning and construction of future street improvements in the city.
  - *Transportation Policy 1.4.* The city of Commerce will implement the applicable standards for local roadways specifically serving industrial developments in the city.
  - *Transportation Policy 1.5.* The city of Commerce will continue to cooperate with the Sheriff's Department in the enforcement of traffic laws on all city streets.
  - *Transportation Policy 1.6.* The city of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.
  - *Transportation Policy 1.7.* The city of Commerce will implement measures that will discourage through-traffic on local streets.
  - *Transportation Policy 1.8.* The city of Commerce will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the city transportation and circulation system.
- *Transportation Policy 2.1.* The city of Commerce will evaluate plans that will promote the separation of commercial and industrial development traffic from residential neighborhoods.
  - *Transportation Policy 2.2.* The city of Commerce will prohibit truck traffic from using local streets located within, and exclusively serving, the residential neighborhoods.
  - *Transportation Policy 2.3.* The city of Commerce will establish, and enforce the use of, truck routes in the city.
  - *Transportation Policy 2.4.* The city of Commerce will seek out means to assess heavy truck users for the cost of maintaining roadway-related infrastructure.



The city's streets handle large volumes of truck traffic, a result of the large number of manufacturing and distribution uses.

### **1.4.2 Truck Traffic**

Due to the city's substantial industrial base, truck transport will continue to be an important component of the area's continued economic vitality. This truck traffic, however, presents unique challenges to the city's efforts to accommodate the existing and future demands associated with the movement of goods through the city. As indicated in the previous section, many of the city's roadways were not designed to accommodate the large interstate, multi-axle trucks that now travel through the city. However, redevelopment activity in industrial areas is resulting in the provision of wider streets capable of supporting heavier volumes of truck traffic. The following policies underscore the city's desire to both accommodate truck transport and to address the problems associated with this mode of transport.

### **1.4.3 Alternative Modes of Travel**

The following policies underscore the city's commitment to providing and/or encouraging other forms of transportation. Alternative modes of transportation will reduce the community's dependence on private vehicles as a means to travel to work and school. The use of alternative forms of transportation will also reduce traffic congestion during those periods when traffic is the heaviest.

- *Transportation Policy 3.1.* The city of Commerce will continue to encourage the use of alternate transportation modes (e.g., shuttles, etc.).

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- *Transportation Policy 3.2.* The city of Commerce will continue to provide residents, employees, and visitors with a local public transit system.
- *Transportation Policy 3.3.* The city of Commerce will continue to monitor population trends and development that may require modifications to municipal bus system schedules and service routes to better service the major employment, shopping, and service areas located throughout the city.
- *Transportation Policy 3.4.* The city of Commerce will promote the development of safe and convenient pedestrian access between residential neighborhoods and the parks and schools that serve those neighborhoods.
- *Transportation Policy 3.5.* The city of Commerce will encourage the maintenance and improvement of “pedestrian-safe” oriented facilities to ensure safe pedestrian movement.
- *Transportation Policy 3.6.* The city of Commerce will establish bus shelters at heavily-used bus stops to increase public recognition and promote the use of the local and regional transit system.
- *Transportation Policy 3.7.* The city of Commerce, together with the local transit provider and MTA, will provide brochure racks at city hall and community centers.
- *Transportation Policy 3.8.* The city of Commerce will continue to implement the city’s transportation demand management (TDM) measures to improve the efficiency of the city’s circulation network.
- *Transportation Policy 3.9.* The city of Commerce will require major employers to adopt TDM plans pursuant to the city’s adopted TDM ordinance.
- *Transportation Policy 3.10.* The city of Commerce will continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce for the proposed regional mass transit system.

### 1.4.4 Roadway Improvements

The city will continue to be proactive in the construction of roadway improvements to accommodate existing and projected traffic demand. These improvements have been identified in the Transportation Plan, and are identified as policies in this section.

- *Transportation Policy 4.1.* The city of Commerce will work with the Los Angeles County Public Works Department to establish a roadway and traffic safety inspection program.
- *Transportation Policy 4.2.* The city of Commerce will evaluate the feasibility of forming assessment districts, development fees, or other measures to acquire funds needed for street and traffic-related improvements.
- *Transportation Policy 4.3.* The city of Commerce will require that the cost of new transportation-related improvements be borne by the developments that create the need for such improvements.
- *Transportation Policy 4.4.* The city of Commerce will evaluate the feasibility of levying license fees for all trucks using city roads to pay for the cost of associated road repairs.
- *Transportation Policy 4.5.* The city of Commerce will initiate discussions with Caltrans regarding the placement of a freeway interchange at the Slauson Avenue/Interstate 710 crossing.
- *Transportation Policy 4.6.* The city of Commerce will consider a project to provide access to Sheila Street from Pacific Way west of Arrowmill Avenue.
- *Transportation Policy 4.7.* The city of Commerce will install concrete paving on Washington Boulevard between Indiana Street and the Santa Ana Freeway.
- *Transportation Policy 4.8.* The city of Commerce will widen Sheila Street as needed to accommodate existing and anticipated truck traffic along this route.

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- *Transportation Policy 4.9.* The city of Commerce will evaluate the feasibility of the widening of Ferguson Drive between Gerhart Avenue and Garfield Avenue.
- *Transportation Policy 4.10.* The city of Commerce will consult with Caltrans in considering the feasibility of constructing a direct ramp connection from the Long Beach Freeway to the adjacent rail yards as a means to reduce truck traffic on local streets.



The majority of the arterial roadways in the city are tree lined with landscaped parkways. This is a view of Bandini Boulevard looking west.

### **1.4.5 Parking**

All new development will be required to provide adequate parking in accord with zoning ordinance regulations. Currently, new residential development must provide a minimum of two parking spaces per dwelling unit. New commercial and industrial development must provide all parking on-site, and loading areas must not interfere with these parking areas.

- *Transportation Policy 5.1.* The city of Commerce will ensure that adequate off-street parking and loading facilities are provided for businesses and residences in the city.
- *Transportation Policy 5.2.* The city of Commerce will actively enforce existing curbside parking laws, particularly in regard to truck and bus parking along major roadways (all high-profile vehicles, including trucks, buses, and sport utility vehicles, should be parked at least a minimum of 20 feet from intersections in order to maintain clear visibility for vehicles entering all roadways).

- *Transportation Policy 5.3.* The city of Commerce will require all new developments to provide on-site parking in compliance with existing zoning regulations.
- *Transportation Policy 5.4.* The city of Commerce will continue to enforce other parking regulations as they apply to existing development.
- *Transportation Policy 5.5.* The city of Commerce will continue to enforce and monitor parking ordinance regulations that will prohibit the parking of inoperable and service vehicles on residential streets.
- *Transportation Policy 5.6.* The city of Commerce will develop a program to limit on-street parking in residential neighborhoods that may include, but not be limited to, the issuance of residential parking permits.
- *Transportation Policy 5.7.* The city of Commerce will consider issuing street parking permits as a means to promote the use of garages for parking.
- *Transportation Policy 5.8.* The city of Commerce will examine the feasibility of establishing an overnight parking ordinance and/or a street-cleaning program that will serve to restrict on-street parking in residential neighborhoods.

### **1.4.6 Environmental Justice**

The following policies emphasize the city's continued commitment to ensuring that the concept of environmental justice is considered in the planning of future roadway improvements and facilities.

- *Transportation Policy 6.1.* The city of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.

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- *Transportation Policy 6.2.* The city of Commerce will oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.
- *Transportation Policy 6.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.

### 1.5 Housing Element Policies

The primary goal of the city of Commerce is to provide all residents with sound, safe, decent, and affordable housing. Toward this end, the city seeks to accomplish the following objectives through the implementation of this Housing Element:

- To improve the quality of the existing housing stock;
- To provide new housing wherever possible; and,
- To ensure the highest possible quality of living for all social and economic groups.

#### 1.5.1 New Residential Development

The city has been largely urban since its incorporation more than four decades ago. While limited vacant land is available for new residential development, the city has, nonetheless, made great strides in providing new and modern housing for its residents. The following policies underscore the city's continued commitment toward the provision of new housing for those families living and working in the city.

- *Housing Policy 1.1.* The city of Commerce will strive to provide a diverse inventory of housing that meets the needs of those who desire to reside in the city.
- *Housing Policy 1.2.* The city of Commerce will promote the development of a wide range of housing by location, type, and price to meet the existing and future needs of the city.
- *Housing Policy 1.3.* The city of Commerce will promote the retention and improvement of existing senior housing.

- *Housing Policy 1.4.* The city of Commerce will promote the development of new housing for low-through upper-income households.
- *Housing Policy 1.5.* The city of Commerce will explore opportunities for new residential development within those areas of the city occupied by vacant, obsolete commercial and industrial uses.
- *Housing Policy 1.6.* The city of Commerce will ensure that housing provided for lower-income level households will not be concentrated in any single area or neighborhood of the city.
- *Housing Policy 1.7.* The city of Commerce will work to ensure that potential sites for residential development, located in those areas that were previously occupied by nonresidential land uses, are investigated to determine whether or not previous on-site uses present potential health risks.
- *Housing Policy 1.8.* The city of Commerce will continue to use redevelopment set-aside funds, density bonuses, and other program incentives to encourage private developers to construct quality low-income housing units.
- *Housing Policy 1.9.* The city of Commerce and the city's Community Development Commission will continue to acquire and assemble properties to facilitate construction of new housing units for all income groups and seniors.



Since the 1970's, hundreds of new homes have been constructed in the city.

### **1.5.2 Conservation of Housing**

The majority of the city's land use and development patterns were well-established in the years leading up to incorporation. More than 50% of the housing in Commerce was constructed prior to the city's incorporation in 1960. The following policies underscore the city's recognition that the maintenance of this existing housing stock will continue to play an important role in ensuring that adequate housing is available for future generations.

- *Housing Policy 2.1.* The city of Commerce will continue to promote, maintain, and enhance the character and identity of the residential neighborhoods.
- *Housing Policy 2.2.* The city of Commerce will continue to maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.
- *Housing Policy 2.3.* The city of Commerce will restrict further construction of multiple-family units to only those areas where such uses are appropriate.
- *Housing Policy 2.4.* The city of Commerce will continue to ensure that the majority of new development in the Southeast planning area will consist primarily of medium-and high-density residential projects.
- *Housing Policy 2.5.* The city of Commerce will preserve the existing single-family character of the lower-density residential neighborhoods located in the Bandini-Rosini and Rosewood planning areas.
- *Housing Policy 2.6.* The city of Commerce will employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.
- *Housing Policy 2.7.* The city of Commerce will require property owners to maintain their properties to the greatest extent possible.
- *Housing Policy 2.8.* The city of Commerce will continue to assist low-and moderate-income households with property maintenance by informing residents regarding the available programs and available low-interest and deferred loans.

- *Housing Policy 2.9.* The city of Commerce will establish a "House-of-the-Quarter" program that recognizes and rewards property owners for exemplary property maintenance.
- *Housing Policy 2.10.* The city of Commerce will protect the existing viable single-family residential neighborhoods from the intrusion of incompatible uses.

### **1.5.3 Housing Rehabilitation**

The overcrowding of housing units has resulted in a quickening deterioration of these units. In addition, a substantial number of housing units have been modified without the benefit of building inspections. These units often have substandard electrical wiring and plumbing, leading to unhealthful and unsafe living conditions. The city remains committed to working with property owners to ensure that the units provide safe and sound shelter for their occupants.

- *Housing Policy 3.1.* The city of Commerce will encourage the maintenance of the existing housing stock.
- *Housing Policy 3.2.* The city of Commerce will continue to rehabilitate existing substandard housing units through the enforcement of the city's Building and Safety Code.
- *Housing Policy 3.3.* The city of Commerce will enforce the Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.
- *Housing Policy 3.4.* The city of Commerce will ensure that homes, found to be in violation of building codes, have follow-up visits as a means to enforce compliance with the codes and fines imposed if compliance with codes is not completed within a reasonable amount of time.

### **1.5.4 Housing Design**

The city has led the region in quality and innovative housing design. Through the previous General Plan update, the city initiated requirements regarding open space and off-street parking that have contributed to quality residential development over the past decade. The following policies continue this commitment to the construction of housing that is both attractive and well-designed, regardless of price.

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- *Housing Policy 4.1.* The city of Commerce will ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas.
- *Housing Policy 4.2.* The city of Commerce will ensure that those areas developed in higher densities shall be buffered from adjacent lower-density residential development with medium-density residential development.
- *Housing Policy 4.3.* The city of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.
- *Housing Policy 4.4.* The city of Commerce will ensure that new homes are constructed with sufficient separation between the units to promote quality design and privacy.
- *Housing Policy 4.5.* The city of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in more expensive housing.
- *Housing Policy 5.4.* The city of Commerce will continue to support formal child day care policies that will enable residents and employees to have access to affordable and high-quality day care facilities within the city.
- *Housing Policy 5.5.* The city of Commerce will continue to encourage new industrial developments to include child day care facilities within the project area or to pay in-lieu fees into a city-established child day care center fund.
- *Housing Policy 5.6.* The city of Commerce will continue to explore the feasibility of obtaining outside funding sources for child day care facilities within the city.
- *Housing Policy 5.7.* The city of Commerce will continue to provide a wide variety of social service programs to city residents.
- *Housing Policy 5.8.* The city of Commerce will regularly assess the social service needs of the community.

### **1.5.5 Environmental Justice**

The city's incorporation in 1960 corresponded to the nation's civil rights movement, which ended decades of segregation and inequality. The city's largely Hispanic population embraced the dream of equality that was articulated in our nation's constitution. As a result, the following policies that focus on housing equality and non-discrimination serve as a cornerstone of the city's housing policy.

- *Housing Policy 5.1.* The city of Commerce will continue to support Federal and State laws that prohibit discrimination in housing on the basis of age, sex, or race.
- *Housing Policy 5.2.* The city of Commerce will continue to cooperate with the Los Angeles County Fair Housing Council in the enforcement of fair housing laws.
- *Housing Policy 5.3.* The city of Commerce will continue to work with the Los Angeles County Fair Housing Council in the review of violations of applicable Federal and State fair housing laws.



Many of the homes in the city date from the 1950's and 1960's. These homes are in the Bandini-Rosini neighborhood.

### **1.6 Resource Management Element Policies**

The Resource Management Element seeks to achieve the following objectives:

- To preserve those resources and amenities that enhance Commerce's living and working environment;

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- To promote the conservation of important natural resources as a means to provide a more livable and sustainable community;
- To promote the maintenance and enhancement of recreational opportunities for those living and working in the city; and,
- To foster a better understanding of the city's history and heritage.

### **1.6.1 Management of Non-Renewable Resources**

The city and the surrounding area were developed many decades prior to incorporation. As a result, the city's early development and the exploitation of natural resources were not guided or governed by local decision-making. The following policies focus on those remaining "natural resources" that will continue to be critical to the city's economic well being and the health of its residents.

- *Resource Management Policy 1.1.* The city of Commerce will do its part in the conservation and protection of air, water, energy, and land in the Southern California region.
- *Resource Management Policy 1.2.* The city of Commerce will cooperate, to the degree necessary, with federal, state, and county agencies, and surrounding cities, in the maintenance and improvement in the quality of local groundwater.
- *Resource Management Policy 1.3.* The city of Commerce will work with the Los Angeles County Sanitation District and other government agencies to ensure that the Commerce Refuse to Energy plant operates in a manner that protects the region's air resources.
- *Resource Management Policy 1.4.* The city of Commerce will encourage the conservation of water resources in residential, commercial, and industrial developments through the use of drought-tolerant plant materials and water-saving irrigation systems.
- *Resource Management Policy 1.5.* The city of Commerce will encourage the development of appropriate federal, state, county, and local water conservation measures in order to assure future supplies for residents.

### **1.6.2 Cultural Resources**

The city has a rich and varied history that predates its incorporation by many decades. These historic resources underscore the area's contribution to the development of Southern California. The following policies will ensure that the city's contribution to the region's history will be preserved for future generations.

- *Resource Management Policy 2.1.* The city of Commerce will strive to preserve the history of the city and any historical places in the city, such as the railroad station and the rubber trees in the vicinity of Olympic and Goodrich Boulevards.
- *Resource Management Policy 2.2.* The city of Commerce will evaluate other potential significant sites in the community, and will continue to recognize the city's cultural and historical resources.
- *Resource Management Policy 2.3.* The city of Commerce will document local historic sites and promote the public's awareness of these resources.
- *Resource Management Policy 2.4.* The city of Commerce will explore opportunities for the development of a city museum and cultural center.

### **1.6.3 Energy Resources**

The city, as is true with the surrounding region, is largely dependent upon energy resources that are both finite and nonrenewable. The following policies underscore the city's commitment to participating in those programs designed to promote awareness and conservation of nonrenewable resources.

- *Resource Management Policy 3.1.* The city of Commerce will assist local utility companies with their public education energy conservation programs.
- *Resource Management Policy 3.2.* The city of Commerce will encourage public employees to follow energy conservation procedures designed to reduce energy consumption.
- *Resource Management Policy 3.3.* The city of Commerce will contact appropriate State agencies to determine whether or not the

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depletion of oil resources in the Bandini oilfield will create local ground subsidence problems.

- *Resource Management Policy 3.4.* The city of Commerce will promote reduced energy consumption by existing land uses within Commerce.
- *Resource Management Policy 3.5.* The city of Commerce will cooperate with the Department of Building and Safety to enforce State energy conservation guidelines that require the incorporation of energy-saving designs and features into new and refurbished buildings.



Four libraries are located in Commerce with each of the major neighborhoods served by a library.

### **1.6.4 Open Space/Plant Resources**

Since the last general plan update, many new developments have been constructed in the city, and these new developments have contributed to a “greening” of the city. Broad attractive parkways and abundant landscaping within new development projects will be continued with the implementation of the underlying policies.

- *Resource Management Policy 4.1.* The city of Commerce will encourage the preservation of the existing plant resources in the city.
- *Resource Management Policy 4.2.* The city of Commerce will explore code enforcement measures to ensure that landscaping is well maintained.
- *Resource Management Policy 4.3.* The city of Commerce will implement a definitive street tree program that, at a minimum, calls for landscaping along major rights-of-way and within industrial and commercial developments.

- *Resource Management Policy 4.4.* The city of Commerce will review existing landscaping standards for public and private developments so as to increase the green space throughout the city.
- *Resource Management Policy 4.5.* The city of Commerce will require that at least five percent of the site area of all new commercial and industrial developments be landscaped.

### **1.6.5 Park Resources**

Because of the city’s largely industrial character, past civic leaders have stressed the need for more parkland and recreational facilities as a means to provide amenities for those living and working in the city. The following policies promote the continued maintenance and expansion of recreational facilities in order to provide an outlet for future generations that will choose to live or work in the city.

- *Resource Management Policy 5.1.* The city of Commerce will maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities.
- *Resource Management Policy 5.2.* The city of Commerce will strive to create more “green space” and recreational facilities that will accommodate skateboarding, roller hockey, and field soccer programming.
- *Resource Management Policy 5.3.* The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility.
- *Resource Management Policy 5.4.* The city of Commerce will expand Veteran’s Park and Bristow Park to include such facilities as soccer fields and basketball courts.
- *Resource Management Policy 5.5.* The city of Commerce will evaluate the feasibility of developing tot lots and pocket parks in the city’s residential neighborhoods.
- *Resource Management Policy 5.6.* The city of Commerce will improve and expand the recreational facilities at Camp Commerce.

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- *Resource Management Policy 5.7.* The city of Commerce will continue to assess the recreational program needs of the city's residents, and establish guidelines to respond to those needs.
- *Resource Management Policy 5.8.* The city of Commerce will develop a quarterly recreation program report.
- *Resource Management Policy 5.9.* The city of Commerce will continue to identify the maintenance requirements of the park and recreational facilities in the city's capital improvement program.
- *Resource Management Policy 5.10.* The city of Commerce will encourage citizen involvement and participation in the planning of park improvements.
- *Resource Management Policy 5.11.* The city of Commerce will identify new funding sources to provide recreational improvements and services in the city.
- *Resource Management Policy 5.12.* The city of Commerce will include the replacement and/or remodeling of the restroom and snack bar facilities in Bristow Park in the capital improvement program list.

### **1.6.6 Environmental Justice**

The city will continue to ensure that its local resources, both man-made and natural, are not adversely impacted by development. This will ensure that these resources are preserved for the use and enjoyment of future generations.

- *Resource Management Policy 6.1.* The city of Commerce will strive to ensure that park and open space is preserved and maintained for the use of existing and future residents of the city.
- *Resource Management Policy 6.2.* The city of Commerce will ensure that future public works projects in the region do not significantly adversely impact the community and its residents.

- *Resource Management Policy 6.3.* The city of Commerce will continue to monitor development efforts that could affect the resources that are of importance to the community.

### **1.7 Health & Safety Element Policies**

The objectives of this element, and the policies and programs contained herein, seek to accomplish the following:

- To minimize the loss of life and damage to property, resulting from an earthquake;
- To ensure that the city is prepared to respond to emergencies produced by a variety of hazards;
- To reduce the threat of fire upon human life and structures in the city;
- To recognize and mitigate the effects of flooding upon human life and structures in the city;
- To ensure that hazardous wastes are properly collected, transported, and disposed of;
- To establish criteria and enforce standards to control noise levels from both mobile and stationary sources as a means to minimize excessive noise exposure to city residents; and,
- To ensure that land uses and development do not negatively impact the natural environment of the city.

#### **1.7.1 Emergency Services: Fire**

The city has maintained a contract with the Fire Department since incorporation. The Department currently operates three stations in the city, and the fire protection rating overall is very good. The city, through the following policies, remains committed to the Fire Department's on-going prevention and inspection programs, and the continued maintenance of the high standards related to emergency response.

- *Safety Policy 1.1.* The city of Commerce will strive to respond to all in-city emergency incidents within a five-minute or less response time.

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- *Safety Policy 1.2.* The city of Commerce will continue to support the efforts of the fire department in the prevention and suppression of fires.
- *Safety Policy 1.3.* The city of Commerce will ensure that the public and private water distribution and supply facilities have adequate capacity to meet both the domestic supply needs of the community and the required fire flow.
- *Safety Policy 1.4.* The city of Commerce will encourage city water purveyors to meet regularly with Fire Department officials to discuss the condition and capabilities of the city's water system.
- *Safety Policy 1.5.* The city of Commerce will ensure that all street signs shall be clearly marked and visible to all emergency personnel.
- *Safety Policy 1.6.* The city of Commerce will ensure that the Fire Department will be included in the environmental review of any large development to ensure that fire prevention and suppression features have been considered in the overall design.
- *Safety Policy 1.7.* The city of Commerce will ensure that structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a timeframe established by the Fire Department.
- *Safety Policy 1.8.* The city of Commerce will ensure that the Fire Department will be provided by those facilities that are deemed necessary to enable it to provide services at levels desirable to both the city and the county.
- *Safety Policy 2.1.* The city of Commerce will ensure that law enforcement services continue to meet the public safety needs of the community.
- *Safety Policy 2.2.* The city of Commerce will encourage the Los Angeles County Sheriff's Department and Commerce safety specialists to develop better people skills with our residents, such as "Wave - Smile - Say Hello," and the ongoing evaluation of law enforcement services will continue to be implemented.
- *Safety Policy 2.3.* The city of Commerce will continue to work with the Los Angeles County Sheriff's Department to suppress gang activity in the city.
- *Safety Policy 2.4.* The city of Commerce will require defensible space designs in all new developments.
- *Safety Policy 2.5.* The city of Commerce will encourage existing developments to practice crime prevention by providing outdoor lighting, maintaining low-level landscaping, and supplying private on-site security patrols or security systems.



This subdivision was constructed on a property that was previously occupied by an industrial use.

### **1.7.2 Emergency Services: Law Enforcement**

The city has also utilized the services of the Los Angeles County Sheriff's Department since incorporation. The Sheriff's Department maintains one substations in the city. In addition, the Sheriff's Department is able to draw on its extensive resources at the East Los Angeles Station, should the need arise. As indicated in the following policies, the city remains committed to the support of those services provided by the Sheriff's Department.

- *Safety Policy 2.1.* The city of Commerce will ensure that law enforcement services continue

### **1.7.3 Emergency Services: Infrastructure**

Following an earthquake, or any other disaster, the ability of the infrastructure to accommodate post-disaster demand is critical. The city has been able to implement a long-range program designed to upgrade its critical infrastructure. These efforts will be continued with the adoption and implementation of the following policies.

- *Safety Policy 3.1.* The city of Commerce will continue to cooperate with the efforts of other agencies and special districts involved in monitoring the city's water and sewer systems.
- *Safety Policy 3.2.* The city of Commerce will contribute toward the maintenance of a wastewater treatment system sufficient to protect the health and safety of all residents and businesses.
- *Safety Policy 3.3.* The city of Commerce will continue to request local water purveyors to provide the city with periodic reports concerning water quality.

### **1.7.4 Natural & Manmade Hazards**

The city's historic development predated many of the regulations that were enacted in the 1970s continuing up to the present time. Many of the materials used in construction, and the byproducts of industry used prior to 1960, are now known to be unhealthful. Through redevelopment, the implementation of inspection programs, and the rigorous application of the California Environmental Quality Act, the city has significantly reduced the community's risk of exposure to potential hazardous substances. These programs, and others, will be continued as part of the implementation of the following policies.

- *Safety Policy 4.1.* The city of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards.
- *Safety Policy 4.2.* The city of Commerce will work with other agencies to reduce the potential flood hazard in the city.
- *Safety Policy 4.3.* The city of Commerce will work with the Los Angeles County Department of Building and Safety to identify and monitor

those buildings that may represent a risk in the event of a major earthquake.

- *Safety Policy 4.4.* The city of Commerce will work with Federal, State, and County agencies, as well as the Industrial Council, to protect all city residents and workers from hazardous materials and the risks associated with the transportation of these materials.
- *Safety Policy 4.5.* The city of Commerce will work with the Fire Department to enforce "right to know" laws.
- *Safety Policy 4.6.* The city of Commerce will maintain a city liaison officer who will continue to work with the Fire Department to monitor the production, use, and storage of hazardous materials.
- *Safety Policy 4.7.* The city of Commerce will establish an environmental review procedure that will assess the impact of new potentially hazardous industrial uses on adjacent residential neighborhoods.
- *Safety Policy 4.8.* The city of Commerce will work with the Los Angeles County Sheriff's Department to enforce the use of the hazardous materials transport routes identified in the Public Safety Element.
- *Safety Policy 4.9.* The city of Commerce will encourage the proper disposal of hazardous waste materials produced, used, and stored within the city's limits.

### **1.7.5 Emergency Preparedness**

Since the adoption of the last general plan, two major damaging earthquakes have affected Commerce and the surrounding region. In the event of a major earthquake, post-disaster recovery efforts will largely be limited to those resources available at the local level during the first 24 to 48 hours following an earthquake. As a result, emergency preparedness is critical to a timely and comprehensive post-disaster response. The following policies underscore the city's commitment in doing its part to prepare the community for a major earthquake and other potential emergencies.

- *Safety Policy 5.1.* The city of Commerce will continue to support the efforts of public safety officials to educate the public in preparing for a major and destructive earthquake.

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- *Safety Policy 5.2.* The city of Commerce will continually update the emergency preparedness plan to respond to changing needs.
- *Safety Policy 5.3.* The city of Commerce will prepare a mini-emergency preparedness plan that may be distributed to households and businesses in the community, and will delineate evacuation routes, emergency response procedures, and other items as deemed necessary. (This plan must include the cable system as a source of emergency information on an ongoing basis as these emergencies occur. Emergency information should be monitored and either changed or modified once it becomes obsolete or impractical.)
- *Safety Policy 5.4.* The city of Commerce will encourage city leaders and those persons living or working in the city to be trained as emergency response personnel.
- *Safety Policy 6.6.* The city of Commerce will encourage acoustical design in all new construction.
- *Safety Policy 6.7.* The city of Commerce will require additional landscaping in industrial and commercial projects to help reduce noise impacts through increased setbacks.
- *Safety Policy 6.8.* The city of Commerce will evaluate and implement measures to control stationary non-transportation noise impacts.
- *Safety Policy 6.9.* The city of Commerce will continue to use the Sheriff's Department or expand the responsibility of the city's Code Enforcement Division to monitor and respond to noise complaints.
- *Safety Policy 6.10.* The city of Commerce will establish and maintain coordination among the city agencies involved in noise abatement.

### **1.7.6 Noise Control Measures**

Noise levels may be significantly reduced by employing relatively simple design measures, such as the use of sound walls, extra insulation, double-paned windows, etc. The following policies underscore the city's continued efforts to control noise exposure through land use planning and building design.

- *Safety Policy 6.1.* The city of Commerce will ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.
- *Safety Policy 6.2.* The city of Commerce will work with businesses in the city and other public agencies to identify ways to reduce noise impacts throughout the city.
- *Safety Policy 6.3.* The city of Commerce will continue to enforce the existing city's noise control ordinance.
- *Safety Policy 6.4.* The city of Commerce will incorporate noise considerations into land use planning decisions.
- *Safety Policy 6.5.* The city of Commerce will prohibit noise-intensive land uses adjacent to or near residential areas, schools, convalescent homes, and other noise-sensitive receptors.



The Santa Ana Freeway is located on the other side of the sound wall shown in this photograph.

### **1.7.7 Noise Control from Mobile Sources**

As indicated in the previous section, the city's location near the regional freeway network, the presence of major roadways that carry large volumes of truck traffic, and the numerous railroad facilities in the city, have all contributed to a relatively noisy environment. The following policies underscore the city's continued efforts to control noise exposure through design measures that will be effective in reducing the effects of transportation-related noise.

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| <ul style="list-style-type: none"><li>● <i>Safety Policy 7.1.</i> The city of Commerce will strive to reduce railroad noise impacts in the vicinity of Astor Avenue.</li><li>● <i>Safety Policy 7.2.</i> The city of Commerce will work with Union Pacific Railroad to reduce noise impacts from railroad operations in the vicinity of Washington Boulevard.</li><li>● <i>Safety Policy 7.3.</i> The city of Commerce will provide for measures to reduce noise impacts from transportation-related noise sources.</li><li>● <i>Safety Policy 7.4.</i> The city of Commerce will evaluate the feasibility of constructing sound barriers to mitigate transportation-related noise from railroads and the freeways.</li><li>● <i>Safety Policy 7.5.</i> The city of Commerce, together with the railroads, will consider the feasibility of constructing sound walls wherever residential uses abut railroad rights-of-way.</li><li>● <i>Safety Policy 7.6.</i> The city of Commerce will ensure the inclusion of noise mitigation measures in the design of new roadway projects.</li><li>● <i>Safety Policy 7.7.</i> The city of Commerce will mitigate potential impacts for future helicopter operations by restricting residential uses in the vicinity of the heliports.</li><li>● <i>Safety Policy 7.8.</i> The city of Commerce will mitigate noise impacts related to truck loading and unloading (including garbage trucks) by requiring trash pick-up to be changed to daytime periods.</li></ul> | <p>the prevention of accidents that may be life-threatening or result in property damage.</p> <ul style="list-style-type: none"><li>● <i>Safety Policy 8.3.</i> The city of Commerce will continue to provide adequate levels of emergency services to meet existing and projected demand through the maintenance of contracts with emergency service providers.</li><li>● <i>Safety Policy 8.4.</i> The city of Commerce will continue to encourage coordination among city officials, and between the city and other agencies, that provides disaster response and relief services.</li><li>● <i>Safety Policy 8.5.</i> The city of Commerce will cooperate with, and support in every way possible, the federal, state, and county agencies responsible for the enforcement of health, safety, and environmental laws.</li></ul> |
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### **1.7.8 Environmental Justice**

The following policies underscore the city's continued commitment to identifying strategies that will improve the community's overall safety. The policies contained in this section promote education and prevention as a means to address a number of safety-related issues.

- *Safety Policy 8.1.* The city of Commerce will work to minimize hazards to public health, safety, and welfare, and prevent loss of life, bodily injury, and property damage resulting from natural and manmade phenomena.
- *Safety Policy 8.2.* The city of Commerce will provide public safety information focusing on

### **1.8 Air Quality Element Policies**

The city seeks to accomplish the following through the element's implementation:

- The reduction of stationary and point source emissions the city.
- The implementation of existing regulations governing emissions from mobile sources, including diesel emissions from trains and large trucks.
- The implementation of programs and strategies that will be effective in reducing both stationary and mobile emissions.

#### **1.8.1 Land Use Planning to Protect Sensitive Receptors**

As indicated previously, a significant challenge has been to identify strategies to enable industrial activities and businesses to coexist with homes. A major consideration is how stationary emissions from these businesses can be mitigated so they do not impact sensitive receptors.

- *Air Quality Policy 1.1.* The city of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status,

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or geographic location from the health effects of air pollution.

- *Air Quality Policy 1.2.* The city of Commerce will encourage the applicants for sensitive land uses (e.g., residences, schools, daycare centers, playgrounds and medical facilities) to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.
- *Air Quality Policy 1.3.* The city of Commerce will promote and support mixed-use land patterns that allow the integration of retail, office, institutional and residential uses. Consult with the AQMD when siting new facilities with dust, odors or TAC emissions to avoid siting those facilities near sensitive receptors and avoid siting sensitive receptors near sources of air pollution.
- *Air Quality Policy 1.4.* The city of Commerce will facilitate communication among residents, businesses and the AQMD to quickly resolve air pollution nuisance complaints. Distribute information to advise residents on how to register a complaint with the SCAQMD.
- *Air Quality Policy 1.5.* The city of Commerce will require that owners of new developments that have the potential to emit air pollutants that would impact sensitive receptors to notify residents and businesses adjacent to the proposed site prior to starting construction.
- *Air Quality Policy 1.6.* The city of Commerce will consider all feasible alternatives to minimize emissions from diesel equipment (e.g., trucks, construction equipment, and generators).
- *Air Quality Policy 1.7.* The city of Commerce will actively participate in decisions on the siting or expansion of facilities or land uses (e.g. freeway expansions), to ensure the inclusion of air quality.

### **1.8.2 Reducing Mobile Emissions**

Mobile emissions are a dominant source of airborne emissions in the area. A reduction in the number of miles traveled by cars and trucks will have a corresponding beneficial effect of improved air quality. The following policies underscore the city's

commitment in the reduction of vehicle miles traveled (VMTs).

- *Air Quality Policy 2.1.* The city of Commerce will require that developers of high density and mixed-use developments consult with the local transit agency and incorporate all appropriate and feasible transit amenities into the plans.
- *Air Quality Policy 2.2.* The city of Commerce will establish a Mixed-Use Zoning District that offers incentives to mixed-use developments. The Mixed-Use designation that is applicable to the Atlantic Boulevard corridor implements this policy.
- *Air Quality Policy 2.3.* The city of Commerce will adopt and implement codes that encourage community centers, telecommuting programs, and home-based businesses.
- *Air Quality Policy 2.4.* The city of Commerce will create opportunities to receive State transportation funds by adopting incentives (e.g., an expedited review process) for planning and implementing infill development projects within urbanized areas that include job centers and clean transportation nodes (e.g., preparation of "transit village" plans).
- *Air Quality Policy 2.5.* The city of Commerce will collaborate with local, regional, state and federal agencies to create incentives for "job/housing opportunity zones," to promote housing in job-rich areas and jobs in housing-rich areas. The Housing Opportunity areas identified in the Community Development Element are consistent with this policy.
- *Air Quality Policy 2.6.* The city of Commerce will design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- *Air Quality Policy 2.7.* The city of Commerce will promote mass transit ridership through careful planning of routes, headways, origins and destinations, and types of vehicles
- *Air Quality Policy 2.8.* The city of Commerce will seek new cooperative relationships between employers and employees to reduce vehicle miles traveled (VMT).
- *Air Quality Policy 2.9.* The city of Commerce will work with large employers and

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commercial/industrial complexes to create Transportation Management Associations and to implement trip/VMT action strategies.

- *Air Quality Policy 2.10.* The city of Commerce will cooperate with surrounding jurisdictions to provide incentives, adopt regulations and develop transportation demand management programs educate and eliminate vehicle trips and VMT.
- *Air Quality Policy 2.11.* The city of Commerce will collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit.
- *Air Quality Policy 2.12.* The city of Commerce will identify and develop non-motorized transportation corridors (e.g., bicycling and pedestrian trails and lanes).
- *Air Quality Policy 2.13.* The city of Commerce will establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close as practicable to the event site and the operator should operate or provide alternative-fuel vehicles for shuttles.\*
- *Air Quality Policy 2.14.* The city of Commerce will encourage special event center operators to provide discounted transit passes with event tickets or offer discounted on-site parking for carpooling patrons (four or more persons per vehicle).



The Santa Ana Freeway, shown in this view, traverses the city in an east-to-west orientation.

### **1.8.3 Alternative Fuels**

A cornerstone of the state and local clean air strategy involves the development and use of alternative fuels. Towards this end, the city supports these efforts through the following policies.

- *Air Quality Policy 3.1.* The city of Commerce will manage the city's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the city fleet.
- *Air Quality Policy 3.2.* The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.
- *Air Quality Policy 3.3.* The city of Commerce will establish programs for priority or free parking on city streets or in city parking lots for alternative fuel vehicles.
- *Air Quality Policy 3.4.* The city of Commerce will cooperate with federal and state agencies and the AQMD in their efforts to reduce exposure from railroad and truck emissions.
- *Air Quality Policy 3.5.* The city of Commerce will collaborate with the USEPA, CARB, AQMD, and warehouse owners to create programs and ordinances to minimize the amount of diesel emissions related to warehousing operations.
- *Air Quality Policy 3.6.* The city of Commerce will manage the city's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the city fleet.
- *Air Quality Policy 3.7.* The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.

### **1.8.4 Transportation System Management Planning**

As indicated previously, a major contributor to air pollution in the city and region are vehicle emissions. The policies in this section focus on measures that will lessen traffic congestion thus leading to a reduction in overall emissions.

- *Air Quality Policy 4.1.* The city of Commerce will synchronize traffic signals throughout the city and with adjoining cities and counties

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while allowing free flow of mass transit systems.

- *Air Quality Policy 4.2.* The city of Commerce will reduce traffic delays through highway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.
- *Air Quality Policy 4.3.* The city of Commerce will encourage businesses to schedule deliveries at off-peak traffic periods through the land use entitlement or business regulation process.
- *Air Quality Policy 4.4.* The city of Commerce will encourage the construction of HOV lanes whenever necessary to relieve congestion and reduce air pollution. Emphasize the use of HOV lanes, as well as light rail and bus routes, and pedestrian and bicycle facilities to improve mobility and air quality.
- *Air Quality Policy 4.5* The city of Commerce will monitor traffic and congestion to determine when and where the city needs new transportation facilities to achieve increased mobility efficiency.
- *Air Quality Policy 4.6.* The city of Commerce will work with local transit providers to incorporate best design practices for transit into new development projects.
- *Air Quality Policy 4.7.* The city of Commerce will continue to implement the required components of the Congestion Management Plan (CMP), and continue to work with Los Angeles County on annual updates to the CMP.
- *Air Quality Policy 4.8.* The city of Commerce will support SCAG's Regional Growth Management Plan by developing

intergovernmental agreements with appropriate governmental entities such as the Gateway Cities, sanitation districts, water districts, and those sub-regional entities identified in the Regional Growth Management Plan.

### **1.8.5 Environmental Justice**

The policies included in this section are designed to be consistent with those included the SCAQMD's Environmental Justice program. The objective of SCAQMD and city policies is to underscore the notion that every person has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Environmental Justice has been defined by SCAQMD as: "...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution." The following policies indicate the city's continued commitment to ongoing programs.

- *Air Quality Policy 5.1.* The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse air quality impact on the community and that any such impacts must be mitigated to the fullest extent possible.
- *Air Quality Policy 5.2.* The city of Commerce will oppose the over-concentration of polluting public facilities and improvements.
- *Air Quality Policy 5.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in air quality issues.



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## **Section 2 • Introduction**

**City of Commerce  
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## **2.1 Scope & Purpose of the General Plan**

This city of Commerce 2020 General Plan (the general plan) serves as the blueprint for the planning and development in the city. This general plan indicates the community's vision for the future through policies and plans that will shape the city's physical development. Public and private decision-makers will refer to this general plan to identify the needs and desires of the community in the coming years.

This general plan is the third update since the city's incorporation in the early 1960s and builds upon a tradition of comprehensive planning that has spanned four decades since the city's incorporation. This general plan acknowledges the city's previous planning efforts, the established land use patterns, and adopted development policy. However, this general plan is unique in a number of respects:

- This general plan will guide the city's development as the 21st century progresses, which promises new opportunities as well as unforeseen challenges.
- The city is a key employment and commercial center in the Los Angeles region, a trend that will be continued through the implementation of this general plan.
- Commerce has emerged as a desirable place to both live and work and this general plan builds upon previous efforts designed to accommodate the growing number of families that have, or will choose, to make the city their home.
- The community has indicated a need to protect the livability of their community, embracing the concept of environmental justice to ensure their rights are considered in future planning and development decisions.

State law requires that every city and county to prepare and adopt a comprehensive general plan to serve as a guide for development. Planning case law has placed the general plan atop the hierarchy of local government laws that regulate land use and development. Consequently, state planning law mandates consistency between the general plan and all other land use plans. The zoning ordinance, specific plans, redevelopment plans, and individual development proposals must all be consistent with the policies, plans, and standards contained in the general plan.

The citizens of the city of Commerce have played an active and important role in the development and evolution of the general plan over the years. For this general plan, two community working groups were formed to assist in the formulation of policies and programs. These groups met over a regular period during the critical stages of the general plan's development. In addition, community workshops were held to review the findings and recommendations of the working groups.

### **Long Range Planning in the City**

The City last updated its General Plan during the mid-1980s, with adoption taking place in September 1987. A study completed in 1995 indicated that more than 95% of the General Plan's policies had been implemented. The 1987 General Plan envisioned the development of the Citadel, the Mixmaster project, the restoration of the train station, new housing development, and the creation of several new redevelopment projects, all of which are now reality.

## **2.2 Organization of the General Plan**

This city of Commerce General Plan consists of an integrated and internally consistent set of policies and programs that address the seven issue areas that the state requires local general plans to consider. These seven issue areas include land use, circulation, housing, noise, safety, conservation, and open space. In addition, this general plan addresses other issues of concern to the community, including economic development, urban design, air quality, and recreation.

This general plan consists of seven elements that comply with the requirements of California Government Code Section 65300, et. seq and include the following:

- The *Community Development Element* designates the general distribution and intensity of land use and development within the land area governed by the general plan. This element complies with the state requirements for a land use element.
- The *Transportation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities, railroads, transportation terminals, and other transportation facilities. This element complies

## **City of Commerce 2020 General Plan**

with the state requirements for a circulation element.

- The *Housing Element* details plans and programs for the rehabilitation of existing housing and the development of new housing to accommodate demand.
- The *Resource Management Element* indicates the city's policies concerning the conservation and preservation of important natural and man-made resources. This element complies with the state requirements for a conservation element and an open space element. The scope of this element has also been expanded to consider issues with respect to parks and recreation.
- The *Safety Element* identifies the city's policy relative to the reduction and mitigation of

natural and manmade hazards as a means to improve the safety of its citizens. This element complies with the state requirements for both a noise element and a safety element.

- The *Air Quality Element* details the programs that will be effective in improving local air quality through the enforcement of clean air policies and regulations.
- The *Implementation Element* details the programs that will be effective in ensuring that the policies and plans contained in the general plan are implemented.

Table 2-1 indicates the relationship of those elements that comprise the Commerce General Plan with those required by the state.

**Table 2-1**  
**Relationship of Commerce General Plan Elements and State Mandated Elements**

Commerce General Plan Elements	Elements Required by the State of California						
	Land Use Element	Housing Element	Circulation Element	Open Space Element	Conservation Element	Safety Element	Noise Element
Community Development	●						
Transportation			●				
Housing		●					
Resource Management				●	●		
Health and Safety						●	●
Air Quality					●	●	
Implementation	●	●	●	●	●	●	●

Source: State of California General Plan Guidelines.

## **City of Commerce 2020 General Plan**



In the past decade, many new industrial developments have been constructed. These buildings are located in the northeastern portion of the city.

The elements that comprise this general plan are organized in the following manner:

- The *Introduction to the Element* section provides an overview of the element's objectives and key issues considered in the element and discusses its relationship to the other elements.
- The *Issues and Opportunities* section provides an overview of those issues, constraints, and opportunities that are relevant to the element's scope.
- The *Policies* section describes the city's vision for those issues considered in each element.
- The *Programs* section indicates those programs and measures that will assist in the element's implementation.
- The *Plan* section outlines the strategy that will be effective in guiding the implementation of the element's policies.

Each element is both internally consistent, and consistent with each other, so that the general plan provides clear, consistent, and unified policy direction.

Another important section of this general plan includes the environmental impact report (EIR). The EIR provides a comprehensive inventory of existing conditions, available resources, and constraints to development. The EIR also contains the background information required for the city's general plan and provides information for the city to use in the

environmental review process. Because the EIR is separate from the individual elements, updating the technical information and studies will not require a general plan amendment. Similarly, the Implementation Element may be revised independently of a general plan amendment. Over time, policies and implementation strategies may change.

### **Organization of the General Plan...**

General Plans prepared by local governments contain a set of chapters, or elements, that address a wide range of issues that are relevant to future land use planning and development. All General Plans must include a land use element, circulation element, housing element, noise element, safety element, conservation element, and open space element. These "elements" may be reorganized or expanded, as long as the relevant issues are addressed.

## **2.3 Overview of Commerce**

The planning area governed by this general plan includes all of the land area included within the corporate boundaries of the city of Commerce. The city is located in the south central portion of Los Angeles County, approximately six miles southeast of downtown Los Angeles. Commerce is bounded by the city of Montebello on the east, unincorporated East Los Angeles on the north, the cities of Vernon, Bell, and Maywood on the west, and the city of Bell Gardens on the south. The city's locations in a regional and local context are shown in Exhibits 2-1 and 2-2, respectively.

Commerce is unique in that it serves as home to approximately 13,000 persons, while at the same time, every day over 60,000 persons work or patronize businesses located in the city. While industry accounts for more than 70% of the city's total land area, the majority of the city's residential neighborhoods were established well before incorporation. The residential areas found within the city, for the most part, are located in five distinct neighborhoods separated from the industrial areas by commercial districts or major circulation corridors. The challenges that the city has faced in the years following incorporation focused on how industry can coexist near and among the residential neighborhoods, and vice-versa. The Commerce Community Development Commission has been very active in the implementation of residential relocation program that involved relocating households from predominantly industrial districts to residential neighborhoods. Through these efforts, the Commission relocated households living in older residences located in the midst of industrial areas to new homes. The older, often substandard units

## **City of Commerce 2020 General Plan**

were then demolished and the land was then used for industrial expansion. Over time, these and similar programs have eliminated many of the land use conflicts in the city. The city has aggressively pursued a policy for upgrading substandard housing and replacing dilapidated units. These programs will continue to ensure that existing and future residents of the city are provided safe, sound, and decent housing. The city has also been active in promoting the redevelopment of its aging and obsolete industrial plants. Increased competition from industries abroad has had a significant impact on domestic industry, in general, and on the industrial base in the city of Commerce and neighboring cities, in particular. The city has met this challenge "head-on" with the construction of new modern business parks. New challenges that may be encountered by Commerce in the opening years of the 21st Century will be perceived as opportunities rather than as obstacles.

For planning purposes, Commerce has been divided into nine planning areas, consistent with those identified in the previous general plan. The boundaries of the planning areas were delineated using man-made features and land use characteristics. The nine planning areas are shown in Exhibit 2-2 include:

- The *Bandini-Rosini* planning area is a residential neighborhood.
- The *Rosewood* planning area is a residential neighborhood.
- The *Northwest* planning area is largely residential with some industrial uses.
- The *Ferguson* planning area is a mixed residential neighborhood and industrial area.
- The *Southeast* planning area includes residential, commercial, and industrial land uses.
- The *West Commerce Planning Area* supports industrial and transportation uses.
- The *Atlantic/Washington* planning area consists of commercial uses.

- *Commerce Park* planning area supports commercial and industrial uses.
- The *Town Center* planning area is predominantly developed in industrial uses.

### **2.4 Environmental Justice**

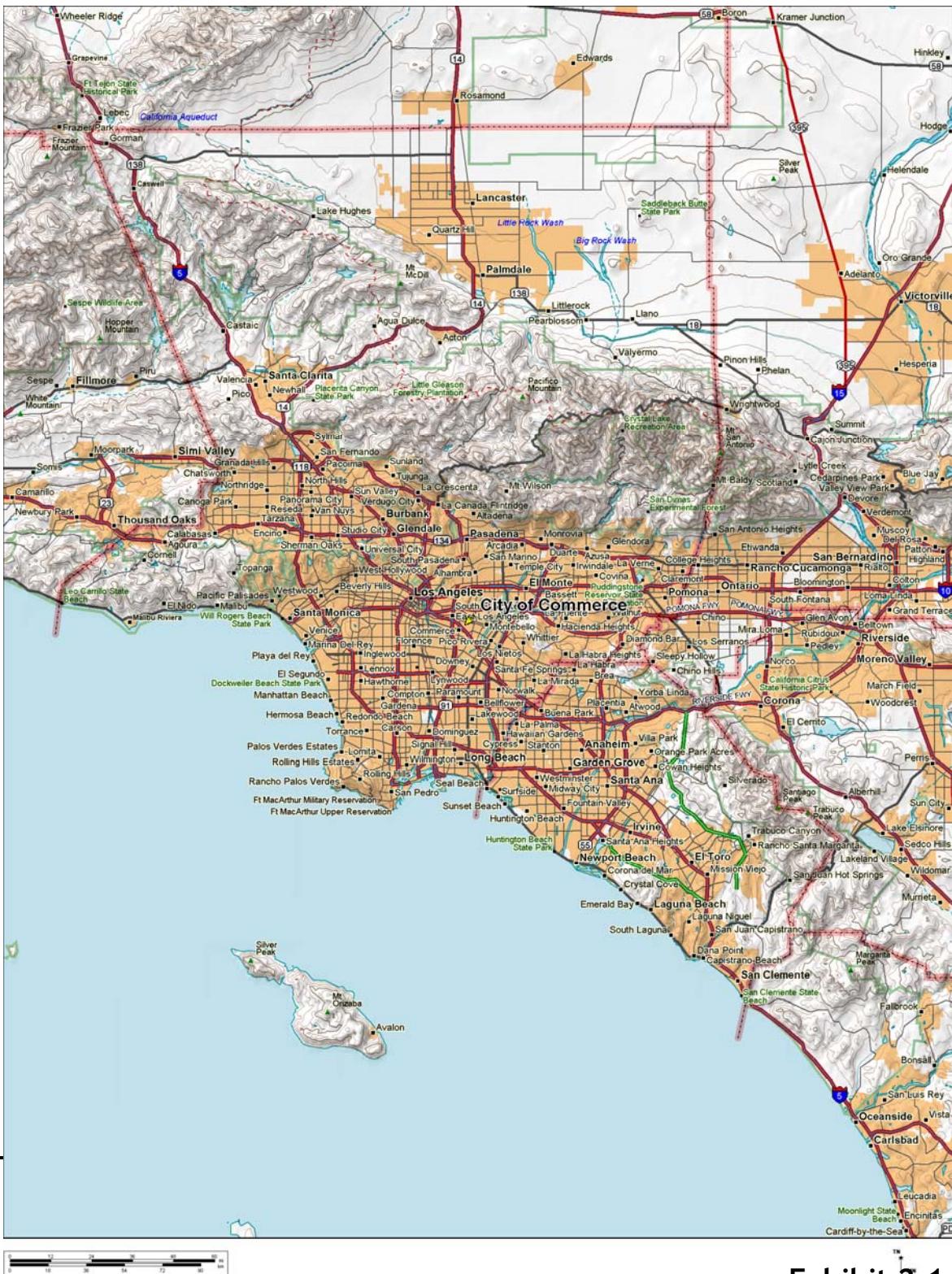
The key focus of this general plan is to promote the concept of *environmental justice* in the city and in the surrounding communities. The concept of environmental justice is grounded in the notion that all persons, regardless of income, race, ethnicity, or other social or physical characteristics, are equal under the law. This equality also applies to governmental decision-making concerning land use and development. For example, landfills, freeways, and other facilities were historically located in communities where the residents and/or working population were largely disenfranchised from the decision-making process.

To address the issue of environmental justice, the state legislature has enacted a number of laws beginning in the late 1990's and continuing through the present. The California Governor's Office of Planning Research (OPR) in 1999 was identified as the primary agency responsible for identifying the strategies for carrying out the Legislature's environmental justice policies. In 2001, Assembly Bill 1553 was passed requiring OPR to amend the state's General Plan Guidelines to indicate the manner in which environmental justice would be addressed. The OPR, through its consideration of environmental justice and the concept's relationship with local general plans, has broadly divided environmental justice into two broad categories:

- *Procedural Inequity*. Procedural inequity is to be addressed at the local level through public participation and outreach as part of the city's decision-making process.
- *Geographic Inequity*. Geographic inequity is to be addressed through the development of land use policies that protect residential neighborhoods and schools from the effects of more intensive uses (such as industry, freeway, and railroads).

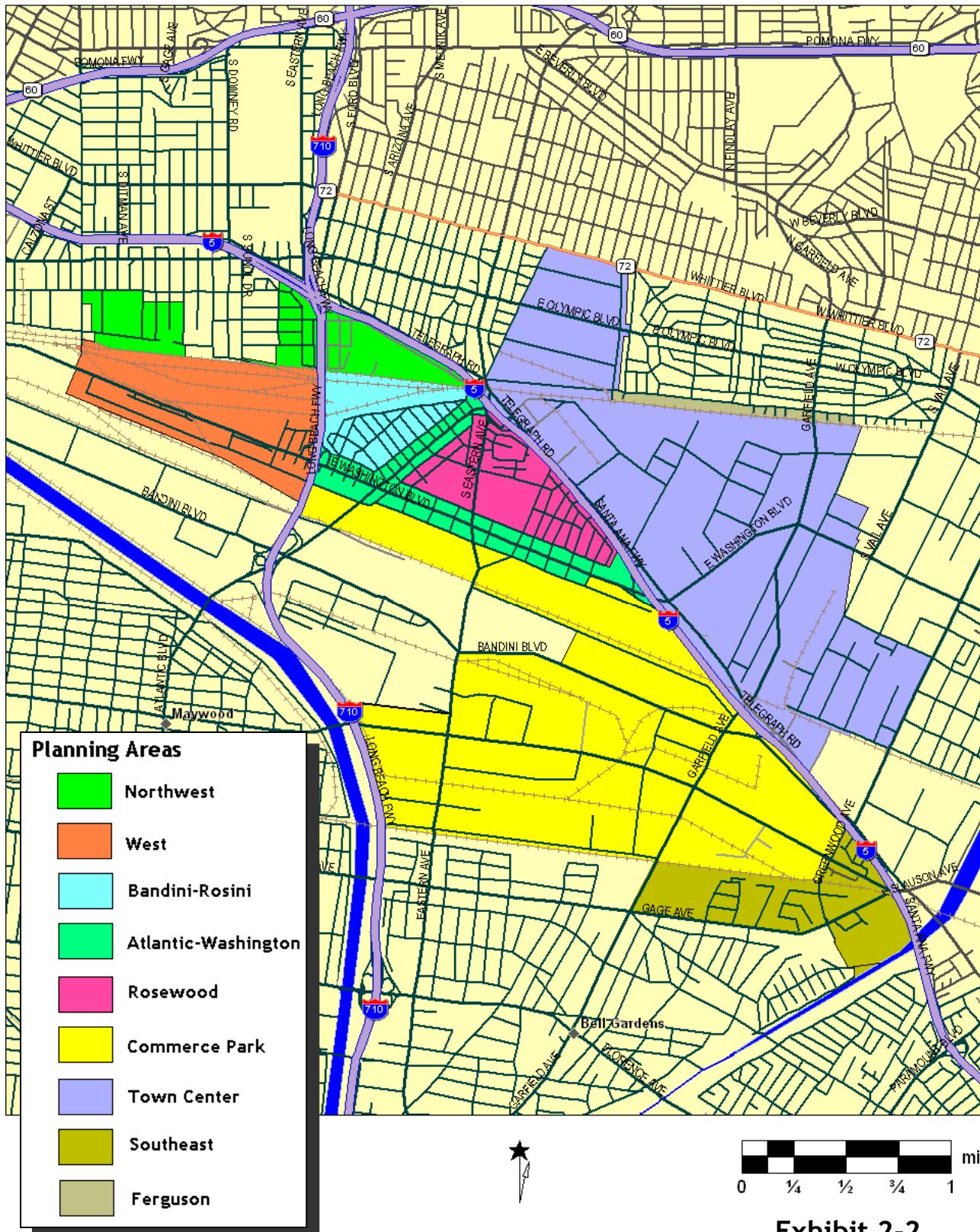


## **City of Commerce 2020 General Plan**



**Exhibit 2-1  
Regional Location**

**City of Commerce  
2020 General Plan**



**Exhibit 2-2  
City Map and Planning Areas**

**City of Commerce  
2020 General Plan**

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**Section 3 • Land Use Element**

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**City of Commerce  
2020 General Plan**

### **3.1 Introduction to the Element**

The Community Development Element serves as a guide for land use and development within Commerce. This element addresses a wide range of issues regarding existing and future development, land use compatibility, the development of new infrastructure, economic development, and urban design. In addition, this element indicates the location and extent of development permitted throughout the city, and identifies those areas where existing uses will be maintained, as well as those areas where new infill development will be encouraged. The primary objective of the Community Development Element is to assist in the management of future growth, to improve the city's physical appearance, and to minimize potential land use conflicts. The scope and content of the Community Development Element is governed by state law (Section 65302(a) of the Government Code), which indicates the element must:

- Designate the distribution, location, and extent of land uses for housing, business, industry, open space, recreation, and public facilities;
- Establish standards for population density and building intensity for each land use category covered by the general plan; and,
- Indicate appropriate land uses in those areas subject to development constraints, such as flooding.

In addition to land use, this element's scope has been expanded to consider economic development and urban design. These issues, together with land use, constitute the planning and policy framework of the Community Development Element. The policies included in this element are consistent with the policies contained within the other general plan elements. For example, the Housing Element contains policies for residential development that are also considered in this element. The Transportation Element provides for the maintenance of a transportation network that will support the ultimate land uses contemplated under the land use plan. The Safety Element indicates those hazards that will need to be considered in the planning for future development in the city.

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#### **The Purpose of This Element**

According to the State's planning laws, the purpose of the land use element is to designate "the proposed general distribution and general location and extent of uses of the land." The law goes on to state, "the obvious meaning of the term *proposed* is that the General Plan should indicate the intended uses of the land rather than the actual use, which may or may not be at odds with the adopted land use policies and goals."

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The Community Development Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the element's scope and content.
- The *Issues and Opportunities* discussion provides an overview of those issues related to land use, economic development, and urban design.
- The *Community Development Policies* indicate those city policies related to land use, economic development, and urban design. This section also identifies those programs that will be effective in implementing these policies.
- The *Community Development Programs* section outlines the programs that will be effective in the implementation of the policies contained in this element.
- The *Community Development Plan* indicates the location and extent of future development permitted in the city, as well as standards for development.

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#### **The Simons Brickyard**

One of the first manufacturing ventures opened in the City was the Simons Brickyard. Simons Brickyard commenced operation in 1905, and when it was opened, it was billed as one of the largest such plants in the country. Bricks from this plant were used for construction of the Disney Studios, Royce Hall at UCLA, and the Santa Ana Theater. The Simons Brickyard was located in the northeast portion of the City.

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## **City of Commerce 2020 General Plan**



The city is home to a significant number of office and corporate uses. This is an office building located in the Citadel complex.

### **3.2 Issues & Opportunities**

The city of Commerce contains numerous industrial and commercial enterprises located in close proximity to residential neighborhoods, resulting in unique challenges. The land use policy herein strives to achieve a balance between a livable community and economic development. Key issues and opportunities addressed in this element include the following:

- The general nature, extent, and location of land uses have actually changed very little since the city incorporated in 1960. Commerce was, and remains, predominantly industrial, providing employment for tens of thousands of persons living throughout the Los Angeles region.
- Very little vacant land remains in the city. Virtually all development in the future will involve the recycling of land that was previously occupied by older businesses or homes. The Community Development Commission continues to be active in residential relocation programs that relocate households from predominantly industrial districts to residential neighborhoods.
- The potential for adverse land use conflicts has been lessened through past planning efforts that recognized the need to provide adequate buffers between dissimilar uses. The residential areas, for the most part, are located in five distinct neighborhoods separated from the industrial districts by commercial districts or major roadways.

- The city has aggressively pursued a policy for upgrading substandard housing and the replacement of dilapidated units. These programs will be continued to ensure that existing and future Commerce residents live in safe, sound, and quality housing.
- There are a number of properties in the city that are underutilized and these areas may be specifically targeted for future redevelopment and revitalization efforts. The importance of continuing efforts to upgrade commercial districts will continue to be emphasized in future planning and development efforts.
- Changes in construction techniques, as well as innovations in manufacturing and production methods, have resulted in plant operations that do not require specialized facilities, as was the case in previous years.
- Increased competition from abroad has had a significant impact on domestic industry in general, and on the industrial base of Commerce and its neighbors in particular. The city has been successful in encouraging the recycling of its aged and obsolete industrial plants to meet the needs of modern industry.
- In recent years, new and attractive industrial and business parks have been constructed throughout the city, and the ongoing housing development and rehabilitation programs, testify to the success of these past redevelopment efforts.
- The commercial corridors along Atlantic Boulevard and Washington Boulevard have been upgraded, as has the Commerce Center, which is located adjacent to Whittier Boulevard.
- The Citadel, with its distinctive facade, has received national recognition as an example of the commercial reuse of a site that was previously occupied by an abandoned manufacturing plant.
- Many of the city's industries produce and store hazardous materials. The policies contained in the Community Development Element, and those included in other elements, call for residential properties to be protected from the hazards and health risks associated with industrial development.

### **3.3 Community Development Policies**

The following key land use, economic development, and urban design objectives will be realized through the implementation of the policies and programs contained in the Community Development Element:

- The establishment of an orderly pattern of development in the city;
- The provision of a variety of housing opportunities;
- The development of a wide range of commercial activities;
- The creation of a strong employment and commercial base to finance public improvements and services; and,
- The provision of adequate public services and facilities.

To underscore the aforementioned objectives, the policies included in the following sections of the Community Development Element have been adopted.

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#### **Preserving Historically Significant Resources**

The Citadel development has received national recognition as to how historically significant resources may be preserved through incorporating key historic elements into the design of new development. Morgans, Walls, and Clements, a prestigious Los Angeles architectural firm, designed the unique structure to house the manufacturing plant for the Samson Tire Company (later Uniroyal). The majority of the nation's tires were produced in the City and surrounding area prior to World War II. The current Citadel development was envisioned in the City's previous General Plan, and opened for business in the early 1990s.

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#### **3.3.1 Issue: Land Use Compatibility Policies**

Through past planning efforts, the city has successfully preserved and enhanced its neighborhoods, while at the same time, accommodated the rapidly-changing demands of industry and commerce. The underlying policies underscore the city's commitment in continuing these efforts.

- *Community Development Policy 1.1.* The city of Commerce will continue to promote land use compatibility.
- *Community Development Policy 1.2.* The city of Commerce shall accelerate the implementation of the city's development code.
- *Community Development Policy 1.3.* The city of Commerce will continue to implement specific standards for new commercial developments located adjacent to residential neighborhoods in order to ensure that adequate buffers are provided so that negative impacts such as noise, light pollution, truck use, and traffic may be mitigated.
- *Community Development Policy 1.4.* The city of Commerce shall prevent the further intrusion of industrial and commercial development into the Bandini-Rosini, Northwest, Rosewood, and Southeast Planning Areas.
- *Community Development Policy 1.5.* The city of Commerce will prevent the further intrusion of residential dwelling uses into the existing industrial and commercial districts in the city.
- *Community Development Policy 1.6.* The city of Commerce will ensure that commercial and industrial development provide sufficient landscaped buffers and other design features to separate new non-residential uses located in areas adjacent to existing residential neighborhoods.
- *Community Development Policy 1.7.* The city of Commerce will promote site plans for new development located in the vicinity of Washington Boulevard that encourages primary access from Washington Boulevard for those businesses located along the roadway (as opposed to the use of alleyways).
- *Community Development Policy 1.8.* The city of Commerce, in conjunction with the South Coast Air Quality Management District, the Environmental Protection Agency, the Los Angeles County Fire Department, and other public agencies, will work to reduce potential hazards and health risks associated with the use, storage, or manufacture of hazardous materials.

## **City of Commerce 2020 General Plan**



One of the city's commercial areas extends along Atlantic Avenue.

### **3.3.2 Issue: Commercial Development Policies**

While Commerce is home to approximately 13,000 persons, it remains an important contributor to the region's employment and economic base. The city's central location within the greater Los Angeles metropolitan area, its ideal location in relation to the region's network of freeways, and its continued commitment to commercial development as underscored in the following policies, ensure the city's continued place in the forefront of the Southern California economy.

- *Community Development Policy 2.1.* The city of Commerce will continue to promote the development of a quality retail and commercial entertainment district in the vicinity of Telegraph Road, north of the Santa Ana Freeway.
- *Community Development Policy 2.2.* The city of Commerce will encourage and promote the development of quality restaurants in the city to serve residents and visitors alike, and discourage the further proliferation of fast-food restaurants in the city.
- *Community Development Policy 2.3.* The city of Commerce will promote the development of larger, more efficient, commercial retail shopping centers as opposed to smaller "strip commercial" centers.
- *Community Development Policy 2.4.* The city of Commerce will continue to preserve and

promote the improvement of the existing commercial areas, including the Commerce Center, the Telegraph Road/Washington Boulevard area, the Atlantic/Washington Redevelopment Project Area, the Commerce Business Park, and the commercial properties located along Slauson Avenue.

- *Community Development Policy 2.5.* The city of Commerce will explore the feasibility of constructing a supermarket to serve those portions of the city south of the Santa Ana Freeway.
- *Community Development Policy 2.6.* The city of Commerce will strive to improve security within existing and future shopping districts located in the city.
- *Community Development Policy 2.7.* The city of Commerce will continue to actively pursue the goals and objectives of the Atlantic/Washington Redevelopment Project Area.
- *Community Development Policy 2.8.* The city of Commerce will continue to encourage the development of a high-intensity, highly visible commercial corridor consisting of offices, hotels, and retail and entertainment uses along Telegraph Road, extending from Hoefner Avenue to Vail Avenue.
- *Community Development Policy 2.9.* The city of Commerce will continue to promote the improvement of the Washington Boulevard corridor between the Santa Ana and Long Beach Freeways.
- *Community Development Policy 2.10.* The city of Commerce will continue to provide safe, convenient pedestrian linkages across and along streets containing strip commercial businesses.

### **3.3.3 Issue: Industrial Development Policies**

As indicated previously, industry has been, and will continue to be, the preeminent land use in Commerce, and will serve as a cornerstone in the city's continued vitality. The city, in conjunction with the nearby industrial districts in neighboring Los Angeles and Vernon, represent one of the largest concentrations of industrial development in the country. The following policies assure the maintenance and preservation of the city's industrial base.

## **City of Commerce 2020 General Plan**

- *Community Development Policy 3.1.* The city of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the city's economic and employment base.
- *Community Development Policy 3.2.* The city of Commerce will prevent the intrusion of residential uses within the industrial and commercial districts.
- *Community Development Policy 3.3.* The city of Commerce will encourage the continued revitalization of the city's industrial districts to accommodate economic development and growth.
- *Community Development Policy 3.4.* The city of Commerce will promote the development of modern and attractive business parks that will enhance the city's economic well-being.



Newer light industrial buildings located along Smithway Street.

### **3.3.4 Issue: Entertainment Uses Policies**

One of the significant trends nationwide is the increasing amount of time families devote to recreational activities. Through the following policies, the city intends to promote the development of a state-of-the-art family entertainment complex to accommodate the demand for leisure and recreational opportunities.

- *Community Development Policy 4.1.* The city of Commerce will explore the feasibility of developing an area devoted to active family recreation.

- *Community Development Policy 4.2.* The city of Commerce will promote the development of commercial enterprises that provide family entertainment.
- *Community Development Policy 4.3.* The city of Commerce will continue to promote the development of the Citadel and neighboring areas as a focal point for family entertainment.

### **3.3.5 Issue: Residential Development Policies**

The residential neighborhoods found in Commerce will continue to be a central element in the city's land use planning. Hundreds of new homes have been added to the city's inventory over the past two decades. The following policies emphasize the city's continued commitment to the people who have chosen Commerce as a place to call home.

- *Community Development Policy 5.1.* The city of Commerce will promote the development of new housing for all income groups.
- *Community Development Policy 5.2.* The city of Commerce will continue to explore new opportunities for housing and services to meet the needs of the labor force, and as a means to attract new business and industry to the city.
- *Community Development Policy 5.3.* The city of Commerce will continue to make information available to Commerce residents concerning housing opportunities and rehabilitation programs.
- *Community Development Policy 5.4.* The city of Commerce will expand its housing rehabilitation programs, focusing on the need to rehabilitate housing and eliminate illegal garage conversions in every Commerce neighborhood.

#### **Land Use Map Detail**

A 1984 Attorney General's opinion stated that "the California Government Code does not require a land use element diagram to be a parcel-specific map." The Attorney General went on to state, "...rather, a diagram indicating the general locations illustrating the policies of the General Plan is sufficient." Regardless of the level of detail, the courts have indicated that the map or diagram should be of sufficient detail to permit those individuals using the map to be able to reach a consensus regarding the land use designation for a given parcel or property.



One of the older though well-maintained residential neighborhoods in the city.

### **3.3.6 Issue: Urban Design Policies**

While many of the industrial areas surrounding the city exhibit “rust-belt” characteristics, Commerce has successfully met the challenge of creating attractive industrial business parks through urban design initiatives. Older obsolete plant infrastructure has been replaced by attractive developments that emphasize adaptability. These efforts will be continued with the implementation of the following policies:

- *Community Development Policy 6.1.* The city of Commerce will promote the creation of “area themes” to enhance the city’s living and working environment.
- *Community Development Policy 6.2.* The city of Commerce will strive to see that commercial properties are maintained and that obsolete signage is removed.
- *Community Development Policy 6.3.* The city of Commerce will require new commercial and industrial development to employ architectural and site design techniques that will promote quality and efficient development.

### **3.3.7 Issue: Environmental Justice Policies**

The concept of environmental justice is especially important with respect to land use and development in the city given the abundance of industrial and transportation-related land uses located in close

proximity to the residential neighborhoods. The following policies emphasize the city’s continued commitment to ensuring that the concept of environmental justice is considered in the approval and/or planning of future development.

- *Community Development Policy 7.1.* The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any other impacts are mitigated to the fullest extent possible.
- *Community Development Policy 7.2.* The city of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the region at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities.
- *Community Development Policy 7.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community’s voice is heard in the planning public facilities.

## **3.4 Community Development Programs**

There are a number of programs that will be effective in implementing city policy relative to community development. These programs are summarized in this section.

- *Building Code Review Program.* Commerce will periodically review, and if necessary, update the Uniform Building Code (UBC) to reflect current technology and regulations. Procedures for the periodic review of the UBC will be identified by the building official. This review will be undertaken by designated individuals to identify appropriate changes to the UBC that should be considered. Amendments to the city’s building code will then be made, as appropriate.
- *Code Enforcement.* Code enforcement is an integral part of the city’s efforts to improve the appearance of substandard structures, properties, and signage. Community code enforcement efforts (funding and staffing) will continue to be the primary means to ensure that properties are well-maintained.

## **City of Commerce 2020 General Plan**

- ***Design Guidelines and Review Program.*** The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. These guidelines will initially focus on the citywide commercial areas located along Atlantic and Washington Boulevards. The first step of program implementation will involve the identification of design guidelines and procedures for design review. The second step will involve a public outreach effort to inform businesses and citizens.
- ***Environmental Review.*** The city shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the city shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.
- ***Nonconforming Requirement.*** The city shall review, and if required, revise the nonconforming regulations of the Zoning Ordinance on an ongoing basis to ensure that it meets the current objectives of the community. The initial step will require city staff to review the existing nonconforming regulations. Staff shall prepare a report that will be submitted to the city council and planning commission that describes provisions of the ordinance and any problems that have been experienced related to its implementation. Handouts will be prepared for distribution at the planning counter and/or at re-application meetings. Information will include a description of the ordinance and how property owners may bring their property into conformance with city codes.
- ***Redevelopment.*** The city will continue to encourage the future redevelopment of industrial and commercial projects in suitable locations to strengthen the city's tax and employment base. The existing redevelopment plans applicable to the city's four project areas will continue to be implemented. The city may investigate the feasibility of establishing new redevelopment projects in the future.
- ***Zoning Conformity Program.*** The city will continue to review the zoning ordinance and map to ensure that the development standards are consistent with those identified in the Community Development Element. The city will initiate appropriate changes to the zoning map to ensure conformity between the Community

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### **Population Density & Development Intensity**

State planning law requires that land uses identified on a land use map or diagram indicate standards for *development intensity* and *population density*. The purpose of the requirement is to aid in the understanding of the type and extent of development contemplated for each land use designation depicted on the land use map.

*Development Intensity* may be described in different ways. In the Commerce General Plan, the residential development intensities are defined as the number of units per acre. For non-residential development, intensity standards rely on a floor area ratio, or FAR, which is simply the ratio of a building's floor area to the lot area on which the building is located.

*Population density* is typically applied to residential land use designations to enable decision-makers to understand the potential population associated with the land use plan's implementation. Population density is typically derived by multiplying the number of housing units permitted under a particular land use designation by the average household size of the community.

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Development Element and zoning map.

## **3.5 Land Use Plan**

### **3.5.1 Plan Purpose**

Through the implementation of the community development plan, the Commerce seeks to accomplish the following:

- The establishment and maintenance of an orderly pattern of development in the city;
- The establishment of a land use classification system as a means to implement the city's land use policy;
- The identification of permitted land uses, their general location, and distribution; and,
- The establishment of standards for population density and development intensity for both existing and future development.

The land use map (Exhibit 2-1) indicates the location and extent of permitted development in the city.

## **City of Commerce 2020 General Plan**

With the city of Commerce completely urbanized, the land use map's focus is on the conservation, maintenance, and rehabilitation of existing development in the city. However, the land use map is also sensitive to the potential opportunities for new infill development and redevelopment.

California planning law calls for conformity between the land use map and the zoning map. This consistency provision is important, since the zoning ordinance serves as the primary implementation tool of the Community Development Element. For example, an area designated for commercial development on the land use map must have a corresponding commercial zoning designation. In instances where there is a conflict and an inconsistency arises, the general plan designation prevails.

State law indicates that local governments have a "reasonable amount of time" to amend their zoning ordinance to ensure consistency. The majority of the earlier inconsistencies between the city's general plan and zoning map were resolved as part of the previous general plan update. The Community Development Element, through this update, focuses on those areas where there is an opportunity for a change in land use and development.



A newer neighborhood commercial center located at the intersection of Washington Boulevard and Atlantic Boulevard.

### **3.5.2 General Plan Land Use Designations**

The Community Development Element indicates the location and extent of development and land uses throughout the city. The land use categories, or "designations," indicate the type of development that is permitted for specific areas of the city. State law requires that these land use designations include a description of standards for *development intensity*

and *population density*. The reason for these standards is to ensure that the types of development permitted under the various land use designations are understood by the public, decision-makers, and prospective developers.

The Community Development Element contains three residential land use categories, three commercial land use categories, and a single category each for industrial, public/quasi-public, transportation, and parkland uses. The distribution of the land uses permitted under these land use designations is indicated in Table 2-1. The individual land use designations are described on the following pages.

- **Low-Density Residential.** Land uses within this land use category are characterized by single-family homes and correspond to the R-1 (single-family residential) zone district. Under this category, permitted residential development densities range from 0 to 11 units per acre. Assuming an average household size of 3.8 persons, the population density for this category is estimated to be 42 persons per acre.
- **Medium-Density Residential.** The medium-density residential land use category corresponds to the R-2 (light multiple-family residential) zone district. Permitted uses within this land use designation include single-family homes and duplex units. The potential intensity of development within those areas designated medium density residential ranges from 0 to 17 units per acre. The corresponding population density is approximately 65 persons per acre.
- **High-Density Residential.** This category of land use corresponds to the R-3 (medium multiple-family residential) zone district that provides for higher-density residential development, including multiple-family residential development. The permitted development densities range from 0 to 27 units per acre, yielding a population density of approximately 103 persons per acre.
- **Commercial.** The commercial land use designation corresponds to the C-1 (neighborhood business) and C-2 (unlimited commercial) zone districts. Development intensity for this land use designation is defined using a floor area ratio (FAR), which simply refers to the ratio of the building's gross floor area to the total area of the parcel. The maximum floor area ratio for development permitted under this designation is 0.5:1, which corresponds to the maximum allowable lot coverage for the C-1 and C-2 zone districts.

## City of Commerce 2020 General Plan

- **Mixed-Use.** This land use designation applies to the Atlantic Avenue corridor between the Mix-Master (on the north) and Washington Boulevard (on the south). This land use provides for both residential development and commercial development. A new overlay zone will be prepared for this area along with design guidelines for new development. Development intensity for commercial uses are defined using a floor area ratio (FAR), which simply refers to the ratio of the building's gross floor area to the total area of the parcel. The maximum floor area ratio for development permitted under this designation is 0.5:1, which corresponds to the maximum allowable lot coverage for the C-1 and C-2 zone districts. The permitted residential development densities range from 0 to 27 units per acre.
- **Commercial/Manufacturing.** This category of land use is designed to encourage a balanced mix of commercial, office professional, and light manufacturing uses along a number of high-visibility traffic corridors. This land use designation corresponds to the CM zone district. The maximum development intensity for this designation is 1.0:1.0.
- **Commercial/Entertainment.** This land use designation applies to a single area of the city located along the Telegraph Road corridor from Vail Avenue north to Hoefner Avenue. This area corresponds to the parcels located along the north side of Telegraph Road and includes the Citadel and the Commerce Casino. The maximum floor area ratio for this land use designation is 4.0:1.0.
- **Industrial.** The industrial designation corresponds to both the M-1 (light manufacturing) and the M-2 (heavy industrial) zones. The maximum FAR for this category is 4.0:1.0, though the majority of the parcels included in this designation will have FARs ranging between 0.5 to 0.8 due to the need for surface parking and loading areas.
- **Public Facilities.** This designation corresponds to the public facilities (PF) zone designation. School sites, government offices, utility and transportation easements, and libraries all fall within the public facilities land use designation. These uses are scattered throughout the city. Building intensities within this land use designation will vary, although intensities cannot exceed a FAR of 2.0:1.0. The plan also provides for an overlay zone for the utility

easements that would permit limit use of these areas.

- **Transportation Uses.** This designation applies to the rail yards, freeways, and main railroads in the city. The majority of the land area included in this land use designation is the Hobart rail yard located in the West Commerce planning area (west of the I-710 Freeway).
- **Parkland.** The *Parkland* land use designation applies exclusively to all passive and active park areas in the city. Land uses within the *Parkland* designation are limited to open space and indoor/outdoor recreation facilities.
- **Housing Opportunity Area.** This designation applies to the industrial properties located within the Bandini Rosini planning area. This land use designation permits these manufacturing uses to recycle to residential development should the property owner desire to do so. At such time the property owner determines industrial uses are no longer economically viable, the property must transition to residential uses). The permitted residential development densities range from 0 to 27 units per acre, yielding a population density of approximately 103 persons per acre. The development standards for the industrial uses correspond to those of the Industrial land use designation.

The land use designations correspond to the city's zoning categories. In this way, future potential inconsistencies between the Zoning Map and the Land Use Map will be avoided. The Zoning Map indicates the location and extent of specific land uses allowed within each parcel in the city.



Newer office building located near Olympic Boulevard in the northern portion of the city.

**City of Commerce  
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The zoning ordinance sets forth regulations and standards for development in these zones consistent with the goals, policies, and objectives of the general plan.

These zone districts, also indicated in Table 3-1, are consistent with the aforementioned land use designations.

**Table 3-1  
Land Use Designations and Development Standards**

Land Use	Description of Typical Land Use and/or Development	Development Standards	Zone District	Land Area (in acres)	
Low-Density Residential	Single-Family Residential Units	0-11 du/acre	R-1	151	3.6%
Medium-Density Residential	Single-Family & Duplex Units	0-17 du/acre	R-2	93	2.2%
High-Density Residential	Multiple-Family Residential Units	0-27 du/acre	R-3	74	1.8%
Commercial (includes Mixed-Use)	General Commercial/Office Mixed Use.	0.5: 1.0 FAR 0-27 du/acr	C-1, C-2 MU	216	5.2%
Commercial/Manufacturing	Manufacturing and Distribution Uses	1.0: 1.0 FAR	CM	93	2.2%
Housing Opportunity	Manufacturing use/Residential	4.0: 1.0 FAR 0-27 du/acr	M-2 with HO Overlay		
Commercial/Entertainment	Offices, Retail, Entertainment	4.0: 1.0 FAR	NA	95	2.3%
Industrial	Manufacturing and Distribution Uses	4.0: 1.0 FAR	M-1, M-2	2,558	61.1%
Public Facilities	Schools and Park Facilities	4.0: 1.0 FAR	PF	200	4.8%
Transportation	Freeways, Highways, and Rail yards	-	-	706	16.9%
Total	-	--	--	4,186	100%

Source: City of Commerce, 2007

### **3.5.3 Future Land Use Policy**

The focus of the city's future planning efforts relative to land use and development will be directed toward accomplishing the following objectives:

- To retain the existing desirable land uses while providing for a more compatible land use pattern in the city;
- To ensure that the land use map accurately reflects the development and land use objectives of the community;
- To make sure the boundaries for the various land use designations correspond to the boundaries of the various zone districts to ensure consistency; and,
- To correct any potential inconsistencies between the land use plan and the zoning map plan.

New development will largely consist of recycling existing land uses and infill development on the few scattered vacant parcels that remain. Many parcels may never be developed to the maximum intensity permitted under the general plan, and as a result, effective capacity (rather than theoretical capacity) serves as a more realistic measure of residential development potential. Effective capacity, which is often used in development projections, is simply 80% of the theoretical scenario. Commercial development will rarely be constructed to the fullest potential permitted under the Community Development Element.

Table 3-2 indicates potential build-out possible under the general plan's implementation. Assuming that the city is developed pursuant to the land use plan contained herein, a total of 5,240 housing units is possible if every residential property is developed to the maximum intensity permitted under the general plan. A total of 4.7 million square feet of commercial development is possible if every parcel designated as commercial is developed to the maximum intensity permitted under the general plan.

Potential theoretical development possible within those areas designated for commercial manufacturing is 4 million square feet of floor area. Finally, the development within the area of the city

designated as commercial entertainment could total 2 million square feet. In terms of industrial and manufacturing uses, a total of 55.7 million square feet of industrial and distribution-related development is possible if every parcel so designated is developed to a FAR of 0.5:1.0, which is permitted under the General Plan.

### **3.5.4 General Plan Land Use Map**

According to the California General Plan Guidelines, the land use map is a spatial representation of the city's land use policy. The map meets the state's requirement (Section 65302(a)), which calls for...

*"...the designation of the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste and liquid waste disposal facilities, and other categories of public and private land use."*

The land use map for the general plan designates the permitted land use for every property in the city. The zoning ordinance must be consistent with the land use designations, since the former serves as the primary implementation mechanism of the Community Development Element's policies. In certain instances, inconsistencies between the zoning map and the general plan map will arise, and these inconsistencies must be resolved in a "reasonable amount of time." The General Plan Guidelines provide guidance in the level of detail that is required for a general plan land use map. The Guidelines state:

*"As a general rule, the combination of the diagram or diagrams and the text should be detailed enough so that the users of the plan staff, elected and appointed officials, property owners, and citizens - can reach the general conclusion on the appropriate use of any parcel of land."*

## **City of Commerce 2020 General Plan**

**Table 3-2  
Development Intensity**

Land Use	Area (acres)	Intensity Standard	Theoretical Development
Low-Density Residential	151	0-11 du/acre	1,661 units
Medium-Density Residential	93	0-17 du/acre	1,581 units
High-Density Residential	74	0-27 du/acre	1,998 units
Mixed Use	21	0-27 du/acre	567 units
Housing Opportunity Overlay	44	0-27 du/acre	1,188 units
Commercial	216	0.5 FAR	4,704,580 sq. ft.
Commercial/Manufacturing	93	1.0 FAR	4,051,080 sq. ft.
Commercial/Entertainment	95	4.0 FAR	2,009,100 sq. ft.
Manufacturing	2,558	4.0 FAR	55,713,240 sq. ft.
Public Facilities	200	4.0 FAR	435,600 sq. ft.
Transportation	706	--	--
Total Residential. (units)			5,240 units
Total Non-Residential (sq. ft.)			66,913,600 sq. ft.

\* Assumes all of the industrial land is developed at a FAR of 0.5 to 1.0

\*\* Assumes a total floor area of 0.5 to 1.0

The land use map is based on the community's desires concerning the location, nature, and intensity of future land uses in the city. The Community Development Element policies serve as a basis for mapping future land uses in the city. The land use map and the policies included in this element consider a wide range of programs and plans, including redevelopment projects and specific plans, that also serve as implementation measures.

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#### **The City of Commerce as Part of Montebello or Downey...**

During the 1950s, the City of Montebello made an effort to annex much of what is now Commerce into that City. A second annexation effort was initiated by the City of Downey in 1959. This later annexation effort led to Commerce's incorporation.

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#### **3.5.4.1 Bandini-Rosini Planning Area**

This planning area consists almost entirely of residential development, and includes three non-contiguous neighborhoods separated by the Long Beach Freeway and the Atlantic Boulevard commercial district. Bandini Park and Bandini Elementary School are also located within this planning area. Land use policies call for maintaining the residential densities that correspond closely to the intensity of existing residential development. The land use policies affecting this planning area include the following:

- High-density residential development will be located in that portion of the planning area along Eastern Avenue.
- Low density residential uses will continue to be located in those portions of the planning area north of Astor Avenue, east of Cowlin Avenue, and south of Nobel Street. In addition, the low density and medium-density residential land use designation will continue to apply to those areas located west of the Long Beach Freeway.

## **City of Commerce 2020 General Plan**

- Medium-density residential development in this neighborhood will be permitted along Ayers Avenue and Leonis Street.
- The remainder of the planning area, not designated as medium-density residential or high-density residential, will continue to be designated for low-density residential development.
- The general plan also permits the development of housing within those properties that are presently developed and zoned for industrial uses. At such time the property owner determines industrial uses are no longer economically viable, the property must transition to residential uses).

### **3.5.4.2 Rosewood Planning Area**

The land use designations that have been applied to the Rosewood planning area represent an effort to preserve the existing lower-density residential development. The land use policies applicable to this planning area include the following:

- That portion of the planning area adjacent to Commerce Way, Jillson Street, and the west side of Senta Avenue is designated medium-density residential, which is consistent with the existing character of residential development.
- The balance of the planning area, consisting of single-family residential development, is designated low-density residential, reflecting the city's desire to preserve the neighborhood's existing single-family character.
- High-Density Residential development will continue to be applicable at the corner of Eastern Avenue and Harbor Street.
- Both Rosewood Elementary School and Rosewood Park (which also includes the Civic Center) will continue to be an integral part of the neighborhood. The elementary school and the park are designated as public facility.
- The general plan permits the development of housing within those properties that are presently developed and zoned for industrial uses. At such time the property owner determines industrial uses are no longer economically viable, the property must transition to residential uses).

### **3.5.4.3 Northwest Planning Area**

The land use plan for the Northwest planning area presents a considerable challenge in that there are a significant number of dilapidated, substandard, and overcrowded units located here. The city has long recognized the need for specific measures to alleviate efforts related to substandard housing and conflicts between residential and non-residential land uses. The city's previous neighborhood rehabilitation program has targeted the Northwest planning area for housing rehabilitation efforts.

- The majority of the residential portions of the planning area are designated medium-density, which corresponds with the existing development densities.
- General plan land use policy calls for the buffering of residential and non-residential land uses. Primary goals include the elimination of scattered residential parcels located in industrial areas and the elimination of industrial activities that intrude in residential neighborhoods.

### **3.5.4.4 Southeast Planning Area**

The Southeast planning area is predominantly developed as residential, though the planning area contains a mix of other land uses, including commercial, public facilities, parkland, and industrial. The land use plan recognizes the potential for land use conflicts between the diverse activities located within the area, and therefore, proposes measures to reduce potential adverse impacts while preserving the existing residential neighborhoods. Within the planning area, there are six smaller residential neighborhood areas that are separated by roadways or expanses of non-residential uses. The nature and density of the existing land uses within each of these smaller residential neighborhoods are generally uniform. The land use policy for the Southeast planning area includes the following:

- The North Slauson residential neighborhood, located north of Slauson Avenue, is designated as low-density residential to retain the existing character and density of residential development in this area.
- The neighborhood, located south of Slauson Avenue and north of the Union Pacific Railroad, is designated medium-density residential. This land use designation permits slightly higher

## **City of Commerce 2020 General Plan**

densities over the life of the plan. Also, the land use policy encourages the elimination of conflicting commercial uses in this neighborhood.

- The Greenwood neighborhood includes those residences located south of the Union Pacific railroad line and east of Nye Avenue. The entire district is designated high-density residential, which will allow older dilapidated single-family units to be replaced with newer, higher-density units. The Greenwood neighborhood also includes the residential area south of Gage and along Kuhl Drive near Veteran's Memorial Park. This residential area is also designated high-density residential, reflecting the existing and proposed higher-density development.
- The Emil neighborhood is located along Emil Avenue and Pacific Drive and the inter-connecting local streets. The majority of the Emil neighborhood is designated high-density residential, which is consistent with the multiple-family development found in the neighborhood. Exceptions include the area east of Pacific Drive, properties adjacent to Agra, and the parcels located adjacent to Danielson Court, all of which are designated low-density residential or medium-density residential. The latter areas will continue to support the attractive single-family residential development presently found in this portion of the city.
- The Darwell Avenue neighborhood consists of single-family homes interspersed with lower-density multiple-family units, primarily duplexes. The medium-density residential land use designation applicable to this area permits the area's redevelopment to slightly higher-density development.
- The land use policy provides for the retention of the existing industrial development found in the planning area, most of which consists of modern industrial and business parks. City policy calls for appropriate barriers to be constructed wherever industrial uses abut residential neighborhoods. Parcels designated as commercial are located in strategic locations within the planning area.
- A number of properties located near the freeway have been designated for commercial development as a means to promote retail and service uses that would benefit from the pass-by traffic as well as from local patronage.



The Northwestern Planning Area contains a mix of land uses. As shown in this view, smaller manufacturing uses located next to homes are not uncommon.

### **3.5.4.5 Ferguson Planning Area**

The Ferguson planning area includes that portion of the city located south and adjacent to Ferguson Drive and west of Gerhart Avenue. Residential land uses predominate in the area, although the industrial activities located in the midst of the residential development account for approximately 28% of the planning area. Surrounding land uses include the Union Pacific right-of-way located to the south, and residential development opposite Ferguson Drive, located in the unincorporated portion of Los Angeles County. Key elements with respect to land use and development include the following:

- The land use policy for this planning area designates existing residentially-developed properties as Low-Density Residential, and the balance of the industrial areas as Industrial. The applicable land use designations generally reflect the nature and extent of existing development in the planning area. The general plan will continue policies that will also encourage aesthetic and operational improvements in the industrial area to minimize industrial/residential land use conflicts.
- Several constraints need to be considered when discussing the recycling of the residential properties to higher densities. First, the Metrolink railroad right-of-way, located immediately south of the planning area, will continue to generate a variety of adverse

## **City of Commerce 2020 General Plan**

impacts on the adjacent land uses. Secondly, existing land uses immediately north of Ferguson Drive consist primarily of single-family residential development. Finally, Ferguson Drive is designed as a two-lane local street and may become increasingly congested with additional traffic.

- The land use goals and policies for the Ferguson planning area recognize the present constraints to residential development and the sensitive nature of the adjacent land uses in the unincorporated County area. The land use map recognizes the need to mitigate adverse impacts related to the operation of the nearby Metrolink railroad.

### **3.5.4.6 West Commerce Planning Area**

The West Commerce planning area encompasses all of the land area west of the Long Beach Freeway, exclusive of the Northwest Neighborhood planning area. Land use policies call for the preservation of industry through recycling and rehabilitation. Land use policy applicable to this planning area includes the following:

- Most of the planning area is designated Industrial and Transportation that reflects the Union Pacific rail yards located north of Washington Boulevard and the variety of heavy and light industrial uses located to the south of Sheila Street. Properties bounded generally by Washington Boulevard, the Long Beach Freeway, Sheila Street, and Arrowmill Avenue is designated commercial/ manufacturing. Land use policy recognizes the importance of retaining the railway operations north of Washington Boulevard. The industrial designation supports the continued presence of such activities.
- Code enforcement activity will assist community efforts in encouraging property maintenance. In addition, all new development will be required to meet landscaping standards.
- The Community Development Commission will continue to implement a redevelopment plan for the project area that promotes the upgrading of those parcels located along Washington Boulevard.
- A new Transportation land use designation has been applied to the Union Pacific (Hobart) Rail Yard. This designation acknowledges the unique

rail yard and containerized freight uses of the facility.

### **3.5.4.7 Atlantic/Washington Planning Area**

The Atlantic/Washington planning area covers the predominantly commercial/light industrial district located along Atlantic Avenue and Washington Boulevard. Sheila Street generally forms the southern boundary of the planning area. A mix of new and old small-scale commercial and industrial uses line these two major transportation corridors. Much of this planning area is included within the boundaries of Redevelopment Project Area 3, the Atlantic/Washington Revitalization Project Area.

- The land use map calls for service commercial, general commercial, and light industrial uses to continue operating in the area. Many existing building facades have been improved and landscaping improvements have been installed along Washington Boulevard. The efforts have also resulted in the replacement of obsolete or decaying industrial and commercial buildings with new multi-tenant retail/office developments.
- Land use policy outlined in the general plan calls for the continued implementation of the Atlantic/Washington Revitalization Project. Emphasis will continue to be placed on attracting needed commercial businesses to the area to serve the residential and business populations.
- Properties located outside of the redevelopment project area, but within the Atlantic/Washington planning area, should benefit from future redevelopment activities. The mixed-use character of the area will be retained, although heavier industrial uses will be discouraged.
- The land use map designates a portion of the planning area as industrial. Because these areas abut residential neighborhoods, future industrial uses consist of low-intensity uses that are more consistent to the surrounding residential environment. Uses should also be compatible with Rosewood Park (designated parkland) and city hall (designated public facilities).

## **City of Commerce 2020 General Plan**



Local residents must share their roadways with trucks during the weekdays. On weekends and evenings, many of the major arterials appear empty.

### **3.5.4.8 Commerce Park Planning Area**

The Commerce Park planning area includes the southern half of the city, south of Sheila Street, exclusive of the Southeast planning area. With the exception of the Southern California Edison electric power easement bisecting the area, and the Commercial/Manufacturing center located near the intersection of Eastern and Slauson Avenues, the entire planning area is designated Industrial. Land use policy encourages the continued presence of all types of industry throughout the planning area. In the 1970s, the city had the foresight to realize that existing labor-intensive heavy industries would join the exodus to less expensive foreign labor markets, leaving behind mammoth structures that did not meet the needs of subsequent property owners. Without city assistance, these properties would have fallen into disuse and disrepair, creating blighted conditions and discouraging investment. Therefore, in 1974, the Redevelopment Agency formed Redevelopment Project Area 1, which covered almost the entire southern quarter of the city.

### **3.5.4.9 Town Center Planning Area**

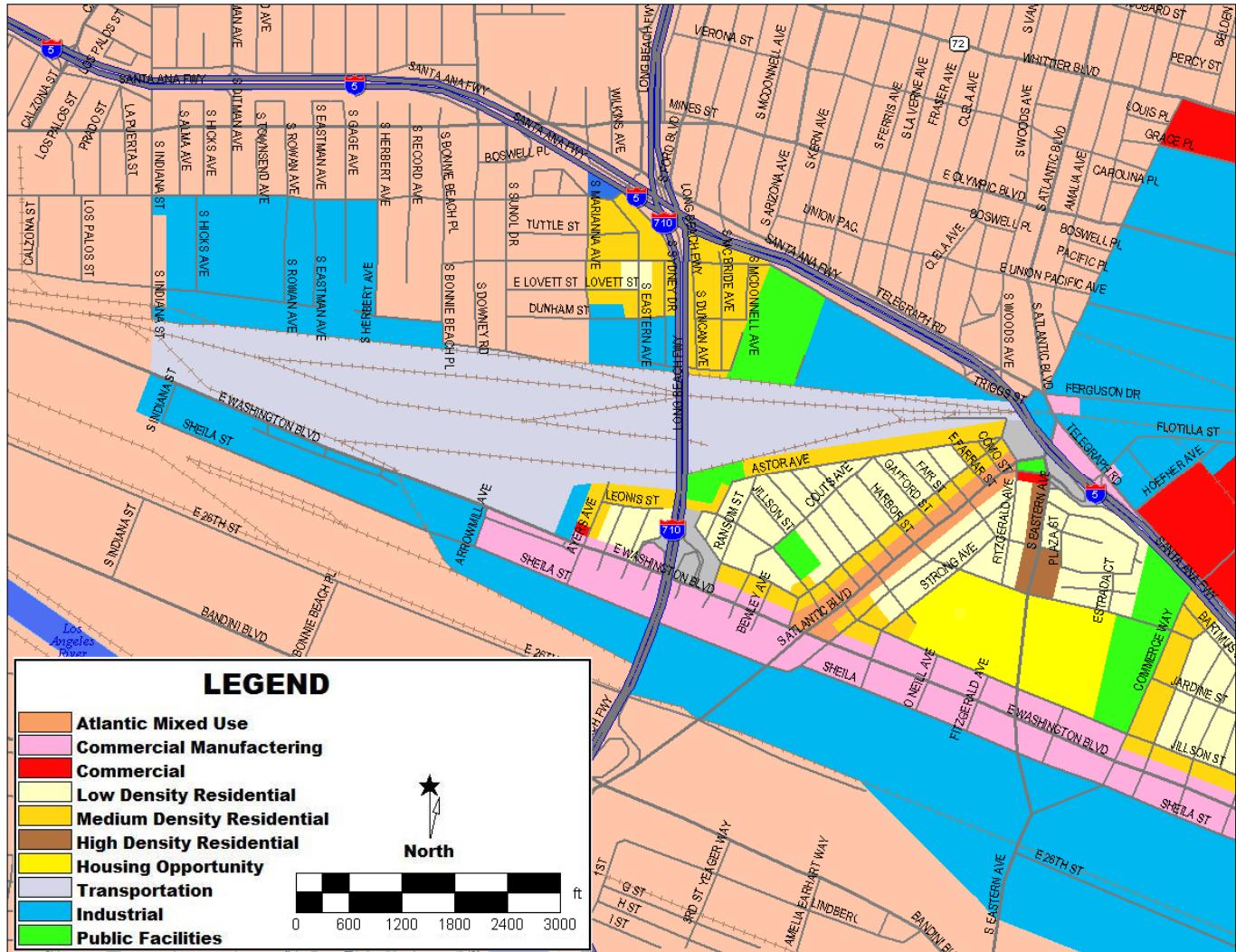
The Town Center planning area supports both commercial and industrial land uses. However, the tremendous freeway exposure available to the Telegraph Road corridor offers a multitude of opportunities for higher-intensity office and service/retail/highway commercial uses. The Town Center planning area includes the area located north of the Santa Ana Freeway, with the exception of the Ferguson Neighborhood. The Citadel development serves as the area's visual focal point, continuing eastward, in the area generally bounded by Tubeway Avenue, the Santa Ana Freeway, and the city's eastern and northern borders.

Key elements of the land use policy applicable to this planning area include properties north of Ferguson Drive, which support manufacturing activities and newer industrial parks. The industrial land use designation will continue to be applicable to this area. The city's only true neighborhood shopping center, Commerce Center, lies just south of Whittier Boulevard. The commercial land use designation will continue to be applicable. The Telegraph Road corridor, which is designated commercial/manufacturing, should become a high-intensity, high-visibility office/hotel/restaurant commercial corridor. Foremost, the Citadel Center and the adjacent properties will support uses that not only provide long-term economic benefit to the city, but that also spur development of related office, commercial, and entertainment-related uses within the area.

A design overlay district was proposed in the previous general plan for the eastern half of the Planning Area. The area includes that portion of the Town Center planning area that is east of the transmission line easement contains industrial development constructed in recent years. The overlay district will encourage design policies that will integrate both existing and future development. Standards will be established to identify appropriate colors for buildings, signage, and landscaping. Project programs do not propose substantial changes to this existing commercial strip.

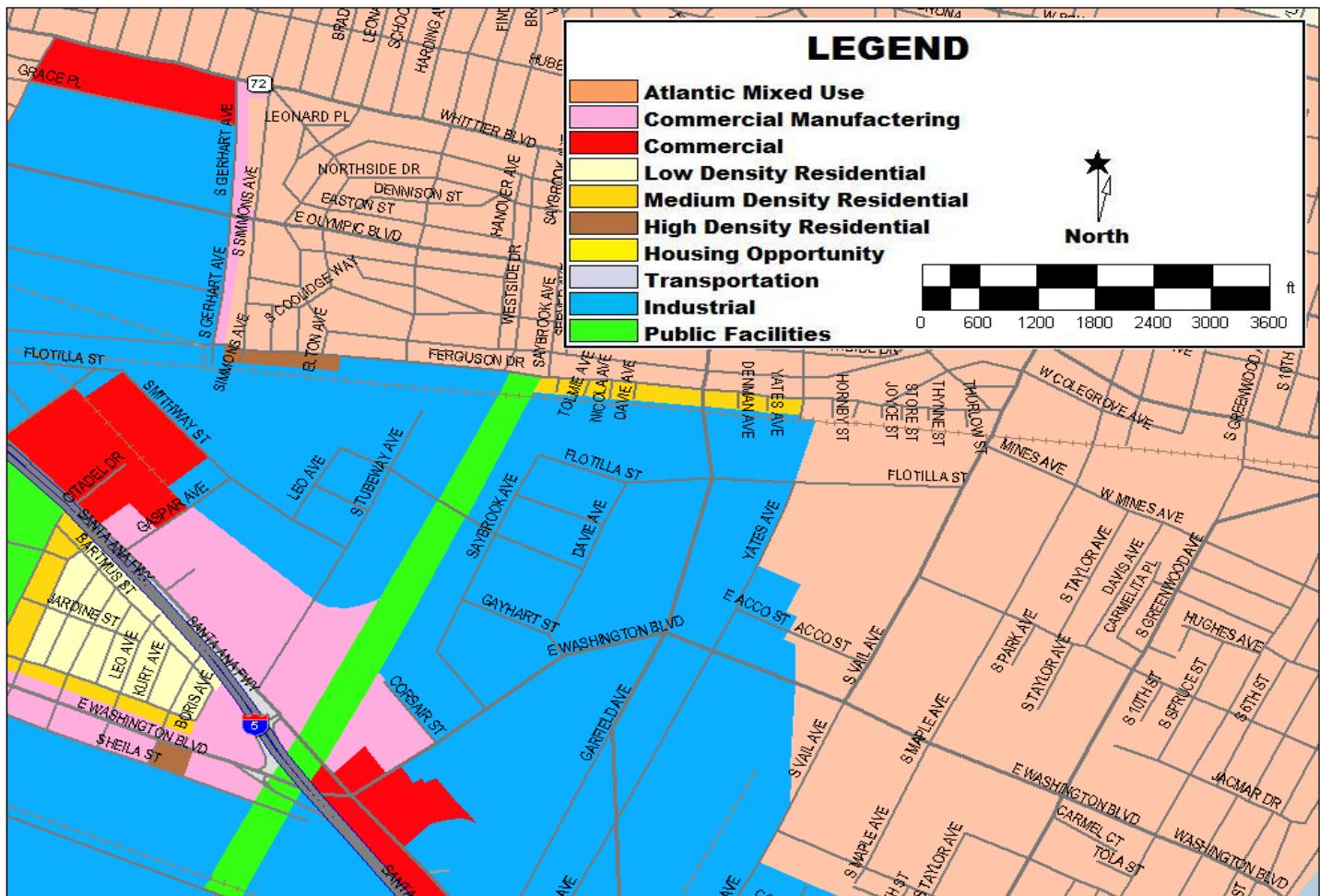


## City of Commerce 2020 General Plan



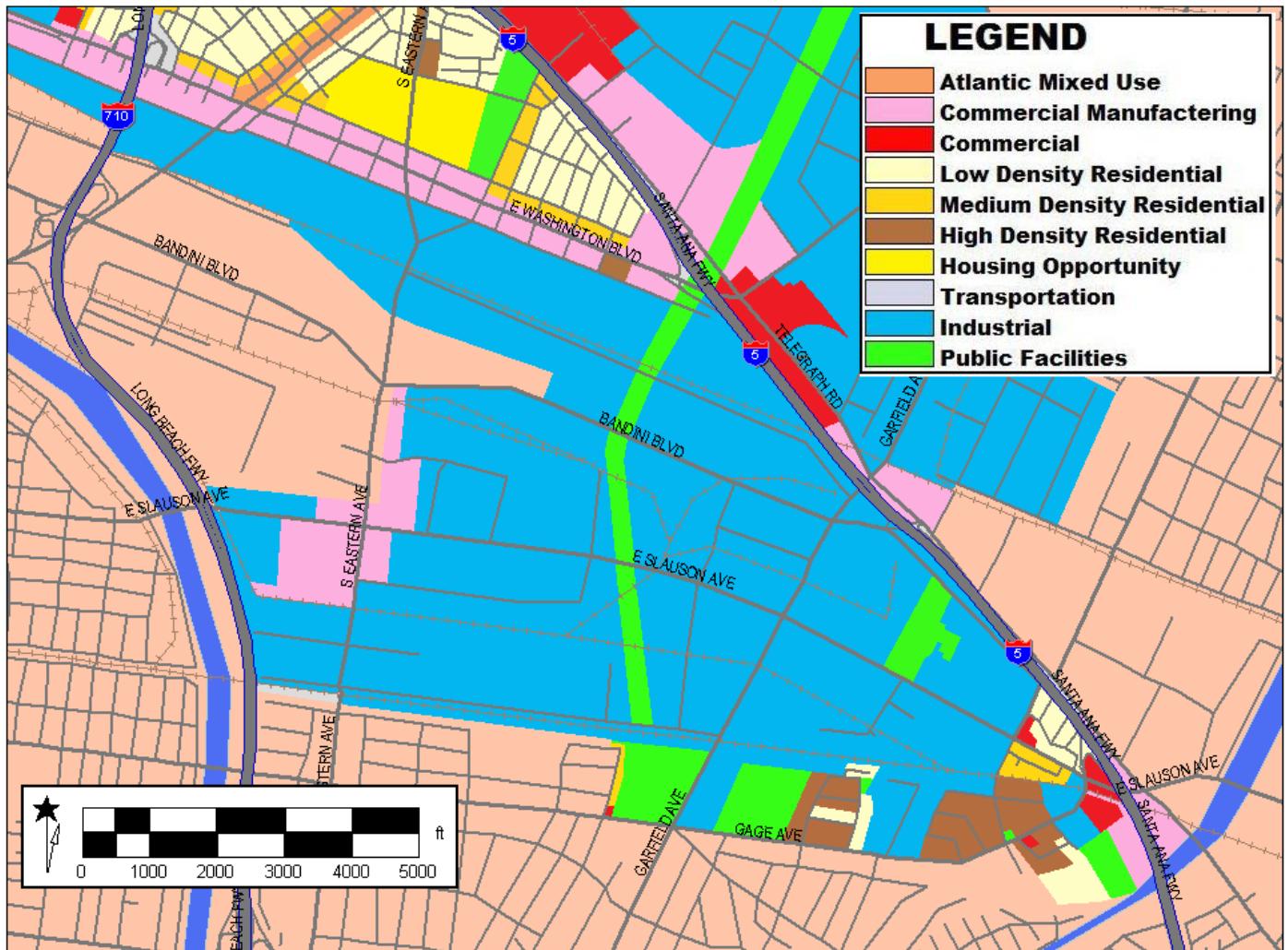
### Exhibit 3-1 Land Use Plan - Western Portion

**City of Commerce  
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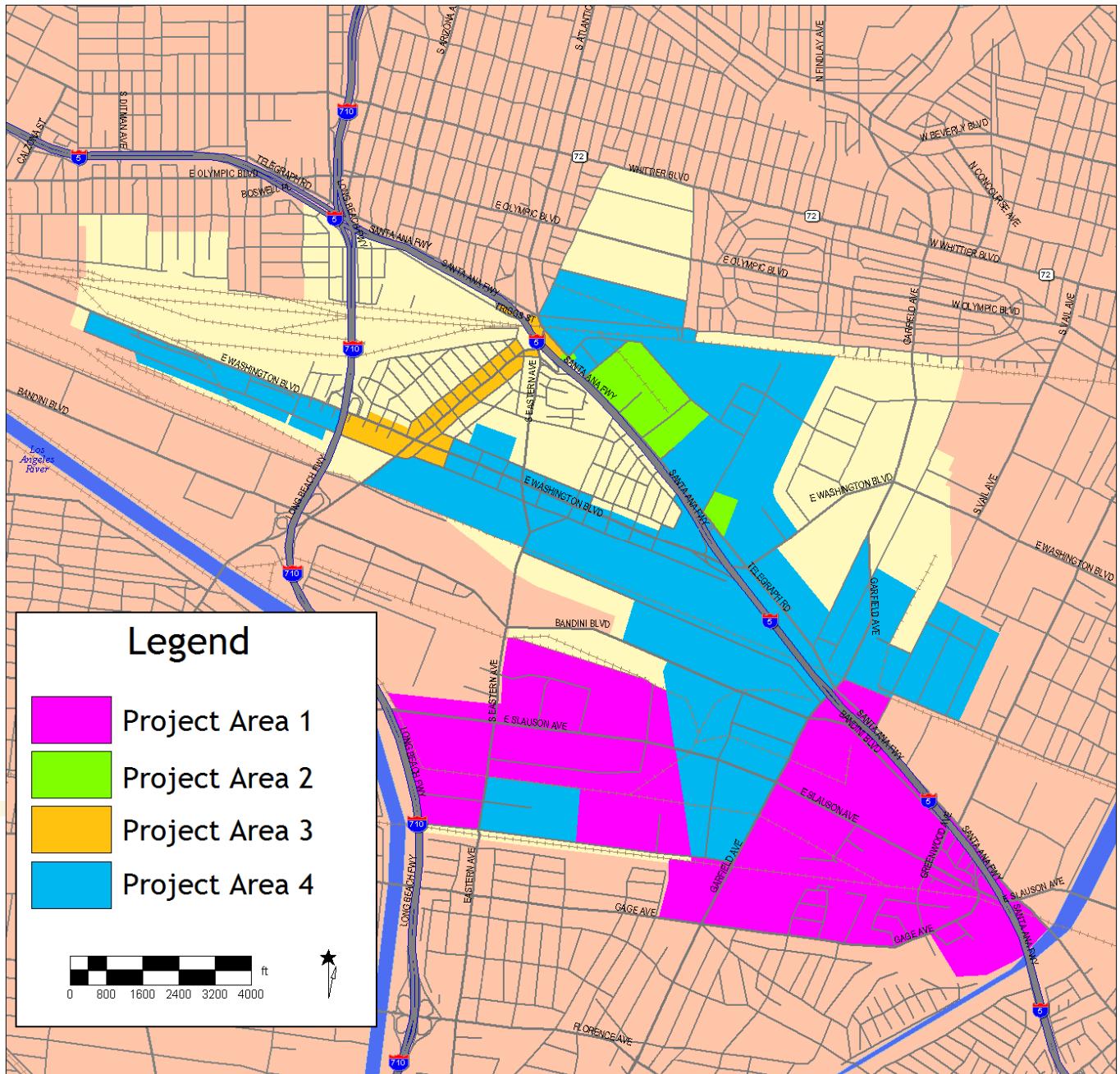
**Exhibit 3-2**  
**Land Use Plan - Eastern Portion**

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**Exhibit 3-3**  
**Land Use Plan - Southern Portion**

**City of Commerce  
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**Exhibit 3-4**  
**Land Use Plan - Redevelopment Project Areas**

**City of Commerce  
2020 General Plan**

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## **Section 4 • Transportation Element**

**City of Commerce  
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## 4.1 Introduction to the Element

This Transportation Element of the Commerce General Plan is one of seven state-mandated elements, and is intended to guide the ongoing development of the city's circulation system in a manner that is compatible with the Community Development Element. Future development in the city and in the surrounding communities will place additional demand on the local roadways. To address these demands, the city has developed specific policies that will serve as this element's policy framework.

The purpose of the Transportation Element is to provide a safe and efficient circulation system for Commerce and to promote the safe and efficient movement of goods and traffic within the city. According to California Government Code Section 65302(b), this element must identify "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan." The Transportation Element of the Commerce General Plan portrays the roadway system needed to serve traffic generated by the various uses permitted under the Community Development Element. Traffic forecasts in the Transportation Element are also used to determine future traffic noise levels within the Noise Element. The Safety Element indicates emergency evacuation routes and minimum road widths to accommodate emergency vehicles. Finally, the Transportation Element is responsive to regional transportation plans, such as the Congestion Management Program, which focuses on the development of a regional transportation system to accommodate the future traffic demands within the greater metropolitan area.



**Washington Boulevard has undergone major improvements with more to follow.**

The Transportation Element is organized around the following sections:

- The *Introduction to the Element* provides an overview of the element and its statutory requirements. This section also includes information related to current traffic and circulation conditions, public transportation, and alternative forms of transportation.
- The *Issues and Opportunities* section provides an overview of the current conditions relative to traffic in the city.
- The *Transportation Policies* section contains policies relevant to transportation issues and circulation-related infrastructure.
- The *Transportation Programs* section describes those programs that will be effective in the implementation of transportation-related policies.
- The *Transportation Plan* establishes standards and programs designed to improve traffic and circulation within the city. Typical standards for each category of roadway are established in this element.

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### What was included in the previous Circulation Element

The previous Circulation Element envisioned the reconstruction of the Mixmaster intersection, the construction of park-n'-ride areas for rail mass transit, and the reconstruction of a number of critical intersections. The majority of these improvements have been implemented or are anticipated to be completed in the next several years.

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## 4.2 Issues & Opportunities

The mix of land uses and development in the city have led to traffic-related issues that are not typical for most communities. While the city's resident population is relatively small, the city's transportation network must accommodate the thousands of workers that travel to and from the city every day. Key issues and opportunities addressed in this element include the following:

- The traffic patterns in the city are unique compared to the surrounding communities. During the weekdays, local roadways

accommodate thousands of vehicles. This traffic includes trucks and persons traveling to and from work. During the weekends, traffic on city roadways is generally very light.

- The city's roadway system must accommodate the truck traffic that is critical to the industrial and distribution-related uses located in Commerce. This requires the design of intersections that are able to accommodate the turning movements of the larger trucks.
- There are a number of arterial roadways in the city that are used by through traffic as an alternative to the freeways. Washington Boulevard, Garfield Avenue and Atlantic Boulevard are the "routes of choice" for many. As a result, these roadways experience severe congestion during the peak traffic periods on weekdays.
- The city has been very proactive in upgrading its roadways and intersections. Since the last general plan update, grade separations have been constructed on Eastern Avenue, and the "Mixmaster" intersection has been completed.
- There are limited opportunities for roadway widening or the construction of new thoroughfares. Instead, new roadway improvements will be limited to intersection enhancements and passive improvements, such as signalization synchronization.

The city continues to operate its own public transit system, which provides accessible and affordable transportation to those members of the community who are public transit-dependent. In addition, the city is an active participant in the region's developing mass transit rail system. A new Amtrak station was completed following the previous General Plan update. In addition, the city, together with Montebello, constructed a station and park-n'-ride lot for the Metrolink line.

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#### **Origins of the Commerce Bus Lines**

The City of Commerce Bus system was first established in 1968 with the purchase of a single bus. The system now operates more than 20 buses and employs more than 100 persons. The system provides much-needed transit services to more than 5,000 persons on an average day. In 1994, the system won a national award for excellence.

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A typical workday on Washington Boulevard.

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The confluence of the Long Beach (I-710) Freeway and the Santa Ana (I-5) Freeway, and the inadequate connections between them, impact the city's major roadways. In addition, the presence of the Union Pacific and Burlington Northern/Santa Fe rail yards add to truck traffic volumes on the city's roadways. Trucks constitute between 15% and 40% of the traffic on the city's roadways and freeways surrounding the city. The rail yards are expected to experience significant growth due to the development of the Alameda Corridor. Other key traffic-related issues of concern include the following:

- The opportunities for street widening are extremely limited within the city. In the foreseeable future, arterial street improvements would primarily be in the form of intersection improvement or traffic systems management programs such as signalization synchronization. There are limited opportunities for the construction of new thoroughfares. While the city operates a local transit service, bus routes operated by the Los Angeles MTA and Montebello operate on major city roadways. In addition, two commuter rail (Metrolink) stations serve the city, one each on the Orange County/Riverside line and on the San Bernardino line.
- There are two significant regional level freeway corridor improvement efforts that would affect the city of Commerce. The I-5 (Santa Ana) Freeway Corridor improvement project evaluated various alternatives for capacity enhancement of the I-5 Freeway between the SR-91 in Orange County and the I-710 in Los Angeles County. The preferred alternative would add one high-occupancy vehicle (HOV) lane and one general-purpose lane to this

#### **Early Traffic Congestion in Commerce**

freeway segment, in addition to implementing various Intelligent Transportation Systems (ITS) technology components. Interchange improvements in the city of Commerce include those at Slauson Avenue, Garfield Avenue, Washington Boulevard, and Atlantic Boulevard. The project is to be completed by the Year 2015.

- A major investment study (MIS) is being prepared for the I-710 (Long Beach) Freeway Corridor between Ocean Boulevard in Long Beach and the SR-60. One of the major objectives of the MIS is to identify alternatives for efficient ingress and egress at the railroad facilities between the Ports of Long Beach and Los Angeles.
- It is evident that challenges with regard to traffic and transportation can only be addressed through the city's participation in the ongoing efforts at the regional level, and by working in collaboration with surrounding cities.
- Commerce should assume a leadership role in assembling a consortium of cities in its vicinity to address traffic impacts on the city's arterial streets. Commerce should also participate proactively in the implementation of the I-5 Corridor Improvement Project to ensure interchange improvements are expedited. Finally, Commerce should participate proactively in the MIS effort for the I-710 corridor improvements, and ensure adequate access to the rail yards and connections to the I-5 Freeway.
- The city of Commerce should engage in discussions with the Alameda Corridor Authority, Union Pacific Railroad, and Burlington Northern/Santa Fe Railroad with the objective of mitigating the impacts due to anticipated increases in activity in the rail yards and at railroad crossings.
- In collaboration with other stakeholders (including surrounding cities), Commerce should establish a viable truck route system for the subregion. These routes should be established for implementation in the immediate future, assuming no changes to the highway network and land uses. A long-term truck route plan should be developed, together with the implementation of the I-710 and I-5 Freeway Projects and the Alameda Corridor Project.

An early real estate advertisement (circa 1920s) stated the following: "...heavy traffic already flows past the frontage of these boulevards, and the volume will increase tremendously as time goes on. A unique opportunity exists to get the last of the business frontage near this much-traveled point..." The advertisement was related to a number of parcels located along Atlantic Boulevard, north of Washington Boulevard.

### **4.3 Transportation Policies**

Commerce seeks to accomplish the following objectives through implementation of the policies contained in this Transportation Element:

- The maintenance and improvement of the roadway system in the city to accommodate future traffic;
- The use of innovative circulation strategies designed to create a transportation system that is sensitive to the city's aims for continued economic development;
- The development of a roadway and circulation network that promotes pedestrian activity in selected areas of the city;
- The efficient use of alternative forms of transportation that serve the city; and,
- The development of roadway improvements that are sensitive to the community's long-range goals for a livable and sustainable community.

To accomplish the aforementioned objectives, the city has adopted the following policies to guide planning and design of future transportation facilities in the Commerce.

#### **4.3.1 Issue: Circulation**

The following policies underscore the city's recognition that the maintenance of a comprehensive circulation system is critical to the city's economic well-being.

- *Transportation Policy 1.1.* The city of Commerce will continue to implement a comprehensive plan for a coordinated street circulation system that will provide for the safe and efficient movement of people and goods.

- *Transportation Policy 1.2.* The city of Commerce will continue to develop a street circulation system that is capable of adequately accommodating a reasonable increase in future traffic demands.
- *Transportation Policy 1.3.* The city of Commerce will implement the standards for roadways identified in the Transportation Element in the planning and construction of future street improvements in the city.
- *Transportation Policy 1.4.* The city of Commerce will implement the applicable standards for local roadways specifically serving industrial developments in the city.
- *Transportation Policy 1.5.* The city of Commerce will continue to cooperate with the Sheriff's Department in the enforcement of traffic laws on all city streets.
- *Transportation Policy 1.6.* The city of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.
- *Transportation Policy 1.7.* The city of Commerce will implement measures that will discourage through-traffic on local streets.
- *Transportation Policy 1.8.* The city of Commerce will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the city transportation and circulation system.

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#### The Historic Union Pacific Railroad Station

The East Los Angeles station was opened for service by the Union Pacific Railroad Company on May 15, 1929. The station building was designed by Gilbert Stanley Underwood, a noted architect who designed the Grand Canyon Lodge, Yosemite's Ahwahnee Hotel, and other lodges and hotels in Bryce and Zion National Parks.

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Truck traffic on the Atlantic Boulevard corridor will lessen with new freeway improvements on the I-710 and I-5 Freeways.

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### 4.3.2 Issue: Truck Traffic

Due to the city's substantial industrial base, truck transport will continue to be an important component of the area's continued economic vitality. This truck traffic, however, presents unique challenges to the city's efforts to accommodate the existing and future demands associated with the movement of goods through the city. As indicated in the previous section, many of the city's roadways were not designed to accommodate the large interstate, multi-axle trucks that now travel through the city. However, redevelopment activity in industrial areas is resulting in the provision of wider streets capable of supporting heavier volumes of truck traffic. The following policies underscore the city's desire to both accommodate truck transport and to address the problems associated with this mode of transport.

- *Transportation Policy 2.1.* The city of Commerce will evaluate plans that will promote the separation of commercial and industrial development traffic from residential neighborhoods.
- *Transportation Policy 2.2.* The city of Commerce will prohibit truck traffic from using local streets located within, and exclusively serving, the residential neighborhoods.

- *Transportation Policy 2.3.* The city of Commerce will establish truck routes in the city.
- *Transportation Policy 2.4.* The city of Commerce will seek out means to assess heavy truck users for the cost of maintaining roadway-related infrastructure.

#### **4.3.3 Issue: Alternative Modes of Travel**

The following policies underscore the city's commitment to providing and/or encouraging other forms of transportation. Alternative modes of transportation will reduce the community's dependence on private vehicles as a means to travel to work and school. The use of alternative forms of transportation will also reduce traffic congestion during those periods when traffic is the heaviest.

- *Transportation Policy 3.1.* The city of Commerce will continue to encourage the use of alternate transportation modes (e.g., shuttles, etc.).
- *Transportation Policy 3.2.* The city of Commerce will continue to provide residents, employees, and visitors with a local public transit system.
- *Transportation Policy 3.3.* The city of Commerce will continue to monitor population trends and development that may require modifications to municipal bus system schedules and service routes to better service the major employment, shopping, and service areas located throughout the city.
- *Transportation Policy 3.4.* The city of Commerce will promote the development of safe and convenient pedestrian access between residential neighborhoods and the parks and schools that serve those neighborhoods.
- *Transportation Policy 3.5.* The city of Commerce will encourage the maintenance and improvement of "pedestrian-safe" oriented facilities to ensure safe pedestrian movement.
- *Transportation Policy 3.6.* The city of Commerce will establish bus shelters at heavily-used bus stops to increase public recognition and promote the use of the local and regional transit system.

- *Transportation Policy 3.7.* The city of Commerce, together with the local transit provider and MTA, will provide brochure racks at city hall and community centers.
- *Transportation Policy 3.8.* The city of Commerce will continue to implement the city's transportation demand management (TDM) measures to improve the efficiency of the city's circulation network.
- *Transportation Policy 3.9.* The city of Commerce will require major employers to adopt TDM plans pursuant to the city's adopted TDM ordinance.
- *Transportation Policy 3.10.* The city of Commerce will continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce for the proposed regional mass transit system.



The Telegraph Road entertainment and commercial center has excellent freeway access with four connections to the I-5.

#### **4.3.4 Issue: Roadway Improvements**

The city will continue to be proactive in the construction of roadway improvements to accommodate existing and projected traffic demand. These improvements have been identified in the Transportation Plan, and are identified as policies in this section.

- *Transportation Policy 4.1.* The city of Commerce will work with the Los Angeles County Public Works Department to establish a roadway and traffic safety inspection program.

- *Transportation Policy 4.2.* The city of Commerce will evaluate the feasibility of forming assessment districts, development fees, or other measures to acquire funds needed for street and traffic-related improvements.
- *Transportation Policy 4.3.* The city of Commerce will require that the cost of new transportation-related improvements be borne by the developments that create the need for such improvements.
- *Transportation Policy 4.4.* The city of Commerce will evaluate the feasibility of levying license fees for all trucks using city roads to pay for the cost of associated road repairs.
- *Transportation Policy 4.5.* The city of Commerce will initiate discussions with the city of Vernon and Caltrans regarding future freeway improvements.
- *Transportation Policy 4.6.* The city of Commerce will consider a project to provide access to Sheila Street from Pacific Way west of Arrowmill Avenue.
- *Transportation Policy 4.7.* The city of Commerce will install concrete paving on Washington Boulevard between Indiana Street and the Santa Ana Freeway.
- *Transportation Policy 4.8.* The city of Commerce will widen Sheila Street to secondary arterial street standards as needed to accommodate existing and anticipated truck traffic along this route.
- *Transportation Policy 4.9.* The city of Commerce will improve Bandini Boulevard to Major Arterial standards to accommodate existing and future truck traffic.
- *Transportation Policy 4.10.* The city of Commerce will improve Camfield/Flotilla/Smithway as required to accommodate truck traffic on these roadways. These roadways are to be improved as Secondary Arterial standards.
- *Transportation Policy 4.11.* The city of Commerce will consult with Caltrans in considering the feasibility of constructing a direct ramp connection from the Long Beach

Freeway to the adjacent rail yards as a means to reduce truck traffic on local streets.

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#### **Origins of the Santa Ana Freeway...**

The Santa Ana Freeway, between downtown Los Angeles and Santa Ana, was completed in 1952. The Long Beach Freeway, linking the Santa Ana Freeway with the City of Long Beach, was opened in 1956. Freeway construction will continue well into the 21st Century with the widening of the Santa Ana Freeway and the construction of new interchanges on the Long Beach Freeway.

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### **4.3.5 Issue: Parking**

All new development will be required to provide adequate parking in accord with zoning ordinance regulations. Currently, new residential development must provide a minimum of two parking spaces per dwelling unit. New commercial and industrial development must provide all parking on-site, and loading areas must not interfere with these parking areas.

- *Transportation Policy 5.1.* The city of Commerce will ensure that adequate off-street parking and loading facilities are provided for businesses and residences in the city.
- *Transportation Policy 5.2.* The city of Commerce will actively enforce existing curbside parking laws, particularly in regard to truck and bus parking along major roadways (all high-profile vehicles, including trucks, buses, and sport utility vehicles, should be parked at least a minimum of 20 feet from intersections in order to maintain clear visibility for vehicles entering all roadways).
- *Transportation Policy 5.3.* The city of Commerce will require all new developments to provide on-site parking in compliance with existing zoning regulations.
- *Transportation Policy 5.4.* The city of Commerce will continue to enforce other parking regulations as they apply to existing development.

- *Transportation Policy 5.5.* The city of Commerce will continue to enforce and monitor parking ordinance regulations that will prohibit the parking of inoperable and service vehicles on residential streets.
- *Transportation Policy 5.6.* The city of Commerce will develop a program to limit on-street parking in residential neighborhoods that may include, but not be limited to, the issuance of residential parking permits.
- *Transportation Policy 5.7.* The city of Commerce will consider issuing street parking permits as a means to promote the use of garages for parking.
- *Transportation Policy 5.8.* The city of Commerce will examine the feasibility of establishing an overnight parking ordinance and/or a street-cleaning program that will serve to restrict on-street parking in residential neighborhoods.



During the weekday periods, truck traffic accounts for about 10% of the vehicles on the key arterial roadways.

#### **4.3.6 Issue: Environmental Justice Policies**

The following policies emphasize the city's continued commitment to ensuring that the concept of environmental justice is considered in the planning of future roadway improvements and facilities.

- *Transportation Policy 6.1.* The city of Commerce will ensure that all future transportation facilities that will provide a

regional benefit do not have a significant adverse impact on the community and that any such impacts are mitigated to the fullest extent possible.

- *Transportation Policy 6.2.* The city of Commerce will oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.
- *Transportation Policy 6.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.

### **4.4 Transportation Programs**

There are a number of key programs the city will continue to implement or undertake as part of the implementation of this General Plan. These existing and proposed programs are identified below.

- *Caltrans Coordination.* The city will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the city is fully apprised of the improvement efforts in the early stages of planning and design. The city will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact the city.
- *Capital Improvement Planning.* The city's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The city will continue to update, review, and implement its CIP to consider transportation-related improvements.

- *Enforcement of Truck Parking.* The city will continue to cooperate with the Los Angeles County Sheriff's Department in the enforcement of trucks using non-designated truck routes, illegal on-street parking, and other traffic laws.
- *Environmental Review* The city shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Among those issues that may be addressed in the environmental analysis are traffic, parking, and circulation. In compliance with CEQA, the city shall also assign responsibilities for the verification of the implementation of mitigation measures. The city's environmental review procedures are currently in place.
- *Mitigation Fee/Use Fee Study.* The city will explore strategies to ensure that the public does not bear an undue burden associated with new development. The city will determine a reasonable and fair method of assessing new development for the cost of providing any additional infrastructure required by the development. The first step of this program's implementation calls for the preparation of a mitigation fee strategy study to be initiated by the city administrator. The subsequent phases of this program will involve examining the current truck fees to ensure that the city is receiving its fair share of licensing fees, given the relatively high volumes of truck traffic in the city.
- *Residential Parking Program.* The city will review existing parking standards and regulations applicable to the residential neighborhoods. This program will consider the feasibility of additional on-street parking restrictions and a permit parking program as a means to eliminate the "storage" of extra vehicles on city streets.
- *Public Transit Review Program.* The city will evaluate the need to modify routes, schedules, and fares of local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The city will also continue to work with the MTA and other transit service agencies in adjacent communities to identify the most beneficial route and stops in the city. The city will provide development plans to service providers for review for those projects that may affect public transit services.
- *Signalization.* The city will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization. Coordination with Caltrans and MTA in this regard will be undertaken.
- *Truck Route Planning.* The city will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.
- *Transit Centers.* Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and in some areas park-n'-ride facilities, will be implemented as part of new development. The lead city agency to study the feasibility of developing "transit centers" will be designated by the city administrator.

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#### Commerce as a Leader in Early Transportation Industry...

The City of Commerce was home to a Chrysler plant from 1932 to 1971. At its peak, the plant employed more than 3,000 persons. The last car made at the plant was a 1971 Dodge Dart "Swinger." The plant site was ultimately redeveloped by Trammel Crow.

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## 4.5 Transportation Plan

The Transportation Plan for the city of Commerce supports the land use and development objectives outlined in the Community Development Element. The Transportation Plan is shown in Exhibit 3-1 and is discussed in this section.

### 4.5.1 Roadway Classifications & Standards

The roadway classification system described herein is used to identify the function of each roadway in the city. The classification system provides a logical framework for the design and operation of roadways

## **City of Commerce 2020 General Plan**

serving Commerce. The functional classification system permits residents, staff, and elected officials to identify the preferred characteristics of each street.

If the observed characteristics of a street change from the functional classification, then actions may be taken to return the street to its originally intended use or to change the roadway classification in response to increased traffic demand. In the latter instance, certain additional roadway improvements may be required to accommodate the roadway's new functional classification and the corresponding standards.

The primary circulation system in the city of Commerce serves two distinct and equally important functions: 1) providing access to individual properties, and, 2) the transport of people and goods into and through the city. The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits, and fewer curb-cuts or driveways. In contrast, other streets may have fewer lanes, reduced speed limits, and more driveways as a means to provide access to individual properties.



Many of the city's arterial roadways such as Whittier Boulevard, Slauson Avenue, Washington Boulevard, Atlantic Boulevard, and Telegraph Road (shown here) extend for miles outside the city.

The roadway system in Commerce has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system

differentiate the size, function, and capacity of each type of roadway. Streets in the city of Commerce are also classified according to their primary function, consisting of four types of roadways. The roadways are described below and are shown in cross-section views in Exhibit 3-2.

- **Major Arterials.** The main function of a Major Arterial is to provide regional, subregional, and intra-city travel service. Through-traffic comprises the bulk of traffic volumes on major arterial roadways. These streets typically provide three traffic lanes in each direction, and the lanes may be separated by either a median strip or a two-way, left-turn lane. Major arterial roadways typically contain 84 feet of paving within a 100-foot right-of-way. Lanes are 12 feet wide, and the center median or turn lane is 16 feet wide. The following streets in Commerce are classified as major arterials: Washington Boulevard, Eastern Avenue, Garfield Avenue, Olympic Boulevard, Slauson Avenue, Whittier Boulevard, Bandini Boulevard, and Telegraph Road.
- **Secondary Arterials.** Secondary Streets serve a similar function as Major Arterials, except the design capacity of the former is not as great as the latter. In addition, Secondary Streets do not carry the volumes of through traffic typically associated with Major Arterials. Secondary Streets have an 80-foot wide right-of-way, with 64 feet of paving. Two roadway configurations are used. A Secondary Street may contain two 12-foot-wide traffic lanes in each direction, separated by a 16-foot wide, two-way left-turn lane. Alternatively, the center left-turn lane may be replaced by 8-foot-wide curb parking lanes on each side of the street. Roadways categorized as secondary streets include Gage Avenue, Camfield, Avenue, Flotilla Street, and Smithway Street.
- **Collector Streets.** A Collector Street provides circulation in a defined geographic area of the city and connects this area to secondary streets, arterials, and freeways. Most traffic uses collector streets to move to roadways carrying intra-city or through-traffic. The city of Commerce contains two types of collector streets: commercial/ industrial, and residential. Commercial/industrial collectors contain 44 feet of paving within a 60-foot right-of-way; curb parking is permitted on both sides of the street. Collector streets serving residential neighborhoods have 40 feet of paving within the same 60-foot right-of-way. Residents may park along the curb. Collector streets in Commerce

include: Goodrich Boulevard, Simmons Avenue, Ferguson Drive, Harbor Street, and Commerce Way.

- **Local Streets.** Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the city's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Local streets in Commerce are generally 40 to 50 feet wide, with a pavement width of between 24 to 30 feet. Most streets have been improved with curbs, gutters, and sidewalks. The city standard for local streets is 60 feet (with a curb-to-curb pavement width of 36 feet, two lanes, and on-street parking on both sides). This standard has not been achieved for a number of local streets in the city and may not be achieved for all local streets, considering the developed character of the city.

The functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the *intended* use and ultimate design of the roadway to accommodate the anticipated travel demand. In addition, the typical cross-section of the roadway does not necessarily mean that the roadway should be redesigned or widened to meet its typical cross-section. Rather, the typical cross-section serves as a benchmark in the planning of future roadway improvements. Table 4-1 summarizes the standards generally applicable to each roadway classification.

**Table 4-1**  
**Roadway Classifications and Standards**

	Major Highways	Secondary Highways	Collector Roads	Local Streets
Travel Lanes	4-6	2-4 lanes	2 lanes	2 lanes
Parking Lanes	0-2	0-2 lanes	0-2 lanes	0-2 lanes
Volumes ADT	20,000-greater	10,000 or greater	Up to 10,000	2,000 or less
ROW width	100 ft.	80 ft.	60 ft.	40-50 ft.
Pavement Width	84 ft.	64 ft.	40 ft.	24-30 ft.

Note: ADT refers to average daily traffic volumes. ROW refers to right-of-way

#### **Roadway Classifications...**

To aid in future transportation planning, roadways have been classified according to a definite hierarchy that indicates the optimal configuration of the street. This classification includes the roadway's desirable width, the number of travel lanes, and its function.

#### **4.5.2 Roadway Performance Standards**

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria." These performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections), and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. Performance criteria have a policy component, which establishes a desired "Level of Service," and a technical component, which provides a more quantified measure.

A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), where LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition. A more quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes. This method, referred to as the *Intersection Capacity Utilization*, or *ICU*, is correlated to LOS definitions in Table 4-2.

The city of Commerce has established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. The city recognizes that not all intersections within the city can meet the target LOS D. In these instances, the city council must find that the improvements necessary to meet the target LOS D are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or, 3) the design of the necessary improvements is contrary to other established city policies.

**Table 4-2  
Level of Service Definitions**

LOS	ICU Ratio	Definition
A	0.00-0.60	Free flow traffic conditions
B	0.61-0.70	Stable flow, some restrictions
C	0.71-0.80	Satisfactory operating speeds
D	0.81-0.90	Unstable conditions beginning - considered to be the maximum acceptable operating condition.
E	0.91-1.00	Significant delays - considered to represent the threshold of unacceptable traffic condition
F	1.01	Severe congestion - considered to represent the threshold of unacceptable traffic condition

The performance criteria used for evaluating volumes and capacities of the city street and highway system include both average daily traffic (ADT) volumes for individual roadway segments and peak hour intersection volume criteria. ADT capacities represent the general level of daily traffic that each roadway type typically handles, and should be used as a general design guideline only. LOS standards for intersections are more precisely determined by examining peak hour intersection volumes. Therefore, the Transportation Element uses peak hour volumes as a basis for determining capacity.

### **4.5.3 Regional Transportation Plans**

The city of Commerce is subject to the Los Angeles County Congestion Management Plan, or *CMP*, which is a state-mandated program with the passage of Assembly Bill 471. The requirements of the *CMP* became effective with voter approval of Proposition 111 in June of 1990. The *CMP* was created for the following purposes:

- To link land use, transportation, and air quality decisions;
- To develop a partnership among transportation decision-makers in devising appropriate

transportation solutions that include all modes of travel; and,

- To propose transportation projects that are eligible to compete for State gas tax funds.

The Santa Ana Freeway and the Long Beach Freeway ramps located in the city are *CMP*-designated facilities in Commerce.

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#### **An Airport on Top of the Union Pacific Rail yards?**

Herbert D. "Bud" Ivey, a local distributor, suggested building an "airport" in the Union Pacific rail yards. The "airport" would consist of a deck constructed over the rail yard. Helicopter service would then operate from the new airport.

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### **4.5.4 Implications of Future Development**

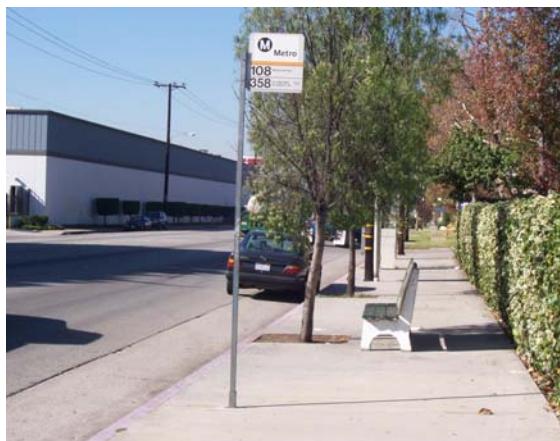
As discussed in the previous section, the desirable goal for every classified street is that it will carry a given volume of traffic while maintaining a desirable level of service. The arterial roadways in the city's circulation system are classified according to their facility-type designation and sized to provide sufficient capacity for projected volumes.

The implementation of the general plan could add an estimated 60,000 daily trips to the city street system. Because the city now is virtually built out, these additional trips will result from limited infill development, the redevelopment of older industrial areas, and recycling to higher densities in select residential neighborhoods. The majority of the new trips will be generated by the new development possible within the Town Center planning area. Redevelopment activity in the majority of the city's nine planning areas will not lead to a significant increase in traffic volumes above existing levels. Land use policy generally calls for the preservation of existing building intensities. In addition, modifications to the circulation system in these areas actually may improve traffic flow.

#### **4.5.1 Town Center Planning Area**

Land use policy calls for some change in land use in the Town Center planning area. Properties fronting on Telegraph Road may support higher-intensity

office, entertainment, and related commercial uses, rather than the heavy industrial development that predominated in the past. An important component of the long-range development within the planning area is the commercial entertainment corridor that includes the Citadel, the Commerce Casino, and other parcels located along Telegraph Road, north of the Santa Ana Freeway. Anticipated circulation improvements within the Town Center planning area include the realignment of Telegraph Road, resulting from the widening of the Santa Ana Freeway.



The city is well served by the MTA, Montebello Transit, and the local Commerce bus lines.

#### **4.5.2 Southeast Planning Area**

Residential land use policy in the Southeast planning area calls for the gradual recycling of older, single-family and duplex units to higher-density, multiple-family apartment and condominium developments. A greater intensity of use will result in increased traffic volumes on streets throughout the southern portion of the city, particularly along Garfield Avenue. Restricted peak hour curb parking may be required on Garfield Avenue.

The Commerce municipal bus system will continue to serve the neighborhood, reducing the need for additional intra-city private automobile trips. Some intersection improvements to the Gage Avenue/Greenwood Avenue intersection are anticipated as part of future development.

#### **4.5.3 Commerce Park Planning Area**

Almost two-thirds of the land area within Commerce Park is included within a redevelopment area

boundary or is targeted for future redevelopment efforts. As new development occurs along these and other roadways located throughout the planning area, the city may require localized roadway and/or intersection improvements. To improve traffic flow along Eastern Avenue, Slauson Avenue, and Garfield Avenue, the city will prohibit on-street parking during peak traffic periods as necessary. Traffic signal timing patterns will be reviewed on an annual basis, and necessary adjustments will be made to obtain acceptable traffic flows.

#### **4.5.4 Ferguson Planning Area**

Improvements to Ferguson Drive are necessary to accommodate expected local traffic loads. The required right-of-way will be acquired through redevelopment activity and possible reduction in sidewalk widths on the north side of Ferguson Drive.

#### **4.5.5 Atlantic/Washington Planning Area**

The Atlantic/Washington planning area contains two of the city's major roadways: Atlantic Boulevard and Washington Boulevard. These arterials carry high traffic volumes throughout the entire day. Redevelopment in Commerce and in adjacent communities will add vehicles to these streets. Flow can be improved by restricting parking on the boulevards during peak periods and by adjusting traffic signal timing. Washington Boulevard will be improved with concrete paving to reduce the long-term wear on the street and to reduce the costs and congestion associated with frequent street repairs.

Much of the industrial traffic in the Atlantic/Washington planning area travels along Sheila Street, parallel to Washington Boulevard. Sheila Street is a narrow roadway, and extensive truck parking along the curbs often limits traffic to one through travel lane. Street widening along selected sections of Sheila Street will relieve localized congestion.

#### **4.5.6 Bandini-Rosini Planning Area**

Local streets within the Bandini-Rosini planning area should not experience increased use due to implementation of the land use policy. Existing roadways can adequately service anticipated circulation needs. Trucks will continue to be prohibited from using the local neighborhood street system.

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### **4.5.7 Rosewood Planning Area**

The Rosewood planning area's local street system will not require circulation improvements. Trucks will continue to be prohibited from using local streets.

### **4.5.8 West Commerce Planning Area**

Traffic volumes on Washington Boulevard are expected to increase slightly over time due to past redevelopment in Commerce and in surrounding communities, particularly in Vernon. The percentage of truck traffic will remain high. To reduce traffic impacts related to uses located south of Washington Boulevard, through access will be provided to Pacific Way from Sheila Street (west of Arrowmill Avenue). Washington Boulevard will continue to be improved with concrete paving to reduce long-term wear on the street. This Element also includes a policy supporting a program to consider the feasibility of constructing a "truck only" lane from the Union

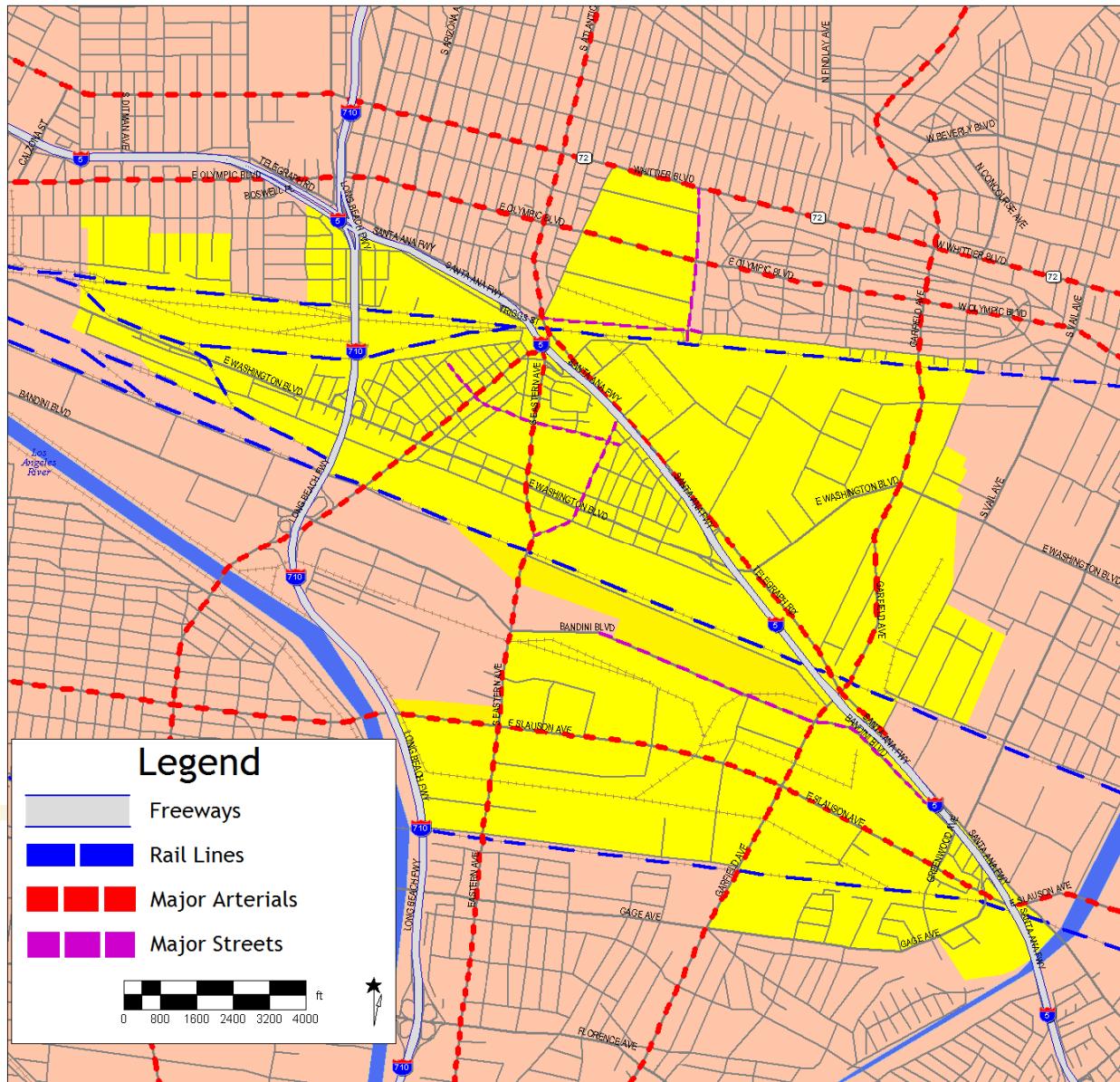
Pacific rail yard to the Long Beach Freeway. This facility, or a similar measure, would help to reduce the traffic congestion associated with trucks carrying containers from the rail yard.

### **4.5.9 Northwest Planning area**

Circulation in the Northwest Planning area is gradually improving through the continued implementation of previous land use policy applicable to the Planning area. Land use policy calls for further separation of industrial and residential uses as a means to reduce traffic conflicts. Trucks will be prohibited from driving on local streets east of the Long Beach Freeway. The city will work with the County to develop a truck route plan for the area located east of the Long Beach Freeway.



**City of Commerce  
2010 General Plan**



**Exhibit 4-1  
Circulation Plan**



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## **Section 5 • Housing Element**

**City of Commerce  
2020 General Plan**

## **5.1 Introduction to the Element**

### **5.1.1 Overview of Housing in the City**

The city is unique in a number of respects that present both opportunities and constraints for new housing production. The largely industrial character of the city (more than 60% of the city's total land area is industrial) presents challenges related to both the identification of new sites for development and the maintenance of existing residential neighborhoods. The unique aspects of the city that require consideration in the formulation of land use policy include the following:

- The industrial land uses that surround the residential neighborhoods generate significant amounts of truck traffic. During the weekday periods, the city's arterial roadways located near the residential areas (Eastern Avenue, Washington Boulevard, and Atlantic Boulevard) all experience significant truck traffic volumes and the attendant noise and air quality impacts. As a means to protect the city's neighborhoods from the intrusion of truck traffic, regulations defining truck routes and prohibitions of on-street truck parking have been implemented.
- Railroads are also a critical component of the industrial districts of Southern California. Major rail yards are found in close proximity to several residential neighborhoods which also present unique challenges to the community. Several years ago, a derailment destroyed and damaged a number of homes in the Ferguson neighborhood. The city has been very proactive in petitioning the Federal Government to ensuring that rail operations are conducted in a safe manner.
- In many of the city's neighborhoods, older industrial uses were located in close proximity to homes. Over the past several decades, the city's redevelopment agency has undertaken programs to acquire older lots and development them accordingly as a means to eliminate land use conflicts. Many of the infill housing constructed in the past several decades were developed in this fashion. Notable examples of these efforts include the Village development in the Rosewood Neighborhood, the Vista del Rio development in the Southeast neighborhood, and the more recent infill developments in the Northwest neighborhood.

- There are a number of new infill housing projects that will further the city's new housing objectives. In addition, there are several innovative and larger-housing developments that are being considered that will support the development of a "town center" in the Rosewood and Bandini neighborhoods. These development sites are discussed further in Sections 5.4 and 5.5.

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#### **Commerce as a Place to Live**

The City of Commerce is home to some 13,350 persons. At the time of incorporation, the City's population was just 9,555 persons. While the City's population has not grown as significantly compared to the growth in surrounding communities, a considerable number of new housing units have been constructed since the last General Plan Update.

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### **5.1.2 Purpose & Authority of Element**

The city of Commerce first initiated a comprehensive general plan update, including an update of the Housing Element, in the mid-1980. This earlier element was subsequently updated in the mid-1990s pursuant to the required updates by the California Department of Housing and Community Development (HCD). This current Housing Element builds upon the previous elements by updating technical information and assessing the city's progress in implementing its earlier housing goals, objectives, and programs. In addition, this Element outlines those strategies and programs that will enable the city to meet its current Regional Housing Needs Assessment (RHNA). Finally, this Housing Element serves as a critical link between housing policy and the long-range land use plan that calls for continued infill housing development as well as new opportunities for housing in areas that were previously developed in commercial or industrial uses.

Within the past several decades, the state legislature has focused increased attention on housing-related issues in California. The state's growing population, particularly in the heavily-urbanized areas of Los Angeles County, has placed increased demands on both existing and new housing stock. In recognition of the need of all persons to have sound, safe, and affordable housing, the state has established definitive guidelines for housing elements. This Housing Element fulfills the state's housing element requirements. The Element

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includes a policy component and a technical component, the latter of which is included in the Housing Element Appendix. This element is organized in a manner that will facilitate updating in accordance with state law.

The state legislature understands the importance of local housing elements in implementing statewide goals for providing decent and suitable housing for all persons. The legislature also recognizes the importance of providing affordable housing to households with low or moderate incomes. State law makes it clear that the provision of affordable housing is the responsibility of all local governments, and using vested powers, local governments should make a conscious effort to see that there are housing opportunities for all income groups. The intent of the state housing element requirements is based on the following concerns (Section 65581):

- Local governments should recognize their responsibilities in contributing to the attainment of the state's housing goals.
- Cities and counties should prepare and implement housing elements that are coordinated with state and federal efforts in achieving the state's housing goal.

- Each local jurisdiction should participate in determining the necessary efforts required to attain the state's housing goals.
- Each local government must cooperate with other local governments to address regional housing needs.

It is evident from review of the city's historic efforts in promoting new housing, especially infill housing, that Commerce is committed to accommodating its housing need. In addition, the city has been an active participant in the regional planning efforts undertaken as a member of the Gateway Cities Council of Government and the Southern California Association of Governments (SCAG).

### **5.1.3 Scope & Content of Element**

State law contains very specific information concerning the content and effect of programs identified to implement the housing element. The state's housing element requirements are summarized in Table 5-1.

**Table 5-1  
State Housing Element Requirements**

Issues Requiring Analysis	Gov. Code Section	Reference in Housing Element
Analysis of employment trends.	Section 65583.a	Housing Plan (Background Section)
Projection and quantification of existing and projected housing needs for all income groups.	Section 65583.a	Housing Plan (Background Section)
Analysis and documentation of the city's housing characteristics, including cost for housing compared to ability to pay, overcrowding, and housing condition.	Section 65583.a	Housing Plan (Background Section)
An inventory of land suitable for residential development, including vacant sites and sites having redevelopment potential.	Section 65583.a	Housing Plan (Background Section)
Analysis of existing and potential governmental constraints upon the maintenance, improvement or development of housing for all income levels.	Section 65583.a	Housing Plan (Background Section)
Analysis of existing and potential non-governmental (private sector) constraints upon maintenance, improvement or development of housing for all income levels.	Section 65583.a	Housing Plan (Background Section)
Analysis concerning the needs of the homeless.	Section 65583.a	Housing Plan (Background Section)

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**Table 5-1  
State Housing Element Requirements**

<b>Issues Requiring Analysis</b>	<b>Gov. Code Section</b>	<b>Reference in Housing Element</b>
Analysis of special housing needs: handicapped, elderly, large families, farm workers, and female-headed households.	Section 65583.a	Housing Plan (Background Section)
Analysis of opportunities for energy conservation with respect to residential development.	Section 65583.a	Housing Plan (Background Section)
Identification of Publicly-Assisted Housing Developments.	Section 65583.a	Housing Plan (Background Section)
Identification of Units at Risk of Conversion to Market Rate Housing.	Section 65583.a	Housing Plan (Background Section)
Identification of the city's goal relative to the maintenance, improvement, and development of housing.	Section 65583.a	Housing Policies, Programs, and Housing Plan (Background Section)
Analysis of quantified objectives and policies relative to the maintenance, improvement, and development of housing.	Section 65583.b	Housing Plan (Background Section)
Identification of adequate sites that will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.	Section 65583.c(1)	Housing Plan (Background Section)
Identification of strategies to assist in the development of adequate housing to meet the needs of low and moderate-income households.	Section 65583.c(2)	Housing Plan (Background Section)
Identification of governmental constraints to the maintenance, improvement, and development of housing in Commerce.	Section 65583.c(3)	Housing Plan (Background Section)
Strategies to conserve and improve the condition of the existing affordable housing stock.	Section 65583.c(4)	Housing Policies, Programs and Housing Plan (Background Section)
Strategies to promote equal access to housing for all groups.	Section 65583.c(5)	Housing Policies, Programs and Housing Plan (Background Section)
Strategies to preserve the existing low-income housing stock.	Section 65583.c(6)	Housing Policies, Programs, and Housing Plan (Background Section)
Description of the Public Participation Program in the formulation of Housing Element Goals, Policies, and Programs.	Section 65583.d	Introduction
Description of the Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments.	Section 65583.e	Housing Plan (Background Section)
Review of the effectiveness of the past Element, including the city's accomplishments during the previous planning period.	Section 65583.f	Housing Plan (Background Section)

Source: State of California, Department of Housing and Community Development.

### **5.1.4 Public Participation**

Throughout the course of this Housing Element's preparation, the city made a diligent effort to involve the public in the review of the existing Element and the proposed housing policies and programs. This outreach consisted of the following elements:

- The citizens of Commerce played an important role in developing the Housing Element goals and policies. A general plan working group met five times early in the planning process to discuss, among other things, the future of the city's residential neighborhoods. The group was instrumental in identifying housing issues, in preparing goals and policies, and in establishing land use policy for the city's five distinct neighborhood areas.
- Early in the planning effort, a series of workshops were held in the community. A total of three workshops were held at local neighborhood community centers and at the Civic Center. The workshops were publicly noticed in the local newspaper and held during three different weekend evenings to optimize public attendance. The first Workshop was held on Wednesday, October 17, 2001 at Bristow Park. The second Workshop was held on Tuesday, October 23, 2001 at Veterans Park. Finally, the third Workshop was held on Tuesday, October 30, 2001 at the city hall chambers.
- Meeting flyers were mailed to local service agencies drawn from the notification list provided by HCD, as well as others identified by city staff. A number of housing and service providers, and others were requested to attend a workshop to discuss issues germane to housing, including the provision of affordable housing in the city. The workshop was publicly noticed in the local newspaper and held in a community center. Staff made a formal presentation followed by a question/answer period. The presentation included slides of relevant background information, an explanation of the Housing Element update process, and a description of the recommended policies and programs.
- The Draft Housing Element was also loaded on to the city's website and once completed; the Draft Element was placed on the city's website along with the other general plan elements.

The document remains on the website.

- In 2005, a citizens group concerned about environmental justice issues petitioned the city Council to delay the circulation of the General Plan so that critical issues could be revisited. Over a five-month period members from this group, that consisted of local activists, academics, and other community leaders, met with the general plan team to discuss air pollution, noise, affordable housing, traffic, and livability in the community. This group was instrumental in promoting the creation of a Housing Overlay designation for that portion of the city located near the civic center.
- The city maintains a newsletter, *The Report to the People*, which is published on a monthly basis. Several articles concerning the General Plan and Housing Element were described in articles. In addition, the newsletter discussed the various proposals for infill housing and the Civic Center Overlay. Finally, the newsletter served as an additional medium that advertised the various workshops and public hearings.
- Most recently, staff attended a luncheon hosted by the Industrial Council to discuss proposals for new housing. In the past, the Industrial Council was opposed to any plan that would eliminate businesses for new housing development. Staff detailed plans for both the Housing Opportunity Overlay for the Bandini-Rosini area as well as the Atlantic Boulevard Mixed Use designation. There was strong support for the latter though the body was non-committal for the latter.

Key groups that were contacted throughout the General Plan's development included the following:

- The Commerce Industrial Council;
- Mayans Development (a local builder of affordable housing);
- Salvation Army Homeless Shelter;
- Telacu Development Corporation;
- The Fair Housing Foundation; and
- The Habitat for Humanity.

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Key issues raised by members of the public in attendance at the community workshops included the following:

- Residents indicated that there was a need for more affordable single-family, owner-occupied housing in the city for the children of the current residents.
- The residents indicated concerns regarding the city's environmental quality especially in those areas located near the freeways and rail yards. Residents from the Ayers neighborhood were concerned about air pollution from nearby truck and rail traffic, excessive noise levels, on-street parking, and truck traffic hazards on Washington Boulevard.
- The community expressed strong support for the Housing Opportunity Overlay proposed near the Civic Center.
- The Ferguson neighborhood residents recently experienced a train derailment that damaged several units. As a result, there was a concern in how the railroad would ensure that future mishaps did not occur.

The aforementioned group of citizens that comprised the environmental justice group petitioned the city Council to delay the General Plan's adoption until such time they had an opportunity to review and critique the work that had been done to date. The city council agreed to delay the General Plan's development and appointed members from the environmental justice group to meet with city staff over a five month period. The group expressed strong support for the Housing Opportunity Overlay and saw it as an opportunity to move those residents away from heavily impacted areas (such as the Ayers neighborhood). In addition, the group requested that the General Plan provide for a future pocket park in the Ferguson neighborhood. Other recommendations included more stringent enforcement of air pollution standards, noise control requirements, and the elimination of truck traffic in residential neighborhoods.

Public participation was also provided in the form of public hearings. Following the preparation of the draft Housing Element and its review by staff, the Planning Commission conducted public hearings on the element. Subsequent to planning commission action and recommendations to city council, further public hearings were held at the city council level. All public hearings were advertised in the

newspaper, with notices mailed to interested citizens and community groups. Once the public hearings and related public review were completed, the city council formally adopted the element.

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### **Development of the Rosewood Neighborhood**

More than 500 homes within the Rosewood neighborhood were constructed in the 1940s to address the wartime housing shortage. Stanley C. Benson developed these homes, along with 60 duplex units located on Commerce Way (now across from the Civic Center). The homes were given special priority due to the need to house workers employed at the nearby manufacturing plants. These homes are still standing today and are, for the most part, well-maintained.

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### **5.1.5 Relationship to Other General Plan Elements**

The elements that comprise the Commerce General Plan are required by State law to be internally consistent. Together these elements provide the framework for the development of facilities, services, and land uses necessary to address the needs and desires of the city's residents. To ensure that these needs are clearly addressed throughout the General Plan, the elements must be interrelated and interdependent.

This Housing Element is most directly related to the Community Development Element, since it is the Community Development Element that designates the location and extent of residential development throughout the city. With regard to the other General Plan Elements, the following findings of conformity may be made:

- This Housing Element promotes the development of new housing in certain areas where housing does not presently exist. New housing will now be possible in two Housing Opportunity Overlay areas and along the Atlantic Boulevard where Mixed-Use will now be permitted. This Element does not involve any land use recommendations that are inconsistent with the Community Development Element or with the other General Plan Elements.
- This Housing Element will not change the land use and/or development standards included in the Community Development Element. A program has been recommended that calls for

the revision of the Planned Development standards so that they could be used in smaller infill lots.

- This Housing Element does not promote or propose any land use changes requiring the installation of any new streets or infrastructure not already anticipated in the General Plan.
- The focus of this Housing Element is to identify strategies that will be effective in conserving existing housing, while at the same time, to investigate opportunities to accommodate new infill residential development.
- Finally, this Housing Element updates important background information used in the evaluation and/or formulation of housing policy.

### **5.1.6 Format of the Housing Element**

The city of Commerce Housing Element consists of five sections that together fulfill the State's housing element requirements. These sections are organized in a manner that will facilitate future updating in accordance with State law and to ensure conformity among the various elements. The Housing Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the element's scope and content.
- The *Issues and Opportunities* discussion provides an overview of those issues related to housing.
- The *Housing Policies* indicate those city policies related to housing.
- The *Housing Programs* section The city's long-range programs for accommodating existing and projected housing needs, as well as the maintenance and rehabilitation of the existing housing stock in the city, are detailed in this section.
- The *Housing Plan* indicates the location and extent of future development permitted in the city, as well as standards for development. The Housing Plan section also includes a detailed technical appendix (Background Report) that serves as the basis for the development of housing policy. Key topics considered in this section include the city's demographic characteristics, the characteristics of the existing housing stock, household

characteristics, and socioeconomic characteristics. Finally, this section identified those issues that could result in a constraint to the development and/or maintenance of housing.

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#### **Commerce, the “Model City”**

To make the “Model City” more attractive, the Commerce Redevelopment Agency initiated a 40-acre redevelopment project in 1974 that included the then-dilapidated Emil neighborhood. The area also included a number of older businesses and the old Gage Drive-in Theater. The older deteriorating uses were then replaced with new homes and a senior housing complex.

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## **5.2 Issues & Opportunities**

Virtually all of the land area within Commerce's corporate boundaries were developed prior to the city's incorporation in 1960. Over the years, the lack of available land has presented unique challenges to the city in its efforts to provide housing for its growing population. Innovative redevelopment projects and housing rehabilitation programs have led to significant improvements in both the quantity and quality of available housing. However, the average household size continues to grow, placing increased pressure on the existing housing stock. Key issues related to housing that are the focus of this Housing Element are described below.

- Nearly 99% of the city of Commerce's residents live in the five well-defined neighborhoods that are scattered throughout the city. Most housing units in these neighborhoods were constructed before 1960, although in general the housing stock is in good condition.
- The average household size is increasing due to trends toward larger families. In 1980, the U.S. Census reported that the city's average household size was 3.59 persons. By 1990, the average household size had increased to 3.7 persons. In 2000, the average household size had again increased to 3.8 persons per household, as reported in population estimates prepared by the State Department of Finance.

- There has been an increase in the number and percentage of elderly residents (over 65) in the city. The city's population as a whole has aged, although the median age (27.1 years) remains lower than the county median (30.6 years). Over time, the city's population (as defined by median age) will continue to increase, reflecting national trends.
- A significant number of households in Commerce are overcrowded, and the garages of some homes have been illegally converted into living quarters. Approximately 10% of the city's housing stock may be considered as candidates for participation in rehabilitation programs.
- While housing costs in Commerce are relatively low in comparison to the region, there are a significant number of households overpaying for housing due to the lower incomes of Commerce households.
- The city's housing inventory currently consists of 3,453 housing units. Of this total, 2,511 units (72.6%) are classified as single-family, 303 units (8.8%) are in structures containing between 2 to 4 units, and 639 units (18.5%) are located in multiple-family developments containing five or more units.
- The City maintains a redevelopment agency (Community Development Commission CDC) that has established four project areas covering the majority of the city. The city's four redevelopment project areas, as of the 2004-2005 fiscal year has accrued a total of \$13,824,073 from the tax increment collected.



Many of the residential neighborhoods in the city were first developed over 50 years ago.

## **5.3 Housing Policies**

The primary goal of the city of Commerce is to provide all residents with sound, safe, decent, and affordable housing. Toward this end, the city seeks to accomplish the following objectives through the implementation of this Housing Element:

- To improve the quality of the existing housing stock;
- To provide new housing wherever possible; and,
- To ensure the highest possible quality of living for all social and economic groups.

### **Early Residential Development**

In May of 1952, the County Health Department condemned more than 100 units located within the Simons plant complex. The property, in its entirety, was subsequently purchased and redeveloped as a new industrial development. During this period the pace of both residential and industrial development accelerated. The construction of the area freeways occurred during this time, as well as the concrete lining of the Los Angeles and Rio Hondo Rivers.

### **5.3.1 Issue: New Residential Development**

The city has been largely urban, since its incorporation more than four decades ago. While limited vacant land is available for new residential development, the city has, nonetheless, made great strides in providing new and modern housing for its residents. The following policies underscore the city's continued commitment toward the provision of new housing for those families living and working in the city.

- *Housing Policy 1.1.* The city of Commerce will strive to provide a diverse inventory of housing that meets the needs of those who desire to reside in the city.
- *Housing Policy 1.2.* The city of Commerce will promote the development of a wide range of housing by location, type, and price to meet the existing and future needs of the city.

- *Housing Policy 1.3.* The city of Commerce will promote the retention and improvement of existing senior housing.
- *Housing Policy 1.4.* The city of Commerce will promote the development of new housing for low-through upper-income households.
- *Housing Policy 1.5.* The city of Commerce will explore opportunities for new residential development within those areas of the city occupied by vacant, obsolete commercial and industrial uses.
- *Housing Policy 1.6.* The city of Commerce will ensure that housing provided for lower-income level households will not be concentrated in any single area or neighborhood of the city.
- *Housing Policy 1.7.* The city of Commerce will work to ensure that potential sites for residential development, located in those areas that were previously occupied by nonresidential land uses, are investigated to determine whether or not previous on-site uses present potential health risks.
- *Housing Policy 1.8.* The city of Commerce will continue to use redevelopment set-aside funds, density bonuses, and other program incentives to encourage private developers to construct quality low-income housing units.



This neighborhood was constructed in the 1970s on the site of the Great Western Exposition Center.

- *Housing Policy 1.9.* The city of Commerce and the city's Community Development Commission will continue to acquire and assemble properties to facilitate construction of new housing units for all income groups and seniors.

### **5.3.2 Issue: Conservation of Housing**

The majority of the city's land use and development patterns were well established in the years leading up to incorporation. More than 50% of the housing in the city was constructed prior to the city's incorporation in 1960. The following policies underscore the city's recognition that the maintenance of this existing housing stock will continue to play an important role in ensuring that adequate housing is available for future generations.

- *Housing Policy 2.1.* The city of Commerce will continue to promote, maintain, and enhance the character and identity of the residential neighborhoods.
- *Housing Policy 2.2.* The city of Commerce will continue to maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.
- *Housing Policy 2.3.* The city of Commerce will continue to ensure that the majority of new development in the Southeast Planning Area will consist primarily of medium-and high-density residential projects.
- *Housing Policy 2.4.* The city of Commerce will employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.
- *Housing Policy 2.5.* The city of Commerce will require property owners to maintain their properties to the greatest extent possible.
- *Housing Policy 2.6.* The city of Commerce will continue to assist low-and moderate-income households with property maintenance by informing residents regarding the available programs and available low-interest and deferred loans.
- *Housing Policy 2.7.* The city of Commerce will continue a "House-of-the-Quarter" program that recognizes and rewards property owners for exemplary property maintenance.

- *Housing Policy 2.8.* The city of Commerce will protect the existing residential neighborhoods from the intrusion of incompatible uses.

#### **Early Redevelopment in Commerce**

In the 1970s, the city's redevelopment agency initiated a revolutionary plan to replace an older industrial use with modern single-family homes. The 28-acre site was occupied by the Great Western Exhibit Center, which was ultimately replaced with 140 single-family homes and a 94-unit senior housing complex. The "Village" would be right at home in any modern Southern California suburban neighborhood. Without the initiative of the city, the project would never have been possible.

### **5.3.3 Issue: Housing Rehabilitation**

The overcrowding of housing units has resulted in the deterioration of these units. In addition, a substantial number of housing units have been modified without the benefit of building inspections. These units often have substandard electrical wiring and plumbing, leading to unhealthful and unsafe living conditions. The city remains committed to working with property owners to ensure that the units provide safe and sound shelter for their occupants.

- *Housing Policy 3.1.* The city of Commerce will encourage the maintenance of the existing housing stock.
- *Housing Policy 3.2.* The city of Commerce will continue to rehabilitate existing substandard housing units through the enforcement of the city's building and safety code.
- *Housing Policy 3.3.* The city of Commerce will enforce the Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.
- *Housing Policy 3.4.* The city of Commerce will ensure that homes, found to be in violation of building codes, have follow-up visits as a means to enforce compliance with the codes and fines imposed if compliance with codes is not completed within a reasonable amount of time.

### **5.3.4 Issue: Housing Design**

The city has led the region in quality and innovative housing design. Through the previous General Plan update, the city initiated requirements regarding open space and off-street parking that have contributed to quality residential development over the past decade. The following policies continue this commitment to the construction of housing that is both attractive and well-designed, regardless of price.

- *Housing Policy 4.1.* The city of Commerce will ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas.
- *Housing Policy 4.2.* The city of Commerce will ensure that those areas developed in higher densities shall be buffered from adjacent lower-density residential development with medium-density residential development.
- *Housing Policy 4.3.* The city of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.
- *Housing Policy 4.4.* The city of Commerce will ensure that new homes are constructed with sufficient separation between the units to promote quality design and privacy.
- *Housing Policy 4.5.* The city of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in more expensive housing.

### **5.3.5 Issue: Environmental Justice**

The city's incorporation in 1960 corresponded to the nation's civil rights movement, which ended decades of segregation and inequality. The city's largely Hispanic population embraced the dream of equality that was articulated in our nation's constitution. As a result, the following policies that focus on housing equality and non-discrimination serve as a cornerstone of the city's housing policy.

- *Housing Policy 5.1.* The city of Commerce will continue to support Federal and State laws that prohibit discrimination in housing on the basis of age, sex, or race.
- *Housing Policy 5.2.* The city of Commerce will continue to cooperate with the Los Angeles County Fair Housing Council in the enforcement of fair housing laws.
- *Housing Policy 5.3.* The city of Commerce will continue to work with the Los Angeles County Fair Housing Council in the review of violations of applicable Federal and State fair housing laws.
- *Housing Policy 5.4.* The city of Commerce will continue to support formal child day care policies that will enable residents and employees to have access to affordable and high-quality day care facilities within the city.
- *Housing Policy 5.5.* The city of Commerce will continue to encourage new industrial developments to include child day care facilities within the project area or to pay in-lieu fees into a city-established child day care center fund.
- *Housing Policy 5.6.* The city of Commerce will continue to explore the feasibility of obtaining outside funding sources for child day care facilities within the city.
- *Housing Policy 5.7.* The city of Commerce will continue to provide a wide variety of social service programs to city residents.
- *Housing Policy 5.8.* The city of Commerce will regularly assess the social service needs of the community.

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#### **Development in Bristow Park Neighborhood**

In June 1982, the United Families of Bristow Park was first organized around a core group of 50 families. The group's focus was the improvement of the northeast portion of the City. The group's members lobbied for a community center for the neighborhood. This community center at Bristow Park became a reality in 1986.

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In spite of the city's small size, it has participated in the development of a number of senior housing projects.

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## **5.4 Housing Programs**

The policies contained in the preceding section address the city's identified housing needs. These goals and policies will be implemented through a series of housing programs that are funded and administered by a variety of local, regional, State, and Federal agencies. The following five categories of programs that generally correspond to the policy issue areas identified in the previous section. These programs will enable the city to successfully meet its long-range housing objectives.

- The preservation and enhancement of existing housing stock;
- The production of new housing;
- The provision of rental assistance;
- The provision of increased opportunities for home ownership; and,
- The provision of equal housing opportunities for all residents in the city.

Specific programs that address each of the aforementioned categories are indicated in the sections that follow. In addition to a brief description of the program, details regarding the program's status of implementation are indicated along with the agency responsible for implementation and the funding source.

### **5.4.1 Preservation & Enhancement of Existing Housing Stock**

The Housing Division administers various programs that provide monetary assistance to city residents in the form of grants and loans. These programs are designed to preserve and enhance the existing housing stock in the city in addition to correcting dangerous and unsightly problems, such as unsafe electrical wiring, leaking roofs, bad plumbing, peeling paint, or aging stucco. The following programs are applicable to the preservation and enhancement of the existing housing stock in the city:

- Code Enforcement Program;
- Single-family Housing Rehabilitation Program;
- Emergency Home Repair Grant Program; and
- Neighborhood Fix Up Grant Program.

The aforementioned programs are described in the remainder of this Section (Subsections 4.4.1.1 through 4.4.1.5).

#### **5.4.1.1 Code Enforcement**

The objective of the city's Code Enforcement Program, in regard to housing, is to bring substandard units into compliance with city codes. Potential code violations are identified based on exterior windshield surveys and complaints reported to the city. The city's Code Enforcement Officers work closely with the Community Services staff and property owners to identify units in need of housing assistance. In order to address the continuing problem of illegal units, the Code Enforcement Officer surveys the city to identify such units, notifies property owners that they are in violation of city law, and enforces the steps necessary to bring their properties into compliance with city codes. These efforts result in improved maintenance of housing units throughout the city.

Property owners are also informed of any rehabilitation loans or grants for which he/she may be eligible to assist in correcting code violations. Eligible individuals will be referred to the Housing Rehabilitation Program (refer to Subsection 4.4.1.2) or the Emergency Home Repair Grant Program (refer to Subsection 4.4.1.3).

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Community Services Division is responsible for code enforcement. This program is currently funded and being implemented. The Code Enforcement staffing of one full-time position and one part-time position will continue. The city will continue to implement this program based on the city's approved budget.
- *Funding Source:* General Fund
- *Objectives:* 50 Site Corrections Annually

#### **5.4.1.2 Housing Rehabilitation Program**

The Community Development Commission has identified this new program in its 2004 Housing Programs Report and Redevelopment Implementation Program. Since the program's inception, a total of 50 households have been assisted. This program provides deferred loans of up to \$50,000 for the rehabilitation of single-family homes that are owner-occupied. The households must be lower income (low and moderate) to qualify for assistance under this program.

Repairs that may be financed under this program include improvements designed to remedy health and safety code violations, other code violation, and general repairs. Housing upgrades and general remodeling does not qualify. This program provides for substantial rehabilitation for those qualifying units and will include a 45-year covenant. This is an existing program that will be continued.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. The city Housing Division advertises this program on the city's website. In addition, Code Enforcement personnel will refer potential applicants to the Housing Division as part of the ongoing code enforcement. The city will periodically advertise this program and other programs in the city's newsletter (*The Letter to the People*). Finally, the CDC will continue with the funding of this program.
- *Funding Source:* Redevelopment

- *Objectives:* 25 Households Assisted

#### **5.4.1.3 Emergency Home Repair Grant Program**

The Community Development Commission has identified this new program in its 2004 Housing Programs Report and Redevelopment Implementation Plan. This program will provide emergency assistance up to \$10,000 for the repair of roofs, sewers, and other emergency repairs. This program targets those households with very low or low incomes. These funds may only be used for emergency repairs and is not to be used for general remodeling. This is an existing program that will be continued.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. The city's Housing Division does not currently advertise this program on the city's website and, as a result, city staff will incorporate this and other programs into the Housing Division web page. In addition, Code Enforcement personnel will refer potential applicants to the Housing Division as part of the ongoing code enforcement. The city will periodically (at least one per year) advertise this program and other programs in the city's newsletter (*The Letter to the People*). Finally, the CDC will continue with the funding of this program.
- *Funding Source:* Redevelopment
- *Objectives:* 25 Households Assisted

#### **5.4.1.4 Neighborhood Fix Up Grant Program**

The Community Development Commission will continue to implement this program. This program provides up to \$500 for housing repairs and alterations that are visible from the street. This program will assist up to 300 households per year. This is an existing program that will be continued.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. The city Housing Division

currently advertises this program on the city's website. In addition, Code Enforcement personnel will refer potential applicants to the Housing Division as part of the ongoing code enforcement. The city will periodically advertise this program and other programs in the city's newsletter (*The Letter to the People*). Finally, the CDC will continue with the funding of this program.

- *Funding Source:* Redevelopment

- *Objectives:* 300 Households Assisted

#### **5.4.1.5 Conservation of Existing Affordable Units**

There are two federally assisted apartment housing developments in Commerce, totaling 78 units of rental housing affordable to lower-income households. Commerce Senior Citizen Apartments is a 68-unit senior housing project, and Commerce Family Homes is a 10-unit family housing project. Both of these projects were developed under the HUD Section 221 program that provides an underlying subsidized mortgage, with maximum rents based on the lower financing costs of the owner, and rent levels that low-income households could be expected to afford.

The city will also inventory and gather information to establish an early warning system for publicly assisted housing projects that have the potential to convert to market rate. This early warning system will include a regular and periodic review of the conversion status of all subsidized housing in the city. The city will also create a database that will include the identification of all subsidized units including those that have resale covenants. The database will indicate the expiration date of any covenant and any requirements governing reimbursement. The city will also continue monitor those two developments that are at risk of conversion to market rate units (refer to Subsection 4.15). Once the city receives notice of a potential conversion of the federally assisted units, the Housing Division will contact the owners to ascertain what will be required to extend the participation of these projects in the HUD 221 program.

All dwelling units that receive public assistance in the city (including rehabilitation assistance and land write-down projects) shall continue to have affordable housing agreements filed with the land to ensure the long-term affordability of the units. At such time a housing unit's affordability covenant

expires and the owner wishes to sell the unit at (market rate), the CDC will work with the seller to ensure that the affordability status is maintained. This may entail the CDC subsidizing the price difference or some other mechanism to ensure the affordability is maintained.

- *Timing of Implementation:* This program is ongoing. The program will be expanded to include the development of a database identifying all assisted home-buyer units that have a covenant as well as the two federally assisted projects. The database will be in place by the end of 2008
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. City staff within the Housing Division will establish the database of all subsidized housing units and their expiration date. In addition, agencies and housing providers that could potentially assist in the acquisitions and/or replacement of at-risk housing shall be contacted by Housing Division staff should a *notice of conversion to market rate housing* be received by the city.
- *Funding Source:* Redevelopment
- *Objectives:* The city will strive to maintain existing 78 rental units and to maintain the covenants of the existing owner-occupied to ensure they are occupied by lower income households.



The Ferguson neighborhood is located next to a railroad mainline with industrial uses located further south.

#### **5.4.2 New Housing Production Programs**

New construction is a major source of housing for prospective homeowners and renters. The city's Community Development Commission has taken an active role in the provision of new housing units for low and moderate-income households. Particularly important in Commerce, where land available for residential development is scarce, has been the Community Development Commission's role in providing sites for the creation of affordable units.

The Commission uses redevelopment set-aside funds to acquire vacant lots and substandard properties, and where possible, consolidates these lots to facilitate development of higher-density, affordable housing projects. Redevelopment funds are also used to subsidize the construction of new homes to provide ownership opportunities for low and moderate-income households. The following programs are applicable to the creation of new housing opportunities, including affordable housing, in the city:

- Density Bonus Program;
- Infill Housing Program;
- Atlantic Blvd. Housing Program;
- Housing Opportunity Overlay Program; and,
- Removal of Governmental Constraints Program.

The aforementioned programs are described in the remainder of this Section (Subsections 4.4.2.1 through 4.4.2.5).

##### **5.4.2.1 Density Bonus Program (Zoning Ordinance Review/Revision)**

The 2004 State statute modified density bonus law to give *higher* bonuses for lower income housing and *lower* bonuses for moderate-income housing. Housing developments are eligible for a 20% density bonus if 5% percent of the units are affordable to very low income households or if 10% of the units are affordable to lower income households. Housing developments may qualify for only a 5% if 10% of the units are affordable to moderate-income families. In addition, there is a sliding scale that requires the following: an additional 2.5% density bonus for each additional increase of 1% very low income units, an additional 1.5% density bonus for each additional increase in lower income units, and an additional 1%

density bonus for each 1% increase in moderate income units. No total density bonus can be greater than 35% percent. The maximum density bonus is reached when a project provides either 11% very low income units, 20% low income units, or 10% moderate income units. A project qualifying as a senior citizen housing development is entitled to a 20% density bonus. The bonus cannot be combined with the bonuses granted for affordable housing. Additional density, which may be combined with the density bonuses given for affordable and senior housing, is available for developments that donate land for very low income housing. However, the maximum total bonus that may be granted is 35%. A child care facility meeting the operational requirements of the statute and constructed in association with an affordable or senior project is entitled to either an additional density bonus equal to the amount of square footage in the child care center; or an alternative incentive that contributes significantly to the economic feasibility of the center. Developers granted a density bonus enter into an Affordable Housing Agreement with the city to ensure the continued affordability of these units for a minimum of thirty years. Affordable units are rented at levels that do not exceed 30% of gross monthly income, subject to annual rent adjustments based on changes in the tenant's income. This is an existing program that will be continued. The city will evaluate its density bonus provisions as part of the Zoning Ordinance revisions that will be required to implement the General Plan. In the event it is not in conformance with current State requirements, the Density Bonus section of the city's Zoning Ordinance will be revised.

- *Timing of Implementation:* This program is ongoing and will be continued. The Density Bonus will be reviewed and updated as required to ensure conformity with current State requirements. This review and revision will occur as part of the Zoning Ordinance Revision that will follow the General Plan's adoption. The revised Ordinance, if required, will be adopted in 2008.
- *Implementation Responsibility:* The Planning Division is responsible for this program's implementation on a case-by-case basis as part of the development review process. The first step in the program's implementation will be to submit the existing adopted Density Bonus to HCD to determine as to whether the ordinance is in conformance with current State law. In the event it is not in conformance with current State requirements, the Density Bonus section of the city's Zoning Ordinance will be revised. City staff will also prepare a handout that clearly

explains the provisions of the ordinance which will be provided to developers of multiple-unit housing. In addition, the provisions of the city's Density Bonus Ordinance will be placed on the Housing Division's webpage. This program will be completed by the end of 2008 should the Zoning Ordinance require revision. If the current density bonus provisions are in conformance to State law, the city shall implement this program by the end of 2007.

- *Funding Source:* General Fund
- *Objectives:* The precise number cannot be determined. The Density Bonus will be emphasized in future development within the Housing Opportunity Overlay Areas.

#### **5.4.2.2 Infill Housing Program**

The Community Development Commission has identified this new program in its 2004 Housing Programs Report and Redevelopment Implementation. This program will provide for the development of infill housing units within Commission-owned properties. A portion of the units provided under this program will have a 45-year affordability covenant. The city has a long history of successful infill housing development in the Northwest and Southeast Planning Areas. Over 64 housing units have been constructed on infill sites since 1998.

The majority of the new housing that has been assisted by the CDC was for low and moderate-income families. An integral element of the Infill and Low Income Housing Program is the provision of housing for low-income households. This program will include the provision of both rental housing and owner occupied housing for qualifying families. The Low Income housing portion of this program will begin by Housing Division staff undertaking a city-wide inventory of housing units to identify candidate units that may be purchased by the CDC. The CDC will target units that are in need of substantial rehabilitation and then approach the property owner for acquisitions. The units will then undergo rehabilitation for resale or rental to qualifying households. As part of any new development within the Housing Overlay, the CDC will require that any new development to provide a fixed number of units that are reserved for low income households. The city's CDC will also acquire additional land that will be specifically reserved for low-income rental housing. The candidate sites for such housing are identified herein in Section 4.5 and 4.19. The current infill sites are located within the Northwest

and Southeast Planning Areas. The city has identified a number of industrial developed properties within the Northwest Planning that are presently developed as non-residential. The city intends to rezone these lots to permit R-2 development. The rezoning would affect 3.32-acres. Currently, approximately 1.31 acres is developed in non-residential uses translating into a potential for 21 units. The redevelopment of this area will be long-term, since the existing non-residential uses are operational. The area (located east of Eastern Avenue) was recently developed as 16 affordable units. The two candidate sites for residential uses are identified in Exhibit 4-1.

The initial phase of implementation will involve the adoption of the General Plan that will change the land use designation to Medium Density residential. The second phase will involve the rezoning of these properties to R-2. At such time these sites become available for housing development, the city and the Commission will ascertain the nature and extent of any assistance that may be required.

The Southeast Planning Area contains a number of vacant parcels that are zoned R-3 (refer to Exhibit 4-4). The collective land area of these 7 parcels is approximately 1.79-acres. A total of 47 units are under construction, entitled, or under review. The Redevelopment Agency has acquired all of the vacant and underutilized properties identified in the inventory of available sites within the Southeast Planning Area. A request for proposals was sent to a number of developers of affordable housing for the concurrent development of these sites. A developer has been selected and construction has commenced on a number of these properties. All of the sites will be developed by the end of 2008. The measures required for the implementation of this program are outlined below.

- *Timing of Implementation:* The infill efforts within the Southeast Planning Area are being implemented. For the Northwest Planning Area, the initial phase of implementation (the adoption of the General Plan) will occur in 2007. The second phase (the rezoning of these properties to R-2) will occur in 2008. The city will encourage the timely development of these infill suites through the continued implementation of the streamlined review process. As indicated elsewhere, the continued and ongoing developments will be subject to a Class 32 CEQA Exemption and no design review will be required.

- *Implementation Responsibility:* The Planning Division and the Community Development Commission are responsible for this program's implementation. .
- *Funding Source:* Redevelopment and General Fund (for planning).
- *Objectives:* 62 units provided with 47 units remaining to meet quantified objective of 109 units

#### **5.4.2.3 Low Income Housing Program**

In response to California's Housing and Community Development Department request to address the need for 30 very low income housing units, the city of Commerce Redevelopment Commission ("Commission") the city intends to accommodate this need in several ways.

- *Existing Multi-Family Units.* The Commission will work with owners of individual apartment units that are in need of rehabilitation in order to assist them in bringing their units up to Health and Safety standards and place affordability covenants for 55 years to make units available to households that meet the very low income criteria. The Commission will require apartment building owners to maintain the units in accordance to Health and Safety Code, submit yearly reports showing compliance with rents and income eligibility of tenants and units will be monitored by the Commission at least every two years. The Commission will also explore the possibility of providing landlords with resources, through outside agencies, on best practices for rental housing in order to improve their management practices.
- *Existing Single Family Residences.* Existing single family housing throughout the residential areas of the city of Commerce is in general in good condition. The Commission will purchase existing single family focusing on those single family residences that may be in need of minor rehabilitation and place 45-year affordability covenants for very low income households. The Commission will work with a local Community Housing Development Organization (CHDO) to facilitate the purchase, rehabilitation and consequently the sale of homes to very low-income households. In addition, the CHDO will provide financial counseling, debt management, and prescreening of potential buyers, as well as, identifying outside financial resources available to very low income buyers such as Mortgage

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Credit Certificate, American Dream Down payment Initiative, HOME funds available through the County or other private sources.

- **Infill Housing.** The Commission has entered into an *Owner Participation Agreement* with Mayans Development to provide 40 units in 11 infill sites through the city's residential neighborhoods. The agreement calls for the developer to provide 12 affordable units to low- and moderate-income buyers to be located throughout the eleven sites. The Commission will work with Mayans Development to provide approximately 3 of the twelve affordable units to very low income households placing affordability covenants on the units for 45 years. Currently, the Developer has a number of homes under construction, others for sale, and others have been sold and are occupied. As part of a new agreement the Developer will help potential buyers find additional sources of funding, including the Mortgage Certificate Program, ADDI, HOME funds and/or private sources of funding.

An element of this program involves the construction of a minimum of 30 residential units within a site consisting of between 1.5-acres to 2.5-acres within the designated Housing Overlay Zone. All of the units will be reserved for very low income senior citizens and very low income persons with developmental disabilities. Key elements of the proposed project are summarized below:

- The program anticipates a mix of one and two bedroom units. The floor area for the individual units will range in floor area from approximately 650 square feet of floor area for the one-bedroom units to 750 square feet of floor area for the two-bedroom units.
- A minimum of 30 units will be housed within a two or three level structure and each level will contain between 10 to 15-units, depending on the number of levels. The structure will have a maximum height of 35-feet.
- The proposed minimum of 30-units could provide up to 38 parking stalls. Of this total, 30 stalls will be reserved for the tenant units (one stall/unit) while 8 stalls will be reserved for visitor parking (one stall/4 units). A relaxation in the required number of parking stalls may be permitted in subsequent phases of planning..

As indicated previously, the residential units will be reserved for very low income senior citizens and very

low income persons with developmental disabilities. Key operational elements of the proposed project are described below.

- The on-site *resident services program* will provide services to all residents living within the complex. The staff members will collaborate with nearby agencies to facilitate access to services, educational classes, and other activities related to health, exercise, financial literacy, computer skills, crafts, volunteer opportunities, on-site social events and field trips. Events and educational services will be offered on site at the senior center.
- Residents with disabilities will receive assorted services and case management from one of the regional centers funded by the California Department of Developmental Services. These regional centers provide case management, service procurement, and funding to people with disabilities living within their respective service areas. Most residents with disabilities will be served by the South Central Los Angeles, Harbor, Lanterman, East Los Angeles and Westside Regional Centers. Regional center case managers will provide in-home case management services and inspections.
- The facility will be designed for sustainability and energy efficiency. The building's interior and exterior design have been designed to accommodate the ambulatory and space needs of both the developmentally disabled and senior populations. All of the units will use design elements that will conform to Americans with Disabilities Act (ADA) requirements. These features will include, but not be limited to, wheelchair ramps, elevators, larger corridors, lower cabinets and counters, signs with Braille and pictures, and a lift for the pool.

The measures required for the implementation of this program are outlined below.

- **Timing of Implementation:** The infill efforts within the Southeast Planning Area are being implemented. During the current planning period, the city will review the proposals received in response to the city's RFP that was distributed to various non-profit and low income housing developers. In addition, the city is currently evaluating the acquisition costs for several parcels that have been identified for the low income development. As part of this process, the city will establish a monitoring mechanism to ensure that the low income

housing development will be implemented as planned. While there is an available site for development, the actual construction may occur during the next planning period. To ensure that the low income housing is provided as planned, any subsequent discussions will indicate that a minimum of 30-low-income units must be provided as part of any larger development and that the city will grant a density bonus for the market-rate units to assist in the provision of the low income units. This does not preclude other city incentives.

- *Implementation Responsibility:* The Planning Division and the Community Development Commission are responsible for this program's implementation.
- *Funding Source:* Redevelopment monies will be used to assist in the development costs and General Fund monies will be used to cover staff costs.
- *Objectives:* 33 units low income units are programmed including 3 infill units (provided by Mayans Development) and the minimum of 30 units provided in the proposed senior/developmentally disabled housing project.



Even the older neighborhoods are well maintained. The city is very proactive in promoting housing rehabilitation.

#### **5.4.2.4 Atlantic Blvd. Housing Program**

The Land Use Plan calls for the creation of a new Mixed-Use designation along the Atlantic Boulevard corridor between the Mixmaster (on the north) and Washington Boulevard (on the south). This land use provides for both residential development and

commercial development. A new overlay zone will be prepared for this area along with design guidelines for new development. Development intensity for commercial uses are defined using a floor area ratio (FAR), which simply refers to the ratio of the building's gross floor area to the total area of the parcel. The maximum floor area ratio for development permitted under this designation is 0.5:1, which corresponds to the maximum allowable lot coverage for the C-1 and C-2 zone districts. The permitted residential development densities range from 0 to 27 units per acre. The first phase involves the completion of design guidelines that will be applicable within the area and an amendment to the Zoning Ordinance will be initiated to accommodate the proposed Mixed-Use Zone District. The mixed use zone would permit stand-alone residential or residential units located on the upper levels of a multi-story building containing commercial uses on the ground floor. The second phase of implementation will involve the adoption of the General Plan (2007). The third phase will involve the development of standards for the Mixed Use Overlay in the city's Zoning Ordinance (2008). In the event an application is filed prior to the completion of the aforementioned phases, the city will process the application through a CUP.

- *Timing of Implementation:* Planning is currently underway; Mixed Use designated will be adopted as part of the city's 2007 General Plan Update.

- *Implementation Responsibility:* The Planning Division is responsible for this program's implementation. The first phase involves the completion of design guidelines that will be applicable within the area and an amendment to the Zoning Ordinance will be initiated to accommodate the proposed Mixed-Use Zone District. The second phase of implementation will involve the adoption of the General Plan (2007). The third phase will involve the development of standards for the Mixed Use Overlay in the city's Zoning Ordinance (2008). The fourth phase will then be to contact developers of mixed use housing in the area to describe the geographic area where mixed use is permitted, the new development standards, and other pertinent information (such as Agency-owned land within the Atlantic Blvd. Corridor).

- *Funding Source:* General fund monies will be utilized for planning and Redevelopment monies may be used to assist individual projects.

- *Objectives:* 567 units provided with 5 units possible during planning period. No applications have been filed to date.

#### **5.4.2.5 Housing Opportunity Overlay Program**

The Land Use Plan calls for the creation of new housing opportunities in two distinct areas of the city through the use of a Housing Opportunity Overlay Zone designation. The concept calls for an overlay designation to be applied to these areas that indicate that once the existing uses are discontinued, new residential development must occur. The first Overlay Zone applies to a number of industrial properties within the Rosewood Planning Area that would permit these manufacturing uses to recycle to residential development, should the property owner desire to do so. The permitted residential development densities range up to 27 units per acre. A total of 95-acres are included in this land use category. Full redevelopment of this area as residential will yield up to 1,616 units. The city recently sent out a request for proposal to interested developers for the construction of a first phase that would include the construction of approximately 250 units. The second overlay area is located on a site located near Veterans Park adjacent to the Santa Ana Freeway. The city is currently reviewing a development concept that would involve the construction of a mixed-use development that would include 446 residential units.

- *Timing of Implementation:* The Housing Overlay designations will be adopted as part of the city's 2007 General Plan Update. The city is reviewing candidate developers following the circulation of a Request for Proposals. Development will most likely be initiated within 24 to 48 months.
- *Implementation Responsibility:* The Planning Division and the Community Development Commission are responsible for this program's implementation. A request for proposals has been prepared and mailed to various developers including those with experience in affordable housing projects. The city is currently reviewing the proposals received. The General Plan will be amended to permit housing development within the affected area which is currently zoned for manufacturing uses. The General Plan amendment will be completed by the end of 2007.
- *Funding Source:* Redevelopment funds may be used for acquisition and General Fund monies will be used for planning administration.

- *Objectives:* 2,062 units provided at buildout though no actual construction is anticipated during current planning period.

#### **5.4.2.6 Removal of Governmental Constraints Program (Zoning Ordinance Revision)**

The city updated its Zoning Ordinance in 2000. As part of this Housing Element update, a number of issues emerged as potential governmental constraints that should be addressed in a Zoning Ordinance revision. The revision will be comprehensive in scope though the following specific issues will be the focus of the review and revision.

- As part of the Zoning Ordinance's 2000 update, a decision was made to revise the Planned Unit Development designation so that it would apply to larger lots. The original Zoning Ordinance permitted the PUD to be applied to any property within the R-3 Zone. The PUD provided for a relaxation of the conventional development standards so that unique and higher density development could be constructed. With a number of new infill properties being developed, the city has found that the application of the R-3 standards to the properties to not promote the types of development that was previously possible. For this reason, the city intends to review and reimplement the PUD standards through this program.
- The city will review and, if necessary, undertake the revision of the density bonus provisions outlined in the city's Zoning Code. The city intends to update its Density Bonus Ordinance to ensure it is in conformance with current state law. This undertaking is detailed herein in Section 4.4.2.1 (Density Bonus Program (Zoning Ordinance Review/Revision)).
- The development standards for the Atlantic Boulevard Corridor will also be incorporated into the Zoning Code (refer to Subsection 4.4.2.4). The city is currently in the process of completing design and development standards for the corridor that will be integrated into the Zoning Ordinance. In addition, the new Mixed-Use development standards will be prepared and adopted.
- City staff will review the Zoning Ordinance to ascertain those modifications that are required to assure that reasonable accommodation for

disabled persons is being implemented pursuant to SB520 requirements. This undertaking is detailed in Section 4.4.5.2. The initial phase of this program will ensure the Zoning Ordinance includes *reasonable accommodation* provisions for those persons and households in need of special accommodations. The city will develop procedures for reasonable accommodation in accordance with fair housing and disability laws and amend the city's Municipal Code to provide for clear rules, policies, procedures, and fees for reasonable accommodation in order to promote equal access to housing.

- The city will also modify the Zoning Ordinance to clearly indicate that *transitional housing* uses will be permitted by right in all residential zones.
- The Zoning Code and Zoning Map will be amended to provide for the Housing Opportunity Overlay designation (refer to Subsection 4.4.2.4).
- City staff will review the Zoning Ordinance to determine what incentives and/or regulations can be implemented as a means to promote the development of rental housing with three or more bedrooms. One option may be that for any rental housing development over a specified number of units (for example 10 units or more) a certain percentage of the units must contain three or more bedrooms. These potential requirements would not apply to senior housing units. The potential standards for mixed-use housing may be even more stringent requiring a minimum of three bedrooms per unit for at least 50% of the housing units contained in a mixed use development. The requirements for mixed-use housing would be applicable to both rental and owner occupied housing.
- City staff will review other development standards for the R-1, R-2, and R-3 zones. For example, staff will review the minimum unit size requirements to determine if they are still pertinent. For example, the minimum unit size for R-3 units containing three to four bedrooms may be relaxed if it is determined that such requirements are discouraging the development of rental housing containing three or more bedrooms.

The Zoning Ordinance revision is critical in ensuring that the General Plan may be successfully implemented in addition to removing potential governmental constraints. The entire revision will

likely require between 6 months to 12 months to complete.

- *Timing of Implementation:* This program will be fully implemented in 2008
- *Implementation Responsibility:* The Planning Division is responsible for this program's implementation (the Planning Division will be responsible for amending the Zoning Ordinance).
- *Funding Source:* General Fund
- *Objectives:* NA



A small neighborhood in the city extends along Ferguson Avenue in the northeastern portion of the city.

### **5.4.3 Rental Assistance Programs**

The following programs are designed to provide rental assistance to those qualifying lower-income households.

- Rental Assistance for Households in Need; and
- Senior Rent Subsidy Program.

The aforementioned programs are described in the remainder of this Section (Subsections 5.4.3.1 and 5.4.3.2).

#### **5.4.3.1 Rental Assistance for Households in Need**

Rental assistance programs are aimed at ensuring that low-income tenants do not have to pay more than 30% of their gross income on rent. The city of Commerce participates in programs sponsored by the

Department of Housing and Urban Development (HUD) that provide direct rental subsidies to lower-income households. The Section 8 Rental Assistance Program extends rental subsidies to low-income families and elderly residents who spend more than 30% of their income on rent. The subsidy represents the difference between the excess of 30% of the monthly income and the actual rent. The voucher program is similar to the Section 8 Program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing. Unlike in the certificate program, vouchers permit participants to rent units that exceed the federally-determined fair market rent in an area, provided the tenant pays the extra rent increment above the fair-market rent. This is an existing program that will be continued.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. As a result, the city is responsible for, and committed to, the program's implementation.
- *Funding Source:* Redevelopment
- *Objectives:* 10 Households Assisted

#### **5.4.3.2 (Senior and Handicapped) Rent Subsidy Program**

In order to augment limited Federal resources for rental assistance, the city has begun utilizing redevelopment set-aside monies to provide additional rent vouchers. The program provides subsidies to a maximum of 75 eligible households and is provided for residents who are at least 57 years of age or physically handicapped. The prospective applicant must be low or very low income households (see income limits). The maximum monthly subsidy for a qualified household is \$200. The Commission will make payments to the Landlord

Applicants are expected to pay a minimum of 25% of their income towards rent. Applicants must be able to demonstrate proof of residency for at least 2 years in the city. Landlord must agree to participate in the program and consent to a yearly inspection of the unit to insure it is up to Building and Safety standards. In addition, the landlord must maintain rents at or below Section 8 rental limits for Los Angeles County. Qualified individuals must occupy all

bedrooms of the rental units. Based on the review process, households can include dependents or individuals providing healthcare and assistance to a senior or physically handicapped person. This is an existing program that will be continued.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. The city Housing Division advertises this program on the city's website. The city will also periodically advertise this program and other programs in the city's newsletter (*The Letter to the People*). Finally, the CDC will continue with the funding of this program.
- *Funding Source:* Redevelopment
- *Objectives:* 75 Households Assisted

#### **5.4.4 Home Ownership Programs**

The option of home ownership is often not available to lower-income households. While for-sale housing costs in Commerce are significantly below those for the region, the incomes of many Commerce households result in a situation where for-sale housing is beyond their financial means. The city has utilized redevelopment set-aside revenue, combined with available State and Federal funding, to subsidize down payment costs and provide interest rate subsidies to extend the option of home purchase to low and moderate-income households. The following programs are designed to promote home-ownership.

- Mortgage Credit Certificate Program;
- Home Ownership Program; and,
- Fresh Rate Program

The aforementioned programs are described in the remainder of this Section (Subsection 4.4.4.1 through 4.4.4.3).

##### **5.4.4.1 Mortgage Credit Certificate Program**

The Mortgage Credit Certificate program offers the first time homebuyer a federal income tax credit, which they can apply towards their tax bill at the

end of the year. The credit can be up to 10% of the annual interest paid on the loan (example: For example, if you pay \$10,000 a year in interest on your loan, you would get a credit of \$1,000). Participants would still be able to deduct the remaining 90% from their gross income in the usual manner. This program can also be combined with the Home Ownership Program (HOP). This is an existing program that will be continued.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. The city Housing Division will continue to advertise this program on the city's website. The city will periodically advertise this program and other programs in the city's newsletter (*The Letter to the People*). Finally, the CDC will continue with the funding of this program.
- *Funding Source:* Redevelopment
- *Objectives:* 10 Households Assisted

#### **5.4.4.2 Home Ownership Program**

The Home Ownership Program (HOP) provides assistance to low-income, first-time homebuyers in purchasing a home. Administered by the CDC's Housing Development and Preservation Division, HOP has provided hundreds of Los Angeles County residents with the means to afford to fulfill their dream of home ownership. HOP provides loans up to \$60,000 or 25% of the purchase price in designated target areas, or \$50,000 or 20% of the purchase price in non-target areas, whichever is the least. The loans are shared equity loans with no monthly payments. HOP loans are 0% interest loans. No repayment is required until home is sold, transferred, or refinanced. Loans are secured by a second trust deed and a promissory note. The home must be owner-occupied for the life of the loan, which is 20 years. This is an existing program that will be continued.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division is responsible for this program's implementation. The city Housing Division advertises this program on the city's website. The city will periodically advertise this program

and other programs in the city's newsletter (*The Letter to the People*). Finally, the CDC will continue with the funding of this program.

- *Funding Source:* Redevelopment
- *Objectives:* 20 Households Assisted

#### **5.4.4.3 Fresh Rate Program**

Up to 101% financing with a 4% down payment and closing cost assistance is available under the Fresh Rate Program, which is sponsored by the Independent Cities Lease Finance Authority Independent Cities Association (ICLFA/ICA). The Fresh Rate Program is a loan administered by authorized lenders in participating cities. The city of Commerce is an approved participating city. This is an existing program in which the city will continue to participate.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division will continue to participate in this program. The city Housing Division will expand the Housing Division website to advertise this program. The city will also periodically advertise this program and other programs in the city's newsletter (*The Letter to the People*).
- *Funding Source:* Redevelopment
- *Objectives:* 10 Households Assisted

#### **5.4.5 Equal Housing Programs**

The purpose of the programs included in this Section of the Housing Element is to ensure that fair housing practices are enforced in the city. The following programs are designed to promote equal and fair housing practices.

- Fair Housing Program; and,
- Reasonable Accommodation Program.

The aforementioned programs are described in the remainder of this Section (Subsection 5.4.5.1 and 5.4.5.2).

#### **5.4.5.1 Fair Housing Program**

This is an ongoing program to ensure that fair housing practices are being implemented for renters. The city's maintains a referral for the Fair Housing Foundation. The Fair Housing Foundation (FHF) is a non-profit corporation formed in 1964 to promote the enforcement of fair housing laws and to encourage an atmosphere of open housing.

The purpose of the FHF is to actively support and promote the freedom of residence through education, advocacy, and litigation, to ensure that all persons have the opportunity to secure safe and decent housing that they desire and can afford, without regard to their race, color, religion, gender, sexual orientation, national origin, familial status, marital status, disability, ancestry, age, source of income or other characteristics protected by laws. The Foundation also assists in the resolution of tenant and landlord disputes.

The city maintains a website that include a referral number for residents interested in the services provided by the FHF. In addition, handouts are provided in city hall at an information kiosk, at the public libraries, and in the community centers located at three city parks.

- *Timing of Implementation:* This program is ongoing and will be continued.
- *Implementation Responsibility:* The Housing Division will continue to participate in this program. As a result, the city is responsible for, and committed to, the program's implementation.
- *Funding Source:* General Fund
- *Objectives:* Referrals will be made on an "as needed basis."

#### **5.4.5.2 Reasonable Accommodation Program for Disabled**

The purpose of this program is to ensure that sufficient provisions are provided by the city to facilitate a resident's request for "reasonable accommodation." What this means is that Commerce will ensure that its development requirements do not place an undue burden on disabled persons living or moving into the city. For example, a household with a

handicapped family member may require modifications to the housing unit to accommodate that family member. These include the installation of wheel chair ramps (both interior and exterior), wider doorways, and installation of wheelchair elevators in units containing multiple-levels, and the installation of handrails and modified plumbing fixtures in bathrooms.

The initial phase of this program will involve a review of the current adopted Zoning Ordinance to determine the nature and extent of modifications to ensure that *reasonable accommodation* provisions are included. The city will develop procedures for reasonable accommodation in accordance with fair housing and disability laws and amend the city's Municipal Code to provide for clear rules, policies, procedures, and fees for reasonable accommodation in order to promote equal access to housing. Policies and procedures will clearly indicate the qualifying individuals who may request a reasonable accommodation (i.e., persons with disabilities, family-members, landlords, etc.) along with any specific procedures that must be followed. The city staff will also focus on eliminating or modifying those land use, zoning, regulations, and fees that may constrain the housing needs of persons of disabilities.

- *Timing of Implementation:* This program is a new program.
- *Implementation Responsibility:* The Housing Division will cooperate with the Planning Division in the implementation of this program. Planning and Housing Division staff will review both the HCD guidelines and the city's Zoning Ordinance to determine the nature and extent of any required revisions. Planning Division staff will be required to make the necessary revisions to the Zoning Ordinance. Finally, the city will provide information to individuals with disabilities regarding reasonable accommodation policies, practices and procedures based on the HCD's guidelines. This information will be available through postings on the city's Housing Division web page and in brochures provided at city hall and the Community Centers. This program will be fully implemented in 2008.
- *Funding Source:* General Fund
- *Objectives:* Referrals will be made on an "as needed basis."

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**Table 5-2  
Housing Programs Summary**

Housing Program	Responsible Agency	Funding Source	Total Objective	Time Frame
<b>Preservation and Enhancement of Existing Housing Stock</b>				
Code Enforcement Program	Community Services Division	City General Fund	50 site corrections annually	Ongoing
Housing Rehabilitation Program	Housing Division	Redevelopment	25 households assisted	Ongoing
Emergency Home Repair Grant Program	Housing Division	Redevelopment	25 households assisted	Ongoing
Neighborhood Fix Up Grant Program	Housing Division	Redevelopment	300 households assisted	Ongoing
Conservation of Existing Affordable Units	Planning Division	City General Fund	Preserve the existing at risk units (78 units)	Ongoing
<b>Production of New Housing</b>				
Density Bonus Program	Community Development Dept.	None necessary	Undetermined	Ongoing
Infill Housing Program	Community Development Dept.	Redevelopment	109 units (62 units have been provided)	New Program
Atlantic Blvd. Housing Program	Community Development Dept.	Redevelopment	567 units	New Program
Housing Opportunity Overlay Program	Community Development Dept.	Redevelopment	2,062 units	New Program
Removal of Governmental Constraints Program	Community Development Dept.	General Fund	Program will permit the development of higher density infill housing	New Program
<b>Rental Assistance</b>				
Rental Assistance for Households in Need	Housing Division	HUD/LA County Housing Authority	10 households assisted	Ongoing
Senior Rent Subsidy Program	Housing Division	Redevelopment Set-Aside	75 households assisted	Ongoing
<b>Increased Home-Ownership Opportunities</b>				
Mortgage Credit Certificate Program	Housing Division	Redevelopment	10 households assisted	Ongoing

**Table 5-2  
Housing Programs Summary**

Housing Program	Responsible Agency	Funding Source	Total Objective	Time Frame
Home Ownership Program	Housing Division	Redevelopment	20 households assisted	Ongoing
Fresh Rate Program	Housing Division	Redevelopment	10 households assisted	Ongoing
<b>Equal Housing</b>				
Fair Housing Program	Housing Division	General Fund	Undetermined	Ongoing
Reasonable Accommodation	Planning Division and Housing Division	General Fund	Undetermined	New Program

#### **5.4.6 Quantified Objectives**

This section builds upon the housing goals identified in the previous section by indicating the number of new units that will be provided, the number of units that will be rehabilitated, and the units that will be conserved according to the four affordability categories (very low income households, low income households, moderate income households, and above moderate income households).

Table 5-3 provides a breakdown of the city's quantified objectives for new housing, rehabilitated housing, and conserved housing according to income levels. The quantified objectives for new housing corresponds to the city's RHNA allocation which includes the following: 30 units for very low income households, 18 units for low income households, 22 units for moderate income households, and 39 units for moderate income households. As indicated elsewhere in this Housing Element, the city has nearly achieved its quantified housing objectives for the planning period as it relates to housing for low income and moderate income households. The unmet need and the city's objective for new housing units for low income households (30 units) remain to

be fulfilled. Table 5-3 indicates the quantified objectives for new housing for the various income categories, and the remaining need to accomplish the quantified objectives, when considering the units that have or will be provided during the planning period.

#### **5.4.7 Financial Resources Available for Program Implementation**

The city's four redevelopment project areas, as of the 2004-2005 fiscal years have accrued a total of \$13,824,073 from the tax increment collected. The set-aside fund consists of \$2,764,073 which corresponds to the required 20% set-aside. All of the required set-aside has been deposited into the affordable housing fund. During the 2004-2005 fiscal year, \$128,168 was used for rental subsidies and \$23,902 was expended for housing rehabilitation programs. As indicated in the previous programs section, the Commission will continue to finance the housing subsidy and rehabilitation programs.

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**Table 5-3  
Quantified Housing Objectives for Planning Period (Estimates)**

Income Level	New Housing Construction	Rehabilitated Housing	Conserved Housing
Very Low Income	30 units (30 needed)	25 units	78 units
Low Income	18 units (3 needed)	25 units	100 unit
Moderate Income	22 units (4 needed)	150 units	100 units
Above Moderate Income	39 units (10 needed)	150 units	50 units

**Implementing Programs (Programs and the corresponding objectives are discussed in Section 4.4)**

Program (Number of Assisted Units for the Planning Period)	<ul style="list-style-type: none"> <li>• Low Income Housing (33 units).</li> <li>• Infill Housing (109 units).</li> <li>• Atlantic Blvd. (0 units)</li> <li>• Housing Opportunity (0 units)</li> </ul>	<ul style="list-style-type: none"> <li>• Housing rehabilitation(25 units)</li> <li>• Emergency Home Repair (25 units)</li> <li>• Neighborhood Fix-up (300 units)</li> </ul>	<ul style="list-style-type: none"> <li>• Code Enforcement (50 units annually)</li> <li>• Conservation of Existing Affordable Units (78 units)</li> </ul>
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## 5.5 Housing Plan

### 5.5.1 Land Use Policy and Housing

The Community Development Element indicates the location and extent of permitted land uses and development within the city. The following residential designations are included in the Community Development Element:

- *Low-Density Residential.* Land uses within this land use category are characterized by single-family homes and correspond to the R-1 (single-family residential) zone district.
- *Medium-Density Residential.* The medium-density residential land use category corresponds to the R-2 (light multiple-family residential) zone district. Permitted uses within this land use designation include single-family homes and duplex units.
- *High-Density Residential.* This category of land use corresponds to the R-3 (medium multiple-family residential) zone district that provides for higher-density residential development, including multiple-family residential development.

• *Mixed-Use.* This land use designation applies to the Atlantic Avenue corridor between the Mix-Master (on the north) and Washington Boulevard (on the south). This land use provides for both residential development and commercial development. A new overlay zone will be prepared for this area along with design guidelines for new development.

• *Housing Opportunity Area.* This designation applies to two areas of the city. The first area includes the industrial properties located within the Bandini Rosini Planning Area. This land use designation permits these manufacturing uses to recycle to residential development should the property owner desire to do so. The second area is located in the vicinity of Veterans Park. The city is currently reviewing a development concept that would involve the construction of a development that would include 446 residential units.

Table 5-4 itemizes the land area devoted to the various land use designations that comprise the city of Commerce General Plan.

**Table 5-4**  
**City of Commerce General Plan Land Use Designations**

Land Use Designation	Land Use Description	Density Standard	Area (in acres)
Low-Density Residential	Single-Family Residential Units	0-11 units/acre	151 acres
Medium-Density Residential	Single-Family & Duplex Units	12-17 units/acre	93 acres
High-Density Residential	Multiple-Family Residential Units	18-27 units/acre	74 acres
Atlantic Blvd. Mixed-Use	Mixed Use	Up to 27 units/acre	21 acres
Housing Opportunity	Residential	Up to 27 units/acre	82 acres
Total Land Area of the City			421 acres

Source: City of Commerce Land Use Element, 2005

## 5.5.2 Residential Planning Areas

For planning purposes, Commerce has been divided into nine Planning Areas, consistent with those identified in the previous general plan. -The boundaries of the Planning Areas (refer to Exhibits 5-1 through 5-3) were delineated using man-made features and land use characteristics. Of the nine Planning Areas, the following will include residential development under the General Plan: the *Bandini-Rosini* Planning Area; the *Rosewood* Planning Area is a residential neighborhood; the *Northwest* Planning Area; the *Ferguson* Planning Area; the *Southeast* Planning Area; and the *Atlantic/Washington* Planning Area.

### 5.5.2.1 Bandini-Rosini Planning Area

This Planning Area consists almost entirely of residential development, and includes three non-contiguous neighborhoods separated by the Long Beach Freeway and the Atlantic Boulevard commercial district. Land use policy for this Planning Area calls for residential densities that correspond with the intensity and density of existing residential development. The key land use policies related to housing applicable to this Planning Area include the following:

- High-density residential development will be located in that portion of the Planning Area

along Eastern Avenue and along Jillson Street east of Strong Avenue.

- Medium-density residential uses will continue to be located in those portions of the Planning Area north of Astor Avenue, east of Cowlin Avenue, and south of Nobel Street. In addition, the medium-density residential land use designation will apply to those areas located west of the Long Beach Freeway. Medium-density residential development in this neighborhood will be permitted along Ayers Avenue and Leonis Street.
- New residential development is also permitted in the central portion of the Planning Area that is currently occupied by various industrial uses. Should these industrial uses be discontinued, residential uses will be implemented.
- The remainder of the Planning Area not designated as Medium-Density Residential or High-Density Residential is designated Low-Density Residential.

### 5.5.2.2 Rosewood Planning Area

The land use policy for the Rosewood Planning Area emphasizes the community's desire to retain the lower-density character of this neighborhood. The land use designations that have been applied to this Planning Area reflect a desire to preserve the

existing intensity of residential development. The land use policies applicable to this Planning Area include the following:

- That portion of the Planning Area adjacent to Commerce Way, Jillson Street, and the west side of Senta Avenue is designated Medium-Density Residential, which is consistent with the existing type and density of residential development.
- The balance of the Planning Area, consisting of single-family residential development, is designated Low-Density Residential, reflecting the city's policy to preserve the neighborhood's existing single-family character.
- High-Density Residential development will continue to be applicable at the corner of Eastern Avenue and Harbor Street. The general plan permits the development of housing within those properties that are presently developed and zoned for industrial uses. At such time the property owner determines industrial uses are no longer economically viable, the property will transition to residential uses).

#### **5.5.2.3 Northwest Planning Area**

The land use plan for the Northwest Planning Area presents a considerable challenge in that there are a significant number of dilapidated, substandard, and overcrowded units located here. The city has long recognized the need for specific measures to alleviate problems related to substandard housing and conflicts between residential and non-residential land uses.

- The Commerce Community Development Department's neighborhood rehabilitation program has targeted the Northwest Planning Area for housing rehabilitation efforts.
- For the most part, the residential portions of the Planning Area are designated Medium-Density, which corresponds with the existing development type and density.
- General Plan land use policy calls for the segregation of residential and non-residential land uses. Primary goals include the elimination of scattered residential parcels located in industrial areas and elimination of the intrusion

of industrial activities in residential neighborhoods.

#### **5.5.2.4 Southeast Neighborhood Planning Area**

The Southeast Neighborhood Planning Area is predominantly residential, with a mix of other land uses, including commercial, public/quasi-public, parkland, and industrial. Land use policy recognizes the potential for land use conflicts among the diverse activities located within the area. The Land Use Map reflects measures to reduce potential land use conflicts while preserving the existing residential neighborhoods. Within the Planning Area there are six smaller residential neighborhood units that are separated by transportation corridors or expanses of non-residential uses. Land use policy for the Southeast Planning Area includes the following:

- The North Slauson residential district located north of Slauson Avenue is designated as Low-Density Residential, thus encouraging a retention of the existing character and density of residential development in this area.
- The South Slauson neighborhood located south of Slauson Avenue and north of the Union Pacific railroad is designated as Medium-Density Residential. This land use designation permits slightly higher densities over the life of the plan. In addition, the land use policy encourages the discontinuation of conflicting commercial uses in this neighborhood.
- The Greenwood neighborhood includes those residences south of the Union Pacific railroad line and east of Nye Avenue. The entire district is designated High-Density Residential, which will allow older dilapidated single-family units to be replaced with newer, higher-density units.
- The Greenwood neighborhood also includes the residential area south of Gage and along Kuhl Drive near Veteran's Memorial Park. The residential area also is designated for High-Density Residential, reflecting the existing and proposed higher-density development.
- The Emil neighborhood is located along Emil Avenue and Pacific Drive and the inter-connecting local streets. The majority of the Emil neighborhood is designated High-Density Residential, which is consistent with the

multiple-family development in the neighborhood. Exceptions include the area east of Pacific Drive, properties adjacent to Agra, and the properties located adjacent to Danielson Court, all of which are designated Low-Density Residential or Medium-Density Residential. The latter areas will continue to support the attractive single-family residential development.

- A single linear block of units, located along Darwell Avenue west of Garfield, is the last distinct residential unit located in the Southeast Neighborhood Planning Area. The Darwell Avenue district consists of single-family homes interspersed with lower-density multiple-family units, primarily duplexes. The Medium-Density Residential land use designation applicable to this area will allow for some recycling to slightly higher-density development.

#### **5.5.2.5 Atlantic Washington Planning Area**

The Atlantic Washington Planning Area is predominantly commercial. The segment of Atlantic Boulevard located in this Planning Area has been designated as Mixed Use. This land use designation would permit residential development within those parcels that are currently developed as commercial. The purpose of this mixed-use designation is to promote residential and/or commercial uses as infill development.

#### **5.5.2.6 Ferguson Planning Area**

The Ferguson Planning Area includes that portion of the city located south and adjacent to Ferguson Drive and west of Gerhart Avenue. Surrounding land uses include the Metrolink right-of-way located immediately south of the Planning Area, and residential development opposite Ferguson Drive, located in an unincorporated portion of Los Angeles County. The land use policy for this Planning Area designates existing residentially developed properties as Low-Density Residential, and the balance of the industrial areas as Industrial. Implementation of such land use policy may result in the recycling of older residential units to new developments with lower densities.

#### **5.5.3 General Plan Build-out**

Table 5-5 compares the residential development theoretically possible under the existing housing inventory identified in the most recent DOF estimates. As indicated in the Table, the maximum permitted residential development possible under the General Plan is 6,143 units when including the potential Housing Opportunity Overlay area and the Atlantic Boulevard Mixed Use.. When these areas are excluded, the potential increase in housing units is 4,368 units. Table 5-5 also indicates the potential development more likely given that not all properties will be developed to the maximum permitted under the General Plan. The average densities and the resulting development are indicated in parenthesis.

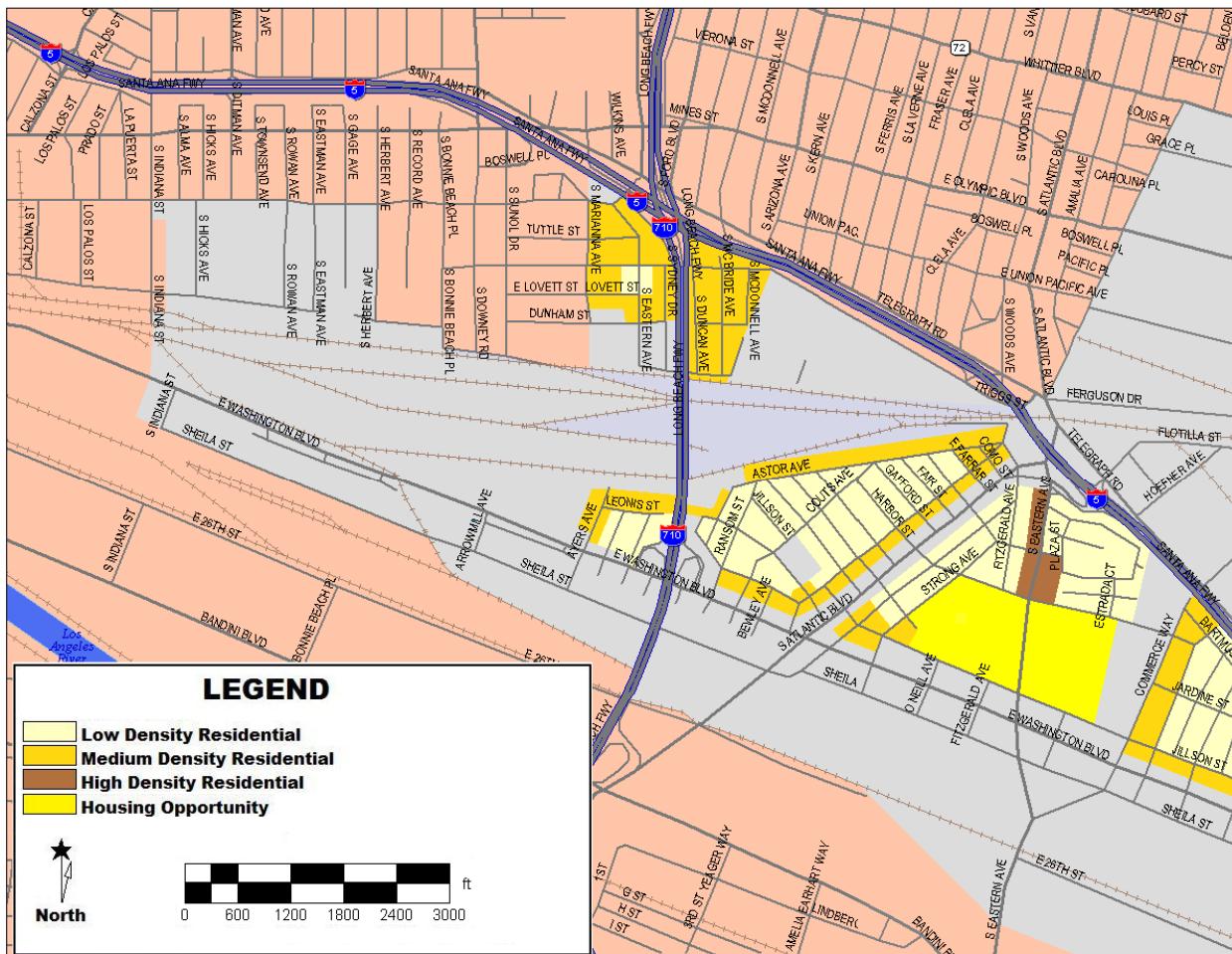
**Table 5-5  
Maximum Residential Development under the Current and the Draft General Plan**

Residential Land Use Designation	(Maximum Permitted Density)	Draft General Plan		Existing Units (2005 DOF Estimates)	Change from Existing
		Land Area	Potential Development		
Low Density Residential	11 units/acre	129 acres	1,419 units	3,424 units	2,719 units
Medium Density Residential	17 units/acre	73 acres	1,241 units		
High Density Residential	27 units/acre	64 acres	1,728 units		
Atlantic Blvd. Mixed Use	27 units/acre	21 acres	567 units		
Housing Opportunity	27 units/acre	44-acres	1,188 units		
Total		331-acres	6,143 units		

The development potential for the Atlantic Blvd. overlay assumes 50% will be developed as residential. Source: City of Commerce General Plan (1987) and Blodgett/Baylosis Associates

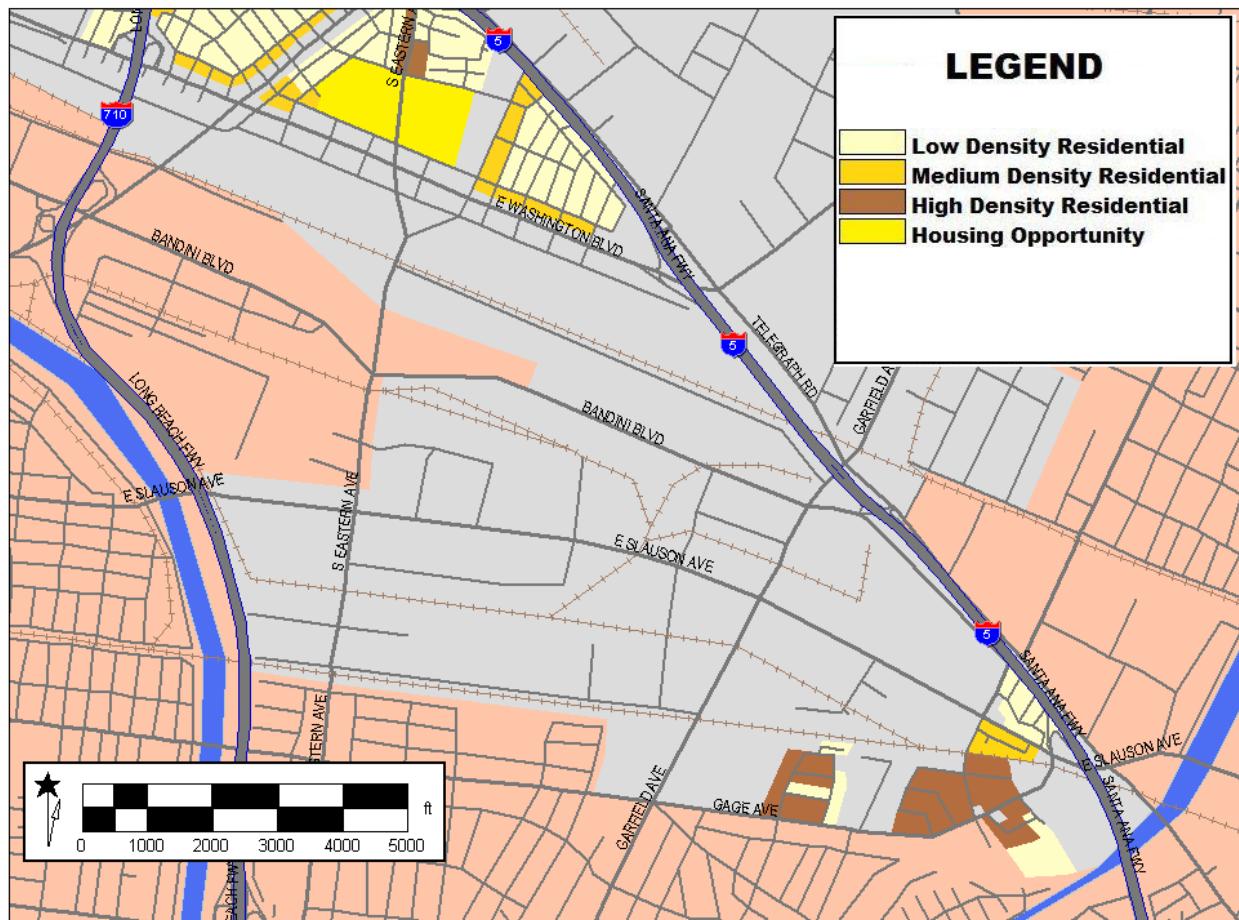
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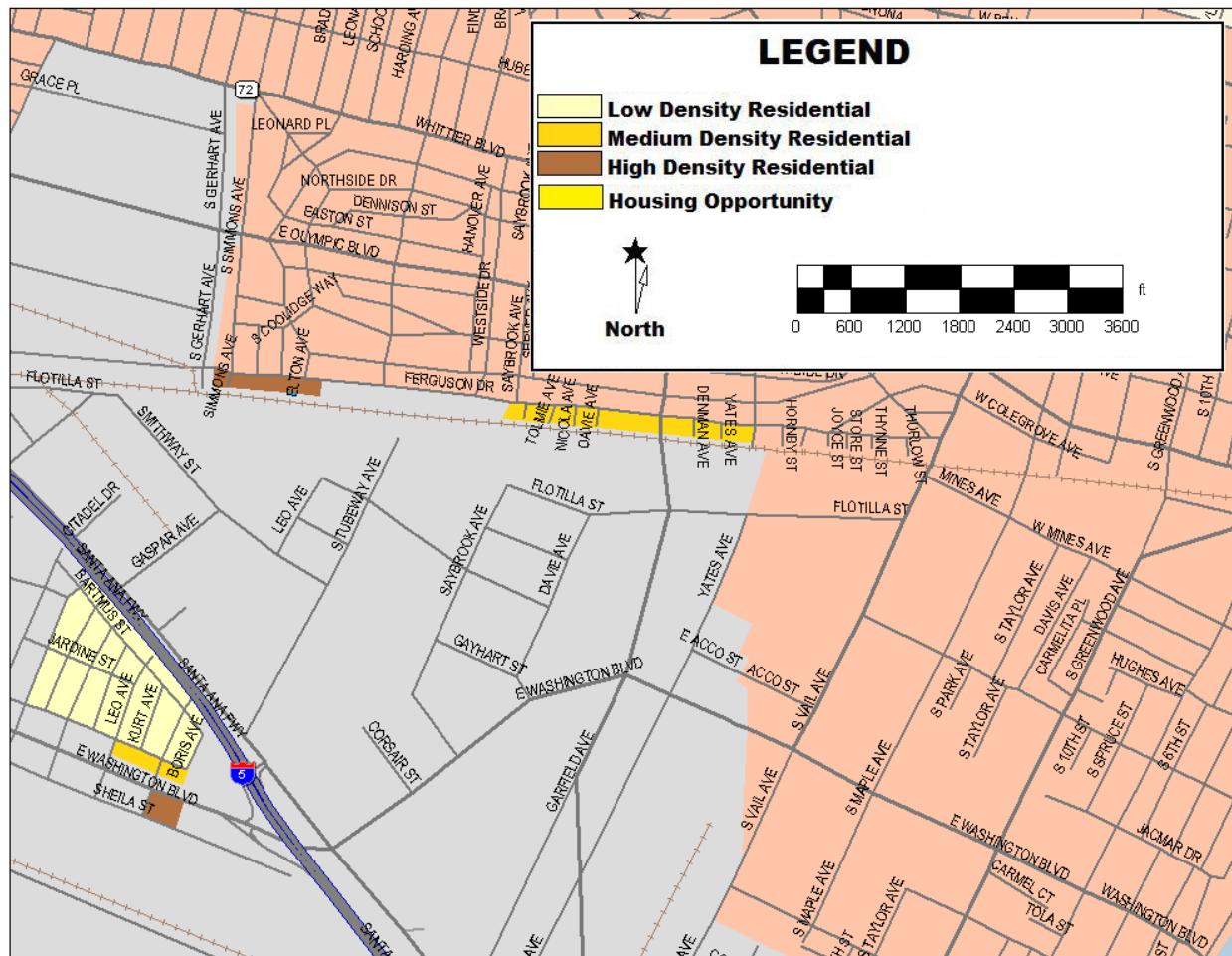
**Exhibit 5-1**  
**Residential Uses - Western Portion of the City**

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**Exhibit 5-2**  
**Residential Uses - Southern Portion of the City**

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**Exhibit 5-3**  
**Residential Uses - Eastern Portion of the City**

### **5.5.4 Regional Housing Needs Assessment**

This section of the Housing Element compares the housing need projections developed by the Southern California Association of Governments (SCAG) as part of the Regional Housing Needs Assessment (RHNA), with historic population, housing, and employment growth in the city. The SCAG projections were derived from population, housing, and employment figures developed by SCAG as part of the earlier planning process undertaken to develop the RHNA. The authority to determine housing needs for the various income groups for cities within the region has been delegated to the Southern California Association of Governments (SCAG), pursuant to Section 65584 of the Government Code. The housing needs are categorized according to income groups. The income categories include *Very Low*, *Low*, *Moderate*, and *Above-Moderate Income* households, and the incomes of the selected income groups are based upon percentages of the median household income for the larger Los Angeles County region:

- *Very Low -Income* households are those households whose income is less than 50% of the median household income for the greater Los Angeles area. The RHNA requires 30 very low income units to be provided.
- *Low-Income* households earn from 50% to 80% of the County median. The RHNA requires 18 low income units to be provided.
- *Moderate-Income* groups earn from 80% to 120% of the County median. The RHNA requires 22 moderate income units to be provided.
- *Above-Moderate Income* households earn over 120% of the County median income. The RHNA requires 39 above moderate units to be provided.

SCAG's 2000 RHNA estimated the seven-year future housing construction need for Commerce at 110 units (see Table 5-6, where the housing needs for the selected income groups are shown at the bottom of the Table). As indicated in Table 5-6, of the 109 housing units needed to accommodate future need, 30 units should be allocated to very low-income households, 18 units should be provided for low-income households, 22 units should be provided for moderate-income households, and 39 units should be provided for households with above-moderate incomes.

**Table 5-6  
Projected Housing Needs**

Number of Units	Number of Units
Very Low	30 units
Low	18 units
Moderate	22 units
Above Moderate	39 units
Total	109 units

Source: SCAG Regional Housing Needs Assessment, 1999.

### **5.5.5 Housing Units Provided During Planning Period**

As indicated previously, the RHNA allocation for Commerce called for 109 units to be constructed during the planning period. Since 2000 and up to 2005, a total of 62 units were provided (these units have been constructed). In addition, several affordable housing projects resulting in 33 *low-income* to *moderate-income* units have been completed since 1998. The lower and moderate income units include the following:

- An additional 5 units were completed as part of the Vista del Rio project and these units were made available to low income households. These five units were constructed with the financial assistance of the Commerce Community Development Commission (CDC). These units have a 45-year affordability covenant and corresponding deed restriction assuring that they remain affordable.
- A total of 3 units were constructed along Mariana Avenue. These units were constructed through CDC assistance and their continued affordability to low-income households is assured through a 45 year affordability covenant and corresponding deed restriction.
- A total of 16 units were constructed in the Northwest Neighborhood as part of the Eastern and Triggs as part of the Mayans development. A total of 3 units were made available to low-income income households and the remainder was reserved for moderate-income households. The construction of these units was assisted by the CDC and has a 45-year affordability covenant and corresponding deed restriction assuring that they remain affordable.

- Within the Southeast neighborhood, a total of 27 units are under construction or entitled. Of this total, 4 units are reserved for low income households and 5 units are reserved for moderate income households. The CDC acquired the parcels that were developed within this planning area. The construction of these units were assisted by the CDC and have a 45-year affordability covenant and corresponding deed restriction assuring that they remain affordable.
- The Agency, in addition to the above, has also assisted in the development of 11 market rate units in the city.

As indicated above, a total of 62 units have been provided during the planning period with 47 units remaining to meet the overall (109 units) share of the regional housing need. Table 5-7 provides a summary of the RHNA housing provided by income group for the city of Commerce.

**Table 5-7  
New Housing Provided - 1998-2007**

Income Group	Housing Need (RHNA)	Units Provided
Very Low	30 units	0 units
Low	18 units	15 units
Moderate	22 units	18 units
Above Moderate	39 units	29 units
Total	109 units	62 units

While the total number of units provided during the planning period provided 62 new units, the city remains deficient in the number of units for very low income households (30 units remain to be provided), low income households (3 units remain to be provided) and moderate income households (4 units remain to be provided).

### **5.5.6 New Housing Strategies**

The policies contained in the preceding section address the city's identified housing needs. These goals and policies will be implemented through a series of housing programs that are funded and administered by a variety of local, regional, State, and Federal agencies. While the aforementioned policies and programs are designed to lessen

burdensome housing costs, this section is concerned with those programs that will promote new housing construction as a means to meet the unmet housing demand (39 units). The following programs that were described in Section (5.4) will enable to the creation of new housing opportunities, including affordable housing, in the city:

- *Infill Housing Program.* This program will provide for the development of infill housing units within Commission-owned properties. The city has identified a number of industrial developed properties within the Northwest Planning that are presently developed as non-residential. The city intends to rezone these lots to permit R-2 development. The new land use designation would permit up to 31 units for both areas 1 and 2 beyond the 16 units that have already been permitted. As indicated previously, the parcel located east of Eastern Avenue was recently approved for 16 affordable units. The Southeast Planning area contains a number of vacant parcels that are zoned R-3. The city recently selected a developer to build the units and the requisite approvals were recently obtained from the Planning Commission for those infill sites located in the Southeast neighborhood. All of these properties were owned by the city's Community Development Commission. New construction is being completed on several parcels while land clearing and site preparation is underway on the balance. A total of 27 units are currently under construction or undergoing review. An additional 5 units are possible on a single lot on Greenwood that has not yet been entitled though the parcel is Agency owned.
- *Atlantic Blvd. Housing Program.* The Land Use Plan calls for the creation of a new Mixed-Use designation along the Atlantic Boulevard corridor between the Mixmaster (on the north) and Washington Boulevard (on the south). This land use provides for both residential development and commercial development. A new overlay zone will be prepared for this area along with design guidelines for new development. The permitted residential development densities range from 0 to 27 units per acre. The city is currently completing design guidelines that will be applicable within the area and an amendment to the Zoning Ordinance will be initiated to accommodate the proposed Mixed-Use Zone District. In addition, the city recently evaluated a pre-application proposal for a six level 48-unit mixed use development. The proposal was never formally submitted though mixed use projects are becoming more common in the area. The city

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recently completed a public review of the proposed Atlantic Boulevard plan and the Mixed-Use designation will be adopted as part of the current General Plan update in 2006.

- *Housing Opportunity Overlay Program.* The Land Use Plan calls for the creation of new housing opportunities in two distinct areas of the city through the use of a Housing Opportunity Overlay Zone designation. The first Overlay Zone applies to a number of industrial properties within the Rosewood Planning Area that would permit these manufacturing uses to recycle to residential development should the property owner desire to do so. Full development of this area as residential could yield up to 1,616 units (the city recently sent out a request for proposal to interested developers for the construction of a first phase that would include the construction of approximately 250 units). The second overlay area is located on a site located near Veterans Park adjacent to the Santa Ana Freeway. The city is currently reviewing a development concept that would involve the construction of a mixed-use development that would include 446 residential units. The city recently circulated a Request for Proposals for the Town Center Housing Opportunity Overlay Area and is in the

process of interviewing candidate developers. In addition, the current industrial General Plan and Zoning designations for the area will be changed to accommodate the proposed housing development as part of the current General Plan update.

- *Removal of Governmental Constraints Program.* The city updated its Zoning Ordinance in the early 1990s and as part of this revision, a decision was made to eliminate the Planned Unit Development designation. The PUD provided for a relaxation of the conventional development standards so that unique and higher density development could be constructed. With a number of new infill properties being developed, the city has found that the application of the R-3 standards to the properties to not promote the types of development that was previously possible. For this reason, the city intends to review and re-implement the PUD standards through this program. This review will be initiated immediately following the adoption of the General Plan.

Table 5-8 indicates those strategies that will be effective in promoting the development of new housing.

**Table 5-8**  
**Unmet RHNA and New Housing Program Objectives For Planning Period**

Income Category (RHNA Need)	Unmet RHNA	(New Housing Objective) Units that will contribute to Unmet RHNA Need				Total Units
		Infill and Low Income Housing	Atlantic Blvd. Mixed Use	Housing Oppor. Overlay	Removal of Govt. Constraints	
Very-Low (30 units)	30 units	3 units	0 units	30 units	The PUD program will facilitate planned unit development under the Infill Housing Program and the Housing Opportunity Overlay Program.	33 units
Low (18 units)	3 units	3 units	0 units	0 units		3 units
Moderate (22 units)	4 units	5 units	0 units	0 units		5 units
Above Mod (39 units).	10 units	23 units	0 units	0 units		23 units
Total	47 units	41 units	5 units	20 units		64 units

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**Housing Element Background Report**  
**City of Commerce General Plan**

## **5.6 Introduction to the Housing Plan Background Report**

This section of the Housing Element provides an overview of the demographic, housing, and socioeconomic characteristics of the city of Commerce. This section considers the following:

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

The primary source of information used in the compilation of demographic, housing, and socio-economic information for the city includes data collected by the U. S. Bureau of the Census. A number of other sources were also consulted during the preparation of this analysis, with the key sources being the State Department of Finance (DOF), and the Southern California Association of Governments (SCAG).

SCAG is mandated under State law to prepare population, housing, and employment projections that are to be used in the development of the region's Growth Management Plan. These projections were used in the determination of the city's Regional Housing Needs Assessment (RHNA). Finally, the city's general plan and the Five Year Implementation Plan were also reviewed and pertinent statistical data used.

## **5.7 Population Characteristics**

According to the most recent 2000 U.S. Census, the city's population was 12,568 persons. In 1970, the city's population was 10,635 persons. In the thirty-five years since 1970, the city's population has increased by approximately 2,743 persons, or 18.2%. The most recent 2005 DOF estimates place the city's population at 13,504 persons. The city's population was relatively stable up to the 1990s. During this latter period, new housing development resulted in new households locating in the city. The city's rate of population growth appears to have continued during the past decade, with a population increase of 936 persons since 2000 (refer to Table 5-9).

**Table 5-9  
Commerce Population Trends 1970-2005**

Year	Population	Change (#)	Change (%)
1970	10,635	--	--
1975	10,150	-485	-4.6%
1980	10,509	359	3.5%
1985	10,800	291	2.8%
1990	12,135	1,335	12.4%
1995	12,100	-35	-0.3%
2000	12,568	468	3.9%
2005	13,504	936	7.4%

Source: U. S. Bureau of the Census 1970- 2000. Dept. of Finance 2005

The city's average household size is increasing due to trends towards larger families. In 1980, the U.S. Census reported the city's average household size to be 3.59 persons. By 1990, the average household size had increased to 3.7 persons. According to the 2000 U.S. Census, the city's average household size was 3.80 persons per unit. Finally, the most recent DOF estimates indicated the city's average household size was 3.993 persons per household. In comparison, the average household size for Los Angeles County in 2005 was 3.141 persons per household.

## **5.8 Demographics**

According to the 2000 Census, 1,113 persons (8.9%) living in the city were under 5 years of age. A total of 7,035 persons (55.9%) were between 5 years and

64 years of age. Finally, 1,281 persons (10.2%) were 65 years of age or older. The median age for the city of Commerce 28.2 years which is significantly less than the national average of 35.3 years. Corresponding statistics for Los Angeles County as a whole were 32.0 years of age. These statistics indicate that the city's population growth was attributed to both natural increases (increased birth rates) and to in-migration. The city's population is also significantly younger overall, compared to the age of the larger regional population. The 1990 and 2000 Census classification for white persons also included Hispanics (Hispanics were classified as individuals with Spanish surnames). In 2000, Hispanics accounted for 93.6% of the city's total population. Table 5-10 categorizes race and ethnicity for the city's population according to the 2000 Census.

**Table 5-10  
Race and Ethnicity: 2000**

Race/Ethnicity	No.	%
White <sup>1</sup> .	5,625	44.8
African-American	98	0.8
Asian/Pac. Islander	136	1.1
American Indian	199	1.6
Other	6,500	51.7
Total	11,958	100.0
Hispanics <sup>2</sup> .	11,765	93.6

<sup>1</sup> Hispanic persons are included.

<sup>2</sup> Hispanics are considered an ethnicity rather than a race. Source: U. S. Census, 1990 and 2000.

## 5.9 Housing Unit Types

According to the 2000 U.S. Census data, there were 3,377 housing units in the city. The most recent estimates prepared by the State Department of Finance (DOF), indicated there were 3,424 housing units in the city in January 2005. Table 5-11 compares the 2005 DOF estimates for the city with those of the county. According to the 2000 Census, 47.40% of the total housing units in the city were owner-occupied. A total of 52.6% were renter occupied. While manufactured units are permitted in the city, no such units or mobile homes are presently located in Commerce.

**Table 5-11  
Type of Housing Stock - 2005**

Unit Type	Los Angeles County		City of Commerce	
	Units - #	Units - %	Units - #	Units - %
Single-Family Detached	1,617,987	48.7%	1,944	56.7
Single-Family Attached	242,231	7.3%	593	17.3
2-4 Units	288,459	8.7%	332	9.7
5+ Units	1,118,319	33.6%	551	16.1
Mobile Homes	56,634	1.7%	4	0.1
Total	3,323,630	100.1%	3,424	100.0

Source: California Dept. of Finance, 2005.

## 4.10 Housing Condition

A housing condition survey was conducted to assess the magnitude of rehabilitation needs in the city. The survey identified 74 units that needed rehabilitation and 10 units needing replacement. The city's Northwest Neighborhood contained the highest percentage of substandard and dilapidated units, with over 20% of the units in some state of disrepair. In The age of the housing stock is a major contributor to overall housing conditions in the city. Approximately 51.2% of the existing units were constructed prior to 1960. Only 20.9% were constructed after 1980.

## 5.11 Housing Costs & Affordability

Census data indicated that for owner-occupied housing units, the majority of the monthly mortgage payments in the city ranged in 2000 ranged from \$1,000 to \$1,500 with the median being \$1,256 per month. Monthly payments for owners nearly doubled in the ten years between 1980 and 1990, and the percentage of households paying 30% or more for housing tripled. A household was considered to be overpaying for housing if more than 30% of their net "take-home" income was used for paying rent or mortgages. According to Census figures for the year 1999, 341 households (31.5% of the total owner-occupied units) living in owner-

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occupied units paid in excess of 30% of their monthly income towards the mortgage. According to the same Census figures, 751 renter households (43.4% of the total renter households) paid in excess of 30% of their monthly income towards the rent.

For renters, the median gross rent per month significantly increased from \$247 in 1980 to \$623 in 2000. On a percentage basis, this increase in cost represents a 252% increase. This dollar amount refers to the contract rent (i.e., monthly rent agreed to, or contracted for) plus the estimated average cost of utilities and fuels if paid for by the

renter. This definition was used by the Census in an attempt to eliminate differentials due to varying practices in rent structuring. Though the Census rental rates are substantial, another rent value rate to consider is HUD's Fair Market Rent (FMR). Table 5-12 (HUD's FMR), shows that rents for two, three, and four-bedroom units significantly increased and then declined in the mid-1990s. The HUD-formulated Fair Market Rent (FMR) schedule is a guideline to maximum rents allowable for units receiving Section 8 assistance. HUD uses the Consumer Price Index and the Census Bureau housing survey data to calculate the FMRs for each SMSA

**Table 5-12  
HUD Fair Market Rents, Los Angeles-Long Beach SMSA**

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

Source: U.S. Department of Housing and Development, 2007.

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Because HUD includes different criteria in its definition of rent, Census figures and FMRs are not directly comparable. However, what is significant and applicable to the city is the HUD rental rate increase peaking in 1995. From 1980-1988, the FMR increased by 102% for one-bedroom units and 135% for four-bedroom units. As in other areas of the Los Angeles Basin, housing costs are quite high, though relative to surrounding communities (Whittier, Bell Gardens, South Gate, Montebello, and Downey), the overall cost for housing in Commerce is comparable. Nevertheless, even with a return to smaller size dwelling units, it can be seen that the cost of housing prices exclude a large proportion of the population out of the homeowner market. This is reflected in recent statistics that indicate that the Southern California area is now the most expensive housing market in the United States. Key contributors to the area's high cost for housing include the following:

- While some vacant property is available for new residential development, the majority of the new residential construction will occur on land that is presently occupied by existing development. The demolition, removal, and clean-up of these existing properties contribute to the higher cost of development.
- An earlier 1984 study prepared by the California Homebuilders Association indicates that less than 15 % of first-time homebuyers in the State were willing to accept condominiums as a housing choice. This trend is continuing, as shown in part by the number of condominiums developed in the area since the early 1990s and

continuing to the present. Thus, one of the few market devices available to counteract high land prices is burdened by the psychological attachment of the population to traditional housing stock.

- During the latter part of the 1990s, interest rates were generally low. In 2000, interest rates were raised by the Federal Reserve though they were once again lowered in the years following 2000 in response to fears of recession. However, interest rates while still low, are once again on the rise.

In general, the cost (market-rate) for new land in the city ranges from \$10/square foot up to \$15/square foot. The actual construction cost for residential development ranges from \$100/square foot up to \$130/square foot. Real estate data was collected for the city to determine the "asking price" of for-sale units and the asking monthly rents for rental units. The survey identified a total of 18 for-sale units and 10 rental units.

Table 5-13 summarizes the sales information for the "for-sale" units identified in the survey. Of the total number of for-sale units, less than 50% of the homes identified in the survey had asking prices of less than \$200,000. This figure underscores the relative affordability of housing in the city compared to the surrounding region. The average selling price for a home in Los Angeles County was \$226,400. The survey of rents, also summarized Table 5-13, indicate that the average monthly rents were also below the average regional cost

**Table 5-13  
Housing Costs in Commerce**

Housing Costs (for sale)		Monthly Rentals	
Mortgage Range	No. of Units	Rental Range	No. of Units
\$125,000 - \$149,999	2	\$750 - \$999	3
\$150,000 - \$174,999	3	\$1,000 - \$1,249	5
\$175,000 - \$199,999	3	\$1,250 - \$1,499	1
\$200,000 - \$224,999	5	\$1,500 - \$1,749	1
\$225,000 - \$249,999	2	\$1,750 - \$1,999	0
\$250,000 - \$274,999	3	\$2,000 - \$2,249	0
\$275,000 and over		\$2,250 - \$2,499	0

Source: Blodgett/Baylosis Associates 2005

## **5.12 Employment Characteristics**

According to the State of California Employment Development Department (EDD), there are approximately 60,000 jobs in the city. According to SCAG projections developed for the Regional Transportation Plan, the number of jobs in Commerce is projected to increase by 1,198 jobs over the next five years. The same projections indicate over the next two decades that the city will add another 1,918 jobs by the year 2010 and 2,170 jobs by the year 2020.

According to employment data from the Economic Development Department (EDD), the unemployment rate in the city as of November 2005 was 9.2%, compared to 4.9% for the County. At that time, there were 500 persons in the city actively seeking employment, out of a total labor force of 5,300 persons.

## **5.13 Special Housing Needs Groups**

Local housing elements must include an analysis of special housing needs. Special needs refer to those households that include the elderly, handicapped, large families, and overcrowded households.

### **5.13.1 Special Needs - Reasonable Accommodation**

Disabled persons have special needs when it comes to housing and many of the households in the category are occupied by elderly persons. Door frames must be wider to accommodate wheel chairs, ramps instead of stairs are needed, hand rails in bathrooms need to be installed, cabinet doors must be accessible, and light switches and other devices also need to be within easy reach. The cost for retrofitting an existing structure may be thousands of dollars and be beyond the reach of those households with lower incomes. The lack of such housing is even more pronounced when it comes to market-rate rental units. Unless such provisions are made for disabled persons during original construction, such facilities will not likely be provided in a typical rental unit. Senior housing (both owner and rental) generally has many of the features outlined above. The real constraints are associated with the housing for families and working-aged adults.

The most recent 2000 Census identified a total of 732 working aged adults with physical disabilities living in the city.

Under Senate Bill (SB) 520, which became effective January 1, 2002, the city is required to analyze potential and actual constraints that could affect the development, maintenance and improvement of housing for persons with disabilities. In the event that these constraints are governmental, the Element must identify those measures that will be effective in removing the constraints that may hinder the city from meeting the need for housing for persons with disabilities.

In accordance with SB 520, a review of zoning and land use, development procedures, policies, and practices, and building codes was conducted in order to identify any potential constraints that could affect the provision of housing that would be accessible to persons with disabilities. The results of this analysis are summarized below according to three general categories of potential constraints: 1. zoning and land use, 2. permits and processing procedures, and 3. building codes.

- *Zoning and Land Use.* The Zoning Ordinance does not preclude or restrict the construction of exterior ramps or other improvements (exterior or interior) for disabled persons. The city treats residential care facilities with six or fewer persons as a single-family use. These facilities are allowed by right in any zone where single-family homes are permitted under State law. The Zoning Ordinance does identify these facilities as a permitted use. The city's Zoning Ordinance also permits reduced off-street parking space requirements for seniors though no such allowance is specifically identified for persons with disabilities. A program has been added to the city's Housing Program in order to address this issue (refer to Section 5.4.2.5 Removal of Governmental Constraints).
- *Permits and Processing Procedures.* There are no permit requirements for residential care facilities serving six or fewer persons. Furthermore, there are no special design or permitting standards that have been established for residential care facilities. The city has no occupancy standards that specifically apply to unrelated adults. Requests to retrofit homes for disabled accessibility or for reasonable accommodation are handled as any other building permit or variance application.

- **Building Code.** The city has adopted the Uniform Building Code and the most recent Los Angeles County Code which includes provisions of the Americans with Disabilities Act. One provision is that a number of the residential units in new multi-family construction of three or more apartments, or four or more condominiums, must be accessible or adaptable. The city has added no amendments to the Building Code that would place constraints on accommodation of persons with disabilities.

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

### **5.13.1 Special Needs - Elderly**

The elderly can be expected to increase as those persons between the ages of 35 and 64 grow older. Escalating housing costs, particularly in the rental market, severely impact housing affordability for the elderly, who are usually on fixed incomes. The housing needs of the elderly can be addressed through the provision of smaller units, congregate housing, and rental and rehabilitation assistance programs.

The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. The elderly comprised 10.2% (1,281 persons) of the city's population in 2000. In 1990, there were 775 elderly households. In 2000, there were 981 households headed by seniors. The most recent Census figures indicated that 482 households had a head of household over 65 years of age in owner occupied units (31% of the total owner occupied units) and 307 senior headed households resided in rental units (17.8% of the total owner occupied units).

### **5.13.2 Special Needs - Large Families**

According to the HCD's definition, the term "large family" refers to a family containing five or more persons. Large family households, containing five or

more persons, frequently experience a greater incidence of overcrowding due, especially in older units and rental housing. Most rental units in the city contain one or two bedrooms. In addition, landlords may be reluctant to rent smaller units to larger families. Finally, many owner occupied units are overcrowded (refer to the subsection that follows) due to extended families sharing housing as a means to reduce mortgage or rental costs. Large families are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large families are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn accelerating unit deterioration. A total of 1,076 occupied housing units had five or more residents in 2000. Of this total, 543 units occupied by large families were occupied by renters while 533 units were owner occupied.

All new assisted owner-occupied housing consists of at least three bedrooms with the majority containing 4 bedrooms. In addition, the majority of the market rate owner-occupied housing constructed during the past ten years had four or more bedrooms. In recent years, few rental units have been constructed in the city and no new rental units containing three or more bedrooms. According to the most recent census, 667 units (19.7% of the total housing units in the city) contained five rooms, 332 units (9.8%) contained six rooms, and 156 units (4.5%) have seven or more rooms.

In Section 5.4, a program that involves a review of the Zoning Ordinance (Section 5.4.2.5) to determine what measures can be implemented as a means to promote the development of rental housing with three or more bedrooms. These larger units will assist the city in addressing the overcrowding that currently exists in the city. One option may be that for any rental housing development over a specified number of units (for example 10 units or more) a certain percentage of the units must contain three or more bedrooms (these potential requirements would not apply to senior housing units). The potential standards for mixed-use housing may be even more stringent requiring a minimum of three bedrooms per unit for at least 50% of the housing units contained in a mixed use development. The requirements for mixed-use housing would be applicable to both rental and owner occupied housing.

### **5.13.3 Special Needs - Overcrowded Households**

There is a high level of overcrowding in the city. Overcrowding was defined by the Census as those

housing units containing 1.01 persons or more per room (excluding bathrooms). In 2000, 456 owner-occupied housing units in the city were classified as being overcrowded. For the same year, 814 rental units were identified as being overcrowded.

#### **5.13.4 Special Needs - Female Headed Households**

Female headed households generally refers to those households with a female that is a single-parent. Female-headed households tend to have low incomes, thus limiting housing availability for this group. Female-headed households account for 19.9% (655 total households) of the city's household population in 2000. An estimated 346 female-headed households (10.5%) in Commerce had dependent children less than 18 years of age. More significantly, the same Census figures for 2000 indicate that 156 of the female headed households had incomes that were below the poverty level.

Thus, providing housing opportunities for this group relates both to affordability and services related to the care of children. This number bears importance in relation to social service needs, such as childcare, recreation programs, and health care, which are of special concern to these households.

#### **5.13.5 Special Needs - Farmworker Households**

The special housing needs of many farm workers stem from their low wages and the seasonal nature of their employment. Most Commerce residents work in the Los Angeles-Long Beach Metropolitan area in non-agricultural occupations. The 2000 Census identified 92 farm workers and other persons in forestry and fishing occupations in the city, accounting only 0.7% of the total population in the city. These persons are likely to be employed in nurseries, stables, and not in traditional agricultural production. The demand for housing generated by farm workers in the city is thus estimated to be extremely low.

### **5.14. Persons in Need of Emergency Shelter/Transitional Housing**

The primary agency that deals with the issue of homelessness in the city is the Los Angeles County Sheriffs Department, which serves Commerce. Very few homeless persons have been observed in the city. This is due to a number of factors that include

the largely industrial character of the community and the presence of a major homeless shelter adjacent to the city. In addition, the city does not appear to have been affected by homeless individuals waiting for housing in the Salvation Army shelter.

The Sheriff's Department reported that truly homeless persons are not seen in Commerce. Additionally, the city's Recreation Department has not received any complaints regarding persons sleeping or living in any of the city's parks. Finally, the city of Commerce Public Works Department has not received any complaints regarding persons sleeping or living on the streets.

Occasionally, transients are encountered who often can reference a permanent address. The Sheriff's Department acts as a referral resource to shelters in the area and sometimes transports those persons who cannot reference a permanent address to sub-regional facilities. These shelter facilities include: the Long Beach Rescue Mission, Long Beach Salvation Army, Bell Salvation Army, Catholic Charities and Homeless Programs, Mental Health Association/Los Angeles County, and East Rancho Dominguez Community Services.

The Salvation Army operates a shelter located at 1370 Alamitos Avenue in the city of Long Beach. The operators of this shelter report that providing temporary shelter to the homeless is the shelter's primary function. This Salvation Army shelter provides services to an average of 73 people per day. Of this number, approximately 10% are homeless. The Bell Shelter, located in the city of Bell, adjacent to the city of Commerce, provides transitional housing for women with dependent children. The focus of the shelter's services is to provide women who are victims of domestic violence with housing while they are making a transition to independent living. The shelter has a 24-bed capacity.

At the present time, emergency shelters and transitional housing are conditionally permitted uses in the residential zone districts (R-1, R-2, and R-3). The city is unique in that transitional housing and emergency shelters are permitted within the residential zones unlike most communities that only permit such uses in commercial or industrial zones. There is considerable variety in the types of shelters and/or transitional housing that could be operated in the city. As a result, the CUP process is to provide information to the staff and decision-makers. The CUP process is a discretionary action that begins with a formal application to the city's Community Development Department. The CUP application undergoes preliminary review to ascertain its completeness. Once the application has been

deemed complete, the materials are reviewed by the various city departments. Concurrently, the appropriate determination is made as to the nature and extent of the requisite CEQA documentation. In most cases, an exemption or a negative declaration would be required. Following this internal review, the staff will prepare a staff report which will be forwarded to the Planning Commission for consideration. The Planning Commission is responsible for approving or denying the project unless it is appealed to the city council. The entire process will typically take from three to six months once an application has been deemed complete. The purpose of the CUP process is to ensure that all applicable health and safety code requirements are being adhered to as they apply to emergency/transitional housing.

It should also be pointed out that by locating such uses within the residential zones, schools, transit, and other services are readily available to those in need. To date, no applications have been submitted to the city for such uses. Transitional housing uses will be permitted by right in all residential zones following the Zoning Ordinance Revision.

The city of Commerce is a source of potential source of employment for those individuals that are housed in the Bell Shelter. The MTA, Montebello Bus Lines and Commerce Transit (operated by the city) are readily available. The city's transit system consists of five routes that run within the Commerce city limits, Monday through Saturday. All transportation services offered by the department are free of charge.

## **5.15 Subsidized Housing Units at Risk of Conversion**

The city of Commerce has shown a strong commitment towards providing needed housing assistance to its senior citizen population. Over 267 units of senior housing have been developed in Commerce since 1980. These include 68 units at G&K Apartments, 7 units at Latino Senior Town homes, 96 units at Heritage Village, 76 units at Telacu Manor and 20 units at Hermitage Apartments. The city's most recent senior project, Telacu Manor, is a Section 202 project consisting of 76 units of rental housing for lower income seniors that came on line in 1992. In addition, the Telacu Gardens apartment project has 14 units reserved for handicapped households.

A community's existing affordable housing stock is a valuable resource that should be conserved, and if necessary, improved to meet habitability standards.

There are two federally assisted apartment housing developments in Commerce, totaling 78 units of rental housing affordable to lower income households. \_Commerce Senior Citizen Apartments is a 68-unit senior housing project, and Commerce Family Homes is a 10-unit family housing project. The Commerce Senior Citizens Apartments consist of a single bedroom and all are reserved for seniors. The address of this complex is 6725 E. Gage Avenue. Commerce Family Homes is located at 6201 Emil Avenue. Both of these projects were developed under the HUD Section 221 program which provides an underlying subsidized mortgage with maximum rents based on the lower financing costs of the owner and rent levels that low-income households could be expected to afford.

According to an inventory prepared for the California Housing Partnership Corporation, both these projects are eligible to convert from federally subsidized affordable housing to market rate rents within the next several years. While the mortgage runs for 40 years on these projects, project owners are eligible to prepay the loan and deregulate the rents. The Commerce Senior Citizen Apartments (G&K Apartments) project has not been prepaid to date.

A city housing conservation program, *Conservation of Existing Affordable Units* (refer to Subsection 5.4.1.5), is specifically designed to monitor the continued participation of these projects in the HUD Section 221 program. The city will inventory and gather information to establish an early warning system for publicly assisted housing projects that have the potential to convert to market rate. This early warning system will include a regular and periodic review of the conversion status of all subsidized housing in the city. The city will also create a database that will include the identification of all subsidized units including those that have resale covenants. Once the city receives notice of a potential conversion of the federally assisted units, the Housing Division will contact the owners to ascertain what will be required to extend the participation of these projects in the HUD 221 program.

The replacement cost for the subsidized at risk developments would be prohibitive. In general, the cost for new land in the city ranges from \$10/square foot up to \$15/square foot. The actual construction cost for residential development ranges from \$100/square foot up to \$130/square foot. The cost for replacing the 68-unit G&K Apartments would total more than \$8,145,000. This figure assumes that 3.1 acres of land would be required (2,000 square feet/unit) and each unit would have a total floor area of 850 square feet (two-bedrooms). The land cost would total approximately \$2,025,000

while the construction cost would total approximately \$6,120,000 (assuming a total floor area of 61,200 square feet). There are a number of housing providers that have been identified by the State HCD as candidate entities that could assume responsibility for the at-risk housing should they convert to market rate units:

- Community Development & Preservation, LLC;
- MBK Management Corporation;
- Community Rehabilitation Services, Inc;
- East Los Angeles Community Corporation
- FAME Housing Corporation;
- Los Angeles Center for Affordable Tenant Housing;
- Los Angeles Housing Partnership, Inc.;
- Los Angeles Low Income Housing Corp. (LALIH); and,
- The East Los Angeles Community Union (TELACU).

## **5.16 Environmental Constraints**

No known earthquake faults traverse Commerce, and the city is not exposed to natural environmental hazards such as flooding, slope erosion and landslides. Commerce lies within the dam inundation area of the Garvey Reservoir in Monterey Park. Dam rupture could result in the flooding of areas between Eastern Avenue and Garfield Avenue. The Ferguson neighborhood and portions of the Rosewood neighborhood could be affected by the flooding.

Residential land uses are sensitive to loud noises. State noise guidelines recommend that residential development be located in areas exposed to ambient outdoor noise levels no greater than 65 A-weighted decibels (dBA). A citywide noise inventory performed in October, 2005, found that virtually all of the neighborhoods in Commerce are located in areas where noise levels exceed 65 dBA. The city's noise environment is not expected to significantly change over time since the primary factors contributing to noise - the I-5 and I-710 Freeways, the railway freight lines, the railroad yard, and local truck traffic will have a continued presence in the city.

All new residential development will need to meet General Plan Noise Element and State guidelines for exterior and interior ambient noise levels. Compliance with these guidelines may require more expensive construction techniques, which may in

turn increase housing costs. The industrial operations located throughout the city of Commerce produce unpleasant dusts and odors that may be irritating and harmful to residents. Moreover, some industries produce and store toxic materials.

## **5.17 Market Constraints**

Production cost factors such as land acquisition and improvement, construction material and labor, financing, overhead costs, and fees, are market constraints, which impact the affordability of housing. The cost of housing in Commerce has increased in the last few years as land values, construction costs, and finance charges continue to increase. The diminishing supply of land available for residential construction has driven land and housing costs upward. The city typically has little control over the market fluctuations that affect housing costs. An inventory of local lending institutions revealed that loans are available in the area to qualified clients. Creative financing is also available and encouraged by the banks, especially for the first-time buyer or developer. The interest rates, points, and other costs in the city are very similar to those of the surrounding cities.

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

The city has no control over the market fluctuations that may affect housing costs because market conditions result from a complex interplay of national economic policies and general economic conditions. The Commerce Community Development Commission, however, has implemented projects and programs designed to encourage new construction and promote housing rehabilitation even during periods of a sluggish economy.

Inflation in the cost of goods, and especially housing, means that many families find themselves unable to afford suitable housing. The lack of sufficient income causes more working people to share the cost of a home. As a result, overcrowding is

common and the housing choice of many households is severely restricted. This situation is further aggravated in periods of high unemployment. Racial and economic discrimination also has a direct effect on housing opportunity and results in the concentration of minority and lower income households. Redlining practices have not been observed, as the city's housing market is not characterized by wide disparities in prices. The Long Beach Fair Housing Foundation monitors redlining practices in the Southern California region, including the city of Commerce, and has found that redlining practices do not appear to be a problem in the city.

## **5.18 Governmental Constraints**

### **5.18.1 Land Use Controls**

Public constraints, such as land use and development controls, site improvement fees, and development permits, affect the supply, distribution, and cost of housing. Although often unpopular, these controls are necessary to protect the community's health, safety, and welfare. Building codes and other development requirements can influence the cost of housing. Key development standards that could add to the cost of housing development and the city's response include the following:

- The city has adopted the Los Angeles County Building Code by reference that establishes minimum construction standards. The city's existing development requirements included in the Zoning Ordinance and Building Code do not include any architectural standards that would add to the cost of new housing development. The city also relies on Los Angeles County to provide plan check services. In addition, there are no unique open space, parking, Mello-Roos fee requirements that are applicable to new developments.
- Code Enforcement site visits are typically complaint driven. The city of Commerce also maintains a number of programs that property owners may take advantage of if their unit is found to be substandard. Code Enforcement officers have been very proactive in referring residential property owners to these programs.
- All of the residential areas where the residential zoning is applicable are well served by streets and other infrastructure. No street dedications or new infrastructure is required for the typical infill development. The proposed Housing Overlay Zone will permit new residential

development within an area that is currently developed as industrial. As a result, new internal roadways will be required to accommodate the future housing.

- The California Energy Resources Conservation and Development Conservation have developed guidelines used by building code enforcement officials to implement energy conservation regulations established by the California Energy Commission. While serving as a mitigation tool to help reduce electricity and natural gas consumption, they do add to the cost of housing. State law also authorizes school districts to collect impact fees for all new residential, commercial, and industrial construction.
- The city of Commerce Zoning Ordinance includes development standards and requirements for existing and potential development within the R-1, R-2, and R-3 zone districts. The development standards are further discussed in Section 5.18.4 that indicates specific requirements for each residential zone district. The development standards outlined in Table 5-14 do not appear to represent a constraint to development given the amount of rehabilitation that has occurred in recent years. The minimum lot size and setback requirements are very liberal. For example, most communities in the area require between 5 to 10 feet for the side yard setbacks. This Housing Element includes a new program, *The Removal of Governmental Constraints Program* (refer to Section 5.4.2.5) that will involve a review of the Zoning Ordinance to remove or modify other development standards and/or requirements that may represent a governmental constraint to housing development.

The city is providing a new program that will target those governmental constraints that may inhibit the development of new housing in the city. The *Removal of Governmental Constraints Program* (refer to Section 5.4.2.5) will involve a revision of the Zoning Ordinance to better facilitate housing development. As indicated previously, the city found that the application of the R-3 standards to certain infill sites do not facilitate the types of development that was previously possible. For this reason, the city intends to review and re-implement the PUD standards through this program. The city will also review and, if necessary, revise the density bonus provisions outlined in the city's Zoning Code (refer to Subsection 5.4.2.1). In addition, the development standards for the Atlantic Boulevard Corridor will also be incorporated into the Zoning

Code (refer to Subsection 5.4.2.3). Finally, the Zoning Code and Zoning Map will be amended to provide for the Housing Opportunity Overlay designation (refer to Subsection 5.4.2.4).

## **5.18.2 Development Fees**

The school fees that are charged towards new residential development is a State mandate and are beyond the city's ability to control. The Montebello Unified School District (MUSD) levies a school development fee for residential construction. For new residential construction and additions to existing residences where the value of the increased space is \$20,000 or more, the fee is \$1.56 per square-foot of new construction. A 501 square-foot addition to a house results in a school district impact fee of \$781. This fee will influence the overall construction cost, especially in a case of a low-income family wishing to add on to their house to relieve overcrowded conditions. (Additions of 500 sq. ft. or less are not subject to this fee.)

Building inspection services such as plan checks and permit issuance are contracted through the County of Los Angeles. Fees charged to the developer for these services are typically less than the actual cost for review time though any increased administrative costs beyond the base fees for discretionary review are waived (refer to the fees below). The planning fees that are charged in the city do not make any distinction between rental housing and owner-occupied housing or the types of housing (single-family or multiple-family). The development fees charged in the city includes the following:

- Variance (residential), \$300
- Site Plan Review (residential), \$250
- Standards Modification (residential), \$150
- General Plan Amendment, \$800
- Zone Change, \$800
- Parcel Map, \$1,500
- Tract Map, \$1,500
- Lot-line Adjustment, \$500
- Lot Combination, none
- Appeals (residential), \$150

The development fees for processing development cases in Commerce are among the lowest compared to those of the surrounding communities. As indicated previously, the city does not derive full compensation for staff hours through filing fees. This policy, whereby fees do not reflect the actual costs of performing services, results in the reduction of front-end costs to developers.

## **5.18.3 Development Review and Processing**

The processing time needed to obtain development permits and required approval is often a contributor to the high cost of housing. This is not the case in the city of Commerce.

The city of Commerce has fully implemented the provisions of AB884. In addition, the city has established an expedited review process for building and construction plans through the establishment of a review committee. This committee consists of representatives from the Planning, Public Works, Engineering, and Fire Departments, as well as the CDC. The advantage of such a committee is that questions and/or problems that might surface at the Planning Commission meeting can be addressed prior to the meeting. The committee meets with the prospective applicant to discuss the project and to ascertain the nature of any issues that may arise in subsequent plan review. The effect of this review process is to provide valuable feedback to an applicant early in the planning process as a means to avoid potential delays and increased development costs related to a redesign of the development. No cost to the applicant is associated with these pre-consultation reviews. This process has expedited the Planning Commission's review of residential projects. In the past several years, residential projects that have appeared before the Planning Commission have been approved at a single hearing. In the case of the Southwest neighborhood's infill developments, multiple-projects were considered at a single hearing, thus saving time and money for the applicant.

Cases that do not involve any discretionary approvals (cases that do not require approval by the Planning Commission) may also be approved by the Review Committee. Such procedures speed up the approval process by several weeks. The Plan Check Review for new construction averages four to six weeks, which is considerably less than most surrounding cities. During the course of a development's design and planning, the city staff is available to conduct pertinent reviews and issue permits related to engineering, drainage, grading, public works, electrical, and other aspects of new developments. Even with those infill projects that require some form of discretionary review, the city has taken advantage of recent legislation that calls for smaller infill projects to be categorically exempt through the referral of a Class 32 Categorical Exemption.

Residential infill projects are handled through the city's streamlined review and entitlement process. The entire development process from land clearance

through construction typically takes between six months to one year to complete, depending on the number of units. This includes the time required for plan check and construction. Land clearance and site preparation will typically require two to four weeks to complete. Actual construction will take between twelve to 24 weeks, depending on the number of units. Tract map/parcel map review (by the County) typically requires six weeks if a soils report is not required. When developments are subject to the CEQA review, a Class 32 exemption is generally provided to streamline the process. Finally, no design review is required.

#### **5.18.4 Development Standards**

Table 5-14 indicates the development standards for the existing residential zone districts. The development standards outlined in Table 4-14 are consistent with the neighboring cities. The R-3 development standards are a constraint for some infill housing due to the setback and yard area requirements. With a number of new infill properties being developed, the city has found that the application of the R-3 standards to the properties do not promote the types of development that was previously possible (as indicated previously, multiple-family development is permitted by right in the R-3 zone). For this reason, the City intends to review and re-implement the PUD standards through this program. As indicated previously, the existing R-3 Zone district and the corresponding High Density Residential land use designation does not make any distinction between multiple-family rental units or owner occupied units such as town homes and condominiums. City staff will also review other development standards for the R-1, R-2, and R-3 zones. For example, staff will review the minimum unit size requirements to determine if they are still pertinent. For example, the minimum unit size for R-3 units containing three to four bedrooms may be relaxed if it is determined that such requirements are discouraging the development of rental housing containing three or more bedrooms.

Following the adoption of the General Plan, of which this Housing Element is a part, the City will also revisit the Zoning Ordinance to adopt a new Mixed Use Zone for the Atlantic Boulevard corridor. The General Plan contemplates a new zone district that would allow higher density residential development within parcels that are currently zoned for

commercial uses. The potential development may include properties developed exclusively in higher density multiple-family developments as well as developments that have commercial uses on the ground floor and residences in the upper levels. The development standards for such developments would likely relax setback requirements, parking requirements, and other development standards that are currently applicable in the R-3 zones. In addition to the aforementioned development standards, the City also permits other types of housing including second units, emergency shelter units, and senior housing units.

- *Second Units.* City of Commerce revised its Zoning Ordinance to allow second units in all residential zones and mobile homes on permanent foundations in single-family residential zones.
- *Emergency Shelter.* The Zoning Ordinance permits emergency shelters in all residential zone districts with the approval of conditional use permit (CUP). CUP would ensure the adequacy and suitability of the site for its intended use to be evaluated and establish conditions for the use. More discussion is provided in Section 4.14.
- *Senior Housing.* The city of Commerce amended its Zoning Ordinance to allow Senior Housing in all residential zones in the city. The development standards for these units differ from the requirements for conventional units in that the ordinance provides for smaller and/or efficiency units with reduced parking requirements, higher densities, and common recreation areas.
- *Residential Care Facilities.* The city of Commerce amended its Zoning Ordinance to allow residential care facilities.

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**Table 5-14  
Development Standards by Residential Zone District**

	R-1	R-2	R-3
Permitted Uses	Single family	Single-family and duplex units	Single-family, duplex units, and multiple-family (multiple-family development is permitted by right).
Density Range	0-11 du/acre	12-17 du/acre (for duplex units)	18- 27 du/acre
Minimum Lot Area	4,000 sq. ft.	5,000 sq. ft. (duplex)	2,000 sq. ft./unit
Minimum Dwelling Size	950 sq. ft.	850 sq. ft.	700 sq. ft. (1 bedroom) 850 sq. ft. (2 bedroom) 1,000 sq. ft. (3 bedroom) 1,150 sq. ft. (4-bedroom)
Maximum Building Height	Maximum 25 feet (2-story)	Maximum 25 feet (2-story)	Maximum 35 feet or 3-story
Distance Between Bldgs.	10 feet	10 feet	20 feet
Front Yard Setback	20 feet	20 feet	15 feet
Side Yard Setback	3 feet minimum	3 feet minimum	5 feet minimum
Rear Yard Setback	15 feet minimum	15 feet minimum	15 feet minimum
Off Street Parking	2 spaces/unit <sup>1</sup> .	2 spaces/unit <sup>1</sup> .	2 spaces/unit <sup>2</sup> .
Uses Permitted	All uses permitted in R-1 zone.	All uses permitted in R-1 and R-2 zones.	All uses permitted in R-1, R-2, and R-3 zones.

Notes: 1. Enclosed parking 2. Open Parking is permitted for R-3 developments. Parking requirements are relaxed for senior housing.

Table 5-15 summarizes the different housing types and the residential zones in which they are permitted. All of the residential uses are *permitted by right* within the various residential zone districts (refer to Table 5-15). Multiple family developments (those within the R-3 zones) have largely been developed using various planning techniques involving variances to relax setback and yard area standards. Much of the newer infill development would not have been possible due to the smaller lot size and the R-3 development standards. Until such time the city re-institutes the PUD standards, the city will grant variances for setbacks to accommodate the development. The development standards that are related to unit densities, parking, and unit floor area do not appear to result in a constraint for new housing in the city. A review of development applications during the past 36 months did not identify any development requests for smaller unit floor areas. In all of these instances, the city has partnered with affordable housing developers providing Agency-owned land for the

developments. The city has also relaxed the environmental review requirements relying on CEQA Class 32 exemptions. This has significantly streamlined the review procedures for such infill development and has reduced the costs associated with the preparation of environmental documents. The city's Zoning Ordinance does not contain any provisions that would preclude the development of housing for handicapped persons or units designed to accommodate larger families. There are no restrictions that would limit the use of ramps, wider doorways, or other features that would be desirable in such units. No additional review or development standards are required for such units beyond that required for all units. In addition, the city has not initiated any type of mansionization ordinance that would preclude the development of a larger structure so long as the base zoning requirements are adhered to. Housing for group care (six persons or less) are permitted in all zones and no zoning requirements limit such uses.

**Table 5-15  
Housing Types by Residential District**

Housing Type	Existing Zone Districts			Proposed Zone Districts	
	R-1	R-2	R-3	Housing Opportunity Overlay	Atlantic Blvd. Mixed Use
Single-family	Permitted	Permitted	Permitted	Permitted	Not Permitted
Duplex (2 units)	Not Permitted	Permitted	Not Permitted	Permitted	Not Permitted
Multiple-family	Not Permitted	Not Permitted	Permitted	Permitted	Permitted
Mixed-Use	Not Permitted	Not Permitted	Not Permitted	Permitted	Permitted
Manufactured Housing	Permitted	Permitted	Permitted	Permitted	Not Permitted
Second Units	Permitted	Permitted	Permitted	Permitted	Not Permitted
Care Facilities (<6 persons)	Permitted	Permitted	Permitted	Permitted	Permitted
Care Facilities (>6 persons)	Conditional	Conditional	Conditional	Conditional	Conditional
Senior Housing	Permitted	Permitted	Permitted	Permitted	Permitted
Emergency/Transitional Units	Conditional	Conditional	Conditional	Conditional	Conditional

## 5.19 Underutilized Sites

The potential candidate areas for new residential development are described in this section. For purposes of the analysis, the potential candidate sites include 12 areas that include the following:

- *Northwest Neighborhood (Areas 1 and 2)* The target area and two candidate sites for residential uses are identified in Exhibit 4-4). The city has identified a number of properties within the Northwest Planning that are presently developed as non-residential. The city has recently completed a rezoning (R-2) of a property in the eastern portion of Area 2 (located east of Eastern Avenue) concurrent with the approval of a 16-unit planned unit development. The new R-2 zoning would affect 3.32-acres. Areas 1 and 2 consist of approximately 1.31 acres and both are developed in non-residential uses (refer to Exhibit 5-4). The new land use designation would permit up to 31 units for both areas 1 and 2 beyond the 16 units that have already been

permitted. As indicated previously, the parcel located east of Eastern Avenue was recently approved for 16 affordable units. The Community Development Commission owned the land which was provided to a developer that specialized in affordable housing development. The potential build-out is likely to be realized since actual development typically corresponds to the maximum permitted through the use of Planning Unit Development standards.

- *Housing Opportunity Overlay*. The city is currently completing a General Plan update that includes the change in the land use designation for a portion of the city located to the west of the Civic Center (the affected area is identified in Exhibit 5-5). A total of 95-acres are included in this land use category. Full redevelopment of this area as residential will yield up to 1,616 units including 30 units for low-income housing. The re-designation of a number of industrial properties within the Housing Overlay Zone (within the Rosewood planning area) would permit the existing manufacturing uses to recycle to residential development should the

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property owner desire to do so. The permitted residential development densities for the market rate units will be up to 27 units per acre though the densities for the low income development may be greater than that figure. As indicated previously, the city has taken the first step in updating the General Plan's land use policy for this area. In addition, the city sent out a number of requests for proposals to a number of developers for the initial phase of development. In addition to providing opportunities for new market rate housing, the 30-unit low income housing development discussed in Section 5.4.2.3 will be located within this Housing Opportunity Overlay area. The site for the low income housing will consist of between 1.5 acres to 2.5 acres within a parcel located near Rosewood Park and the Civic Center. This area is located adjacent to public transit, the senior center, the library, as well as the aforementioned park and recreation center. At this time, the city is currently evaluating the cost for acquisition of a parcel located within the Housing Opportunity Overlay area. It is the city's intent to further promote residential development in this area through land contribution (the city owns some of the properties in this area) and land assembly. Infill residential development, including both market-rate units and the 30-unit development for seniors and developmentally disabled persons could occur immediately within the identified Housing Opportunity Overlay area.

- *Atlantic Boulevard Mixed Use Zone (Areas 3 and 4).* This land use program involves the redesignation of the Atlantic Corridor between Washington Boulevard and the Mix-Master so as to permit residential mixed-use development. Under this program, residential development exclusively, or as part of a commercial development, would be permitted within this planning area. The new Mixed Use land use designation applies to the Atlantic Avenue corridor between the Mix-Master (on the north) and Washington Boulevard (on the south). The city recently retained an urban design consultant to prepared design guidelines for the planning area that would ultimately be incorporated into the city's Zoning Ordinance.

The second step is currently being implemented as part of the city's General Plan Update which involves the amendment to the Plan to permit mixed-use development. The General Plan designation permits residential development densities of up to 27 units per acre. A total of 42-acres are included within this new zone district. The General Plan assumes that up to 567 units will be possible. Three underutilized parcels (refer to Exhibit 5-6) were identified within this area with a total land area of 0.85-acres. Assuming a density of 27 units per acre, a total of 21 units are possible.

- *Southeast Planning Area Areas 5 to 11).* The Southeast Planning area contains a number of vacant parcels that are zoned R-3 (refer to Exhibit 5-7). The collective land area of these 7 parcels is approximately 1.79-acres. All of these properties were owned by the city's Community Development Commission and all are slated for new residential development. New construction is being completed on several parcels while land clearing and site preparation is underway on the balance. A total of 27 units are currently under construction or undergoing review. An additional 5 units are possible on a single lot on Greenwood that has not yet been entitled though the parcel is Agency owned.

As is evident from examination of Table 5-16, the potential infill opportunities along Atlantic Boulevard as well as those in the Southeast Planning Area could lead to the potential development of 68 units that would more than satisfy the unmet RHNA need for 39 units. A potential Housing Opportunity Area within the Southeast Area is also noted in Exhibit 5-8. This site's development, if it is ultimately developed for housing, will not take place during this housing element planning period and thus, the area's potential residential development is not counted towards the current RHNA. All of the infill sites identified in Section 5.19 currently have streets, sewers, and water lines. As a result, no off-site improvements and/or infrastructure will be required to accommodate this future development.

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**Table 5-16  
New Housing Opportunities**

<b>New Housing Strategy</b>	<b>Land Area (in acres)</b>	<b>No. of Potential Units</b>
Industrial Rezoning (Areas 1 and 2, Exhibit 1)	3.32-acres	47 units
Housing Opportunity Overlay (Exhibit 2)	95-acres	1,616 units (total build out including 30 units low income development)
Mixed Use Designation (Areas 3 and 4, Exhibit 3)	42-acres	567 units (total build-out)
Southeast Planning Area Infill (Areas 5-11, Exhibit 4)	1.79-acres	32 units
Southeast Housing Opportunity (Exhibit 5)	17.8-acres	446 units (mixed use)
Total		2,243 units

Source: City of Commerce Community Development Department.

Table 5-17 further describes the sites that are available for new residential development. With the exception of those parcels located in Areas 1 and 2 located in the Northwest Planning Area that are currently developed in industrial uses, all of the remaining sites are vacant or undergoing residential development (as is the case for those parcels included within the Southeast Area). All of these available sites are located near major roadways that contain sufficient water and sewer capacity to accommodate the projected demand. Those infill

sites located within the Southeast Planning Area (Areas 5 through 11) are also surrounded by higher density multiple-family development. The infill sites within the Southeast Planning Area are zoned for R-3 development. The applicable General Plan designation for these latter parcels is High Density Residential. Table 5-17, in addition to providing basic information regarding each available site, includes a discussion of the constraints associated with the recycling of these properties to residential uses.

**Table 5-17  
New Housing Opportunities - Description of Potential Available Sites**

Land Use Designation	Location and Existing Land Use	Description of Development1.	Constraints and Feasibility for Near-term Development	City Participation
<b>Area 1 (Exhibit 4-4) 0.98-acres</b>				
The properties are currently designated as industrial though the General Plan Update changes the land use designation to Medium Density Residential. The corresponding zoning will change to R-2 (Medium Density Residential).	A number of smaller industrial uses occupy the affected parcels though residential uses occupy approximately ½ of the properties in the area. The new land use designation would conserve the existing housing and permit new residential infill development.	The potential development is based on a density standard of 17 units/acre corresponding to the <i>Medium Density Residential</i> land use designation. According to this standard, a total of 16 units are possible. The actual potential development intensity will likely mirror the maximum permitted development with the use of the PUD development standards.	Approximately ½ of the area is developed as manufacturing which is operational. These businesses would be required to relocate to accommodate near-term development.	In the past the Commission has participated in the redevelopment of sites in the Northwest Planning Area. The Agency will participate in any future redevelopment to ensure a specified number of units are provided for very low and low income households.

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**Table 5-17  
New Housing Opportunities - Description of Potential Available Sites (continued)**

Land Use Designation	Location and Existing Land Use	Description of Development <sup>1</sup> .	Constraints and Feasibility for Near-term Development	City Participation
<b>Area 2 (Exhibit 4-4) 0.7-acres</b>				
The properties are currently designated as industrial though the General Plan Update changes the land use designation to Medium Density Residential. The corresponding zoning will change to R-2 (Medium Density Residential).	1350 Eastern Avenue  A single industrial use dominates this area though it is now surrounded by residential development. A single residential parcel is located to the north of the industrial use (south of Tuttle Street). A new infill residential development is being constructed on the opposite side of Eastern Avenue.	16 units are being constructed including 5 units for low income households.  An additional 15 units is possible within the area located on the west side of Eastern Avenue. The city intends to rezone the area located on the west side of Eastern Avenue to Medium Density Residential (the current zoning is M-2).	The majority of the area on the west side of Eastern Avenue is developed as manufacturing which is operational. The benefit of this site is that the majority of the area is under a single ownership that will facilitate a higher density development. The area located on the east side of Eastern Avenue is vacant.	In the past the Commission has participated in the redevelopment of sites in the Northwest Planning Area. The Agency will participate in any future redevelopment to ensure a specified number of units are provided for very low and low income households. The Agency is currently involved in the development of 16 units located on the east side of Eastern Avenue.
<b>Area 3 (Exhibit 4-6) 0.0.36-acres</b>				
The site is included within the Atlantic Boulevard Mixed-Use Overlay [zone]. The new designation will be adopted as part of the General Plan update. The area is currently zoned for commercial development.	The parcel was vacant at the time of the land use inventory (Fall of 2006).	Up to 27 units per acre is permitted under the applicable land use designation. The actual number of units that are ultimately developed will be determined as part of the review of any future development application.	The site is currently vacant. New mixed use development standards are being completed by the city. At present, there are no concrete plans for the site's development.	The city is in the process of preparing guidelines for the planning area. The General Plan designations are being reviewed and the zoning overlays preparation will follow.
<b>Area 4 (Exhibit 4-6) 0.18-acres</b>				
The site is included within the Atlantic Boulevard Mixed-Use Overlay [zone]. The new designation will be adopted as part of the General Plan update. The area is currently zoned for commercial development.	The parcel was vacant at the time of the land use inventory (Fall of 2006).	Up to 27 units per acre is permitted under the applicable land use designation. The actual number of units that are ultimately developed will be determined as part of the review of any future development application.	The site is currently vacant. New mixed use development standards are being completed by the city. At present, there are no concrete plans for the site's development.	The city is in the process of preparing guidelines for the planning area. The General Plan designations are being reviewed and the zoning overlays preparation will follow.

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**Table 5-17  
New Housing Opportunities - Description of Potential Available Sites (continued)**

Land Use Designation	Location and Existing Land Use	Description of Development <sup>1</sup>	Constraints and Feasibility for Near-term Development	City Participation
<b>Area 5 (Exhibit 4-7) 0.25-acres</b>				
The General Plan designation is High Density Residential and the corresponding zoning is R-3 (High Density Residential)	7127 Watcher Ave. 7129 Watcher Ave' 7131 Watcher Ave.  The parcel was vacant at the time of the land use inventory (Fall of 2006). The parcel is undergoing residential development at this time.	The Agency is assisting in the development of three units on this parcel. Of the total number, one unit is reserved for moderate income households.	No constraints are anticipated. The parcel is located within a residential neighborhood that is well served by streets, infrastructure, and public services (a school, Veterans Park, and a library is located within the neighborhood).	A developer for affordable housing has been selected and the site is undergoing development. Affordability will be assured through an affordability covenant.
<b>Area 6 (Exhibit 4-7) 0.25-acres</b>				
The General Plan designation is High Density Residential and the corresponding zoning is R-3 (High Density Residential)	7149 Watcher Ave. 7151 Watcher Ave' 7153 Watcher Ave.  The parcel was vacant at the time of the land use inventory (Fall of 2006). The parcel is undergoing residential development at this time.	The Agency is assisting in the development of three units on this parcel. Of the total number, one unit is reserved for low income households.	No constraints are anticipated. The parcel is located within a residential neighborhood that is well served by streets, infrastructure, and public services (a school, Veterans Park, and a library is located within the neighborhood).	A developer for affordable housing has been selected and the site is undergoing development. Affordability will be assured through an affordability covenant.
<b>Area 7 (Exhibit 4-7) 0.64-acres</b>				
The General Plan designation is High Density Residential and the corresponding zoning is R-3 (High Density Residential)	7167 Gage Ave.  The parcel was vacant at the time of the land use inventory (Fall of 2006). The parcel is undergoing residential development at this time.	The Agency is assisting in the development of twelve units on this parcel. Of the total number, one unit is reserved for low income households and two units are reserved for moderate income households.	The parcel is located within a residential neighborhood that is well served by streets, infrastructure, and public services (a school, Veterans Park, and a library is located within the neighborhood).	A developer for affordable housing has been selected and the site is undergoing development. Affordability will be assured through an affordability covenant.
<b>Area 8 (Exhibit 4-7) 0.34-acres</b>				
The General Plan designation is High Density Residential and the corresponding zoning is R-3 (High Density Residential)	7617 Neenah St. 7619 Neenah St.  The parcel was vacant at the time of the land use inventory (Fall of 2006). The parcel is undergoing residential development at this time.	The Agency is assisting in the development of two units on this parcel. Of the total number, one unit is reserved for low income households.	The parcel is located within a residential neighborhood that is well served by streets, infrastructure, and public services (a school, Veterans Park, and a library is located within the neighborhood).	A developer for affordable housing has been selected and the site is undergoing development. Affordability will be assured through an affordability covenant.

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**Table 5-17  
New Housing Opportunities - Description of Potential Available Sites (continued)**

Land Use Designation	Location and Existing Land Use	Description of Development1.	Constraints and Feasibility for Near-term Development	City Participation
<b>Area 9 (Exhibit 4-7) 0.20-acres</b>				
The General Plan designation is High Density Residential and the corresponding zoning is R-3 (High Density Residential)	7145 Gage Ave. 7147 Gage Ave.  The parcel was vacant at the time of the land use inventory (Fall of 2006). The parcel is undergoing residential development at this time.	The Agency is assisting in the development of two units on this parcel. Of the total number, one unit is reserved for low income households.	The parcel is located within a residential neighborhood that is well served by streets, infrastructure, and public services (a school, Veterans Park, and a library is located within the neighborhood).	A developer for affordable housing has been selected and the site is undergoing development. Affordability will be assured through an affordability covenant.
<b>Area 10 (Exhibit 4-7) 0.20-acres</b>				
The General Plan designation is High Density Residential and the corresponding zoning is R-3 (High Density Residential)	The parcel was vacant at the time of the land use inventory (Fall of 2006).	A total of five units are possible given the current 27 unit per acre density standard for the High Density Residential land use designation.	The parcel is located within a residential neighborhood that is well served by streets, infrastructure, and public services (a school, Veterans Park, and a library is located within the neighborhood).	A developer for affordable housing has been selected and the site is undergoing development. Affordability will be assured through an affordability covenant.
<b>Area 11 (Exhibit 4-7) 0.25-acres -</b>				
The General Plan designation is High Density Residential and the corresponding zoning is R-3 (High Density Residential)	6103 Greenwood 6025 Greenwood 6027 Greenwood 6101 Greenwood 6029 Greenwood  The parcel was vacant at the time of the land use inventory (Fall of 2006). The parcel is undergoing residential development at this time.	A total of 5 units are being constructed. One unit is reserved for moderate income households.	No constraints are anticipated. The parcel is located within a residential neighborhood that is well served by streets, infrastructure, and public services (a school, Veterans Park, and a library is located within the neighborhood).	A developer for affordable housing has been selected and the site is undergoing development. Affordability will be assured through an affordability covenant.

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**Table 5-17  
New Housing Opportunities - Description of Potential Available Sites (continued)**

Land Use Designation	Location and Existing Land Use	Description of Development1.	Constraints and Feasibility for Near-term Development	City Participation
<b>Area 12 (Exhibit 4-8) 17.4-acres</b>				
M-2) Heavy Industrial	Industrial and vacant	446 units	Portions of the site are occupied by light industrial. A portion of the site is a former landfill that would require removal. The potential development reflects the proposed Park Crescent concept plan.	A developer has submitted a plan for a potential mixed use residential development in response to a city initiated request for proposals. The city is currently considering a potential General Plan Amendment for this area as part of the current General Plan Update.
<b>Area 13 (Exhibit 4-5) 1.5 to 2.5 acres (within a larger 95-acre Bandini-Rosini Housing Opportunity Overlay)</b>				
The current General Plan designation is Manufacturing and the corresponding zoning is M-2 (Heavy Industrial). The designation is being changed to Housing Opportunity Overlay that will permit higher density residential development.	The parcels are currently occupied by various industrial and manufacturing uses. A number of these buildings are currently vacant including those located within the site selected for the 30-unit low income development. The site for the low income housing will consist of between 1.5 acres to 2.5 acres within a parcel located near Rosewood Park and the Civic Center.	A total of 30-unit low income housing units (as discussed in Section 4.4.2.3) will be located within this Housing Opportunity Overlay area. This area is located adjacent to public transit, the senior center, the library, as well as the aforementioned park and recreation center. At this time, the city is currently evaluating the cost for acquisition of parcels located within the Housing Opportunity Overlay area.	The available site is located within a residential neighborhood (Rosewood) that is well served by streets, infrastructure, and public services (Rosewood School, Rosewood Park, the senior center, library, and city hall. New water and sewer mains are located in Eastern Avenue with laterals service the park and civic center area.	The city prepared and circulated a request for proposals for the development of that portion of the Housing Opportunity Overlay located to the east of Eastern Avenue and west of the Civic Center and Rosewood Park complex. The city is currently evaluating the acquisition cost for individual parcels in this area. The city's new General Plan will result in a modification of the permitted uses within this area to include a range of market rate units in addition to the 30-unit low income housing development.

City of Commerce Community Development Department.



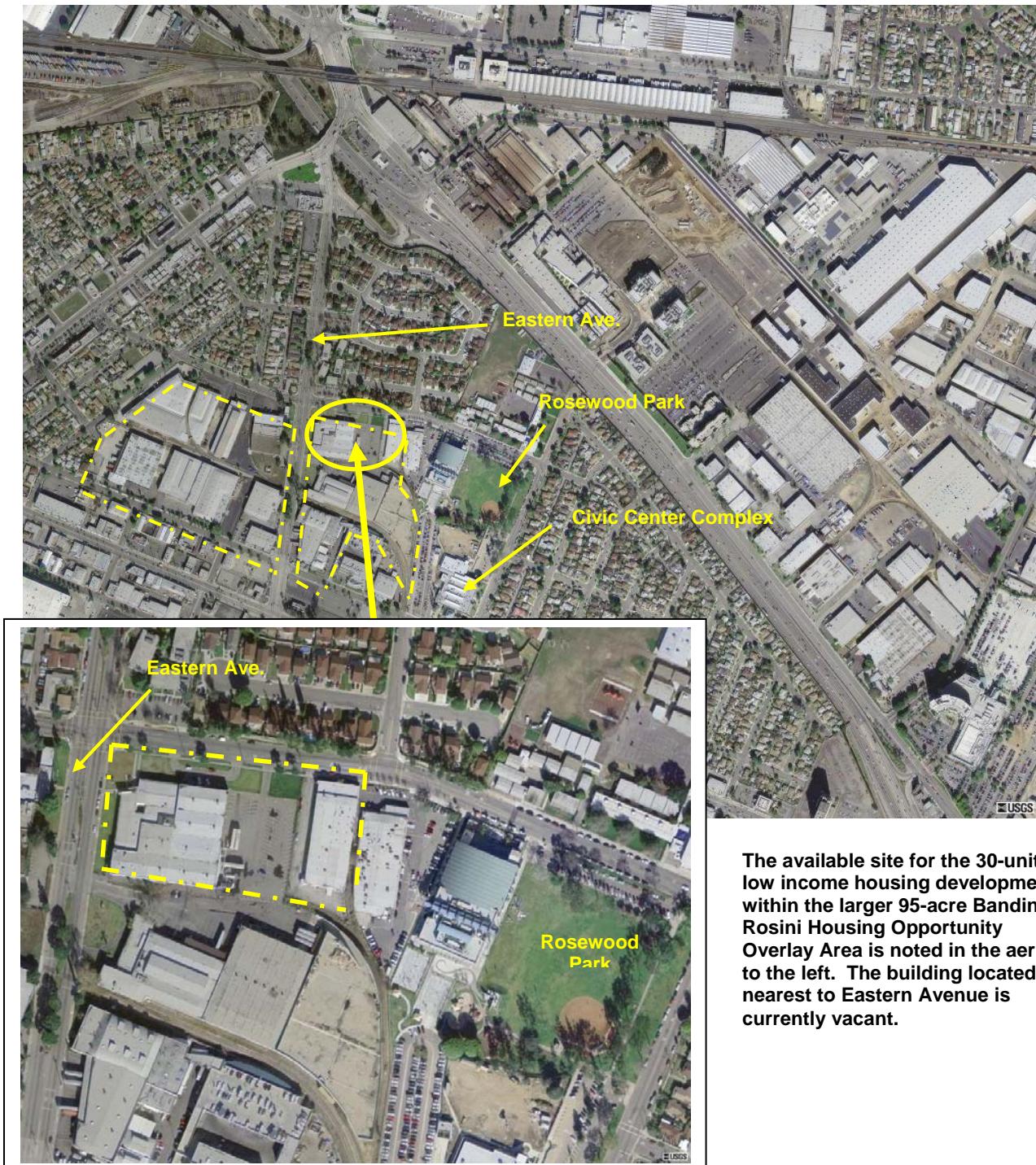
**1**

Underutilized properties

**Exhibit 5-4**

**Industrial Rezoning Area (Northwest Planning Area)**

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**Exhibit 5-5  
Housing Opportunity Overlay Area-Bandini Rosini**

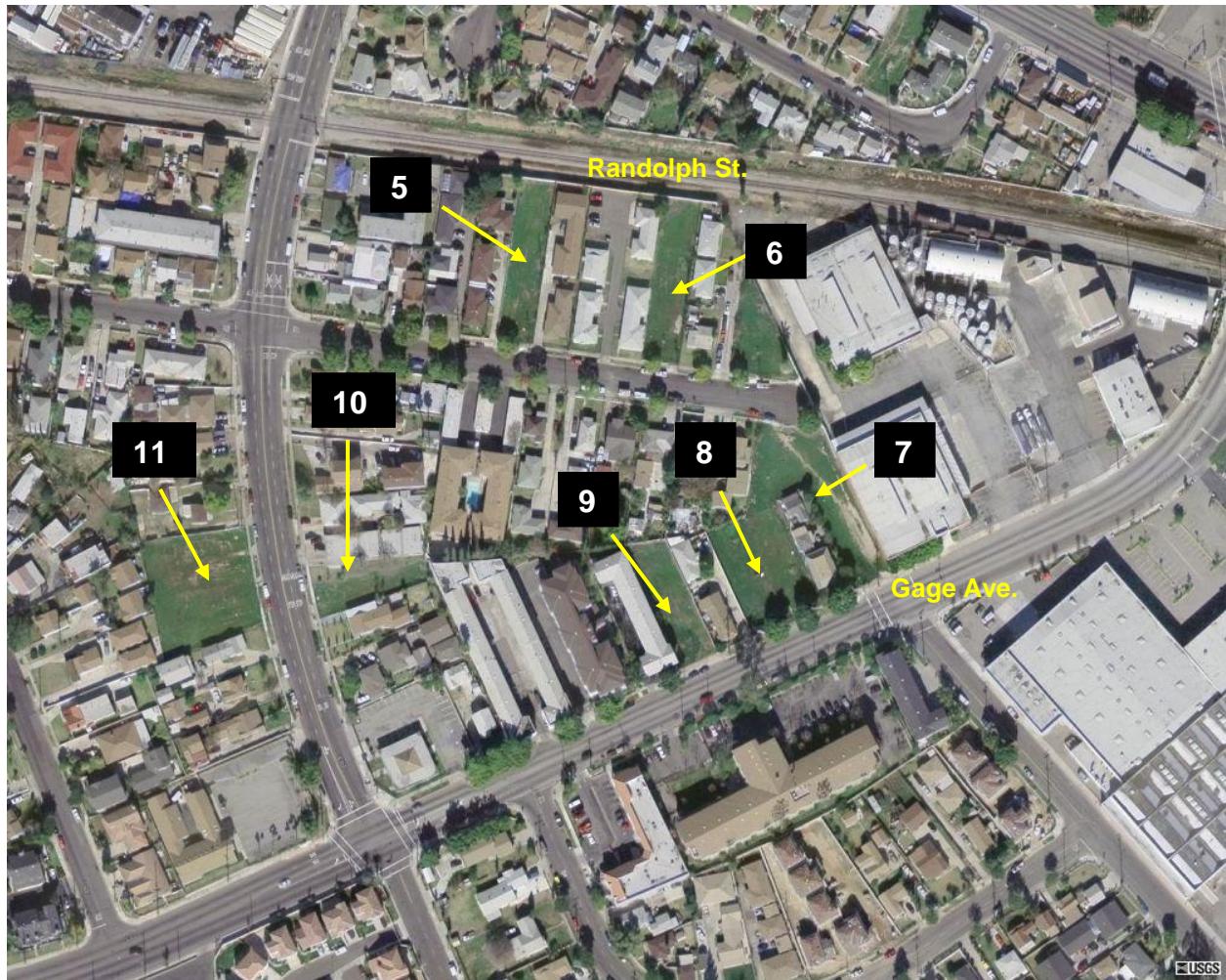
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**3** Underutilized properties

**Exhibit 5-6  
Atlantic Blvd. Mixed-Use Area - Underutilized Parcels**

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**9** Underutilized properties

**Exhibit 5-7  
Southeast Planning Area - Underutilized Parcels**

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**Exhibit 5-8**  
**Housing Opportunity Area - Southeast Planning Area**

## **5.20 Energy Conservation**

In recent months as the cost of fuel has become increasingly more expensive and homeowners have become more aware of energy-conserving measures. The most readily available energy conservation alternatives are easily installed in new homes. As in many cities, the older homes in Commerce were constructed with minimum concern for energy conservation. However, there are numerous energy-conserving measures that can be retrofitted into existing older units that conserve the use of non-renewable fuels and save money.

To conserve heat generated by gas or oil-fired heating units and minimize the loss of heat, older homes can be insulated in the attic and exterior walls. Windows and exterior doors can be fitted with airtight devices, caulking, or other available means. To conserve electricity and minimize costs, a properly-designed and installed skylight is a helpful addition to existing housing. Solar energy is practical, cost-effective, and an environmentally sound method used to heat and cool a house. With proper design, this resource provides for cooling in the summer and heating in the winter. Solar heating can also be used to heat domestic water. Although solar energy is an unlimited resource that remains readily available, retrofitting older units may be too costly for the average homeowner in the city. The city will encourage the use of solar energy devices for new residential construction.

Water conservation techniques can save a family thousands of gallons of wasted water per year. The cost associated with these measures is minimal. There are many over-the-counter plumbing products that eliminate waste by restricting the volume of water flow from faucets, shower heads, toilets, sprinklers, etc. By repairing dripping faucets and using water more conservatively, a family can also save water and money. The local water company can provide brochures that explain many of the water conservation measures.

The Southern California Edison Company provides free energy audits to local residents on request. Energy audits are extremely valuable in pinpointing specific areas in the home that are responsible for energy losses. The inspection results in specific recommendations to remedy energy insufficiency. Many citizens in Commerce are not aware of the programs that would help them save energy and lower their utility bills. Most utility companies educate the public on the topic of conservation by including multi-lingual brochures and information with their monthly billing statement. The city can aid in expanding these programs by supplying the

public with pertinent information, including the appropriate contacts in the utility companies. The State of California Energy Resources Conservation and Development Commission has devised guidelines used by building officials to implement regulations established by the Commission. All new development must demonstrate an effort to comply with energy regulations and, if necessary, implement specific design measures that will reduce energy consumption.

## **5.21 Effectiveness of Previous Element**

Section 65588 of the State Housing law requires that all local governments initiate a timely review of their housing element to evaluate all of the following:

- The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the State's housing goal;
- The effectiveness of the Housing Element in attainment of the community's housing goals and objectives; and,
- The progress of the city in the implementation of the Housing Element.

### **5.21.1 Review of Previous Goals & Policies**

Section 65581 of the Government Code also underscores the need for the periodic review of the Housing Element. This process of review and evaluation permits local officials to evaluate trends in the community and to initiate new programs that will further housing goals. The following goals were included in the city's previously adopted element:

- *Goal 1.0:* Provide a wide range of housing by location, type and price to meet the existing and future needs of the city.
- *Goal 2.0:* Encourage the maintenance of the existing housing stock.
- *Goal 3.0:* Preserve the existing single-family character of low density residential neighborhoods in the Bandini-Rosini and Rosewood Planning Areas.

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- *Goal 4.0:* Encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.
- *Goal 5.0:* Protect residential properties from the hazards and health risks associated with industrial development.
- *Goal 6.0:* Support Federal and State laws which prohibit discrimination in housing on the basis of age, sex or race.

In addition to the above goals, the following policies were also included in the city's previously adopted Housing Element. These policies were arranged according to six major categories that corresponded to the six Housing Element goals.

- *Policy 1.1* Maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.
- *Policy 1.2* Restrict further construction of multiple family units to only those areas designated on the Land Use Policy Map for high density residential development.
- *Policy 1.3* Promote the development of low and moderate income and senior citizen housing by providing developers with density bonuses, land write downs, and other incentives for the provision of affordable units.
- *Policy 1.4* Provide favorable home purchasing options to lower income households, such as mortgage revenue bond financing and shared equity ownership.
- *Policy 1.5* Vacant lands within residential areas will be developed with residential housing units in conformance with the Land Use Policy Map.
- *Policy 1.6* The majority of new development in the Southeast Land Use Planning Area will consist primarily of medium and high density residential projects.
- *Policy 1.7* Require that housing constructed expressly for low and moderate income households not be concentrated in any single planning area.
- *Policy 1.8* Amend the city's Zoning Ordinance to permit the development of emergency shelters

in commercial and industrial zones, subject to a CUP.

- *Policy 2.1* Continue to rehabilitate existing substandard housing units pursuant to the existing Building and Safety Code.
- *Policy 2.2* Enforce the existing Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.
- *Policy 2.3* Continue to offer rehabilitation assistance to qualified households.
- *Policy 2.4* Continue to implement the Northwest Neighborhood Specific Plan to ensure that all units within this neighborhood provide residents with sound, decent housing.
- *Policy 2.5* Prepare a Specific Plan for the Ferguson neighborhood. The Specific Plan will permit substandard units to be upgraded, thereby enhancing the appearance and condition of the neighborhood.
- *Policy 3.1* Housing units requiring demolition must be replaced with units constructed at densities not to exceed those limits prescribed by the General Plan.
- *Policy 3.2* New higher density residential projects should be kept at scale (number of units, height, etc.) compatible in design with adjacent residential areas.
- *Policy 3.3* Those areas designated High Density Residential on the General Plan Land Use Map shall be buffered from adjacent lower density residential land uses with medium density residential projects.
- *Policy 4.1.* Housing for low and moderate income households should be designed and constructed in a manner that is similar to more expensive housing.
- *Policy 4.2* Employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.
- *Policy 4.3* Property owners will be required to maintain properties to the greatest extent possible.

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|---|--|
| <ul style="list-style-type: none"> <li>• <i>Policy 4.4</i> Assist low and moderate income households with property maintenance by informing residents about the property maintenance program, available low interest and deferred loans, and the city's home improvement rebate program.</li> <li>• <i>Policy 4.5</i> Establish a "House-of-the-Quarter" program which recognizes and rewards property owners for exemplary property maintenance.</li> <li>• <i>Policy 5.1</i> Prohibit the establishment of high risk industrial operations adjacent to residential neighborhoods.</li> <li>• <i>Policy 5.2</i> Prior to the development of new residential projects in areas previously occupied by nonresidential land uses, potential sites should be investigated to determine whether previous onsite uses present potential health risks.</li> <li>• <i>Policy 6.1</i> Continue to cooperate with the Fair Housing Congress of Southern California though</li> </ul> | <p>the Long Beach Fair Housing Council to enforce fair housing laws.</p> <ul style="list-style-type: none"> <li>• <i>Policy 6.2</i> Inform the Long Beach Fair Housing Council of any known violations of applicable Federal and State laws.</li> <li>• <i>Policy 6.3</i> Continue to use Community Development Commission funds, density bonuses and other program incentives to encourage private developers to construct low income housing units.</li> <li>• <i>Policy 6.4</i> The Community Development Commission will continue to acquire and assemble properties to facilitate construction of housing units for low and moderate income and senior citizen households.</li> </ul> |
|---|--|

Table 5-18 indicates the effectiveness of the previous Housing Element policies. The left column restates the policy while the right column (under "Accomplishment") summarizes the policy's effectiveness.

**Table 5-18**  
**Implementation of Previous General Plan Policies**

Policy	Accomplishment
<b>Goal 1.0:</b> Provide a wide range of housing by location, type and price to meet the existing and future needs of the city.	
<b>Policy 1.1</b> Maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.	The city's development policy as it applied to these two neighborhoods was implemented. As part of the current General Plan update, three areas were redesignated to <i>Medium Density Residential</i> from <i>High Density Residential</i> . The parcel sizes would not permit the higher density development.
<b>Policy 1.2</b> Restrict further construction of multiple family units to only those areas designated on the Land Use Policy Map for high density residential development.	Higher density residential development, including planned unit developments, were limited to those areas that permitted High Density Residential Development. These areas included infill properties located in the Southeast and Northwest Planning Areas.
<b>Policy 1.3</b> Promote the development of low and moderate income and senior citizen housing by providing developers with density bonuses, land write downs, and other incentives for the provision of affordable units.	The city initiated a comprehensive Zoning Ordinance revision in the early 1990s. This revision included the provision for the use of a density bonus as a means to provide affordable housing. The city recently revised its Density Bonus Ordinance to conform to the most recent State requirements.
<b>Policy 1.4</b> Provide favorable home purchasing options to lower income households, such as mortgage revenue bond financing and shared equity ownership.	The city operated its single-family mortgage revenue bond program to facilitate home ownership opportunities.

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**Table 5-18**  
**Implementation of Previous General Plan Policies (continued)**

Policy	Accomplishment
<b>Policy 1.5</b> Vacant lands within residential areas will be developed with residential housing units in conformance with the Land Use Policy Map.	This policy has been implemented. Vacant infill properties in both the Northwest Planning Area and the Southeast Planning Area were developed pursuant to the applicable High Density Residential General Plan designation.
<b>Policy 1.6</b> The majority of new development in the Southeast Land Use Planning Area will consist primarily of medium and high density residential projects.	This policy is being implemented. All of the infill development that has occurred within the Southeast Planning Area during the planning period consisted of higher density development corresponding to the R-3 zone district.
<b>Policy 1.7</b> Require that housing constructed expressly for low and moderate income households not be concentrated in any single planning area.	All of the scattered infill developments in the Northwest and Southeast Planning Areas have included a percentage of affordable units that are intermixed with market rate units.
<b>Policy 1.8</b> Amend the city's Zoning Ordinance to permit the development of emergency shelters in commercial and industrial zones, subject to a CUP.	The city initiated a comprehensive Zoning Ordinance revision in the early 1990s. At the present time, emergency shelters and transitional housing are conditionally permitted uses in the residential zone districts (R-1, R-2, and R-3). The Zoning Ordinance permits such uses with the approval of a Conditional Use Permit.

**Goal 2.0:** Encourage the maintenance of the existing housing stock.

<b>Policy 2.1</b> Continue to rehabilitate existing substandard housing units pursuant to the existing Building and Safety Code.	The Housing Division administers various programs that provide monetary assistance to city residents in the form of grants and loans and these programs included the following: Code Enforcement Program; Single-family Housing Rehabilitation Program; Emergency Home Repair Grant Program; and Neighborhood Fix Up Grant Program. These programs were designed to preserve and enhance the existing housing stock in the city, in addition to correcting dangerous and unsightly problems, such as unsafe electrical wiring, leaking roofs, bad plumbing, peeling paint, or aging stucco.
<b>Policy 2.2</b> Enforce the existing Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.	The city vigorously enforced the creation of illegal units, illegal conversions, and "bootleg" units.
<b>Policy 2.3</b> Continue to offer rehabilitation assistance to qualified households.	Refer to description for <i>Policy 2.1</i> .
<b>Policy 2.4</b> Continue to implement the Northwest Neighborhood Specific Plan to ensure that all units within this neighborhood provide residents with sound, decent housing.	The city did not implement this policy. The requirements for a Specific Plan were seen as an additional layer of governmental constraints that did little in promoting housing rehabilitation. Instead, the city would rely on Code Enforcement to identify any problems and housing rehabilitation assistance programs to assist needy households in the upgrading of substandard units.

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**Table 5-18**  
**Implementation of Previous General Plan Policies (continued)**

Policy	Accomplishment
<b>Policy 2.5</b> Prepare a Specific Plan for the Ferguson neighborhood. The Specific Plan will permit substandard units to be upgraded, thereby enhancing the appearance and condition of the neighborhood.	The city did not implement this policy. With the elimination of the Northwest Neighborhood Specific Plan, the city determined that more effective strategies could be implemented as means to promote housing rehabilitation.
<b>Goal 3.0:</b> Preserve the existing single-family character of low density residential neighborhoods in the Bandini-Rosini and Rosewood Planning Areas.	
<b>Policy 3.1</b> Housing units requiring demolition must be replaced with units constructed at densities not to exceed those limits prescribed by the General Plan.	The city has not made any specific effort in implementing this policy other than adhering to the applicable General Plan designation and corresponding development standards contained in the Zoning Ordinance.
<b>Policy 3.2</b> New higher density residential projects should be kept at scale (number of units, height, etc.) compatible in design with adjacent residential areas.	Refer to description for <i>Policy 3.1</i> .
<b>Policy 3.3</b> Those areas designated High Density Residential on the General Plan Land Use Map shall be buffered from adjacent lower density residential land uses with medium density residential projects.	Refer to description for <i>Policy 3.1</i> .
<b>Goal 4.0:</b> Encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.	
<b>Policy 4.1.</b> Housing for low and moderate income households should be designed and constructed in a manner that is similar to more expensive housing.	New affordable housing is included in developments containing market-rate units. The construction materials, design, and other amenities are indistinguishable from the market rate units.
<b>Policy 4.2</b> Employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.	The city has provided adequate funding to continue ongoing code enforcement efforts.
<b>Policy 4.3</b> Property owners will be required to maintain properties to the greatest extent possible.	The city has provided adequate funding to continue ongoing code enforcement efforts. City staff, when encountering a violation, worked with the property owner to bring about compliance.
<b>Policy 4.4</b> Assist low and moderate income households with property maintenance by informing residents about the property maintenance program, available low interest and deferred loans, and the city's home improvement rebate program.	The city initiated the use of a city-owned website to advertise the availability of these housing assistance programs. The city also continued the use of the city newsletter in its outreach efforts.
<b>Policy 4.5</b> Establish a "House-of-the-Quarter" program which recognizes and rewards property owners for exemplary property maintenance.	The city previously identified the "House of the Quarter" in a picture on the City Council Chamber wall. This policy will continue to be city implemented.

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**Table 5-18**  
**Implementation of Previous General Plan Policies (continued)**

Policy	Accomplishment
<b>Goal 5.0</b> Protect residential properties from the hazards and health risks associated with industrial development.	
<b>Policy 5.1</b> Prohibit the establishment of high risk industrial operations adjacent to residential neighborhoods.	The land use policy continued to implement a General Plan Map that did not permit any new intrusion of industrial uses into residential neighborhoods. The city evaluated several strategies involving the relocation of housing units in the Ayers neighborhood that are exposed to the adverse environmental effects of the rail yard and I-710 Freeway.
<b>Policy 5.2</b> Prior to the development of new residential projects in areas previously occupied by nonresidential land uses, potential sites should be investigated to determine whether previous onsite uses present potential health risks.	As a general rule, all projects supported in whole or part through redevelopment must undergo thorough environmental assessments to ascertain the nature and extent of any contamination. The Vista del Rio development (in the Southeast Planning Area) and the Mayans Development (in the Northwest Planning Area) were on sites previously occupied by manufacturing uses. Both of these projects required environmental assessments as part of the development review process.
<b>Goal 6.0</b> Support Federal and State laws which prohibit discrimination in housing on the basis of age, sex or race.	
<b>Policy 6.1</b> Continue to cooperate with the Fair Housing Congress of Southern California though the Long Beach Fair Housing Council to enforce fair housing laws.	The city has continued to work with the Long Beach Fair Housing Council to deal with tenant/owner disputes. The city's website includes a referral number.
<b>Policy 6.2</b> Inform the Long Beach Fair Housing Council of any known violations of applicable Federal and State laws.	Refer to description for <i>Policy 6.1</i> .
<b>Policy 6.3</b> Continue to use Community Development Commission funds, density bonuses and other program incentives to encourage private developers to construct low income housing units.	The city has used Planned Units Development (PUD) development standards to govern infill development standards. The PUD standards provide more flexibility compared to R-3 development standards.
<b>Policy 6.4</b> The Community Development Commission will continue to acquire and assemble properties to facilitate construction of housing units for low and moderate income and senior citizen households.	Over 64 housing units have been constructed on infill sites since 1998. These infill sites are located within the Northwest and Southeast Planning Areas. In addition, the city of Commerce Community Development Commission assisted in the Vista del Rio development consisting of 49 units.

## **5.21.2 Comparison of Previous Housing Policies and Current Housing Policies**

Table 5-19 provides a comparison of the policies contained in the city's *previous* Housing Element with those contained in the *current* Housing Element. The far left column indicates the previous policy. The middle three columns indicate whether the previous policy was eliminated, revised, or retained essentially unchanged. As indicated in the Table, the majority of the previous Housing Element policies were carried over into the current General Plan. Those policies that were eliminated included the following:

- *Policy 1.8* Amend the city's Zoning Ordinance to permit the development of emergency shelters in commercial and industrial zones, subject to a CUP (this policy has been implemented).

- *Policy 2.4* Continue to implement the Northwest Neighborhood Specific Plan to ensure that all units within this neighborhood provide residents with sound, decent housing (this policy was ineffective).
- *Policy 2.5* Prepare a Specific Plan for the Ferguson neighborhood. The Specific Plan will permit substandard units to be upgraded, thereby enhancing the appearance and condition of the neighborhood (this policy was ineffective).
- *Policy 3.1* Housing units requiring demolition must be replaced with units constructed at densities not to exceed those limits prescribed by the General Plan (this policy was too restrictive).

The reasons for the elimination of these policies are summarized in Table 4-19 provided on the following pages

**Table 5-19**  
**Comparison of Previous and Current Housing Element Policies**

Policy Included in the Previous Housing Element	Eliminated	Revised	Unchanged	Status of Policy in this Housing Element
<b>Policy 1.1</b> Maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.			●	Housing Policy 2.2. The city of Commerce will continue to maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.
<b>Policy 1.2</b> Restrict further construction of multiple family units to only those areas designated on the Land Use Policy Map for high density residential development.		●		<b>Housing Policy 2.3.</b> The city of Commerce will restrict further construction of multiple-family units to only those areas where such uses are appropriate.
<b>Policy 1.3</b> Promote the development of low and moderate income and senior citizen housing by providing developers with density bonuses, land write downs, and other incentives for the provision of affordable units.		●		<b>Housing Policy 1.3.</b> The city of Commerce will promote the retention and improvement of existing senior housing.
<b>Policy 1.4</b> Provide favorable home purchasing options to lower income households, such as mortgage revenue bond financing and shared equity ownership.		●		The policy language has been incorporated into a number of new policies and programs.

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**Table 5-19**  
**Comparison of Previous and Current Housing Element Policies**

Policy Included in the Previous Housing Element	Eliminated	Revised	Unchanged	Status of Policy in this Housing Element
<b>Policy 1.5</b> Vacant lands within residential areas will be developed with residential housing units in conformance with the Land Use Policy Map.		●		<b>Housing Policy 1.5.</b> The city of Commerce will explore opportunities for new residential development within those areas of the city occupied by vacant, obsolete commercial and industrial uses.
<b>Policy 1.6</b> The majority of new development in the Southeast Land Use Planning Area will consist primarily of medium and high density residential projects.			●	<b>Housing Policy 2.4.</b> The city of Commerce will continue to ensure that the majority of new development in the Southeast Planning Area will consist primarily of medium-and high-density residential projects.
<b>Policy 1.7</b> Require that housing constructed expressly for low and moderate income households not be concentrated in any single planning area.			●	<b>Housing Policy 1.6.</b> The city of Commerce will ensure that housing provided for lower-income level households will not be concentrated in any single area or neighborhood of the city.
<b>Policy 1.8</b> Amend the City's Zoning Ordinance to permit the development of emergency shelters in commercial and industrial zones, subject to a CUP.	●			No new corresponding policy. This policy has been implemented.
<b>Policy 2.1</b> Continue to rehabilitate existing substandard housing units pursuant to the existing Building and Safety Code.			●	<b>Housing Policy 3.2.</b> The city of Commerce will continue to rehabilitate existing substandard housing units through the enforcement of the City's Building and Safety Code.
<b>Policy 2.2</b> Enforce the existing Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.			●	<b>Housing Policy 3.3.</b> The city of Commerce will enforce the Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.
<b>Policy 2.3</b> Continue to offer rehabilitation assistance to qualified households.		●		<b>Housing Policy 3.1.</b> The city of Commerce will encourage the maintenance of the existing housing stock.
<b>Policy 2.4</b> Continue to implement the Northwest Neighborhood Specific Plan to ensure that all units within this neighborhood provide residents with sound, decent housing.	●			No new corresponding policy.
<b>Policy 2.5</b> Prepare a Specific Plan for the Ferguson neighborhood. The Specific Plan will permit substandard units to be upgraded, thereby enhancing the appearance and condition of the neighborhood.	●			No new corresponding policy.
<b>Policy 3.1</b> Housing units requiring demolition must be replaced with units constructed at densities not to exceed those limits prescribed by the General Plan.	●			No new corresponding policy.
<b>Policy 3.2</b> New higher density residential projects should be kept at scale (number of units, height, etc.) compatible in design with adjacent residential areas.			●	<b>Housing Policy 4.1.</b> The city of Commerce will ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas.

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**Table 5-19**  
**Comparison of Previous and Current Housing Element Policies**

Policy Included in the Previous Housing Element	Eliminated	Revised	Unchanged	Status of Policy in this Housing Element
<b>Policy 3.3</b> Those areas designated High Density Residential on the General Plan Land Use Map shall be buffered from adjacent lower density residential land uses with medium density residential projects.			●	<b>Housing Policy 4.2.</b> The city of Commerce will ensure that those areas developed in higher densities shall be buffered from adjacent lower-density residential development with medium-density residential development.
<b>Policy 4.1.</b> Housing for low and moderate income households should be designed and constructed in a manner that is similar to more expensive housing.		●		<b>Housing Policy 4.5.</b> The city of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in more expensive housing.
<b>Policy 4.2</b> Employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.			●	<b>Housing Policy 2.5.</b> The city of Commerce will employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.
<b>Policy 4.3</b> Property owners will be required to maintain properties to the greatest extent possible.			●	<b>Housing Policy 2.6.</b> The city of Commerce will require property owners to maintain their properties to the greatest extent possible.
<b>Policy 4.4</b> Assist low and moderate income households with property maintenance by informing residents about the property maintenance program, available low interest and deferred loans, and the City's home improvement rebate program.			●	<b>Housing Policy 2.7.</b> The city of Commerce will continue to assist low-and moderate-income households with property maintenance by informing residents regarding the available programs and available low-interest and deferred loans.
<b>Policy 4.5</b> Establish a "House-of-the-Quarter" program which recognizes and rewards property owners for exemplary property maintenance.			●	<b>Housing Policy 2.8.</b> The city of Commerce will continue a "House-of-the-Quarter" program that recognizes and rewards property owners for exemplary property maintenance.
<b>Policy 5.1</b> Prohibit the establishment of high risk industrial operations adjacent to residential neighborhoods.		●		<b>Housing Policy 2.9.</b> The city of Commerce will protect the existing viable single-family residential neighborhoods from the intrusion of incompatible uses.
<b>Policy 5.2</b> Prior to the development of new residential projects in areas previously occupied by nonresidential land uses, potential sites should be investigated to determine whether previous onsite uses present potential health risks.			●	<b>Housing Policy 1.7.</b> The city of Commerce will work to ensure that potential sites for residential development, located in those areas that were previously occupied by nonresidential land uses, are investigated to determine whether or not previous on-site uses present potential health risks.
<b>Policy 6.1</b> Continue to cooperate with the Fair Housing Congress of Southern California through the Long Beach Fair Housing Council to enforce fair housing laws.			●	<b>Housing Policy 5.2.</b> The city of Commerce will continue to cooperate with the Los Angeles County Fair Housing Council in the enforcement of fair housing laws.
<b>Policy 6.2</b> Inform the Long Beach Fair Housing Council of any known violations of applicable Federal and State laws.		●		<b>Housing Policy 5.1.</b> The city of Commerce will continue to support Federal and State laws that prohibit discrimination in housing on the basis of age, sex, or race.

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**Table 5-19**  
**Comparison of Previous and Current Housing Element Policies**

Policy Included in the Previous Housing Element	Eliminated	Revised	Unchanged	Status of Policy in this Housing Element
Policy 6.3 Continue to use Community Development Commission funds, density bonuses and other program incentives to encourage private developers to construct low income housing units.			●	<b>Housing Policy 1.8.</b> The city of Commerce will continue to use redevelopment set-aside funds, density bonuses, and other program incentives to encourage private developers to construct quality low-income housing units.
Policy 6.4 The Community Development Commission will continue to acquire and assemble properties to facilitate construction of housing units for low and moderate income and senior citizen households.			●	<b>Housing Policy 1.9.</b> The city of Commerce and the City's Community Development Commission will continue to acquire and assemble properties to facilitate construction of new housing units for all income groups and seniors.
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### **5.21.3 Effectiveness of the Previous Housing Element Programs**

The previous housing element also included a number of programs that were to be implemented as a means to further the City's policies with respect to housing. Table 5-20 illustrates the City's Five Year Housing Program that was included in the previous element. The programs summarized in Table 4-20 assumed that the City had adequate land resources to address the housing needs.

The City's quantified objectives for the previous planning period, indicated below, were generally aimed at maintaining the levels of assistance that occurred at that time:

- Total units to be preserved/conserved: 462 units
- Total units to be constructed: 110 assisted units
- Total units to be assisted: 128 units
- Total units for home ownership: 20 units
- Total units rehabilitated: 84 units

### **5.21.4 New Housing Constructed During Previous Planning Period**

In the past, Commerce has aggressively pursued regional housing goals through a series of aggressive and innovative housing programs. Between 1981 and 1986, the city exceeded its housing allocation. The 1981 Housing Element predicted a need for 262 units over a five year planning period. During that time, approximately 276 new units were provided. A majority of the units were built for low and moderate income households. Again, as of 1996, the city's housing stock has increased by 100 units, exceeding the RHNA goals for the 1989-1994 period.

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**Table 5-20**  
**Effectiveness of Previous Housing Element Programs**

Description of Previous Housing Element Program	Program Objectives	Status
<b>Low Interest Loan Program.</b> The Low Interest Loan Program was available to lower income households that resided in substandard housing. The program offered low interest loans by subsidizing market rate interest for owners/applicants. The maximum loan amount was \$30,000 with a maximum 15 year repayment schedule at a six percent annual interest rate.	The City's five year goal for its rehabilitation loan programs was to assist 50 households.	During this program's implementation, the annual objectives were met. The program has been discontinued and replaced with new programs (Single-family Housing Rehabilitation Program, Emergency Home Repair Grant Program, and Neighborhood Fix Up Grant Program).
<b>Deferred Loans Program.</b> This program provided deferred loans up to \$10,000 for owner occupants who were 57 years of age or older and lower income; disabled or handicapped, and lower income; or members of a very low income family, as per Section 8 definition. This program was expanded to provide loans of up to \$15,000 to low and moderate income households where activities to be corrected represented a clear health and safety risk, with an additional \$5,000 available subject to Community Development Director approval.	The city established a five year program goal to assist 50 households with both low interest and deferred rehabilitation loans.	During this program's implementation, the annual objectives were met. The program has been discontinued and replaced with new programs (Single-family Housing Rehabilitation Program, Emergency Home Repair Grant Program, and Neighborhood Fix Up Grant Program).
<b>Rebate Program.</b> The Rebate Program permitted homeowners and property owners to receive a 40 percent rebate on the cost of building materials for unit rehabilitation or room additions. Rebates of up to \$10,000 were provided to lower income households. The Rebate Program was targeted at lower income households. The rebates enabled homeowners to construct room additions which can ease household overcrowding.	This program objective was to continue to provide assistance, with a five-year goal of 250 rebates.	During this program's implementation, the annual objectives were met. The program has been discontinued and replaced with new programs (Single-family Housing Rehabilitation Program, Emergency Home Repair Grant Program, and Neighborhood Fix Up Grant Program).
<b>Code Enforcement.</b> The objective of the city's Code Enforcement Program was to bring substandard units into compliance with city codes. Potential code violations are identified based on exterior windshield surveys and complaints reported to the city. The city's Code Enforcement Officers worked closely with the Community Development staff and property owners to identify units in need of housing assistance.	Code Enforcement staff cite an average of 40 to 50 deficient residential properties on a monthly basis. The Housing Element recommended that the administrative responsibilities be re-evaluated to determine ways to improve efficiency.	For the majority of the planning Program, the annual objectives were met. The program is being continued as part of the current Housing Element period.
<b>Handyman Program.</b> This program served the needs of senior citizen households for yard maintenance assistance. Under the program, a private company contracts with the Community Development Commission to provide basic landscaping services for low income senior households who own their homes.	This program was funded by housing set-aside funds and 43 households were identified as the target.	During this program's implementation, the annual objectives were met. The program has been discontinued and replaced with new programs (Single-family Housing Rehabilitation Program, Emergency Home Repair Grant Program, and Neighborhood Fix Up Grant Program).

**City of Commerce  
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**Table 5-20  
Effectiveness of Previous Housing Element Programs**

Description of Previous Housing Element Program	Program Objectives	Status
<b>Conservation of Existing Affordable Units.</b> In order to address this potential loss in the city's affordable housing stock, the city will be prepared to allocate redevelopment set-aside funds, or other available funding sources, to enable continued rental subsidy to some or all of these units.	No specific quantified objective was identified.	No affordable housing developments opted out during the planning period. This program is being continued under the current Housing Element.
<b>Land Assemblage and Write-Down.</b> The intent of this program is reduce land costs to the point that it becomes economically feasible for a private (usually non-profit) developer to build units which are affordable to low and moderate income households.	The city's five year goal was for the provision of 85 affordable housing units through land write-down incentives. .	This specific program is now being implemented by a number of programs that have been incorporated into the current Housing Element. These programs now include the Infill Housing Program, Atlantic Boulevard Housing Program, and the Housing opportunity Overlay Program.
<b>Density Bonus.</b> Developers were granted a density bonus after they entered into an Affordable Housing Agreement with the city to ensure the continued affordability of these units for a minimum of thirty years.	No specific objectives were identified though the Element indicated the city would encourage the use of the density bonus program as a means of providing affordable housing units.	During the current planning period, the city amended the Density Bonus Ordinance to conform to the most recent State requirements that govern density bonuses for affordable housing. This program is being continued under the current Housing Element.
<b>Senior Citizen Housing.</b> Funding for the development of elderly housing will come from a variety of sources, though the primary responsibility for these projects will continue to be with the Commerce Community Development Commission.	The five year goal was to provide 25 new units for qualifying elderly residents.	This program, as written for the previous Housing Element, was vague in terms of implementation procedures and overall objectives. This specific program is no longer identified in the Housing Element though the provisions for such housing will be supported through a variety of programs including the Infill Housing Program, Atlantic Boulevard Housing Program, and the Housing opportunity Overlay Program.
<b>Non-Profit (Housing) Construction.</b> The Housing Element indicated the city "should coordinate with local non-profit groups to facilitate the development and improvement of both housing for senior citizens and low cost housing in Commerce."	No specific objectives were identified.	This program, as written for the previous Housing Element, was vague in terms of implementation procedures and overall objectives. No new housing was provided under this program. As a result, the program was eliminated.
<b>Section 8 Rental Assistance Payments Housing Vouchers.</b> The Section 8 Rental Assistance Program extended rental subsidies to low income families and elderly which spend more than 30 percent of their income on rent. The subsidy represented the difference between the excess of 30 percent of the monthly income and the actual rent. The voucher program was similar to the Section 8 Program, although participants receive housing "vouchers" rather than certificates.	The city's goal was to secure an additional 20 rental vouchers and/or certificates during the planning period.	In general, the city was able to accommodate its goals though the availability of Federal vouchers were limited in recent years. This program continues under the renamed "Rental Assistance for Households in Need" program.

**City of Commerce  
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**Table 5-20  
Effectiveness of Previous Housing Element Programs**

Description of Previous Housing Element Program	Program Objectives	Status
<b>Senior Rent Subsidies</b> In order to augment limited Federal resources for rental assistance, the city utilized redevelopment set aside monies to provide additional rent vouchers. This program was targeted towards assisting lower income seniors who are paying greater than 30 percent of their income on rents. In order to maximize the number of households which can be assisted, a maximum rent subsidy of \$200 was established.	The city intended to maintain the funding for this program to provide continued assistance to 75 households over the five year period of the Housing Element.	This program is being continued as part of the current Housing Element.
<b>Equity Sharing</b> Equity sharing allowed lower income households to purchase a home by sharing the cost of home ownership with the Community Development Commission. The Commission and the buyer together provide the down payment and purchase costs to buy a house. In addition to providing down payment assistance, the Commission also writes down the mortgage interest rate to a level where the monthly mortgage costs will not exceed 30 percent of the household's income. When the house is sold, the equity earned through appreciation would be split between the occupant and the Commission according to an agreement made prior to purchase.	The city would continue to pursue equity sharing techniques to promote home ownership opportunities to lower income households, with a five year goal of assisting qualifying households in the purchase of 20 units.	This program has been discontinued.
<b>Single-Family Mortgage Revenue Bonds</b> Mortgage revenue bonds are issued by the County to support the development of single-family housing for low and moderate income households. Single-family mortgage revenue bonds are used to finance the purchase of owner-occupied homes. Proceeds from the bond sales are then used to make mortgage loans to qualified low and moderate income buyers. The bonds are serviced and repaid from the mortgage payments made by the property owners. The city took advantage of County-sponsored bond financing as it became available and continued to market the availability of funds through its Housing Programs Office.	No specific objectives were identified.	This program is being continued as part of the Mortgage Revenue Bond Program.
<b>Reverse Mortgage Program.</b> The most substantial asset of most elderly homeowners is their home, which has increased in value over time. An option for an elderly homeowner is to draw needed income from the accumulated equity in his/her home through a reverse mortgage. A reverse mortgage is a deferred payment loan or a series of such loans for which a home is pledged as security. Qualification for the loan is based primarily on property value rather than on income.	No specific objectives were identified.	Reverse mortgages have become more commonplace as the value of homes has increased in the region. Virtually all major financial institutions now offer reverse mortgages. The city was not involved in this program since it is largely a function of the market to advertise and provide reverse mortgages. As a result, this program was eliminated.

**City of Commerce  
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## **Section 6 • Resource Management Element**

**City of Commerce  
2010 General Plan**

## **6.1 Introduction to the Element**

The Resource Management Element of the Commerce General Plan addresses the State's requirements for an open space element and conservation element. This element focuses on those remaining natural resources in Commerce that must be considered in future planning and development in the city. This element also identifies those programs that will aid in preventing their loss and wasteful exploitation. Finally, open space and recreation-related issues are addressed in this element.

As indicated previously, this element meets the state's requirements for an open space element and a conservation element. This Resource Management Element complies with regulations in Sections 65302(d) and 65302(e) of the California Government Code and the State Mining and Reclamation Act (SMARA). The element identifies significant resources within the city and establishes policy for their conservation, management, and preservation.

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### **Resources in the City of Commerce**

While the City of Commerce is fully developed, a surprising number of resources remain in the City. There are a number of active wells remaining in Commerce. The City has a number of important cultural resources in the community that warrant preservation. Finally, the City is one of the few Southern California communities that provide more than the recommended amount of open space for its residents' use.

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This Resource Management Element fulfills the requirements of Sections 65560 to 65570 of the California Government Code regarding the scope and content of an open space plan for the city. The element, through the policies contained herein, will assist in the long-range preservation and conservation of the city's remaining open space resources. The Resource Management Element focuses on four key issue areas: cultural resources (historic and archaeological), ecological resources (plant and animal life), natural resources (water and minerals), and open space resources used for recreation. These latter issues are also considered in this element because areas reserved for open space are valuable resources for both outdoor recreation and scenic enjoyment. The Resource Management Element is organized into the following sections:

- The *Introduction to the Element* section indicates the element's policy focus and provides an overview of the existing conditions relative to natural and manmade resources.
- The *Issues and Opportunities* section outlines those issues relevant in the management and conservation of important cultural and natural resources.
- The *Resource Management Policies* section indicates those policies and programs related to conservation, parks, open space, and historic resources, along with supporting programs.
- The *Resource Management Programs* section outlines those strategies and measures that will be effective in the implementation of the element's policies.
- The *Resource Management Plan* establishes the conservation plan of the city and identifies the implementing programs and standards for park maintenance and development.

The Resource Management Element identifies those resource issues (man-made and natural) that need to be considered in future planning and development in the city. Key issues that are addressed in this section include soil resources, mineral resources, groundwater resources, vegetation and wildlife, aesthetics, cultural resources (historical, archaeological, and paleontological), open space, and recreational facilities.

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### **Early Inhabitants of the Area**

Prior to European contact, the local Gabrielino Indians lived in more than 50 villages located throughout the Los Angeles Basin. Three early villages were located in the vicinity of Commerce: Apachianga, Isantcangna, and Tsungna. Indian gathering activities were most likely concentrated along the Los Angeles and Rio Hondo River channels. Another post-contact Indian village site, referred to as La Jabonera (the soap factory), was known to have existed on the east bank of the Rio Hondo River in an area located south of Telegraph Road.

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#### **Oil Resources in the City**

The East Los Angeles and Bandini oil fields were dotted with wells, both active and abandoned, by the time residential development began to occur on a large scale. The issue was especially notable within the Bandini neighborhood, where residents sought to end the installation of oil wells in the neighborhood. Agreement was finally reached when oil companies used slant drilling from neighboring industrial areas to extract oil.

## **6.2 Issues & Opportunities**

Key issues and opportunities relative to resource management are described below:

- Commerce is located within the Los Angeles basin, which was created as part of the alluvial deposition of the Los Angeles and Rio Hondo Rivers. Local groundwater accounts for only a portion of the city's water supply, with the remaining share coming from imported Metropolitan Water District (MWD) sources. In the past, MWD has been able to meet the water demands of the growing Southland, though this may be more difficult in the future during periods of prolonged drought.
- Groundwater resources in Commerce consist of aquifers found in the Los Angeles groundwater basin that underlies the region's coastal plain. Groundwater resources in the local groundwater basin generally consist of an upper layer of shallow, unconfined, and semi-perched water; a principal body of fresh water underneath; and a salt-water layer located under the freshwater layer.
- The oversight responsibilities related to water quality rest with the State Department of Health Services and the Regional Water Quality Control Board. The California Safe Drinking Water Act established water quality standards for public drinking water. In general, the city's water quality is good.
- State health officials indicate that Commerce has had limited bacteria and manganese concentrations in local wells, but these problems have been addressed and do not pose serious health hazards to the community. State law requires the frequent testing of groundwater sources to ensure that acceptable water quality levels are maintained. Nevertheless, the city remains committed to the

improvement and maintenance of local water quality.

- Land in the city was historically used for agricultural production, and some oil drilling occurred prior to the city's urbanization. No agricultural production remains in the city. A limited number of active wells are located in the city, though the great majority have been abandoned and plugged.
- Commerce overlies a small section of the Bandini oilfield. As indicated previously, several wells in Commerce continue to pump oil from this field. The presence of these wells does not necessarily limit development of the area. Sophisticated drilling techniques have enabled well operators to centralize pumping operations at considerable distances from the petroleum deposits.
- Commerce is urbanized, and plant life in the city generally consists of nonnative, introduced, exotic, and ornamental species that are used for landscaping. No natural habitats remain in the city, and according to the California Department of Fish and Game, no sensitive habitats or species are found within Commerce or in adjacent areas.
- Open space resources in Commerce include the five developed public parks. Landscaped boulevards, as well as the landscaping included in individual developments, are also considered to be an open space resource since these areas are important visual amenities.
- Commerce provides its residents with excellent park facilities and recreational programs. Five parks, an indoor swimming pool, a senior citizens' center, and a mountain resort camp at Lake Arrowhead offer a wide range of recreational opportunities. The city-supported recreation programs cater to all age groups in Commerce offering such diverse activities as macramé, swimming, and boxing.
- Many residents cite the available recreational services as a major benefit of living in the city. All residential neighborhoods, with the exception of the Ferguson area and the Darwell tract, are located within easy walking or biking distance to either a neighborhood park or a smaller vest pocket park.

## **City of Commerce 2020 General Plan**

- Commerce contains several known points of local and statewide historical and cultural interest. Three historic sites in Commerce are officially commemorated. The Uniroyal Tire Plant and the Pillsbury Mill are both listed on the State Register of Historical Places. A plaque marks the site of Vail Landing Field, where Western Airlines began its West Coast passenger and airmail service.
- Additional sites of interest include the Union Pacific (East Los Angeles) Train Station; the Mount Olive, the Russian Molokan Christian Spiritual Jumpers Lemente, and Mount Carmel ethnic cemeteries; and the 1942 Sleepy Lagoon Murder site. The latter site is noteworthy in that the murder led to a trial that culminated in the Zoot Suit Riots, focusing international attention on the early Mexican-American political movement.



Commerce is well served by community parks. Each of the larger neighborhoods has a dedicated park complete with game fields and community centers.

### **6.3 Resource Management Policies**

The Resource Management Element seeks to achieve the following objectives:

- To preserve those resources and amenities that enhance Commerce's living and working environment;

- To promote the conservation of important natural resources as a means to provide a more livable and sustainable community;
- To promote the maintenance and enhancement of recreational opportunities for those living and working in the city; and,
- To foster a better understanding of the city's history and heritage.

#### **Commerce as an Early Hispanic Center**

The ethnicity of the City has always been predominantly Hispanic...so how did the ethnic cemeteries come to be located in the City? Prior to the Second World War, there was a sizable Jewish community in the East Los Angeles and Boyle Heights area. After the War, most members of this Jewish community moved to west Los Angeles. The Russian Molokan sect, having fled Europe in the early years of this century, also settled in East Los Angeles. The Molokans gradually migrated to the Whittier area, living among the Quakers.

#### **6.3.1 Issue: Management of Non-Renewable Resources**

The city and the surrounding area were developed many decades prior to incorporation. As a result, the city's early development and the exploitation of natural resources were not guided or governed by local decision-making. The following policies focus on those remaining "natural resources" that will continue to be critical to the city's economic well being and the health of its residents.

- *Resource Management Policy 1.1.* The city of Commerce will do its part in the conservation and protection of air, water, energy, and land in the Southern California region.
- *Resource Management Policy 1.2.* The city of Commerce will cooperate, to the degree necessary, with federal, state, and county agencies, and surrounding cities, in the maintenance and improvement in the quality of local groundwater.
- *Resource Management Policy 1.3.* The city of Commerce will work with the Los Angeles County Sanitation District and other government agencies to ensure that the Commerce Refuse to

Energy plant operates in a manner that protects the region's air resources.

- *Resource Management Policy 1.4.* The city of Commerce will encourage the conservation of water resources in residential, commercial, and industrial developments through the use of drought-tolerant plant materials and water-saving irrigation systems.
- *Resource Management Policy 1.5.* The city of Commerce will encourage the development of appropriate federal, state, county, and local water conservation measures in order to assure future supplies for residents.



Rosewood Park includes an indoor Olympic-sized swimming pool.

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### **6.3.2 Issue: Cultural Resources**

The city has a rich and varied history that predates its incorporation by many decades. These historic resources underscore the area's contribution to the development of Southern California. The following policies will ensure that the city's contribution to the region's history will be preserved for future generations.

- *Resource Management Policy 2.1.* The city of Commerce will strive to preserve the history of the city and any historical places in the city, such as the railroad station and the rubber trees in the vicinity of Olympic and Goodrich Boulevards.
- *Resource Management Policy 2.2.* The city of Commerce will evaluate other potential significant sites in the community, and will

continue to recognize the city's cultural and historical resources.

- *Resource Management Policy 2.3.* The city of Commerce will document local historic sites and promote the public's awareness of these resources.
- *Resource Management Policy 2.4.* The city of Commerce will explore opportunities for the development of a city museum and cultural center.

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### **Commerce as a Center for Early Air Transport**

Western Air Express began operating from Vail Field in 1926. At one point, "Western" became one of the largest air carriers in the United States. Air mail service between Los Angeles and San Francisco was initiated from Vail Field in 1926. In 1927, air mail service was expanded to include Salt Lake City. Charles Lindbergh visited Vail Field in 1927, where he was met by an estimated 200,000 persons. Commerce was soon home to two more airports, the 50-acre Telegraph/Atlantic Airport, and the 25-acre Los Angeles Eastside Airport.

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### **6.3.3 Issue: Energy Resources**

The city, as is true with the surrounding region, is largely dependent upon energy resources that are both finite and nonrenewable. The following policies underscore the city's commitment to participating in those programs designed to promote awareness and conservation of nonrenewable resources.

- *Resource Management Policy 3.1.* The city of Commerce will assist local utility companies with their public education energy conservation programs.
- *Resource Management Policy 3.2.* The city of Commerce will encourage public employees to follow energy conservation procedures designed to reduce energy consumption.
- *Resource Management Policy 3.3.* The city of Commerce will contact appropriate State agencies to determine whether or not the depletion of oil resources in the Bandini oilfield will create local ground subsidence problems.

- *Resource Management Policy 3.4.* The city of Commerce will promote reduced energy consumption by existing land uses within Commerce.
- *Resource Management Policy 3.5.* The city of Commerce will cooperate with the Department of Building and Safety to enforce State energy conservation guidelines that require the incorporation of energy-saving designs and features into new and refurbished buildings.



Commerce is home to a number of ethnic cemeteries that are still in use.

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### **6.3.4 Issue: Open Space/Plant Resources**

Since the last general plan update, many new developments have been constructed in the city, and these new developments have contributed to a “greening” of the city. Broad attractive parkways and abundant landscaping within new development projects will be continued with the implementation of the underlying policies.

- *Resource Management Policy 4.1.* The city of Commerce will encourage the preservation of the existing plant resources in the city.
- *Resource Management Policy 4.2.* The city of Commerce will explore code enforcement measures to ensure that landscaping is well maintained.
- *Resource Management Policy 4.3.* The city of Commerce will implement a definitive street tree program that, at a minimum, calls for landscaping along major rights-of-way and within industrial and commercial developments.

- *Resource Management Policy 4.4.* The city of Commerce will review existing landscaping standards for public and private developments so as to increase the green space throughout the city.
- *Resource Management Policy 4.5.* The city of Commerce will require that at least five percent of the site area of all new commercial and industrial developments be landscaped.

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#### **“Hollywood” Comes to Early Commerce**

Commerce provided a home to an early movie studio venture that never “quite got off the ground...” well, as a movie studio, anyway. Charles Ray, a silent film comic, decided to produce a drama. Because of his background and experience in comedy, he ultimately had to finance the construction of a studio and the resulting film... *The Courtship of Miles Standish*... himself. The film was not successful, and Ray was forced to file for bankruptcy. The studio building ultimately became the first headquarters of Western Airlines, and the surrounding area was developed into Vail Field.

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### **6.3.5 Issue: Park Resources**

Because of the city’s largely industrial character, past civic leaders have stressed the need for more parkland and recreational facilities as a means to provide amenities for those living and working in the city. The following policies promote the continued maintenance and expansion of recreational facilities in order to provide an outlet for future generations that will choose to live or work in the city.

- *Resource Management Policy 5.1.* The city of Commerce will maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities.
- *Resource Management Policy 5.2.* The city of Commerce will strive to create more “green space” and recreational facilities that will accommodate skateboarding, roller hockey, and field soccer programming.
- *Resource Management Policy 5.3.* The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility.

- *Resource Management Policy 5.4.* The city of Commerce will expand Veteran's Park and Bristow Park to include such facilities as soccer fields and basketball courts.
- *Resource Management Policy 5.5.* The city of Commerce will evaluate the feasibility of developing tot lots and pocket parks in the city's residential neighborhoods.
- *Resource Management Policy 5.6.* The city of Commerce will improve and expand the recreational facilities at Camp Commerce.
- *Resource Management Policy 5.7.* The city of Commerce will continue to assess the recreational program needs of the city's residents, and establish guidelines to respond to those needs.
- *Resource Management Policy 5.8.* The city of Commerce will develop a quarterly recreation program report.
- *Resource Management Policy 5.9.* The city of Commerce will continue to identify the maintenance requirements of the park and recreational facilities in the city's capital improvement program.
- *Resource Management Policy 5.10.* The city of Commerce will encourage citizen involvement and participation in the planning of park improvements.
- *Resource Management Policy 5.11.* The city of Commerce will identify new funding sources to provide recreational improvements and services in the city.
- *Resource Management Policy 5.12.* The city of Commerce will include the replacement and/or remodeling of the restroom and snack bar facilities in Bristow Park in the capital improvement program list.

### **6.3.6 Issue: Environmental Justice**

The city will continue to ensure that its local resources, both man-made and natural, are not adversely impacted by development. This will ensure that these resources are preserved for the use and enjoyment of future generations.

- *Resource Management Policy 6.1.* The city of Commerce will strive to ensure that park and open space is preserved and maintained for the use of existing and future residents of the city.
- *Resource Management Policy 6.2.* The city of Commerce will ensure that future public works projects in the region do not significantly adversely impact the community and its residents.
- *Resource Management Policy 6.3.* The city of Commerce will continue to monitor development efforts that could affect the resources that are of importance to the community.



The city sought to save the main elevation of the Samson Tire Plant when the Citadel project was constructed. The wall is now a historic landmark that is nationally recognized.

## **6.4 Resource Management Programs**

The following programs will be effective in implementing the policies contained in this element.

- *Cultural Awareness.* A cornerstone of this program will be the identification of a site/location that may be used for the storage and collection of artifacts, photographs, books, and displays. The city will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history and culture. These materials include books, photographs, artifacts,

furniture, etc., that may be displayed in the future city museum. The city will continue to support cultural resource conservation and preservation efforts in Commerce.

- *Cultural Resource Management.* Should archaeological or paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the California Environmental Quality Act (CEQA) Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. Salvage and preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.
- *Design Guidelines and Review.* The city shall continue to implement its current design review procedures. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. The design review process is an important component of development review. This process may be used to consider a potential development's impact on the architectural integrity of historically significant structures and sites.
- *Energy Conservation.* The city shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development shall be encouraged. The city will continue to work with Southern California Edison and the Southern California Gas Company to promote energy conservation.

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#### **Early Park Development in Commerce**

The lack of improved parks and recreational facilities in the City was cited as one of the underlying reasons for incorporation. The residents living around Rosewood Park petitioned the County for many years to construct ball fields. The County's inaction resulted in local residents constructing the fields on their own initiative.

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● *Environmental Review.* The city shall continue to evaluate the environmental impacts of new development and identify applicable mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for those projects that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental analysis related to resource issues include: air quality, water and hydrology, plant life, animal life, natural resources, energy, aesthetics, recreation, and cultural resources. In compliance with CEQA, the city shall also assign responsibilities for the verification of the implementation of mitigation measures.

- *Historic Building Code.* The city will investigate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require city staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures. Potential candidates include those historic resources described in the MEA/EIR.
- *Joint Use Facilities.* The city will explore the feasibility of joint agreements with the Montebello Unified School District and with other special districts. The city is not involved in any joint use agreements at the present time.
- *Parks Gift Catalogues Program.* The city will assess the feasibility of preparing and distributing a gift catalogue for specific items that will be used for the Community's benefit. The catalogue will identify improvements that may be purchased for use in city parks. The first step will require city council authorization to city departments to determine how this program will be implemented. The Council will then consider the staff's findings and will provide direction to the city's Parks and Recreation Department regarding how to proceed.
- *Park Development & Renovation Program.* The city will evaluate strategies to renovate and protect existing public open space from encroachment or conversion to other uses. Any new development will comply with the guidelines set forth by the American Disabilities Act (ADA). Potential improvements will be programmed into the city's capital

improvements program (CIP). This program will also evaluate the feasibility of new park development in the city.

- *Park Watch/Adopt a Park.* The city will analyze the feasibility of implementing an adopt-a-park program along with a "park watch" program. Individual neighborhoods will be encouraged to become involved with the operation, maintenance, and safety of their parks through an expanded neighborhood watch program. The first step of implementation will involve coordination with the Los Angeles County Sheriff's Department to expand the scope of the neighborhood watch program to include the monitoring of local parks. The city will then establish a program by which individuals, organizations, and businesses can "adopt" a local city park. The city Parks and Recreation Department will identify qualifications for "park adoption". As part of the "adoption" process, individuals, organizations, and businesses may agree to assist in park maintenance, the financing of improvements, security, etc.
- *Storm Water Pollution Prevention.* This program is designed to prevent contaminants from entering the storm drain system. A key element of this program is the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a countywide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for non-residential uses. The city shall also continue to implement projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.
- *Water Conservation Ordinance.* The city will continue to implement its water conservation ordinance. In addition, the city will review the ordinance to ensure that it promotes the use of xeriscape landscaping, water-conserving materials, and devices that reflect current technology. The city shall review, and as appropriate, develop water conservation programs for public facilities (civic center, parks, maintenance yards, etc.). Water conservation measures and activities will continue.



The Samson Tire Plant main office structure now serves as offices.

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## 6.5 Resource Management Plan

### 6.5.1 Overview of Standards and Objectives

The resource management plan for Commerce promotes the protection of the environment in the city. The plan provides a citywide approach to the utilization, conservation, and management of the city's resources.

The plan consists of programs for preservation of significant resources and standards for development in areas with identified resources. The plan also addresses parks, recreation facilities, and open space. Guidelines for overall development of recreation opportunities in the city, and standards for park development, are outlined in the plan. The city will strive to work toward the following objectives for parkland development:

- The city will continue to maintain or exceed a parkland standard of one acre per 2,500 persons.
- The city will explore opportunities for the development of new parkland and open space areas within the city that are underserved.
- The city will pursue the feasibility of joint use agreements with the special districts as a means to increase the recreational facilities available to Commerce residents.

### **6.5.2 Park Classification**

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

The Commerce Parks and Recreation Department maintains and operates five parks at the present time: Rosewood Park, Bandini Park, Bristow Park, Veteran's Memorial Park, and Pacific Mini-Park. The combined area of the five parks total approximately 35.6 acres, and the parks include a wide range of recreational facilities. A new in-door swimming facility, located adjacent to the Civic Center in Rosewood Park, was recently completed. Community meeting rooms are available at the four larger parks. The existing five park facilities that serve Commerce include the following:

- *Rosewood Park.* Rosewood Park consists of 11.6 acres, and is located adjacent to the civic center complex in the Rosewood planning area. The facilities located in this park include a playground, handball court, scout hut, athletic fields, meeting rooms, snack bar, picnic area, and aquatorium. The aquatorium is designed as a complete indoor aquatic physical fitness center. It includes two pools, meeting rooms, a sauna, kitchen, snack bar, and a completely equipped weight room. The new aquatorium was recently completed as part of the overall Rosewood Park/Civic Center improvement program. The city provides swimming lessons and sponsors competitive teams such as a United States Swim Team and Water Polo Team.
- *Bristow Park.* Bristow Park, located in the northwestern portion of the city in the Northwest planning area, is one of the city's older parks. The 11.1-acre park is the second

largest in the city. Many of the facilities were outdated at the time of the previous general plan update, and the city is in the process of implementing a master plan to expand and improve the park. The plan includes renovation of the existing playground equipment, remodeling of the snack bar, provision of additional restrooms, and expansion of the existing soccer field.

- *Veteran's Memorial Park.* This park is located in the extreme southeast corner of the city, in the Southeast planning area. The 9.6-acre park includes picnic facilities, snack bar, athletic fields, batting cages, children's sand play area, spray pool, and an indoor sports center. The Veteran's Memorial Park sports center features racquetball facilities, a physical fitness room, and volleyball and basketball courts. The marksmanship range at the park offers a variety of competitive matches, as well as firearm instruction. The city is exploring the feasibility of constructing a soccer field within an area presently occupied by a baseball field. Other planned improvements include the replacement of the existing batting cages with basketball courts.
- *Bandini Park.* This 3.1-acre park is located in the Bandini/Rosini planning area, and includes a community center, picnic facilities, spray pool, and athletic fields. The park includes the Bandini Community Center, which provides a wide range of indoor facilities and meeting rooms for the surrounding community.
- *Pacific Mini-Park.* This mini-park occupies 0.24 acres of land in the Emil neighborhood, also located in the Southeast planning area. The park is considered a "pocket" park, meaning that it provides limited park facilities and services to the immediate area. The Pacific Mini-Park contains a tot lot with playground equipment, and picnic tables are also available. The city intends to install additional playground equipment and picnic facilities at this park.

The existing facilities serving the city of Commerce are summarized below in Table 6-1. In addition to the aforementioned parks, the city maintains a variety of more specialized facilities, and operates a diverse range of recreational programs for city residents. A large sports center and a marksmanship range are located at Veteran's Memorial Park. The Parks and Recreation Department also provides facilities for senior citizens at the Dean Mericle Senior Center. In addition, the Parks and Recreation

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Department offers a variety of pre-school programs at all the parks, and organizes excursions such as family ski trips, whale watching excursions, and trips to local amusement parks. The city's parks and recreation facilities are open to all residents who

purchase activity cards, which are available for a nominal fee. Industrial "residents" may also purchase activity cards, which allow them to participate in the industrial resident program.

**Table 6-1  
Parks in the City of Commerce**

Planning Area	Acreage	Facilities and Improvements
<b>Rosewood Park</b>		
Rosewood 5600 Harbor St.	11.6 acres	Playground and Picnic Area, Scout hut, Athletic fields, Aquatorium
<b>Bristow Park</b>		
Northwest 1466 S. McDonnell Ave.	11.1 acres	Playground, Snack Bar, Soccer Field
<b>Veteran's Memorial Park</b>		
Southeast 6364 Zindell Ave.	9.6 acres	Picnic Facilities, Snack Bar, Athletic Fields, Batting Cages, Sand Play Area Spray Pool, Marksmanship Range, Indoor Sports Center with racquetball facilities; physical fitness room; volleyball courts; basketball courts
<b>Bandini Park</b>		
Bandini-Rosini 4725 Astor Ave.	3.1 acres	Community Center, Picnic Facilities, Spray Pool, Athletic Fields
<b>Pacific Mini-Park</b>		
Southeast	0.24 acres	Playground, Picnic Facilities

### **6.5.3 Open Space Standards and Adopted Land Use Policy**

Using standards recommended by the National Recreation and Parks Association (NRPA), neighborhood parks should serve a population of 2,000 to 10,000 persons and have a service area radius of one-third to one-quarter mile. In addition, the NRPA recommends a minimum of 2.5 acres of park space per 1,000 residents. The existing park area in the city meets NRPA standards, with a parkland/population ratio of 2.5 acres per 1,000 persons. In addition, the special recreational facilities available to the residents exceed standards established by the NRPA. The existing parks, with both existing and proposed facilities, are anticipated to adequately serve the needs of the community

during the timeframe considered in the general plan. The potential increase in the city's population that will need to be served by these facilities is directly related to the nature and extent of future development in the city. The Community Development Element is specifically concerned with the identification of future development in the city, and serves as a guide for both the type, location, and density of future land use.

Under the ultimate build out population is achieved, the city will require approximately two additional acres of parkland to maintain the current recommended standard of 2.5 acres per 1,000 residents. Commerce currently provides park area and recreation programs well above the standards recommended by the NRPA. As the city's population grows, the population/open space ratio will decline.

However, as a policy, the city will maintain the minimum standard of 2.5 acres of park space per 1,000 residents. Exhibit 6-1 delineates existing and proposed park areas. These sites correspond to the “parklands” land use designation areas shown on the general plan land use map.

#### **6.5.4 Proposed Park Improvements**

As indicated previously, the city currently exceeds the standard of one acre per 2,500 residents. The city will continue to maintain or exceed this standard. While an additional pocket park in the Ferguson neighborhood would further augment existing park acreage, Commerce is largely developed, and limited land is available for the development of new and large parks. On the other hand, the distribution of parks in the city indicates that the northwestern portion of the city (the Ferguson neighborhood) is not adequately served by an existing park. This deficiency has been addressed through the creation of a *Park Development Overlay Zone* for the Ferguson planning area.

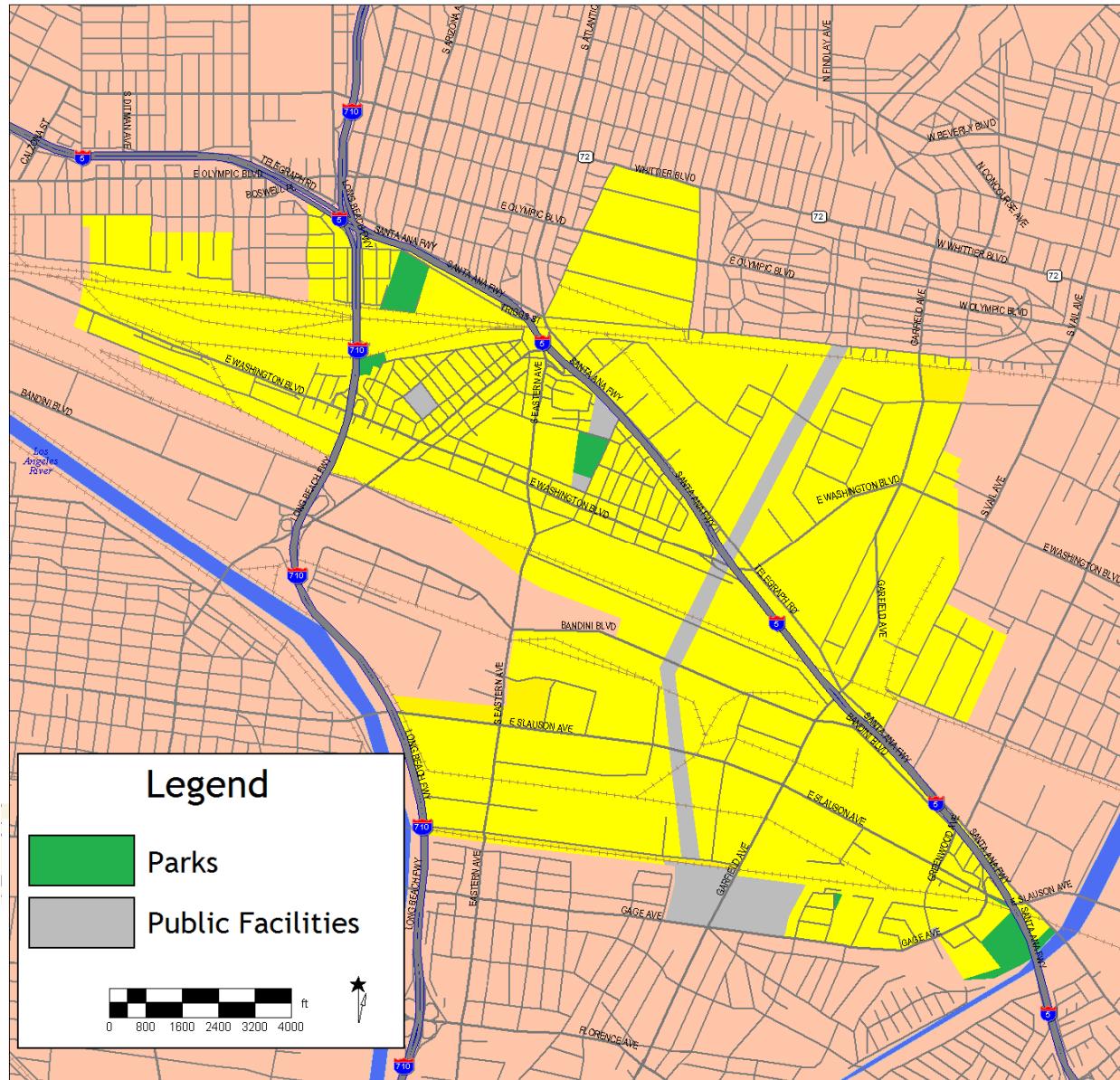
There may be opportunities for the development of recreational open space in the city over the life of this general plan. Privately owned land cannot be designated for public use in the general plan unless the private land will be acquired. For this reason, a park overlay designation has been indicated in

Exhibit 5-1, which shows those areas of the city that may be considered good candidates for park development. The Commerce Parks and Recreation Department has identified a number of improvements that it intends to implement over the life of the general plan. These improvements include the following:

- *New Ferguson Park.* The city will investigate the feasibility of constructing a new pocket park in the Ferguson neighborhood.
- *Rosewood Neighborhood.* A new indoor basketball court designed to serve the city is proposed. This facility will be located within the existing Civic Center North Annex on Harbor Street.
- *Bristow Park.* The existing soccer field at Bristow Park will be expanded. In addition, the playground equipment and restrooms will be remodeled. Finally, park improvements will be upgraded to ADA standards.
- *Veteran’s Park.* The city will evaluate the feasibility of installing a soccer field at Veteran’s Park and replacing the existing batting cages with basketball courts.



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**Exhibit 6-1  
Open Space Plan**

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## **Section 7 • Safety Element**

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## **7.1 Introduction to the Element**

This Safety Element establishes city policy relative to the reduction and mitigation of natural and manmade hazards that must be considered in future planning and decision-making. The public's health and safety has been an important component of the city's general plan due to the city's location in a seismically active region. The element's scope has been expanded to include flooding, fire, hazardous materials, public safety, emergency preparedness and response, and noise.

This Safety Element meets the state's requirements for a safety element and noise element. The element is concerned with identifying these hazards and providing ways to reduce the risk of property damage, injuries, or loss of life associated with living in an urban environment. State law requires every safety element to include the following:

- The identification, mapping, and appraisal of seismic hazards that should be of concern to planning and future development, including areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves (Section 65302(f));
- An appraisal of mudslides, landslides, and slope stability that might occur as a result of a seismic disturbance (Section 65302(f)); and,
- The identification of the potential for fires and other natural and manmade disasters and measures designed to reduce the loss of life, injury, and damage to property (Section 65302(i)).

This element contains a plan that identifies evacuation routes and the locations of emergency shelters. The Safety Element also emphasizes the importance of emergency preparedness in reducing the impacts of natural and manmade disasters. Effective disaster response requires the cooperation of many governmental agencies. A primary goal of the city is to continue working with other agencies, both to prevent accidents (as much as this is possible) and to minimize risk.

As indicated previously, this element also addresses those issues mandated by the state for consideration in noise elements. The state recognizes that noise may have a significant impact on a community's well being, and therefore requires all jurisdictions to prepare a noise element to identify ways to minimize exposure to excessive noise levels.

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### **Early Safety Element Requirements**

The seismic safety element was one of the first mandatory general plan elements. Since 1970, changes in planning law required those issues previously considered in seismic safety elements to be incorporated into "safety elements," the scopes of which were broadened to consider other safety-related issues of concern. Seismic hazards, though, continue to be a central theme of the Safety Element of the Commerce General Plan. Since the last update, the City has experienced the damaging effects of two nearby earthquakes...the 1987 Whittier earthquake and the 1991 Northridge earthquake. Both of these earthquakes revealed that there was a much more extensive fault system underlying the Los Angeles Basin compared to what was previously thought. It is probable that an earthquake of even greater intensity will occur sometime during the "life" of this General Plan.

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The state guidelines are very specific as to the content of noise elements. Government Code Section 65302(f) indicates that the noise element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the government code requires that the element analyze and project noise levels for:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations; aircraft over flights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operations;
- Local industrial plants, including, but not limited to, railroad classification yards; and,
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.

Because land use patterns in Commerce generally are well established, this element focuses on resolving existing noise concerns.



**Commerce is surrounded by freeways that are located adjacent to residential neighborhoods. An accident on a freeway where there is a chemical spill could affect nearby residents.**

The policies related to noise issues stress the importance of protecting residents from excessive noise. Complementary policies, and programs that address noise impacts, are also found in the Community Development and Housing Elements. The Safety Element is organized according to the following sections, reflecting the format of the other Elements included in the Commerce General Plan:

- The *Introduction to the Element* section provides an overview of objectives with respect to health and safety, summarizes key issues, and discusses this element's relationship to the other general plan elements.
- The *Issues and Opportunities* section outlines those issues and variables that must be considered in future planning and development.
- The *Health and Safety Policies* section states the city's vision with respect to emergency
- The *Health and Safety Programs* section describes those programs that will be effective in implementing health and safety policies.
- The *Health and Safety Plan* indicates standards and plans related to emergency preparedness, response, and environmental health.

## 7.2 Issues & Opportunities

The following issues associated with public health and safety are addressed by the policies contained in this element:

- Southern California's faults have the potential to cause considerable damage in Commerce and in the surrounding region. Geologic studies indicate that, while Commerce would undergo noticeable ground shaking in the event of an earthquake, the city would not likely be exposed to secondary seismic hazards such as ground settlement, landsliding, and tsunamis.
- Historically, earthquakes that have had a significant impact on Commerce are centered along the Newport-Inglewood fault zone. The 1933 Long Beach earthquake resulted in substantial damage in Commerce. An earthquake produced by this fault zone has the potential to cause more intensive ground shaking in Commerce than an earthquake along the better-known San Andreas fault.

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### Recent Earthquakes Affecting the City

The October 1, 1987 Whittier earthquake damaged some 50 businesses and 12 homes in the city. The city subsequently learned that Camp Commerce, located in the San Bernardino Mountains, was situated over an active fault trace. This revelation led to the city's purchase of a second campsite with no known geological hazards. The more recent 1991 Northridge earthquake was responsible for slight damage in the city. The greatest threat, however, is related to the Newport-Inglewood Fault, located approximately 5 miles to the south. This fault was responsible for the 1933 Long Beach Earthquake.

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- Large-scale flooding in Commerce could result from the failure of the Garvey Reservoir Dam, located in Monterey Park, or flooding from the Los Angeles or Rio Hondo Rivers. Failure of the Garvey Reservoir (located approximately two miles southeast of the intersection of Garfield Avenue and Graves Avenue in Monterey Park) could reach the city approximately 15 minutes after initial failure of the dam. Floodwaters would primarily impact industrial and commercial development, although portions of the Rosewood, Bandini-Rosini, and Southeast planning areas may also be inundated.

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- The Los Angeles and Rio Hondo Rivers convey floodwaters from the upper San Gabriel and San Fernando Valleys, through central Los Angeles County, and ultimately to the Long Beach Harbor. In the event of system overload, isolated portions of the city may be subject to flooding. In particular, the Veteran's Memorial Park area and industrial development south of Slauson Avenue could be flooded. The majority of the city, however, is located outside of any flood zone designated as such by the Federal Emergency Management Agency (FEMA).
- Commerce contains many industries that use, produce, and store a variety of hazardous materials. In addition, the freeways and railroads that traverse the city carry relatively high volumes of industrial traffic. In the event of a hazardous materials spill, people may need to be evacuated quickly. Inactive landfill sites are located within the city, requiring special treatment and consideration in land use decisions.
- Sound land use planning and emergency preparedness planning can reduce the risk of injury and property loss if an accident occurs. Recently enacted "right-to-know" laws enable city and county officials, as well as the public, to identify high-risk industries, and to work toward minimizing the exposure of persons to potential hazards.
- Because the city's industries store great quantities of flammable materials (paper products, chemicals, solvents), extra measures need to be taken to ensure adequate fire safety. The Fire Department provides fire protection services to Commerce and maintains a comprehensive inspection program that reduces the potential for accidents.
- Law enforcement services are provided to the city through a contract with the Los Angeles County Sheriff's Department. Overall, the calls for service within the city have increased, though the greatest proportion for service calls are related to non-criminal activities. Calls for service related to criminal activities have actually declined in recent years, as have gang-related incidents.
- The traffic on the freeways, streets, and railways that traverse the city are the primary contributors to urban noise. To a lesser degree, the city's industries are also sources of stationary noise. Because outdoor manufacturing activities are largely prohibited, much of the noise emanating from industrial operations is related to trucking.
- The high volumes of truck traffic, particularly on local streets, are responsible for the relatively high daytime noise levels. Noise measurements taken near arterial roadways and the freeway reveal that traffic noise levels may exceed 90 dBA. The majority of the city, however, is located within areas where the outdoor ambient noise levels often exceed 65 dBA during the daytime periods.
- The city's rail yards also account for high levels of localized noise. The Union Pacific and Burlington Northern & Santa Fe rail yards serve as a major distribution center for rail-transported goods. Rail traffic, truck traffic, and loading and unloading operations produce significant levels of noise during the day.
- Normal urban activity generates localized noises that may cause particular problems in residential neighborhoods. Stereos, lawnmowers, slow-moving vehicles, and even playing children can generate levels of noise that some people may find disruptive.

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### How Does the City Rate?

Every city has a rating (referred to as an ISO Rating) that is an important consideration that insurance companies use in determining property insurance rates. This ISO rating uses a scale of 1 to 10 (with 1 being the best) to ascertain the level of fire protection services in a community. A number of factors are considered in determining a community's rating. These include response times, water availability, and other variables. The City has a relatively good ISO rating of 2.

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## 7.3 Health and Safety Policies

The objectives of this element, and the policies and programs contained herein, seek to accomplish the following:

- To minimize the loss of life and damage to property, resulting from an earthquake;
- To ensure that the city is prepared to respond to emergencies produced by a variety of hazards;
- To reduce the threat of fire upon human life and structures in the city;

- To recognize and mitigate the effects of flooding upon human life and structures in the city;
- To ensure that hazardous wastes are properly collected, transported, and disposed of;
- To establish criteria and enforce standards to control noise levels from both mobile and stationary sources as a means to minimize excessive noise exposure to city residents; and,
- To ensure that land uses and development do not negatively impact the natural environment of the city.

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**The Master Environmental Assessment...**

The Environmental Impact Report (EIR) includes a detailed inventory of both the services available to respond to an emergency or disaster, as well as those hazards that need to be considered in future planning and development. The EIR describes the geological constraints (primarily liquefaction risk) and the potential for flooding and inundation, and documents the various locations in the city that are known to handle hazardous materials.

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### **7.3.1 Issue: Emergency Services: Fire**

The city has maintained a contract with the Fire Department since incorporation. The Department currently operates three stations in the city, and the fire protection rating overall is very good. The city, through the following policies, remains committed to the Fire Department's on-going prevention and inspection programs, and the continued maintenance of the high standards related to emergency response.

- *Safety Policy 1.1.* The city of Commerce will strive to respond to all in-city emergency incidents within a five-minute or less response time.
- *Safety Policy 1.2.* The city of Commerce will continue to support the efforts of the fire department in the prevention and suppression of fires.
- *Safety Policy 1.3.* The city of Commerce will ensure that the public and private water distribution and supply facilities have adequate capacity to meet both the domestic supply

needs of the community and the required fire flow.

- *Safety Policy 1.4.* The city of Commerce will encourage city water purveyors to meet regularly with Fire Department officials to discuss the condition and capabilities of the city's water system.
- *Safety Policy 1.5.* The city of Commerce will ensure that all street signs shall be clearly marked and visible to all emergency personnel.
- *Safety Policy 1.6.* The city of Commerce will ensure that the Fire Department will be included in the environmental review of any large development to ensure that fire prevention and suppression features have been considered in the overall design.
- *Safety Policy 1.7.* The city of Commerce will ensure that structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a timeframe established by the Fire Department.
- *Safety Policy 1.8.* The city of Commerce will ensure that the Fire Department will be provided by those facilities that are deemed necessary to enable it to provide services at levels desirable to both the city and the county.



Caltrans recently completed construction of sound walls along the I-5 Freeway.

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### **7.3.2 Issue: Emergency Services: Law Enforcement**

The city has also utilized the services of the Los Angeles County Sheriff's Department since incorporation. The Sheriff's Department maintains one substations in the city. In addition, the Sheriff's Department is able to draw on its extensive resources at the East Los Angeles Station, should the need arise. As indicated in the following policies, the city remains committed to the support of those services provided by the Sheriff's Department.

- *Safety Policy 2.1.* The city of Commerce will ensure that law enforcement services continue to meet the public safety needs of the community.
- *Safety Policy 2.2.* The city of Commerce will encourage the Los Angeles County Sheriff's Department and Commerce safety specialists to develop better people skills with our residents, such as "Wave - Smile - Say Hello," and the ongoing evaluation of law enforcement services will continue to be implemented.
- *Safety Policy 2.3.* The city of Commerce will continue to work with the Los Angeles County Sheriff's Department to suppress gang activity in the city.
- *Safety Policy 2.4.* The city of Commerce will require defensible space designs in all new developments.
- *Safety Policy 2.5.* The city of Commerce will encourage existing developments to practice crime prevention by providing outdoor lighting, maintaining low-level landscaping, and supplying private on-site security patrols or security systems.

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#### **General Plans and Seismic Safety...**

The Seismic Hazards Mapping Act (Public Resources Code 2699) directs cities and counties to take into account information provided in the available seismic hazards maps when the jurisdiction adopts or revises the safety element of its general plan. The California Division of Mines and Geology recently completed seismic hazards maps for most of Los Angeles County, including that portion in which the city of Commerce is located. The pertinent map indicates that the majority of the city is located in an area that may be subject to liquefaction risk.

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As part of redevelopment, older contaminated sites are undergoing remediation and clean up.

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### **7.3.3 Issue: Emergency Services: Infrastructure**

Following an earthquake, or any other disaster, the ability of the infrastructure to accommodate post-disaster demand is critical. The city has been able to implement a long-range program designed to upgrade its critical infrastructure. These efforts will be continued with the adoption and implementation of the following policies.

- *Safety Policy 3.1.* The city of Commerce will continue to cooperate with the efforts of other agencies and special districts involved in monitoring the city's water and sewer systems.
- *Safety Policy 3.2.* The city of Commerce will contribute toward the maintenance of a wastewater treatment system sufficient to protect the health and safety of all residents and businesses.
- *Safety Policy 3.3.* The city of Commerce will continue to request local water purveyors to provide the city with periodic reports concerning water quality.

### **7.3.4 Issue: Natural & Manmade Hazards**

The city's historic development predated many of the regulations that were enacted in the 1970s continuing up to the present time. Many of the materials used in construction, and the byproducts of industry used prior to 1960, are now known to be

unhealthy. Through redevelopment, the implementation of inspection programs, and the rigorous application of the California Environmental Quality Act, the city has significantly reduced the community's risk of exposure to potential hazardous substances. These programs, and others, will be continued as part of the implementation of the following policies.

- *Safety Policy 4.1.* The city of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards.
- *Safety Policy 4.2.* The city of Commerce will work with other agencies to reduce the potential flood hazard in the city.
- *Safety Policy 4.3.* The city of Commerce will work with the Los Angeles County Department of Building and Safety to identify and monitor those buildings that may represent a risk in the event of a major earthquake.
- *Safety Policy 4.4.* The city of Commerce will work with Federal, State, and county agencies, as well as the Industrial Council, to protect all city residents and workers from hazardous materials and the risks associated with the transportation of these materials.
- *Safety Policy 4.5.* The city of Commerce will work with the Fire Department to enforce "right to know" laws.
- *Safety Policy 4.6.* The city of Commerce will maintain a city liaison officer who will continue to work with the Fire Department to monitor the production, use, and storage of hazardous materials.
- *Safety Policy 4.7.* The city of Commerce will establish an environmental review procedure that will assess the impact of new potentially hazardous industrial uses on adjacent residential neighborhoods.
- *Safety Policy 4.8.* The city of Commerce will work with the Los Angeles County Sheriff's Department to enforce the use of the hazardous materials transport routes identified in the Public Safety Element.
- *Safety Policy 4.9.* The city of Commerce will encourage the proper disposal of hazardous

waste materials produced, used, and stored within the city's limits.



There are a number of older industrial areas that have narrow streets that increase the potential for traffic accidents.

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### **7.3.5 Issue: Emergency Preparedness**

Since the adoption of the last general plan, two major damaging earthquakes have affected Commerce and the surrounding region. In the event of a major earthquake, post-disaster recovery efforts will largely be limited to those resources available at the local level during the first 24 to 48 hours following an earthquake. As a result, emergency preparedness is critical to a timely and comprehensive post-disaster response. The following policies underscore the city's commitment in doing its part to prepare the community for a major earthquake and other potential emergencies.

- *Safety Policy 5.1.* The city of Commerce will continue to support the efforts of public safety officials to educate the public in preparing for a major and destructive earthquake.
- *Safety Policy 5.2.* The city of Commerce will continually update the emergency preparedness plan to respond to changing needs.
- *Safety Policy 5.3.* The city of Commerce will prepare a mini-emergency preparedness plan that may be distributed to households and businesses in the community, and will delineate evacuation routes, emergency response procedures, and other items as deemed necessary. (This plan must include the cable system as a source of emergency information on an ongoing basis as these emergencies occur. Emergency information should be monitored and

either changed or modified once it becomes obsolete or impractical.)

- *Safety Policy 5.4.* The city of Commerce will encourage city leaders and those persons living or working in the city to be trained as emergency response personnel.



The Santa Ana Freeway is located on the other side of the sound wall shown in the photograph.

### **7.3.6 Issue: Noise Control Measures**

Noise levels may be significantly reduced by employing relatively simple design measures, such as the use of sound walls, extra insulation, double-paned windows, etc. The following policies underscore the city's continued efforts to control noise exposure through land use planning and building design.

- *Safety Policy 6.1.* The city of Commerce will ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.
- *Safety Policy 6.2.* The city of Commerce will work with businesses in the city and other public agencies to identify ways to reduce noise impacts throughout the city.
- *Safety Policy 6.3.* The city of Commerce will continue to enforce the existing city's noise control ordinance.
- *Safety Policy 6.4.* The city of Commerce will incorporate noise considerations into land use planning decisions.

- *Safety Policy 6.5.* The city of Commerce will prohibit noise-intensive land uses adjacent to or near residential areas, schools, convalescent homes, and other noise-sensitive receptors.
- *Safety Policy 6.6.* The city of Commerce will encourage acoustical design in all new construction.
- *Safety Policy 6.7.* The city of Commerce will require additional landscaping in industrial and commercial projects to help reduce noise impacts through increased setbacks.
- *Safety Policy 6.8.* The city of Commerce will evaluate and implement measures to control stationary non-transportation noise impacts.
- *Safety Policy 6.9.* The city of Commerce will continue to use the Sheriff's Department or expand the responsibility of the city's Code Enforcement Division to monitor and respond to noise complaints.
- *Safety Policy 6.10.* The city of Commerce will establish and maintain coordination among the city agencies involved in noise abatement.

### **7.3.7 Issue: Noise Control from Mobile Sources**

As indicated in the previous section, the city's location near the regional freeway network, the presence of major roadways that carry large volumes of truck traffic, and the numerous railroad facilities in the city, have all contributed to a relatively noisy environment. The following policies underscore the city's continued efforts to control noise exposure through design measures that will be effective in reducing the effects of transportation-related noise.

- *Safety Policy 7.1.* The city of Commerce will strive to reduce railroad noise impacts in the vicinity of Astor Avenue.
- *Safety Policy 7.2.* The city of Commerce will work with Union Pacific Railroad to reduce noise impacts from railroad operations in the vicinity of Washington Boulevard.
- *Safety Policy 7.3.* The city of Commerce will provide for measures to reduce noise impacts from transportation-related noise sources.
- *Safety Policy 7.4.* The city of Commerce will evaluate the feasibility of constructing sound

barriers to mitigate transportation-related noise from railroads and the freeways.

- *Safety Policy 7.5.* The city of Commerce, together with the railroads, will consider the feasibility of constructing sound walls wherever residential uses abut railroad rights-of-way.
- *Safety Policy 7.6.* The city of Commerce will ensure the inclusion of noise mitigation measures in the design of new roadway projects.
- *Safety Policy 7.7.* The city of Commerce will mitigate potential impacts for future helicopter operations by restricting residential uses in the vicinity of the heliports.
- *Safety Policy 7.8.* The city of Commerce will mitigate noise impacts related to truck loading and unloading (including garbage trucks) by requiring trash pick-up to be changed to daytime periods.

### **7.3.8 Issue: Environmental Justice**

The following policies underscore the city's continued commitment to identifying strategies that will improve the community's overall safety. The policies contained in this section promote education and prevention as a means to address a number of safety-related issues.

- *Safety Policy 8.1.* The city of Commerce will work to minimize hazards to public health, safety, and welfare, and prevent loss of life, bodily injury, and property damage resulting from natural and manmade phenomena.
- *Safety Policy 8.2.* The city of Commerce will provide public safety information focusing on the prevention of accidents that may be life-threatening or result in property damage.
- *Safety Policy 8.3.* The city of Commerce will continue to provide adequate levels of emergency services to meet existing and projected demand through the maintenance of contracts with emergency service providers.
- *Safety Policy 8.4.* The city of Commerce will continue to encourage coordination among city officials, and between the city and other agencies, that provides disaster response and relief services.

- *Safety Policy 8.5.* The city of Commerce will cooperate with, and support in every way possible, the federal, state, and county agencies responsible for the enforcement of health, safety, and environmental laws.

## **7.4 Health & Safety Programs**

The following programs will either be continued or implemented as part of this General Plan.

- *Building Code Review.* The city will periodically review, and if necessary, modify the city's Building Code (Los Angeles County) to reflect current technology and regulations. Procedures for the periodic review of the Building Code will be identified by the Community Development Director. Review will be undertaken by designated individuals to identify appropriate changes that should be considered. Following this review, amendments to the city's Building Code will be made, as required.
- *Code Enforcement.* A significant cause of damage, injury, and loss of life to fire involves unsafe structures with poor or obsolete wiring or construction materials. The Building Code contains regulations regarding construction techniques and materials that may be effective in eliminating or reducing the spread of fire. Code enforcement will also ensure that the city's noise control ordinance is adhered to. For this reason, ongoing code enforcement efforts are an important implementation program within this element.
- *Disaster Response Database.* In the event of a major earthquake or other major disaster, persons living or working in the city may need to be self-sufficient for up to 72 hours before the results of any major relief efforts are realized. Under this program, a database will be created to identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search-and-rescue. The database would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. This information, and the appropriate procedures, would then be incorporated into the city's emergency preparedness plan.
- *Fire Prevention.* The city shall continue to work with the Fire Department to promote fire prevention and fire safety programs. The city shall also encourage periodic inspections of existing structures by the fire department for compliance with fire safety standards and

practices. All new development plans must be submitted to the fire department for review and comment during the plan check process. This review must be completed for the development process to continue. New development must conform to any applicable standards and regulations.

- *Hazardous Materials Control.* The city shall continue to cooperate with county, state, and federal agencies involved in the regulation of hazardous materials' storage, use, and disposal. The city shall work with the fire department in requiring hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The fire department shall also work with local law enforcement officials in regulating the transport of hazardous materials through the city. The city will continue to promote the safe disposal of "hazardous and toxic substances" used in private households through the support of "Hazardous Materials Collections" conducted at specific locations and times within the city.
- *Police & Fire Services Review.* Commerce shall regularly review the adequacy of law enforcement services and fire protection and emergency services in the city. This review effort shall be a component of the annual budget review of the contract with the departments, and the city shall work with the sheriff's department and the fire department to correct any identified deficiencies. Local law enforcement officials and fire department representatives shall also continue their review of any proposed development plans. Annual reports concerning each Department will be submitted to the city Council for consideration.
- *Environmental Review.* The city shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas related to public safety that may be addressed in the environmental analysis include: earth and geology, risk of upset, public services, and flood risk. In compliance with CEQA, the city shall also assign responsibilities for the verification of the implementation of mitigation measures. The city's environmental review procedures are in place.
- *Emergency Preparedness Plan.* The city currently maintains a *Multi-Hazard Functional*

*Plan* that outlines responsibilities and procedures the city will follow in the event of an emergency or citywide disaster. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The city shall regularly update its Multi-Hazard Functional Plan for Emergency Operations.

- *Fire Safety Development Review Program.* Certain design standards have been established by the city of Commerce and the fire department to ensure that site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, clearance around structures, location of fire hydrants, etc.

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#### **Early Flooding in the City**

in 1906, the Rio Hondo River and the Los Angeles River were largely unimproved. More significantly, the extensive upstream flood control improvements had yet to be installed. As a result, the area experienced severe flooding following a period of intense rainfall. The resulting flood severely damaged the only school that served the area. More recently, the U.S. Army Corps of Engineers determined that the surrounding area remained at risk from flooding. As a result, most of the surrounding cities have been placed in an *AR* flood zone designation, indicating there is a risk from flooding until new channel and levee improvements along the Rio Hondo and Los Angeles Rivers are in place.

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## **7.5 Health & Safety Management**

The graphic depiction of the city of Commerce's official policy relative to environmental hazards is presented on Exhibit 7-1, Safety Policy Plan. This map illustrates those areas within the city that are impacted by natural and manmade hazards, and that should be considered in future land use planning. The information illustrated on the Safety Policy Plan includes existing seismic hazards, soil hazards, and flood hazards that impact the community. These hazards are identified to alert the city to the naturally occurring hazards that are to be mitigated in order to reduce the risk to life and property in the city. The city's official policy relative to noise hazards is presented on Exhibit 6-2, Predicted CNEL Noise Levels. This map indicates those areas within the city that will be subject to excessive noise levels

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in the future without mitigation. Appropriate measures should be implemented as a means to reduce the effects of noise exposure in these areas.

The development policies and standards described in the Safety Element provide the foundation for Exhibits 6-1 and 6-2. These exhibits should be used as a general guide for the identification and location of naturally occurring or manmade hazard areas in the city. In addition, Exhibit 6-2 (Predicted CNEL Noise Levels) should be used as a guide to determine where measures to reduce interior noise levels will be required for new residential developments.

To regulate development within flood hazard areas, the city of Commerce utilizes the designations contained within the flood insurance rate maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA) to denote areas impacted by 100-year storm events. The intent of the federal and city regulations is to protect public health, safety, and welfare, and to minimize public and private losses caused by flooding.

There are a large number of federal and state regulations that govern the manufacturing, use, storage, and/or disposal of hazardous substances. The great majority of the federal regulations governing environmental quality are found in Title 40 of the Code of Federal Regulations (CFR Title 40). The state's regulations are contained in the State of California Health and Safety Code (Division 20) and Government Code (Title 22).

### **7.5.1 Noise and Land Use Compatibility**

Years ago, the state Office of Noise Control prepared *Guidelines for the Preparation and Content of Noise Elements of General Plans*. These guidelines indicated the compatibility of noise-sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or Ldn.

Residential uses are normally unacceptable in areas exceeding 70 dB CNEL; and conditionally acceptable between 55-70 dB CNEL for low-density single-family dwelling units, duplexes, and mobile homes, and between 60-70 dB CNEL for multiple-family units. Schools, libraries, hospitals, and nursing homes are treated as noise-sensitive land uses, requiring acoustical studies within areas exceeding 60 dB CNEL. Commercial/professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL, and are conditionally acceptable within 67 to 78 dB CNEL (for commercial/professional offices only).

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#### What is a decibel?

The decibel is a measurement of sound level pressure. The noise levels associated with various activities are provided below:

##### Noise Level Activity in Decibels

Very quiet night	10 dB
Library	35 dB
Refrigerator	45 dB
Light traffic	45 dB
Air conditioner	60 dB
Freeway traffic (50 ft.)	80 dB

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### **7.5.1 Noise Control Standards**

The city of Commerce maintains a number of ordinances to regulate noise levels within the city.

- Section 5.24.010 of the Municipal Code regulates the noise from sound trucks used for advertising. This section of the city's Municipal Code prohibits sound levels from speakers on vehicles to be audible from a distance of 200 feet.
- Section 8.04.840 of the Municipal Code is concerned with nuisance noise caused by domestic animals.
- Section 9.04.020 prohibits unreasonable loud noise and considers the making of loud noise as "disorderly conduct."
- The city's Noise Control Ordinance, together with the General Plan, establishes exterior noise standards for a wide range of land uses in the city. Residential uses, hospitals, schools, and churches are considered "noise-sensitive," and the following standards apply: between the hours of 7:00 p.m. and 10:00 p.m., external ambient noise levels must not exceed 60 dBA; between the hours of 10:00 p.m. and 7:00 a.m., external ambient noise levels must not exceed 50 dBA.

The code also regulates noise levels for nonresidential land uses. For these land uses, the following standards apply: between the hours of 7:00 a.m. and 10:00 p.m., external ambient noise levels must not exceed 75 dBA; between the hours of 10:00 p.m. and 7:00 a.m., external ambient noise levels must not exceed 65 dBA. The noise control ordinance also makes it unlawful for the generation

of specific noise levels for specific periods of time:

- The noise standards may not be exceeded by 5 dBA for more than 15 minutes in any given hour;
- The noise standards may not be exceeded by 10 dBA for more than 5 minutes in any given hour;
- The noise standards may not be exceeded by 15 dBA for more than one minute in any given hour; and,
- The noise standards may not be exceeded by 20 dBA for any period of time.

For land use planning purposes, the city has recognized land use and noise compatibility standards for various land uses in the City. These standards are indicated in Table 7-1.

**Table 7-1  
Noise and Land use Compatibility Standards**

Land Use	Desirable Maximum	Maximum Acceptable
Low-Density Residential	55 dBA	65 dBA
Medium-Density Residential	60 dBA	65 dBA
High-Density Residential	65 dBA	70 dBA
Schools	60 dBA	70 dBA
Office Commercial	65 dBA	75 dBA
Industrial	70 dBA	75 dBA

Source: City of Commerce

### **7.5.2 Noise Control Regulations**

A number of other federal, state, and local agencies have adopted standards and recommended noise criteria to protect people in both the working and home environments. A summary of major existing noise regulations are provided below:

- The Federal Highway Works Administration (FHWA) has established noise exposure standards for different land uses. These standards apply to the planning and design of federally funded highway projects, and are expressed in terms of both equivalent noise level (Leq) and L<sub>10</sub>.

- The Department of Housing and Urban Development (HUD) has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure that projects assisted by HUD provide a suitable living environment. Standards include maximum levels of 65 dB Ldn for residential areas.
- The Noise Control Act of 1972 authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels), and welfare (annoyance levels), with an adequate margin of safety.
- The California Motor Vehicle Code establishes noise standards for those areas not regulated by the federal government. State standards regulate the noise levels of motor vehicles and motorboats; establish noise impact boundaries around airports; regulate freeway noise affecting classrooms, sound transmission control, and occupational noise control; and identify noise insulation standards. The California Motor Vehicle Code sets operational noise limits according to the type of vehicle and date of manufacture.
- Sound Transmission Control Standards contained in the California Administrative Code, Title 24, Building Standards, Chapter 2.35 outline noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. These standards require an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL of an airport, or vehicular or industrial noise source, an acoustical analysis must be conducted to show compliance with the standards.
- The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outlines permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.

### **7.5.3 Implications of Land Use Plan on Health and Safety**

This section provides an overview of the health and safety issues that are unique to each planning area. The purpose of this discussion is not intended to raise alarm, but rather to ensure that these issues are given thoughtful deliberation in the consideration of future development proposals.

#### **7.5.3.1 Bandini-Rosini Planning Area**

Portions of the Bandini-Rosini neighborhood are exposed to traffic noise from Atlantic Boulevard and the Long Beach Freeway. Traffic on the freeway on-ramps and off-ramps at Washington Boulevard impacts the residences adjacent to the ramps. Two elementary schools located within the planning area are also exposed to major noise sources. The Bandini Elementary School is impacted by Long Beach Freeway noise. The Rosewood Park Elementary School is located adjacent to the Santa Ana Freeway, and an insulating block wall has been constructed along the school's northerly border to attenuate noise levels from freeway traffic.

The entire planning area is located within a "microzone" that may be subject to more intense ground shaking in the event of a major earthquake. This is largely due to the nature of underlying soils and the presence of a "perched aquifer" that results in a higher than normal water table. In addition, the planning area is located within an area that the state has determined to be potentially subject to liquefaction in the event of a major earthquake. Finally, the planning area is also located within a designated inundation area from Garvey Reservoir.

#### **7.5.3.2 Rosewood Planning Area**

The land use policy for the Rosewood planning area retains its largely low-density residential character. The planning area is exposed to relatively high levels of traffic noise along Eastern Avenue and Washington Boulevard. Freeway noise is also apparent, even with the presence of a sound wall along the south side of the Santa Ana Freeway. There are also a number of industrial activities located along Eastern Avenue and Washington Boulevard that may handle hazardous materials. This planning area is also located within a "microzone" that may be subject to more intense ground shaking in the event of a major earthquake. In addition, the planning area is located within an area that the CDMG has determined to be potentially subject to liquefaction in the event of a major earthquake.

#### **7.5.3.3 Northwest Planning Area**

The Northwest planning area is impacted by noise from several different sources. The Santa Ana Freeway borders the planning area on the north, and the Long Beach Freeway bisects the area. The Union Pacific Railway line and freight yard are located to the south. Additionally, several industrial uses are scattered throughout the neighborhood, and truck traffic traverses the local streets daily. Sound walls recently have been constructed along the Santa Ana Freeway, but residences adjacent to the Long Beach Freeway and the railroad tracks receive no protection from traffic noise. The entire Northwest planning area is located in an area where the outdoor ambient noise levels often exceed 70 dBA.

The Northwest planning area is also located within the Gaspar Aquifer "microzone," which may be subject to more intense ground shaking in the event of a major earthquake. In addition, the planning area is located within an area that the CDMG has determined to be potentially subject to liquefaction in the event of a major earthquake. The southernmost portion of the planning area is located within a designated inundation area from Garvey Reservoir.

#### **7.5.3.4 Southeast Planning Area**

The Southeast planning Area is predominantly residential, with a mix of other land uses, including commercial, public/quasi-public, parkland, and industrial uses. Land use policy recognizes the potential for land use conflicts between the diverse activities located within the area and, therefore, proposes measures to reduce potential adverse impacts while preserving the existing residential neighborhoods. Within the planning area, there are smaller residential neighborhoods that are separated by transportation corridors or non-residential uses.

The easterly portion of the planning area is subject to relatively high noise levels from traffic on the Santa Ana Freeway, in addition to traffic on Gage Avenue and Slauson Avenue. The planning area is located outside the potential Garvey Reservoir inundation area and the Gaspar Aquifer microzone. Several sites that previously contained contaminated soils have been remediated through the efforts of the city.

#### **7.5.3.5 Ferguson Planning Area**

Residents of the Ferguson planning area are also impacted by railway noise, with over 50 dwelling units backing up to the Union Pacific Railway railroad tracks. This railroad right-of-way is now

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used by a Metrolink for commuter rail transit. Adequate sound attenuation barriers are not provided between the residences and the railroad tracks. The presence of smaller industrial uses located in the midst of homes has also resulted in land use conflicts related to traffic and noise.

### **7.5.3.6 West Commerce Planning Area**

The West Commerce planning area encompasses all of the land area west of the Long Beach Freeway, exclusive of the Northwest planning area. Most of the planning area is designated for future industrial development, reflecting the presence of the Union Pacific rail yards located north of Washington Boulevard, and the variety of heavy and light industrial uses located to the south of Washington Boulevard. No residential land uses are proposed within this planning area.

### **7.5.3.7 Atlantic/Washington Planning Area**

The Atlantic/Washington planning area includes the predominantly commercial/light industrial district along Atlantic and Washington Boulevards. A mix of new and old small-scale commercial and industrial uses line these two major transportation corridors. Also included within this planning area are city hall, and a small area devoted to more intensive industrial uses. The land use policy map designates a portion of this planning area for industrial uses. No residential land uses are existing or proposed within this planning area.

The Atlantic/Washington planning area is also located within the Gaspar Aquifer "microzone," which may be subject to more intense ground

shaking in the event of a major earthquake. In addition, the planning area is located in an area the state determined to be potentially subject to liquefaction in the event of a major earthquake. The entire planning area is also located within the designated inundation area from Garvey Reservoir. Finally, there are a number of active and abandoned oil wells in the area.

### **7.5.3.8 Commerce Park Planning Area**

The Commerce Park planning area includes the southern half of the city, south of Sheila Street, exclusive of the Southeast planning area. With the exception of the Southern California Edison electric power easement bisecting the area, and the Commercial/Manufacturing center at Eastern and Slauson Avenues, the entire planning area is designated for industrial development.

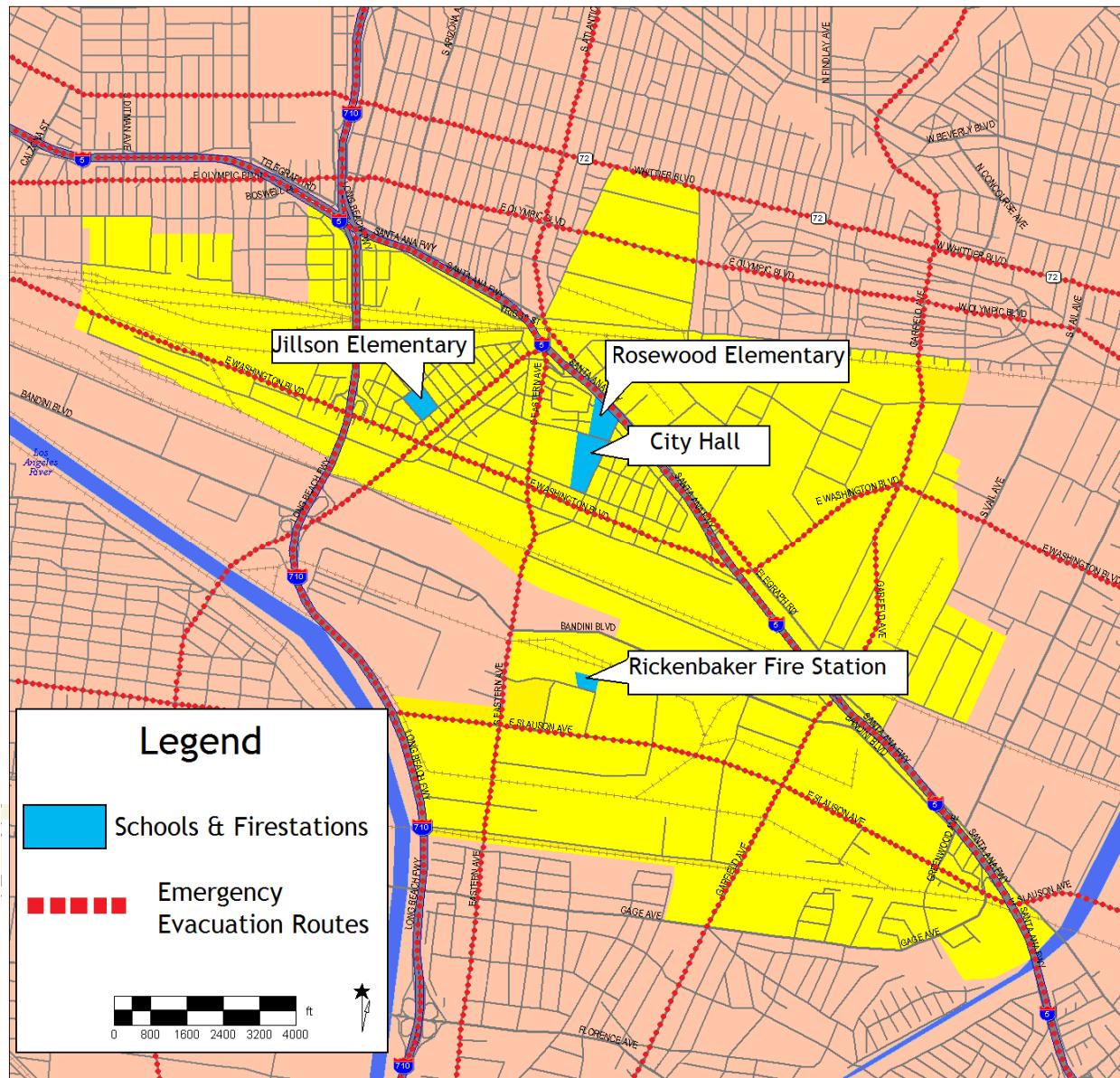
The majority of the Commerce Park planning area is located within the Gaspar Aquifer "microzone" and the state's designated liquefaction risk area. The entire planning area is also located within the designated inundation area from Garvey Reservoir.

### **7.5.3.9 Town Center Planning Area**

The Town Center planning area largely supports industrial land uses, though commercial and entertainment-related uses are both existing and proposed along the northerly frontage of Telegraph Road. The southerly portion of the planning area is subject to relatively high levels of traffic noise from the Santa Ana Freeway, though no land uses located within this area are considered to be noise-sensitive receptors.

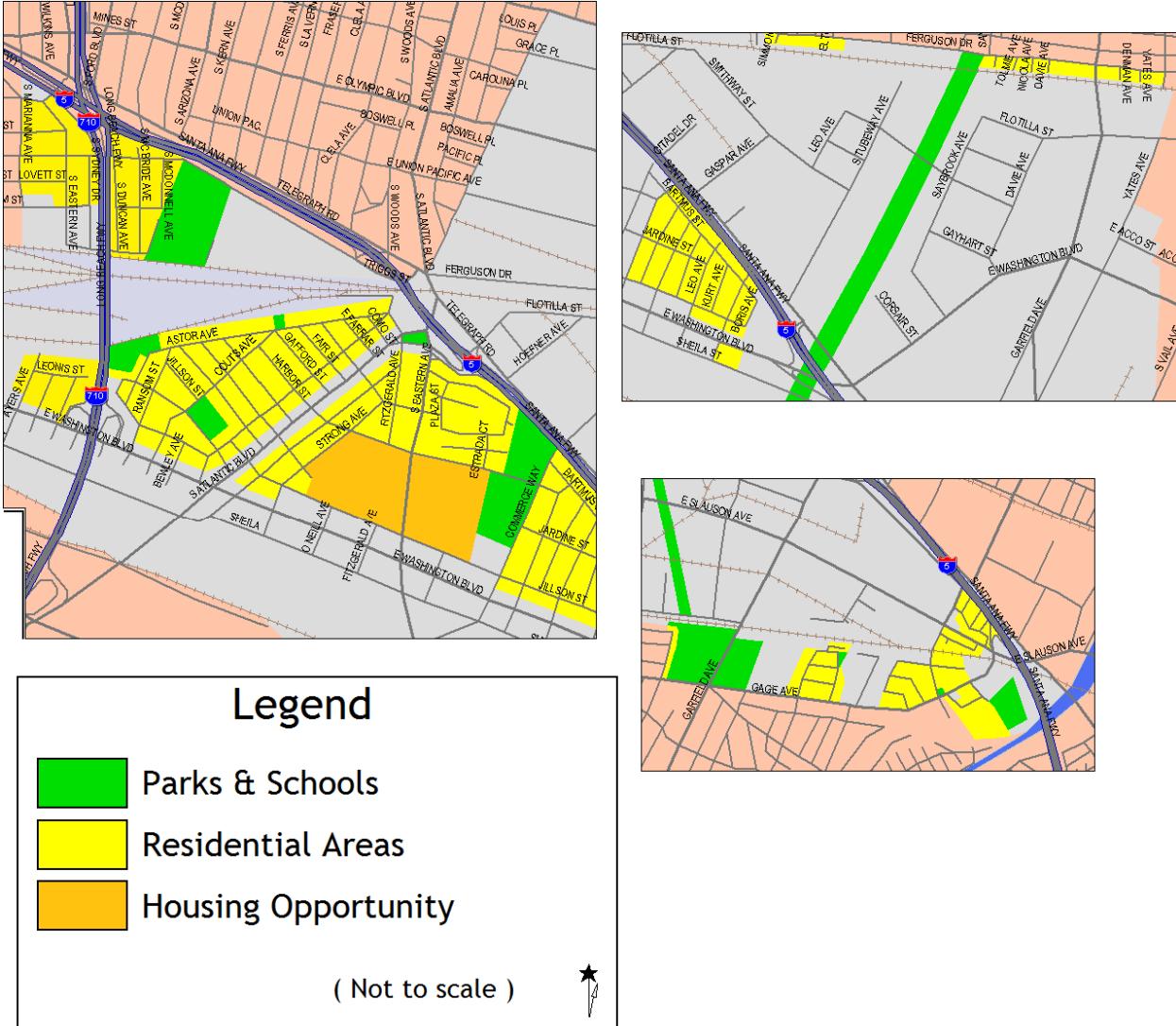


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**Exhibit 7-1  
Safety Plan**

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**Exhibit 7-2  
Sensitive Receptors**

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2010 General Plan**



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## **Section 8 • Air Quality Element**

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## **8.1 Introduction to the Element**

This Air Quality Element serves as a guide for improving air quality within Commerce. This element addresses a wide range of issues related to the generation of both stationary and mobile emissions. The primary objective of the Air Quality Element is to assist ongoing efforts to improve air quality within the region through the implementation of applicable plans and regulations. Towards this end, the city seeks to accomplish the following through the element's implementation:

- To reduce the emissions from stationary and point sources within the city.
- To implement existing regulations concerning the emissions from mobile sources, including diesel emissions from trains and large trucks.
- To promote programs and strategies that will be effective in reducing mobile emissions.

The policies included in this element are consistent with the policies contained within the other general plan elements as well as those regional policies that have been adopted as part of the Air Quality Management Plan. This Air Quality Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the element's scope and content.
- The *Issues and Opportunities* discussion provides an overview of those issues related to land use, economic development, and urban design.
- The *Air Quality Policies* indicate those city policies related to the improvement of both local and regional air quality.
- The *Air Quality Programs* section outlines the programs that will be effective in the implementation of the policies contained in this element.
- The *Air Quality Plan* outlines the specific strategies that will be implemented as a means to protect the community's health from airborne emissions.



The Commerce Waste to Energy Plant has undergone continuous retrofits to decrease stationary emissions.

## **8.2 Issues & Opportunities**

While considerable progress has been made in the decades following the adoption of the Clean Air Act in the 1970s, Southern California's air quality is among the worst in the nation. Key issues that are of concern are summarized in the section.

- The two primary criteria pollutants that remain non-attainment in the local area that are regularly monitored are PM<sup>10</sup> and Ozone. The SCAQMD operates a monitoring station in a number of cities around Commerce including Lynwood, Pico Rivera, and downtown Los Angeles. The monitoring station in Lynwood is typically used to characterize local air quality.
- As indicated above, the region's air quality has shown a steady and gradual improvement since the 1970's when air quality was at its worst. This improvement is largely due to the elimination of many stationary point sources (for example, the many factories and mills that were found in Vernon and Commerce which closed in the 1980s), more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open air fires).
- Ozone continues to be a problem in the SCAB. The maximum 1-hour ozone concentration in the SCAB measured in 2002, was the lowest

concentration since monitoring began. However, ozone concentrations still exceed both the State and Federal clean air standards in some areas. The highest ozone levels in the Southern California region are typically recorded in the Santa Clarita Valley and in the San Bernardino Mountains. The coastal and basin areas of Orange and Los Angeles Counties have not experienced an exceedance of Federal or State ozone standards. There is insufficient data for PM<sup>10</sup> to ascertain any trends in improvement or deterioration.

- The United States Environmental Protection Agency (EPA) is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the “Federal Standards”. The USEPA also regulates mobile emission sources that include automobiles, trucks, aircraft, and recreational vehicles.<sup>1</sup>
- The California Air Resources Board (CARB) is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act, meeting state requirements of the federal Clean Air Act, and the establishment of State ambient air quality standards. The CARB is also responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment. The CARB also established passenger vehicle fuel specifications that became effective in March 1996.
- Because Southern California experiences some of the worst air quality in the nation, the SCAQMD was created in 1977 with passage of the Lewis Air Quality Management Act. This Act merged four county air pollution control agencies into a single regional *special district* as a means to better address Southern California’s air pollution problems.
- The South Coast Air Quality Management District (SCAQMD) is now the principal agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range

<sup>1</sup> Automobiles sold in California must meet the stricter emission standards established by the California Air Resources Board.

plans to improve air quality, and the enforcement of regulations designed to attain and maintain State and Federal ambient air quality standards. The SCAQMD has jurisdiction over a 10,743 square mile area that includes Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County.

- Pollutants are monitored and regulated differently. Criteria air pollutants are measured by ambient air sampling. Criteria air pollutants refer to those pollutants that are subject to both Federal and State ambient air quality standards as a means to protect public health. The Federal and State standards have been established at levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health.
- The SCAB experiences very persistent temperature inversions that limit the vertical mixing of air, thus trapping and concentrating pollutants near the ground. During the summer months, a cool marine air layer is located at the surface of coastal areas and a warm, sinking air layer is located within a high-pressure cell located over the Pacific Ocean. Because of the differential heating and cooling of the marine and land areas, a weak local diurnal pattern of wind carries pollutants eastward during the day. The air masses near the coast are relatively clean though they become more polluted as they move eastward over the urban areas. This polluted air, coupled with the photochemical effect of the sun on reactive organic gases, results in the creation of smog.

## **8.3 Air Quality Policies**

The city seeks to accomplish the following through the element’s implementation:

- The reduction of stationary and point source emissions the city.
- The implementation of existing regulations governing emissions from mobile sources, including diesel emissions from trains and large trucks.

- The implementation of programs and strategies that will be effective in reducing both stationary and mobile emissions.

To underscore the aforementioned objectives, the policies included in the following sections of this Air Quality Element have been adopted.



Vehicle emissions are the single greatest source of airborne pollutants in the local area.

### **8.3.1 Issue: Land Use Planning to Protect Sensitive Receptors**

As indicated previously, a significant challenge has been to identify strategies to enable industrial activities and businesses to coexist with homes. A major consideration is how stationary emissions from these businesses can be mitigated so they do not impact sensitive receptors.

- *Air Quality Policy 1.1.* The city of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.

- *Air Quality Policy 1.2.* The city of Commerce will encourage the applicants for sensitive land uses (e.g., residences, schools, daycare centers, playgrounds and medical facilities) to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.

- *Air Quality Policy 1.3.* The city of Commerce will promote and support mixed-use land patterns that allow the integration of retail, office, institutional and residential uses. Consult with the AQMD when siting new facilities with dust, odors or TAC emissions to avoid siting those facilities near sensitive receptors and avoid siting sensitive receptors near sources of air pollution.

- *Air Quality Policy 1.4.* The city of Commerce will facilitate communication among residents, businesses and the AQMD to quickly resolve air pollution nuisance complaints. Distribute information to advise residents on how to register a complaint with the SCAQMD.

- *Air Quality Policy 1.5.* The city of Commerce will require that owners of new developments that have the potential to emit air pollutants that would impact sensitive receptors to notify residents and businesses adjacent to the proposed site prior to starting construction.

- *Air Quality Policy 1.6.* The city of Commerce will consider all feasible alternatives to minimize emissions from diesel equipment (e.g., trucks, construction equipment, and generators).

- *Air Quality Policy 1.7.* The city of Commerce will actively participate in decisions on the siting or expansion of facilities or land uses (e.g. freeway expansions), to ensure the inclusion of air quality.

### **8.3.2 Issue: Reducing Mobile Emissions**

Mobile emissions are a dominant source of airborne emissions in the area. The following policies underscore the city's commitment in the reduction of vehicle miles traveled (VMTs).

- *Air Quality Policy 2.1.* The city of Commerce will require that developers of high density and mixed-use developments consult with the local transit agency and incorporate all appropriate and feasible transit amenities into the plans.
- *Air Quality Policy 2.2.* The city of Commerce will establish a Mixed-Use Zoning District that offers incentives to mixed-use developments. The Mixed-Use designation that is applicable to the Atlantic Boulevard corridor implements this policy.
- *Air Quality Policy 2.3.* The city of Commerce will adopt and implement codes that encourage community centers, telecommuting programs, and home-based businesses.
- *Air Quality Policy 2.4.* The city of Commerce will create opportunities to receive State transportation funds by adopting incentives (e.g., an expedited review process) for planning and implementing infill development projects within urbanized areas that include job centers and clean transportation nodes (e.g., preparation of "transit village" plans).
- *Air Quality Policy 2.5.* The city of Commerce will collaborate with local, regional, state and federal agencies to create incentives for "job/housing opportunity zones," to promote housing in job-rich areas and jobs in housing-rich areas. The Housing Opportunity areas identified in the Community Development Element are consistent with this policy.
- *Air Quality Policy 2.6.* The city of Commerce will design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- *Air Quality Policy 2.7.* The city of Commerce will promote mass transit ridership through careful planning of

routes, headways, origins and destinations, and types of vehicles

- *Air Quality Policy 2.8.* The city of Commerce will seek new cooperative relationships between employers and employees to reduce vehicle miles traveled (VMT).
- *Air Quality Policy 2.9.* The city of Commerce will work with large employers and commercial/industrial complexes to create Transportation Management Associations and to implement trip/VMT action strategies.
- *Air Quality Policy 2.10.* The city of Commerce will cooperate with surrounding jurisdictions to provide incentives, adopt regulations and develop transportation demand management programs to reduce and eliminate vehicle trips and VMT.
- *Air Quality Policy 2.11.* The city of Commerce will collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit.
- *Air Quality Policy 2.12.* The city of Commerce will identify and develop non-motorized transportation corridors (e.g., bicycling and pedestrian trails and lanes).
- *Air Quality Policy 2.13.* The city of Commerce will establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close as practicable to the event site and the operator should operate or provide alternative-fuel vehicles for shuttles.\*
- *Air Quality Policy 2.14.* The city of Commerce will encourage special event center operators to provide discounted transit passes with event tickets or offer discounted on-site parking for carpooling patrons (four or more persons per vehicle).

### **8.3.3 Issue: Alternative Fuels**

A cornerstone of the state and local clean air strategy involves the development and use of alternative fuels. Towards this end, the city supports these efforts through the following policies.

- *Air Quality Policy 3.1.* The city of Commerce will manage the city's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the city fleet.
  - *Air Quality Policy 3.2.* The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.
  - *Air Quality Policy 3.3.* The city of Commerce will establish programs for priority or free parking on city streets or in city parking lots for alternative fuel vehicles.
  - *Air Quality Policy 3.4.* The city of Commerce will cooperate with federal and state agencies and the AQMD in their efforts to reduce exposure from railroad and truck emissions.
  - *Air Quality Policy 3.5.* The city of Commerce will collaborate with the USEPA, CARIB, AQMD, and warehouse owners to create programs and ordinances to minimize the amount of diesel emissions related to warehousing operations.
  - *Air Quality Policy 3.6.* The city of Commerce will manage the city's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the city fleet.
  - *Air Quality Policy 3.7.* The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.
- *Air Quality Policy 4.2.* The city of Commerce will reduce traffic delays through highway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.
  - *Air Quality Policy 4.3.* The city of Commerce will encourage businesses to schedule deliveries at off-peak traffic periods through the land use entitlement or business regulation process.
  - *Air Quality Policy 4.4.* The city of Commerce will encourage the construction of HOV lanes whenever necessary to relieve congestion and reduce air pollution. Emphasize the use of HOV lanes, as well as light rail and bus routes, and pedestrian and bicycle facilities to improve mobility and air quality.
  - *Air Quality Policy 4.5.* The city of Commerce will monitor traffic and congestion to determine when and where the city needs new transportation facilities to achieve increased mobility efficiency.
  - *Air Quality Policy 4.6.* The city of Commerce will work with local transit providers to incorporate best design practices for transit into new development projects.
  - *Air Quality Policy 4.7.* The city of Commerce will continue to implement the required components of the Congestion Management Plan (CMP), and continue to work with Los Angeles County on annual updates to the CMP.
  - *Air Quality Policy 4.8.* The city of Commerce will support SCAG's Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Gateway Cities, sanitation districts, water districts, and those sub-regional entities identified in the Regional Growth Management Plan.

### **8.3.4 Issue: Transportation System Management Planning**

As indicated previously, a major contributor to air pollution in the city and region are vehicle emissions. The policies in this section focus on measures that will lessen traffic congestion thus leading to a reduction in overall emissions.

- *Air Quality Policy 4.1.* The city of Commerce will synchronize traffic signals throughout the city and with adjoining cities and counties while allowing free flow of mass transit systems.

### **8.3.5 Issue: Environmental Justice**

The policies included in this section are designed to be consistent with those included the SCAQMD's Environmental Justice program. The objective of SCAQMD and city policies is to underscore the notion

that every person has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Environmental Justice has been defined by SCAQMD as: "...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution." The following policies indicate the city's continued commitment to ongoing programs.

- *Air Quality Policy 5.1.* The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse air quality impact on the community and that any such impacts must be mitigated to the fullest extent possible.
- *Air Quality Policy 5.2.* The city of Commerce will oppose the over-concentration of polluting public facilities and improvements.
- *Air Quality Policy 5.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in air quality issues.

## **8.4 Air Quality Programs**

There are a number of programs that will be effective in implementing city policy relative to air quality. These programs are summarized in this section.

- *Air Quality Planning.* Commerce will continue to participate in the regional planning efforts being undertaken by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) to develop and implement strategies to improve regional air quality. The city will continue to work with the SCAQMD and SCAG and the surrounding cities in improving air quality.
- *Caltrans Coordination.* The city will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the city is fully apprised of roadway and facility improvement efforts in the early stages of planning and design. The city will continue to work with Caltrans and the Metropolitan

Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact the city.

- *Energy Conservation.* The city shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development shall be encouraged. The city will continue to work with Sempra and the Southern California Gas Company to promote energy conservation practices.
- *Environmental Review.* The city shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the city shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.
- *Public Transit Review Program.* The city will evaluate the need to modify routes, schedules, and fares of local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The city will also continue to work with the MTA and other transit service agencies in adjacent communities to identify the most beneficial route and stops in the city. The city will provide development plans to service providers for review for those projects that may affect public transit services.
- *Truck Route Planning.* The city will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.

## 8.5 Air Quality Plan

### 8.5.1 Regulated Air Contaminants

Pollutants regulated by the Federal and State Clean Air Acts correspond to the following three categories: criteria air pollutants; toxic air contaminants, and global warming and ozone-depleting gases. Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by ambient air sampling. Criteria air pollutants refer to those pollutants that are subject to both Federal and State ambient air quality standards as a means to protect public health. The Federal and State standards have been established at levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health.

Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or project-specific. Finally, global warming and ozone-depleting gases are not monitored though sources of green house gas emissions are subject to federal and regional policies that call for their eventual elimination. The EPA has established ambient air quality standards for the following air pollutants: Ozone ( $O_3$ ), Nitrogen Dioxide ( $NO_2$ ), Carbon Monoxide (CO), Sulfur Dioxide ( $SO_2$ ), Lead (Pb), Particulate matter ( $PM^{10}$ ), and Fine particulate matter ( $PM^{2.5}$ ).

The California Air Resources Board (CARB) has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA (CARB has not established standards for  $PM^{2.5}$ ). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following: Sulfates, Vinyl chloride, and Visibility. Table 8-1 lists the current national and California ambient air quality standards for each criteria pollutant.

**Table 8-1  
National and California Ambient Air Quality Standards**

Pollutants	National Standards	State Standards
Lead (Pb)	1.5 $\mu\text{g}/\text{m}^3$ (calendar quarter)	1.5 $\mu\text{g}/\text{m}^3$ (30-day average)
Sulfur Dioxide ( $SO_2$ )	0.14 ppm (24-hour)	0.25 ppm (1-hour) 0.04 ppm (24-hour)
Carbon Monoxide (CO)	9.0 ppm(8-hour) 35 ppm(1-hour)	9.0 ppm (8-hour) 20 ppm (1-hour)
Nitrogen Dioxide ( $NO_2$ )	0.053 ppm (annual average)	0.25 ppm (1-hour)
Ozone ( $O_3$ )	0.12 ppm (1-hour)	0.09 ppm (1-hour)
Fine Particulate Matter ( $PM^{10}$ )	150 $\mu\text{g}/\text{m}^3$ (24-hour)	50 $\mu\text{g}/\text{m}^3$ (24-hour)
Sulfate	None	25 $\mu\text{g}/\text{m}^3$ (24-hour)
Visual Range	None	10 miles (8-hour) w/humidity < 70 percent

Source: South Coast Air Quality Management District. 2004

### 8.5.2 Effects of Air Pollution

As indicated in the preceding section, the focus of the air quality analysis provided herein will be related to the potential emissions of criteria pollutants associated with future development arising as part of the General Plan's implementation. These criteria pollutants of special concern include the following:

- *Ozone ( $O_2$ )* is a nearly colorless gas that irritates the lungs and damages materials and vegetation.  $O_2$  is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Although  $O_3$  concentrations have declined since 1991 to the lowest levels since monitoring began, the region continues to experience peak. In portions of Southern California the  $O_3$  are more than two times higher than the national standard and nearly three times higher than the more stringent state standard. The South Coast Air Basin (SCAB) is

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designated by the EPA and the CARB as an extreme ozone non-attainment area.

- *Carbon Monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as a serious non-attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO<sub>2</sub>)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO<sub>2</sub> is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The SCAB is currently designated as non-attainment for NO<sub>2</sub> by both EPA and CARB.
- *Sulfur dioxide (SO<sub>2</sub>)* is a colorless, pungent gas formed primarily by the combustion of sulfur-

containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO<sub>2</sub> concentrations have been reduced to levels well below State and Federal standards, further reductions in SO<sub>2</sub> emissions are desirable since SO<sub>2</sub> is a precursor to sulfate and PM<sub>10</sub>.

- *PM<sub>10</sub>* refers to particulate matter less than ten microns in diameter. PM<sub>10</sub> causes a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. The SCAB is attainment for particulates (PM<sup>10</sup>) though the EPA has designated the Coachella Valley as a serious non-attainment area.

The sources and effects of the criteria pollutants are summarized in Table 8-2.

**Table 8-2**  
**Primary Sources and Effects of Criteria Pollutants**

Pollutants	Emissions Source	Primary Effects (including health effects)
Sulfur Dioxide (SO <sup>2</sup> )	Combustion of sulfur-containing fossil fuels Smelting of sulfur-bearing metal ores Industrial processes	Plant injury. Reduced visibility Deterioration of metals, textiles, leather, & finishes Irritation of eyes Reduced lung function Aggravation of respiratory diseases (asthma, emphysema)
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust Natural events, such as decomposition of organic matter	Plant injury Reduced visibility Deterioration of metals, textiles, leather, finishes, coatings, and so on Irritation of eyes Reduced lung function Aggravation of respiratory diseases (asthma, emphysema)
Nitrogen Dioxide (NO <sup>2</sup> )	Motor vehicle exhaust High-temperature stationary combustion Atmospheric reactions	Aggravation of respiratory illness Reduced visibility Reduced plant growth Formation of acid rain
Ozone (O <sup>3</sup> )	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Plant leaf injury Irritation of eyes Aggravation of respiratory & cardiovascular diseases Impairment of cardiopulmonary function
Fine Particulate Matter (PM <sup>5</sup> )	Stationary combustion of solid fuels Construction activities Industrial processes Atmospheric chemical reactions	Soiling Reduced visibility Aggravation of the effects of gaseous pollutants Increased cough and chest discomfort Reduced lung function Aggravation of respiratory and cardio-respiratory diseases

Source: South Coast Air Quality Management District.

### **8.5.3 Air Quality Trends**

The region's air quality has shown a steady and gradual improvement since the 1970's when air quality was at its worst. This improvement is largely due to the elimination of many stationary point sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open air fires).

The two primary criteria pollutants that remain non-attainment in the local area that are regularly monitored are PM<sup>10</sup> and Ozone. As indicated in Table 8-3, ozone continues to be a problem in the SCAB. The maximum 1-hour ozone concentration in the

SCAB measured in 2002, was the lowest concentration since monitoring began. However, ozone concentrations still exceed both the State and Federal clean air standards in some areas.

The highest ozone levels in the Southern California region are typically recorded in the Santa Clarita Valley and in the San Bernardino Mountains. The coastal and basin areas of Orange and Los Angeles Counties have not experienced an exceedance of Federal or State ozone standards. There is insufficient data for PM<sup>10</sup> to ascertain any trends in improvement or deterioration. Table 8-3 indicates the readings for these pollutants that have been taken at the Lynwood station.

**Table 8-3  
Ozone & PM<sup>10</sup> Trends (No of Days State and Federal Standards Were Exceeded)**

Year	Ozone (days standards was exceeded)			PM <sup>10</sup> (days standards was exceeded)	
	State 1-hr.	Federal 1-hr.	Federal 8-Hr.	State	Federal
2003	75	27	62	0	53.7
2002	64	13	48	Not Monitored	0
2001	63	16	47	6.1	0
2000	53	4	34	0	30.7
1999	55	5	31	Not Monitored	Not Monitored
1998	53	21	37	Not Monitored	Not Monitored
1997	100	34	93	Not Monitored	Not Monitored

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

### **8.5.4 Thresholds of Significance**

The General Plan would be considered to have a significant effect on air quality if it violates any Ambient Air Quality Standards (AAQS), contributes substantially to an existing air quality violation, exposes sensitive receptors to substantial pollutant concentrations, or conflicts with adopted environmental plans and goals of the community in which it is located. In addition to the Federal and State AAQS thresholds, there are daily and quarterly emissions thresholds for construction and operation of a proposed project established by the SCAQMD for the SCAB. The following CEQA significance

thresholds for construction emissions have been established for the SCAB:

- 75 pounds per day or 2.5 tons per quarter of reactive organic compounds (ROC).
- 100 pounds per day or 2.5 tons per quarter of NOX.
- 550 pounds per day or 24.75 tons per quarter of CO.

- 150 pounds per day or 6.75 tons per quarter of PM10.

- 150 pounds per day or 6.75 tons per quarter of sulfur oxides (SOX).

Projects in the SCAB generating construction-related emissions that exceed any of the above emissions thresholds should be considered to be significant under CEQA. A potential development would have a significant effect on air quality if any of the operational emissions “significance” thresholds for criteria pollutants with regional effects for the SCAB area are exceeded:

- 55 pounds or 0.0275 tons per day of ROC.
- 55 pounds or 0.0275 tons per day of NOX.
- 550 pounds or 0.275 tons per day of CO.
- 150 pounds or 0.075 tons per day of PM10.
- 150 pounds or 0.075 tons per day of SOX.

### **8.5.5 Local Micro-scale Concentration Standards**

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

- California State one-hour CO standard of 20.0 ppm
- California State eight-hour CO standard of 9.0 ppm

### **8.5.6 Thresholds for Odor Impacts**

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

### **8.5.7 Toxic Air Pollutant Thresholds**

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

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

## **8.5.8 Air Quality Regulations**

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

The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act and for ensuring that the more stringent California clean air standards are met. The SCAQMD Governing Board adopted the 2003 Air Quality Management Plan (AQMP) on August 1, 2003. The 2003 AQMP replaced the 1997 AQMP and included an update of the attainment demonstration for the Federal standards for ozone and particulate matter (PM10), replaced the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard with a maintenance plan for CO for the future; and updated the maintenance plan for the Federal nitrogen dioxide ( $\text{NO}_2$ ) standard that the SCAB has met since 1992. The most recent revisions to the AQMP also addressed several State and Federal planning requirements and incorporated significant new scientific data. In accordance with its AQMP, the SCAQMD has adopted rules and regulations to control emission sources under its authority. The most important rules adopted by the SCAQMD to control emissions are identified in this section.

- *Regulation IV Prohibitions.* Regulation IV rules apply to a wide range of emissions sources. This regulation does not regulate specific types of equipment or sources of emissions. Further, Regulation IV rules establish emission standards that cannot be exceeded.
- *Regulation XI Source Specific Standards.* The Regulation XI rules are air pollution control rules that apply to a wide range of existing stationary sources designed to regulate a single pollutant. Each Regulation XI rule applies to controlling

emissions from a specific source or type of equipment.

- *Regulation XIII New Source Review.* Regulation XIII establishes pre-construction review requirements for new, modified, or relocated facilities in the SCAB. Of the requirements in Regulation XIII, the three described below are the most important. Affected facilities must install best available control technology (BACT) equipment, which must be as stringent as the *Lowest Achievable Emission Rate* as defined by the Federal Clean Air Act. For projects with an increase in emissions over one pound, Regulation XIII requires that modeling must be performed and that modeling must show no change in ambient atmospheric concentrations for the pollutant being modeled. The emissions over one pound must be offset by emission reductions generated at the facility or through purchasing emission reduction credits that represent real, surplus, and enforceable emission reductions purchased from other facilities.
- *Regulation XIV Toxics and Other Non-criteria Pollutants.* The SCAQMD has also adopted rules to control non-criteria pollutants. SCAQMD Rule 1401 (New Source Review of Carcinogenic Air Contaminants) assesses and manages risk from new or modified sources of air toxics through the SCAQMD's permitting program. Rule 1401 also describes the risk assessment procedures to use in evaluating risks from sources that emit cancer-causing substances. Further, it specifies the allowable risks for new and modified stationary sources. Similarly, Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulate facility-wide toxic air contaminates from existing facilities, containing risk reduction requirements for facilities that exceed specified risk levels. Regulation XIV also contains a number of source specific rules that regulate toxic air contaminants from specific source categories. Generally, these rules are based on air toxic control measures adopted by the CARB.



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## **Section 9 • Implementation Element**

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## **9.1 Introduction to the Element**

This element will serve as the guide for the general plan's implementation. Table 9-1 at the end of this section lists the policies contained in the elements that comprise the Commerce General Plan. Within Table 9-1, policies are listed as they appear in each element. In the right-hand column, programs that will be effective in implementing the policies are identified by name. The programs referred to in the sections that follow and in Table 9-1 are also described in the individual elements. The programs are listed in alphabetical order to assist in their identification.

## **9.2 Implementation Programs**

This section indicates the specific implementation programs that are included in the general plan elements.

***Building Code Review Program.*** Commerce will periodically review, and if necessary, update the Uniform Building Code (UBC) to reflect current technology and regulations. Procedures for the periodic review of the UBC will be identified by the building official. This review will be undertaken by designated individuals to identify appropriate changes to the UBC that should be considered. Amendments to the city's building code will then be made, as appropriate.

***Caltrans Coordination.*** The city will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the city is fully apprised of the improvement efforts in the early stages of planning and design. The city will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact the City.

***Capital Improvement Planning.*** The city's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The city will continue to update, review, and implement its CIP to consider transportation-related improvements.

***Code Enforcement.*** Code enforcement is an integral part of the city's efforts to improve the appearance of substandard structures, properties, and signage. Community code enforcement efforts (funding and staffing) will continue to be the primary means to ensure that properties are well maintained. The objective of the City's Code Enforcement Program, in regard to housing, is to bring substandard units into compliance with City codes. Potential code violations are identified based on exterior windshield surveys and complaints reported to the City. The City's Code Enforcement Officers work closely with the Community Development staff and property owners to identify units in need of housing assistance. In order to address the continuing problem of illegal units, the Code Enforcement Officer surveys the City to identify such units, notifies property owners that they are in violation of City law, and enforces the steps necessary to bring their properties into compliance with City codes. These efforts result in improved maintenance of housing units throughout the City. Property owners are also informed of any rehabilitation loans or grants for which he/she may be eligible to assist in correcting code violations.

***Conservation of Existing Affordable Units.*** There are two federally assisted apartment housing developments in Commerce, totaling 78 units of rental housing affordable to lower-income households. Commerce Senior Citizen Apartments is a 68-unit senior housing project, and Commerce Family Homes is a 10-unit family housing project. Both of these projects were developed under the HUD Section 221 program that provides an underlying subsidized mortgage, with maximum rents based on the lower financing costs of the owner, and rent levels that low-income households could be expected to afford. The City will also inventory and gather information to establish an early warning system for publicly assisted housing projects that have the potential to convert to market rate. All dwelling units that receive public assistance in the City (including rehabilitation assistance and land write-down projects) shall continue to have affordable housing agreements filed with the land to ensure the long-term affordability of the units.

***Cultural Awareness.*** A cornerstone of this program will be the identification of a site/location that may be used for the storage and collection of artifacts, photographs, books, and displays. The city will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history

and culture. These materials include books, photographs, artifacts, furniture, etc., that may be displayed in the future city museum. The city will continue to support cultural resource conservation and preservation efforts in Commerce.

**Cultural Resource Management.** Should archaeological or paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the California Environmental Quality Act (CEQA) Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. Salvage and preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.

**Deferred Loans.** This program provides deferred loans of up to \$10,000 for owner occupants who are 1. 57 years of age or older and lower-income; 2. disabled or handicapped, and lower-income; or 3. members of a very low-income family, per the Section 8 definition. This program has also been expanded to provide loans of up to \$15,000 to low and moderate-income households, where activities to be corrected represent a clear health and safety risk, with an additional \$5,000 available subject to the approval of the Community Development Director. Labor costs are also now eligible for funding under this program to attract more participants. Deferred loans, like low-interest loans, are designed to assist special needs households with unit maintenance. By encouraging improvement and maintenance of the existing housing stock, the City can reduce the cost to the community by providing housing for these special needs groups. Code enforcement and Community Development staff efforts will continue to encourage participation in the deferred loan program. Funding is provided by redevelopment tax increment revenue.

**Density Bonus.** Pursuant to State law, if a developer allocates at least 20% of the units in a housing project to lower-income households, 10% to very low-income households, or 50% to qualifying residents (e.g., elderly), the City must grant a density bonus of 25% over the maximum Zoning Code and General Plan density, and at least one other financial incentive. Developers granted a density bonus enter into an Affordable Housing Agreement with the City to ensure the continued affordability of these units for a minimum of thirty years. Affordable units are rented at levels that do not exceed 30% of gross monthly income,

subject to annual rent adjustments based on changes in the tenant's income.

**Design Guidelines and Review.** The city shall continue to implement its current design review procedures. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. The design review process is an important component of development review. This process may be used to consider a potential development's impact on the architectural integrity of historically significant structures and sites.

**Disaster Response Database.** In the event of a major earthquake or other major disaster, persons living or working in the city may need to be self-sufficient for up to 72 hours before the results of any major relief efforts are realized. Under this program, a database will be created to identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search-and-rescue. The database would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. This information, and the appropriate procedures, would then be incorporated into the city's emergency preparedness plan.

**Equity Sharing.** The Commerce Community Development Commission and the buyer together provide the down payment and purchase costs to buy a house under this program. In addition to providing down payment assistance, the Commission also writes down the mortgage interest rate to a level where the monthly mortgage costs will not exceed 30% of the household's income. When the house is sold, the equity earned through appreciation is split between the occupant and the Commission according to an agreement made prior to purchase. The City has utilized the concept of equity sharing on its first project. The Lando Pacific Project opened in 1993 and offered 5% down payments and subsidized interest rates to ensure that monthly mortgage costs do not exceed 25% of the household's income. This project provides eight ownership units to a mix of very low, low and moderate-income households.

**Emergency Preparedness Plan.** The city currently maintains a *Multi-Hazard Functional Plan* that outlines responsibilities and procedures the city will follow in the event of an emergency or citywide disaster. Specific emergency functions

and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The city shall regularly update its Multi-Hazard Functional Plan for Emergency Operations.

**Energy Conservation.** The city shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development shall be encouraged. The city will continue to work with Southern California Edison and the Southern California Gas Company to promote energy conservation.

**Enforcement of Truck Parking.** The city will continue to cooperate with the Los Angeles County Sheriff's Department in the enforcement of trucks using non-designated truck routes, illegal on-street parking, and other traffic laws.

**Environmental Review.** The city shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the city shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.

**Fire Prevention.** The city shall continue to work with the Fire Department to promote fire prevention and fire safety programs. The city shall also encourage periodic inspections of existing structures by the fire department for compliance with fire safety standards and practices. All new development plans must be submitted to the fire department for review and comment during the plan check process. This review must be completed for the development process to

continue. New development must conform to any applicable standards and regulations.

**Fire Safety Development Review Program.** Certain design standards have been established by the city of Commerce and the fire department to ensure that site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, clearance around structures, location of fire hydrants, etc.

**Handyman Program.** The City initially established the Handyman Program to assist low and moderate-income households in weatherization and paint projects. This program has been changed in response to the expressed needs of senior citizen households for yard maintenance assistance. Under the revised program, a private company contracts with the Community Development Commission to provide basic landscaping services for low-income senior homeowners. This program is funded by set-aside funds.

**Hazardous Materials Control.** The city shall continue to cooperate with county, state, and federal agencies involved in the regulation of hazardous materials' storage, use, and disposal. The city shall work with the fire department in requiring hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The fire department shall also work with local law enforcement officials in regulating the transport of hazardous materials through the city. The city will continue to promote the safe disposal of "hazardous and toxic substances" used in private households through the support of "Hazardous Materials Collections" conducted at specific locations and times within the city.

**Historic Building Code.** The city will investigate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require city staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures. Potential candidates include those historic resources described in the MEA/EIR.

**Home-Ownership Opportunities.** The option of home ownership is often not available to lower-income households. While for-sale housing costs in Commerce are significantly below those for the region, the incomes of many Commerce households

result in a situation where for-sale housing is beyond their financial means. The City has utilized redevelopment set-aside revenue, combined with available State and Federal funding, to subsidize down payment costs and provide interest rate subsidies to extend the option of home purchase to low and moderate-income households. The City will continue to operate its equity-sharing program, and in addition pursue two new programs - single-family mortgage revenue bonds and reverse annuity mortgages - to facilitate home ownership opportunities.

**Joint Use Facilities.** The city will explore the feasibility of joint agreements with the Montebello Unified School District and with other special districts. The city is not involved in any joint use agreements at the present time.

**Land Assemblage and Write-Down.** The intent of this program is to reduce land costs to the point that it becomes economically feasible for a private (usually non-profit) developer to build units that are affordable to low and moderate-income households. As part of the land write-down program, the City may also assist in acquiring and assembling property and in subsidizing on-site and off-site improvements. The City has been successful in accomplishing several affordable housing projects through its land write-down program.

**Mitigation Fee/Use Fee Study.** The city will explore strategies to ensure that the public does not bear an undue burden associated with new development. The city will determine a reasonable and fair method of assessing new development for the cost of providing any additional infrastructure required by the development. The first step of this program's implementation calls for the preparation of a mitigation fee strategy study to be initiated by the City Administrator. The subsequent phases of this program will involve examining the current truck fees to ensure that the City is receiving its fair share of licensing fees, given the relatively high volumes of truck traffic in the city.

**Nonconforming Ordinance.** The City shall review, and if required, revise its Nonconforming Ordinance on an ongoing basis to ensure that it meets the current objectives of the community. The initial step will require city staff to review the existing nonconforming ordinance. Staff shall prepare a report that will be submitted to the city council and planning commission describing provisions of the ordinance and any problems that

have been experienced related to its implementation. Handouts will be prepared for distribution at the planning counter and/or at re-application meetings. Information will include a description of the ordinance and how property owners may bring their property into conformance with city codes.

**Non-Profit Construction.** A non-profit housing corporation works to develop, conserve, and promote affordable housing, either owner or renter-occupied. Particularly in relation to senior citizen housing (such as HUD Section 202 projects), the non-profit corporation is often a local religious organization interested in developing affordable housing. The non-profit corporation is often involved with what is called "assisted housing," where some type of government assistance (such as Section 8) is provided to the individual household to keep rents affordable. A non-profit corporation can help meet the goals for additional housing by implementing, or assisting with the implementation of, programs described in this Element. Of particular applicability in Commerce would be for a non-profit corporation to own and operate Commission-assisted projects. The City should coordinate with local non-profit groups to facilitate the development and improvement of both housing for senior citizens and low-cost housing in Commerce.

**Parks Gift Catalogues Program.** The city will assess the feasibility of preparing and distributing a gift catalogue for specific items that will be used for the Community's benefit. The catalogue will identify improvements that may be purchased for use in city parks. The first step will require City Council authorization to city departments to determine how this program will be implemented. The Council will then consider the staff's findings and will provide direction to the city's Parks and Recreation Department regarding how to proceed.

**Park Development & Renovation Program.** The city will evaluate strategies to renovate and protect existing public open space from encroachment or conversion to other uses. Any new development will comply with the guidelines set forth by the American Disabilities Act (ADA). Potential improvements will be programmed into the city's capital improvements program (CIP). This program will also evaluate the feasibility of new park development in the city.

**Park Watch/Adopt a Park.** The city will analyze the feasibility of implementing an adopt-a-park program along with a "park watch" program.

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Individual neighborhoods will be encouraged to become involved with the operation, maintenance, and safety of their parks through an expanded neighborhood watch program. The first step of implementation will involve coordination with the Los Angeles County Sheriff's Department to expand the scope of the neighborhood watch program to include the monitoring of local parks. The city will then establish a program by which individuals, organizations, and businesses can "adopt" a local city park. Qualifications for "park adoption" will be identified by the city Parks and Recreation Department. As part of the "adoption" process, individuals, organizations, and businesses may agree to assist in park maintenance, the financing of improvements, security, etc.

***Police & Fire Services Review.*** Commerce shall regularly review the adequacy of law enforcement services and fire protection and emergency services in the city. This review effort shall be a component of the annual budget review of the contract with the departments, and the city shall work with the sheriff's department and the fire department to correct any identified deficiencies. Local law enforcement officials and fire department representatives shall also continue their review of any proposed development plans. Annual reports concerning each Department will be submitted to the City Council for consideration.

***Preservation and Enhancement of Existing Housing Stock.*** The City's housing rehabilitation programs assist in the provision of affordable housing by maintaining the existing housing stock in accordance with federally and locally-established standards for building safety. Rehabilitation assistance is provided to very low and low-income households through redevelopment set-aside monies in the form of low-interest loans, deferred loans, or direct rebates. Income requirements are based on the income of those living in the unit to be rehabilitated; for owner-occupied units, it is the owner's household income; for rental properties, it is the tenant's household income. All rental units undergoing rehabilitation under the City's programs must comply with a rental agreement with the Community Development Commission.

***Production of Affordable Housing.*** New construction is a major source of housing for prospective homeowners and renters. The City's Community Development Commission has taken an active role in the provision of new housing units for low and moderate-income households. Particularly important in Commerce, where land available for residential development is scarce, has been the

Community Development Commission's role in providing sites for the creation of affordable units. The Commission uses redevelopment set-aside funds to acquire vacant lots and substandard properties, and where possible, consolidates these lots to facilitate development of higher-density, affordable housing projects. Redevelopment funds are also used to subsidize construction of new homes to provide ownership opportunities for low and moderate-income households.

***Rebate Program.*** The Rebate Program permits homeowners and property owners to receive a 40% rebate on the cost of building materials for unit rehabilitation or room additions. Rebates of up to \$10,000 are provided to lower-income households. This represents an increase over previous CDBG funding levels of \$7,500. The Rebate Program is targeted at lower-income households. The rebates enable homeowners to construct room additions that can ease household overcrowding. Funds may also be used to perform home improvements. Like the loan programs, program implementation will be the responsibility of code enforcement and the City's Housing Programs Manager. The City plans to continue financing the rebate program with redevelopment funds.

***Redevelopment.*** The city will continue to encourage future redevelopment of industrial and commercial projects in suitable locations to strengthen the city's tax and employment base. The existing redevelopment plans applicable to the city's four project areas will continue to be implemented. The city may investigate the feasibility of establishing new redevelopment projects in the future.

***Residential Parking Program.*** The city will review existing parking standards and regulations applicable to the residential neighborhoods. This program will consider the feasibility of additional on-street parking restrictions and a permit parking program as a means to eliminate the "storage" of extra vehicles on city streets.

***Rental Assistance.*** Rental assistance programs are aimed at ensuring that low-income tenants do not have to pay more than 30% of their gross income on rent. The City of Commerce participates in programs sponsored by the Department of Housing and Urban Development (HUD) that provide direct rental subsidies to lower-income households. In addition, redevelopment set-aside funds are used to augment these programs to extend rent subsidies to a greater number of needy households.

**Reverse Mortgage Program.** The most substantial asset of most elderly homeowners is their home, which increases in value over time. An option for an elderly homeowner is to draw needed income from the accumulated equity in his/her home through a reverse mortgage. A reverse mortgage is a deferred payment loan or a series of such loans for which a home is pledged as security.

Qualification for the loan is based primarily on property value rather than on income, allowing the elderly homeowner on a fixed income to receive a loan for which he or she would otherwise not qualify. Most reverse mortgage programs permit homeowners to borrow up to 80% of the assessed value of their property, to receive needed principal of up to 25% of the loan, and then to receive monthly annuity payments for the life of the loan.

**Section 8 Rental Assistance Payments and Housing Vouchers.** The Section 8 Rental Assistance Program extends rental subsidies to low-income families and elderly residents who spend more than 30% of their income on rent. The subsidy represents the difference between the excess of 30% of the monthly income and the actual rent. The voucher program is similar to the Section 8 Program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing. These vouchers permit participants to rent units that exceed the federally-determined fair market rent in an area, provided the tenant pays the extra rent increment above the fair-market rent.

**Senior Citizen Housing.** The City of Commerce has shown a strong commitment toward providing needed housing assistance to its senior citizen population. Funding for the development of elderly housing will come from a variety of sources, though the primary responsibility for these projects will continue to be with the Commerce Community Development Commission.

**Senior Rent Subsidies.** In order to augment limited Federal resources for rental assistance, the City has begun utilizing redevelopment set-aside monies to provide additional rent vouchers. This program is targeted toward assisting lower-income seniors who are paying more than 30% of their income on rents. In order to maximize the number of households that can be assisted, a maximum rent subsidy of \$200 has been established.

**Signalization.** The city will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization. Coordination with Caltrans and MTA in this regard will be undertaken.

**Single-Family Mortgage Revenue Bonds.** Mortgage revenue bonds are issued by the County to support the development of single-family housing for low and moderate-income households. Single-family mortgage revenue bonds are used to finance the purchase of owner-occupied homes. Proceeds from the bond sales are used to make mortgage loans to qualified low and moderate-income buyers. The bonds are serviced and repaid from mortgage payments made by the property owners. The City has taken advantage of County-sponsored bond financing as it becomes available, and will continue to market the availability of funds through its Housing Programs Office.

**Storm water Pollution Prevention.** This program is designed to prevent contaminants from entering the storm drain system. A key element of this program is the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a county-wide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for non-residential uses. The city shall also continue to implement projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.

**Truck Route Planning.** The city will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.

**Transit Centers.** Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and in some areas park-n'-ride facilities, will be implemented as part of new development. The lead city agency to study the feasibility of developing "transit centers" will be designated by the City Administrator.

**Water Conservation Ordinance.** The city will continue to implement its water conservation ordinance. In addition, the city will review the ordinance to ensure that it promotes the use of xeriscape landscaping, water-conserving materials, and devices that reflect current technology. The

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city shall review, and as appropriate, develop water conservation programs for public facilities (civic center, parks, maintenance yards, etc.). Water conservation measures and activities will continue.

*Zoning Conformity Program.* The city will continue to review the zoning ordinance and map to ensure that the development standards are

consistent with those identified in the Community Development Element. The city will initiate appropriate changes to the zoning map to ensure conformity between the Community Development Element and zoning map.

Table 8-1 indicates the agency responsible for program implementation, the timing of implementation, and the funding source.

**Table 8-1  
General Plan Program Implementation Matrix**

Program Name	Implementation Agency	Timing of Implementation	Funding Source
Building Code Review Program	Community Development Dept.	Ongoing	General Fund
Caltrans Coordination	Community Development Dept.	Ongoing	General Fund
Capital Improvement Planning	Community Development Dept.	Ongoing	General Fund, CDC, Fund , Housing, Fund & Mining Fund
Code Enforcement	Planning Dept.	Ongoing	General Fund or CDBG Fund
Conservation of Existing Affordable Units	Planning Dept.	Ongoing	General Fund, CDC Funds, or CDBG Fund
Cultural Awareness	Planning Dept.	Ongoing	General Fund
Cultural Resource Management	Planning Dept.	Ongoing	General Fund
Deferred Loan Program	Community Development Dept.	Ongoing	General Fund, CDC Funds, or CDBG Fund
Density Bonus	Planning Dept.	Ongoing	General Fund
Design Guidelines and Review	Planning Dept.	Ongoing	General Fund
Disaster Response Database	Community Development Dept.	Ongoing	General Fund
Equity Sharing Program	Community Development Dept.	Ongoing	General Fund, CDC Funds, or CDBG Fund
Emergency Preparedness Planning	Community Services Dept.	Ongoing	General Fund
Energy Conservation Program	Community Development Dept.	Ongoing	General Fund
Enforcement of Truck Parking	Police Dept. and Community Services Dept.	Ongoing	General Fund

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**Table 8-1  
General Plan Program Implementation Matrix (Continued)**

<i>Program Name</i>	<i>Implementation Agency</i>	<i>Timing of Implementation</i>	<i>Funding Source</i>
Environmental Review	Planning Dept.	Ongoing	General Fund
Fire Prevention	Fire Dept.	Ongoing	General Fund
Fire Safety Development Review	Fire Dept.	Ongoing	General Fund
Handyman Program	Community Development Dept.	Ongoing	General Fund
Hazardous Materials Control	Fire Dept.	Ongoing	General Fund
Historic Building Code	Planning Dept. & Building and Safety Dept.	Ongoing	General Fund
Home Ownership Opportunities	Community Development Dept.	Ongoing	General Fund
Joint Use Facilities	Parks & Recreation Dept.	Ongoing	General Fund
Land Assembly and Write Down	Housing Coordinator	Ongoing	General Fund
Mitigation Fee/User Fee Study	Planning Dept. & Public Works Dept.	Ongoing	General Fund
Nonconforming Ordinance	Planning Dept.	Ongoing	General Fund
Non-Profit Construction	Community Development Dept.	Ongoing	General Fund, CDC Funds, or CDBG Fund
Parks Gift Catalogues Program	Parks & Recreation Dept.	On-going	General Fund
Park Development/Renovation Program	Parks & Recreation Dept.	Ongoing	General Fund
Park Watch/Adopt a Park	Parks & Recreation Dept.	Ongoing	General Fund
Police & Fire Services Review	City Administration	Ongoing	General Fund
Preservation and Enhancement of Existing Housing Stock	Community Development Dept.	Ongoing	General Fund, CDC Funds, or CDBG Fund
Production of Affordable Housing	Community Development Dept.	Ongoing	General Fund, CDC Funds, or CDBG Fund
Rebate Program	Community Development Dept.	Ongoing	General Fund, CDC Funds, or CDBG Fund
Redevelopment	CDC	Ongoing	CDC Funds

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**Table 8-1  
General Plan Program Implementation Matrix (Continued)**

Program Name	Implementation Agency	Timing of Implementation	Funding Source
Residential Parking Program	Community Services Dept.	Ongoing	General Fund
Rental Assistance	Community Development Dept., CDC	Ongoing	CDC Funds and CDBG
Rental Assistance	Community Development Dept..	Ongoing	CDC Funds and Sec. 8
Reverse Mortgage Program	Community Development Dept.	Ongoing	General Fund
Senior Citizen Housing	Community Development Dept.	Ongoing	CDC Fund
Senior Rent Subsidies	Community Development Dept.	Ongoing	CDC Fund
Single Family Mortgage Revenue Bonds	Community Development Dept.	Ongoing	CDC Fund
Residential Parking Program	Police Dept.	Ongoing	General Fund
Storm water Pollution Prevention	Building and Safety Dept.	Ongoing	General Fund
Transit Centers	Public Services Dept.	Ongoing	General Fund
Truck Route Planning	Public Works Dept.	Ongoing	General Fund
Water Conservation Ordinance	Public Services Dept.	Ongoing	General Fund
Zoning Conformity Program	Planning Dept.	On-going	General Fund

### **9.3 Policy Implementation Matrix**

The programs identified in the individual elements and in the preceding section will be effective in implementing the City's land use and development policies. Table 9-2 (Policies Matrix) identifies the various General Plan policies and the corresponding program or programs that would be effective in their implementation.

*Community Development Policy 1.1.* The city of Commerce will continue to promote land use compatibility.

*Community Development Policy 1.2.* The city of Commerce shall accelerate the implementation of the city's development code.

*Community Development Policy 1.3.* The city of Commerce will continue to implement specific standards for new commercial developments located adjacent to residential neighborhoods in

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order to ensure that adequate buffers are provided so that negative impacts such as noise, light pollution, truck use, and traffic may be mitigated.

*Community Development Policy 1.4.* The city of Commerce shall prevent the further intrusion of industrial and commercial development into the Bandini-Rosini, Northwest, Rosewood, and Southeast Planning Areas.

*Community Development Policy 1.5.* The city of Commerce will prevent the further intrusion of residential dwelling uses into the existing industrial and commercial districts in the city.

*Community Development Policy 1.6.* The city of Commerce will ensure that commercial and industrial development provide sufficient landscaped buffers and other design features to separate new non-residential uses located in areas adjacent to existing residential neighborhoods.

*Community Development Policy 1.7.* The city of Commerce will promote site plans for new development located in the vicinity of Washington Boulevard that encourages primary access from Washington Boulevard for those businesses located along the roadway (as opposed to the use of alleyways).

*Community Development Policy 1.8.* The city of Commerce, in conjunction with the South Coast Air Quality Management District, the Environmental Protection Agency, the Los Angeles County Fire Department, and other public agencies, will work to reduce potential hazards and health risks associated with the use, storage, or manufacture of hazardous materials.

*Community Development Policy 2.1.* The city of Commerce will continue to promote the development of a quality retail and commercial entertainment district in the vicinity of Telegraph Road, north of the Santa Ana Freeway.

*Community Development Policy 2.2.* The city of Commerce will encourage and promote the development of quality restaurants in the city to serve residents and visitors alike, and discourage the further proliferation of fast-food restaurants in the city.

*Community Development Policy 2.3.* The city of Commerce will promote the development of larger, more efficient, commercial retail shopping

centers as opposed to smaller “strip commercial” centers.

*Community Development Policy 2.4.* The city of Commerce will continue to preserve and promote the improvement of the existing commercial areas, including the Commerce Center, the Telegraph Road/Washington Boulevard area, the Atlantic/Washington Redevelopment Project Area, the Commerce Business Park, and the commercial properties located along Slauson Avenue.

*Community Development Policy 2.5.* The city of Commerce will explore the feasibility of constructing a supermarket to serve those portions of the city south of the Santa Ana Freeway.

*Community Development Policy 2.6.* The city of Commerce will strive to improve security within existing and future shopping districts located in the city.

*Community Development Policy 2.7.* The city of Commerce will continue to actively pursue the goals and objectives of the Atlantic/Washington Redevelopment Project Area.

*Community Development Policy 2.8.* The city of Commerce will continue to encourage the development of a high-intensity, highly visible commercial corridor consisting of offices, hotels, and retail and entertainment uses along Telegraph Road, extending from Hoefner Avenue to Vail Avenue.

*Community Development Policy 2.9.* The city of Commerce will continue to promote the improvement of the Washington Boulevard corridor between the Santa Ana and Long Beach Freeways.

*Community Development Policy 2.10.* The city of Commerce will continue to provide safe, convenient pedestrian linkages across and along streets containing strip commercial businesses.

*Community Development Policy 3.1.* The city of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the city's economic and employment base.

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*Community Development Policy 3.2.* The city of Commerce will prevent the intrusion of residential uses within the industrial and commercial districts.

*Community Development Policy 3.3.* The city of Commerce will encourage the continued revitalization of the city's industrial districts to accommodate economic development and growth.

*Community Development Policy 3.4.* The city of Commerce will promote the development of modern and attractive business parks that will enhance the city's economic well-being.

*Community Development Policy 4.1.* The city of Commerce will explore the feasibility of developing an area devoted to active family recreation.

*Community Development Policy 4.2.* The city of Commerce will promote the development of commercial enterprises that provide family entertainment.

*Community Development Policy 4.3.* The city of Commerce will continue to promote the development of the Citadel and neighboring areas as a focal point for family entertainment.

*Community Development Policy 5.1.* The city of Commerce will promote the development of new housing for all income groups.

*Community Development Policy 5.2.* The city of Commerce will continue to explore new opportunities for housing and services to meet the needs of the labor force, and as a means to attract new business and industry to the city.

*Community Development Policy 5.3.* The city of Commerce will continue to make information available to Commerce residents concerning housing opportunities and rehabilitation programs.

*Community Development Policy 5.4.* The city of Commerce will expand its housing rehabilitation programs, focusing on the need to rehabilitate housing and eliminate illegal garage conversions in every Commerce neighborhood.

*Community Development Policy 6.1.* The city of Commerce will promote the creation of "area themes" to enhance the city's living and working environment.

*Community Development Policy 6.2.* The city of Commerce will strive to see that commercial properties are maintained and that obsolete signage is removed.

*Community Development Policy 6.3.* The city of Commerce will require new commercial and industrial development to employ architectural and site design techniques that will promote quality and efficient development.

*Community Development Policy 7.1.* The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.

*Community Development Policy 7.2.* The city of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the regional at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities

*Community Development Policy 7.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning public facilities.

*Transportation Policy 1.1.* The city of Commerce will continue to implement a comprehensive plan for a coordinated street circulation system that will provide for the safe and efficient movement of people and goods.

*Transportation Policy 1.2.* The city of Commerce will continue to develop a street circulation system that is capable of adequately accommodating a reasonable increase in future traffic demands.

*Transportation Policy 1.3.* The city of Commerce will implement the standards for roadways identified in the Transportation Element in the planning and construction of future street improvements in the city.

*Transportation Policy 1.4.* The city of Commerce will implement the applicable standards for local roadways specifically serving industrial developments in the city.

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*Transportation Policy 1.5.* The city of Commerce will continue to cooperate with the Sheriff's Department in the enforcement of traffic laws on all City streets.

*Transportation Policy 1.6.* The city of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.

*Transportation Policy 1.7.* The city of Commerce will implement measures that will discourage through-traffic on local streets.

*Transportation Policy 1.8.* The city of Commerce will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the city transportation and circulation system.

*Transportation Policy 2.1.* *The city of Commerce will evaluate plans that will promote the separation of commercial and industrial development traffic from residential neighborhoods.*

*Transportation Policy 2.2.* The city of Commerce will prohibit truck traffic from using local streets located within, and exclusively serving, the residential neighborhoods.

*Transportation Policy 2.3.* The city of Commerce will implement truck routes in the City.

*Transportation Policy 2.4.* The city of Commerce will seek out means to assess heavy truck users for the cost of maintaining roadway-related infrastructure.

*Transportation Policy 3.1.* The city of Commerce will continue to encourage the use of alternate transportation modes (e.g., shuttles, etc.).

*Transportation Policy 3.2.* The city of Commerce will continue to provide residents, employees, and visitors with a local public transit system.

*Transportation Policy 3.3.* The city of Commerce will continue to monitor population trends and development that may require modifications to municipal bus system schedules and service routes to better service the major employment, shopping, and service areas located throughout the City.

*Transportation Policy 3.4.* The city of Commerce will promote the development of safe and convenient pedestrian access between residential neighborhoods and the parks and schools that serve those neighborhoods.

*Transportation Policy 3.5.* The city of Commerce will encourage the maintenance and improvement of "pedestrian-safe" oriented facilities to ensure safe pedestrian movement.

*Transportation Policy 3.6.* The city of Commerce will establish bus shelters at heavily-used bus stops to increase public recognition and promote the use of the local and regional transit system.

*Transportation Policy 3.7.* The city of Commerce, together with the local transit provider and MTA, will provide brochure racks at city hall and community centers.

*Transportation Policy 3.8.* The city of Commerce will continue to implement the city's transportation demand management (TDM) measures to improve the efficiency of the City's circulation network.

*Transportation Policy 3.9.* The city of Commerce will require major employers to adopt TDM plans pursuant to the city's adopted TDM ordinance.

*Transportation Policy 3.10.* *The city of Commerce will continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce for the proposed regional mass transit system.*

*Transportation Policy 4.1.* The city of Commerce will work with the Los Angeles County Public Works Department to establish a roadway and traffic safety inspection program.

*Transportation Policy 4.2.* The city of Commerce will evaluate the feasibility of forming assessment districts, development fees, or other measures to acquire funds needed for street and traffic-related improvements.

*Transportation Policy 4.3.* The city of Commerce will require that the cost of new transportation-related improvements be borne by the developments that create the need for such improvements.

*Transportation Policy 4.4.* The city of Commerce will evaluate the feasibility of levying license fees for all trucks using city roads to pay for the cost of associated road repairs.

*Transportation Policy 4.5.* The city of Commerce will initiate discussions with Caltrans regarding the placement of a freeway interchange at the Slauson Avenue/Interstate 710 crossing.

*Transportation Policy 4.6.* The city of Commerce will consider a project to provide access to Sheila Street from Pacific Way west of Arrowmill Avenue.

*Transportation Policy 4.7.* The city of Commerce will install concrete paving on Washington Boulevard between Indiana Street and the Santa Ana Freeway.

*Transportation Policy 4.8.* The city of Commerce will widen Sheila Street as needed to accommodate existing and anticipated truck traffic along this route.

*Transportation Policy 4.9.* The city of Commerce will evaluate the feasibility of the widening of Ferguson Drive between Gerhart Avenue and Garfield Avenue.

*Transportation Policy 4.10.* The city of Commerce will consult with Caltrans in considering the feasibility of constructing a direct ramp connection from the Long Beach Freeway to the adjacent rail yards as a means to reduce truck traffic on local streets.

*Transportation Policy 5.1.* The city of Commerce will ensure that adequate off-street parking and loading facilities are provided for businesses and residences in the city.

*Transportation Policy 5.2.* The city of Commerce will actively enforce existing curbside parking laws, particularly in regard to truck and bus parking along major roadways (all high-profile vehicles, including trucks, buses, and sport utility vehicles, should be parked at least a minimum of 20 feet from intersections in order to maintain clear visibility for vehicles entering all roadways).

*Transportation Policy 5.3.* The city of Commerce will require all new developments to provide on-site parking in compliance with existing zoning regulations.

*Transportation Policy 5.4.* The city of Commerce will continue to enforce other parking regulations as they apply to existing development.

*Transportation Policy 5.5.* The city of Commerce will continue to enforce and monitor parking ordinance regulations that will prohibit the parking of inoperable and service vehicles on residential streets.

*Transportation Policy 5.6.* The city of Commerce will develop a program to limit on-street parking in residential neighborhoods that may include, but not be limited to, the issuance of residential parking permits.

*Transportation Policy 5.7.* The city of Commerce will consider issuing street parking permits as a means to promote the use of garages for parking.

*Transportation Policy 5.8.* The city of Commerce will examine the feasibility of establishing an overnight parking ordinance and/or a street-cleaning program that will serve to restrict on-street parking in residential neighborhoods.

*Transportation Policy 6.1.* The city of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.

*Transportation Policy 6.2.* The city of Commerce will oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.

*Transportation Policy 6.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.

*Housing Policy 1.1.* The city of Commerce will strive to provide a diverse inventory of housing that meets the needs of those who desire to reside in the city.

*Housing Policy 1.2.* The city of Commerce will promote the development of a wide range of housing by location, type, and price to meet the existing and future needs of the city.

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*Housing Policy 1.3.* The city of Commerce will promote the retention and improvement of existing senior housing.

*Housing Policy 1.4.* The city of Commerce will promote the development of new housing for low-through upper-income households.

*Housing Policy 1.5.* The city of Commerce will explore opportunities for new residential development within those areas of the city occupied by vacant, obsolete commercial and industrial uses.

*Housing Policy 1.6.* The city of Commerce will ensure that housing provided for lower-income level households will not be concentrated in any single area or neighborhood of the city.

*Housing Policy 1.7.* The city of Commerce will work to ensure that potential sites for residential development, located in those areas that were previously occupied by nonresidential land uses, are investigated to determine whether or not previous on-site uses present potential health risks.

*Housing Policy 1.8.* The city of Commerce will continue to use redevelopment set-aside funds, density bonuses, and other program incentives to encourage private developers to construct quality low-income housing units.

*Housing Policy 1.9.* The city of Commerce and the city's Community Development Commission will continue to acquire and assemble properties to facilitate construction of new housing units for all income groups and seniors.

*Housing Policy 2.1.* The city of Commerce will continue to promote, maintain, and enhance the character and identity of the residential neighborhoods.

*Housing Policy 2.2.* The city of Commerce will continue to maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.

*Housing Policy 2.3.* The city of Commerce will restrict further construction of multiple-family units to only those areas where such uses are appropriate.

*Housing Policy 2.4.* The city of Commerce will

continue to ensure that the majority of new development in the Southeast planning area will consist primarily of medium-and high-density residential projects.

*Housing Policy 2.5.* The city of Commerce will preserve the existing single-family character of the lower-density residential neighborhoods located in the Bandini-Rosini and Rosewood planning areas.

*Housing Policy 2.6.* The city of Commerce will employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.

*Housing Policy 2.7.* The city of Commerce will require property owners to maintain their properties to the greatest extent possible.

*Housing Policy 2.8.* The city of Commerce will continue to assist low-and moderate-income households with property maintenance by informing residents regarding the available programs and available low-interest and deferred loans.

*Housing Policy 2.9.* The city of Commerce will establish a "House-of-the-Quarter" program that recognizes and rewards property owners for exemplary property maintenance.

*Housing Policy 2.10.* The city of Commerce will protect the existing viable single-family residential neighborhoods from the intrusion of incompatible uses.

*Housing Policy 3.1.* The city of Commerce will encourage the maintenance of the existing housing stock.

*Housing Policy 3.2.* The city of Commerce will continue to rehabilitate existing substandard housing units through the enforcement of the city's building and safety code.

*Housing Policy 3.3.* The City of Commerce will enforce the building and safety code and the zoning ordinance to prevent the construction of illegal housing units.

*Housing Policy 3.4.* The city of Commerce will ensure that homes, found to be in violation of building codes, have follow-up visits as a means to enforce compliance with the codes and fines

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imposed if compliance with codes is not completed within a reasonable amount of time.

*Housing Policy 4.1.* The city of Commerce will ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas.

*Housing Policy 4.2.* The city of Commerce will ensure that those areas developed in higher densities shall be buffered from adjacent lower-density residential development with medium-density residential development.

*Housing Policy 4.3.* The city of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.

*Housing Policy 4.4.* The city of Commerce will ensure that new homes are constructed with sufficient separation between the units to promote quality design and privacy.

*Housing Policy 4.5.* The city of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in more expensive housing.

*Housing Policy 5.1.* The city of Commerce will continue to support Federal and State laws that prohibit discrimination in housing on the basis of age, sex, or race.

*Housing Policy 5.2.* The city of Commerce will continue to cooperate with the Los Angeles County Fair Housing Council in the enforcement of fair housing laws.

*Housing Policy 5.3.* The city of Commerce will continue to work with the Los Angeles County Fair Housing Council in the review of violations of applicable Federal and State fair housing laws.

*Housing Policy 5.4.* The city of Commerce will continue to support formal child day care policies that will enable residents and employees to have access to affordable and high-quality day care facilities within the city.

*Housing Policy 5.5.* The city of Commerce will continue to encourage new industrial developments to include child day care facilities

within the project area or to pay in-lieu fees into a city-established child day care center fund.

*Housing Policy 5.6.* The city of Commerce will continue to explore the feasibility of obtaining outside funding sources for child day care facilities within the city.

*Housing Policy 5.7.* The city of Commerce will continue to provide a wide variety of social service programs to city residents.

*Housing Policy 5.8.* The city of Commerce will regularly assess the social service needs of the community.

*Resource Management Policy 1.1.* The city of Commerce will strive to preserve the history of the city and any historical places in the city, such as the railroad station and the rubber trees in the vicinity of Olympic and Goodrich Boulevards.

*Resource Management Policy 1.2.* The city of Commerce will evaluate other potential significant sites in the community, and will continue to recognize the city's cultural and historical resources.

*Resource Management Policy 1.3.* The city of Commerce will document local historic sites and promote the public's awareness of these resources.

*Resource Management Policy 1.4.* The city of Commerce will explore opportunities for the development of a city museum and cultural center.

*Resource Management Policy 2.1.* The city of Commerce will assist local utility companies with their public education energy conservation programs.

*Resource Management Policy 2.2.* The city of Commerce will encourage public employees to follow energy conservation procedures designed to reduce energy consumption.

*Resource Management Policy 2.3.* The city of Commerce will contact appropriate State agencies to determine whether or not the depletion of oil resources in the Bandini oilfield will create local ground subsidence problems.

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*Resource Management Policy 2.4.* The city of Commerce will promote reduced energy consumption by existing land uses within Commerce.

*Resource Management Policy 2.5.* The city of Commerce will cooperate with the Department of Building and Safety to enforce State energy conservation guidelines that require the incorporation of energy-saving designs and features into new and refurbished buildings.

*Resource Management Policy 3.1.* The city of Commerce will encourage the preservation of the existing plant resources in the city.

*Resource Management Policy 3.2.* The city of Commerce will explore code enforcement measures to ensure that landscaping is well-maintained.

*Resource Management Policy 3.3.* The city of Commerce will implement a definitive street tree program that, at a minimum, calls for landscaping along major rights-of-way and within industrial and commercial developments.

*Resource Management Policy 3.4.* The city of Commerce will review existing landscaping standards for public and private developments so as to increase the green space throughout the city.

*Resource Management Policy 3.5.* The city of Commerce will require that at least five percent of the site area of all new commercial and industrial developments be landscaped.

*Resource Management Policy 4.1.* The city of Commerce will maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities.

*Resource Management Policy 4.2.* The city of Commerce will strive to create more “green space” and recreational facilities that will accommodate skateboarding, roller hockey, and field soccer programming.

*Resource Management Policy 4.3.* The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility.

*Resource Management Policy 4.4.* The city of Commerce will expand Veteran’s Park and Bristow Park to include such facilities as soccer fields and basketball courts.

*Resource Management Policy 4.5.* The city of Commerce will evaluate the feasibility of developing tot lots and pocket parks in the city’s residential neighborhoods.

*Resource Management Policy 4.6.* The city of Commerce will improve and expand the recreational facilities at Camp Commerce.

*Resource Management Policy 4.7.* The city of Commerce will continue to assess the recreational program needs of the city’s residents, and establish guidelines to respond to those needs.

*Resource Management Policy 4.8.* The city of Commerce will develop a quarterly recreation program report.

*Resource Management Policy 4.9.* The city of Commerce will continue to identify the maintenance requirements of the park and recreational facilities in the city’s capital improvement program.

*Resource Management Policy 4.10.* The city of Commerce will encourage citizen involvement and participation in the planning of park improvements.

*Resource Management Policy 4.11.* The city of Commerce will identify new funding sources to provide recreational improvements and services in the city.

*Resource Management Policy 4.12.* The city of Commerce will include the replacement and/or remodeling of the restroom and snack bar facilities in Bristow Park in the capital improvement program list.

*Resource Management Policy 5.1.* The city of Commerce will do its part in the conservation and protection of air, water, energy, and land in the Southern California region.

*Resource Management Policy 5.2.* The city of Commerce will cooperate, to the degree necessary, with federal, state, and county agencies, and surrounding cities, in the

## **City of Commerce 2010 General Plan**

maintenance and improvement in the quality of local groundwater.

*Resource Management Policy 5.3. The city of Commerce will work with the Los Angeles County Sanitation District and other government agencies to ensure that the Commerce Refuse to Energy plant operates in a manner that protects the region's air resources.*

*Resource Management Policy 5.4. The city of Commerce will encourage the conservation of water resources in residential, commercial, and industrial developments through the use of drought-tolerant plant materials and water-saving irrigation systems.*

*Resource Management Policy 5.5. The city of Commerce will encourage the development of appropriate federal, state, county, and local water conservation measures in order to assure future supplies for residents.*

*Health & Safety Policy 1.1. The city of Commerce will work to minimize hazards to public health, safety, and welfare, and prevent loss of life, bodily injury, and property damage resulting from natural and manmade phenomena.*

*Health & Safety Policy 1.2. The city of Commerce will provide public safety information focusing on the prevention of accidents that may be life-threatening or result in property damage.*

*Health & Safety Policy 1.3. The city of Commerce will continue to provide adequate levels of emergency services to meet existing and projected demand through the maintenance of contracts with emergency service providers.*

*Health & Safety Policy 1.4. The city of Commerce will continue to encourage coordination among city officials, and between the city and other agencies, that provides disaster response and relief services.*

*Health & Safety Policy 1.5. The city of Commerce will cooperate with, and support in every way possible, the federal, state, and county agencies responsible for the enforcement of health, safety, and environmental laws.*

*Health & Safety Policy 2.1. The city of Commerce will strive to respond to all in-city emergency incidents within a five-minute or less response time.*

*Health & Safety Policy 2.2. The city of Commerce will continue to support the efforts of the fire department in the prevention and suppression of fires.*

*Health & Safety Policy 2.3. The city of Commerce will ensure that the public and private water distribution and supply facilities have adequate capacity to meet both the domestic supply needs of the community and the required fire flow.*

*Health & Safety Policy 2.4. The city of Commerce will encourage city water purveyors to meet regularly with Fire Department officials to discuss the condition and capabilities of the City's water system.*

*Health & Safety Policy 2.5. The city of Commerce will ensure that all street signs shall be clearly marked and visible to all emergency personnel.*

*Health & Safety Policy 2.6. The city of Commerce will ensure that the Fire Department will be included in the environmental review of any large development to ensure that fire prevention and suppression features have been considered in the overall design.*

*Health & Safety Policy 2.7. The city of Commerce will ensure that structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a timeframe established by the Fire Department.*

*Health & Safety Policy 2.8. The City of Commerce will ensure that the Fire Department will be provided by those facilities that are deemed necessary to enable it to provide services at levels desirable to both the City and the County.*

*Health & Safety Policy 3.1. The city of Commerce will ensure that law enforcement services continue to meet the public safety needs of the community.*

*Health & Safety Policy 3.2. The city of Commerce will encourage the Los Angeles County Sheriff's Department and Commerce safety specialists to develop better people skills with our residents, such as "Wave - Smile - Say Hello," and the ongoing evaluation of law enforcement services will continue to be implemented.*

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*Health & Safety Policy 3.3.* The city of Commerce will continue to work with the Los Angeles County Sheriff's Department to suppress gang activity in the city.

*Health & Safety Policy 3.4.* The city of Commerce will require defensible space designs in all new developments.

*Health & Safety Policy 3.5.* The city of Commerce will encourage existing developments to practice crime prevention by providing outdoor lighting, maintaining low-level landscaping, and supplying private on-site security patrols or security systems.

*Health & Safety Policy 4.1.* The city of Commerce will continue to cooperate with the efforts of other agencies and special districts involved in monitoring the City's water and sewer systems.

*Health & Safety Policy 4.2.* The city of Commerce will contribute toward the maintenance of a wastewater treatment system sufficient to protect the health and safety of all residents and businesses.

*Health & Safety Policy 4.3.* The city of Commerce will continue to request local water purveyors to provide the City with periodic reports concerning water quality.

*Health & Safety Policy 5.1.* The city of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards.

*Health & Safety Policy 5.2.* The city of Commerce will work with other agencies to reduce the potential flood hazard in the city.

*Health & Safety Policy 5.3.* The city of Commerce will work with the Los Angeles County Department of Building and Safety to identify and monitor those buildings that may represent a risk in the event of a major earthquake.

*Health & Safety Policy 5.4.* The city of Commerce will work with Federal, State, and County agencies, as well as the Industrial Council, to protect all City residents and workers from hazardous materials and the risks associated with the transportation of these materials.

*Health & Safety Policy 5.5.* The city of Commerce will work with the Fire Department to enforce "right to know" laws.

*Health & Safety Policy 5.6.* The city of Commerce will maintain a City liaison officer who will continue to work with the Fire Department to monitor the production, use, and storage of hazardous materials.

*Health & Safety Policy 5.7.* The city of Commerce will establish an environmental review procedure that will assess the impact of new potentially hazardous industrial uses on adjacent residential neighborhoods.

*Health & Safety Policy 5.8.* The city of Commerce will work with the Los Angeles County Sheriff's Department to enforce the use of the hazardous materials transport routes identified in the Public Safety Element.

*Health & Safety Policy 5.9.* The city of Commerce will encourage the proper disposal of hazardous waste materials produced, used, and stored within the City's limits.

*Health & Safety Policy 6.1.* The city of Commerce will continue to support the efforts of public safety officials to educate the public in preparing for a major and destructive earthquake.

*Health & Safety Policy 6.2.* The city of Commerce will continually update the emergency preparedness plan to respond to changing needs.

*Health & Safety Policy 6.3.* The city of Commerce will prepare a mini-emergency preparedness plan that may be distributed to households and businesses in the community, and will delineate evacuation routes, emergency response procedures, and other items as deemed necessary. (This plan must include the cable system as a source of emergency information on an ongoing basis as these emergencies occur. Emergency information should be monitored and either changed or modified once it becomes obsolete or impractical.)

*Health & Safety Policy 6.4.* The city of Commerce will encourage city leaders and those persons living or working in the city to be trained as emergency response personnel.

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*Health & Safety Policy 7.1.* The city of Commerce will ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.

*Health & Safety Policy 7.2.* The city of Commerce will work with businesses in the City and other public agencies to identify ways to reduce noise impacts throughout the City.

*Health & Safety Policy 7.3.* The city of Commerce will continue to enforce the existing City's noise control ordinance.

*Health & Safety Policy 7.4.* The city of Commerce will incorporate noise considerations into land use planning decisions.

*Health & Safety Policy 7.5.* The city of Commerce will prohibit noise-intensive land uses adjacent to or near residential areas, schools, convalescent homes, and other noise-sensitive receptors.

*Health & Safety Policy 7.6.* The city of Commerce will encourage acoustical design in all new construction.

*Health & Safety Policy 7.7.* The city of Commerce will require additional landscaping in industrial and commercial projects to help reduce noise impacts through increased setbacks.

*Health & Safety Policy 7.8.* The city of Commerce will evaluate and implement measures to control stationary non-transportation noise impacts.

*Health & Safety Policy 7.9.* The city of Commerce will continue to use the Sheriff's Department or expand the responsibility of the city's Code Enforcement Division to monitor and respond to noise complaints.

*Health & Safety Policy 7.10.* The City of Commerce will establish and maintain coordination among the City agencies involved in noise abatement.

*Health & Safety Policy 8.1.* The city of Commerce will strive to reduce railroad noise impacts in the vicinity of Astor Avenue.

*Health & Safety Policy 8.2.* The city of Commerce will work with Union Pacific Railroad to reduce noise impacts from railroad operations in the vicinity of Washington Boulevard.

*Health & Safety Policy 8.3.* The city of Commerce will provide for measures to reduce noise impacts from transportation-related noise sources.

*Health & Safety Policy 8.4.* The city of Commerce will evaluate the feasibility of constructing sound barriers to mitigate transportation-related noise from railroads and the freeways.

*Health & Safety Policy 8.5.* The city of Commerce, together with the railroads, will consider the feasibility of constructing sound walls wherever residential uses abut railroad rights-of-way.

*Health & Safety Policy 8.6.* The city of Commerce will ensure the inclusion of noise mitigation measures in the design of new roadway projects.

*Health & Safety Policy 8.7.* The city of Commerce will mitigate potential impacts for future helicopter operations by restricting residential uses in the vicinity of the heliports.

*Health & Safety Policy 8.8.* The city of Commerce will mitigate noise impacts related to truck loading and unloading (including garbage trucks) by requiring trash pick-up to be changed to daytime periods.

*Air Quality Policy 1.1.* The city of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.

*Air Quality Policy 1.2.* The city of Commerce will encourage the applicants for sensitive land uses (e.g., residences, schools, daycare centers, playgrounds and medical facilities) to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.

*Air Quality Policy 1.3.* The city of Commerce will promote and support mixed-use land patterns that allow the integration of retail, office, institutional and residential uses. Consult with the AQMD when siting new facilities with dust, odors or TAC emissions to avoid siting those

facilities near sensitive receptors and avoid siting sensitive receptors near sources of air pollution.

*Air Quality Policy 1.4.* The city of Commerce will facilitate communication among residents, businesses and the AQMD to quickly resolve air pollution nuisance complaints. Distribute information to advise residents on how to register a complaint with the SCAQMD.

*Air Quality Policy 1.5.* The city of Commerce will require that owners of new developments that have the potential to emit air pollutants that would impact sensitive receptors to notify residents and businesses adjacent to the proposed site prior to starting construction.

*Air Quality Policy 1.6.* The city of Commerce will consider all feasible alternatives to minimize emissions from diesel equipment (e.g., trucks, construction equipment, and generators).

*Air Quality Policy 1.7.* *The city of Commerce will actively participate in decisions on the siting or expansion of facilities or land uses (e.g. freeway expansions), to ensure the inclusion of air quality.*

*Air Quality Policy 2.1.* The city of Commerce will require that developers of high density and mixed-use developments consult with the local transit agency and incorporate all appropriate and feasible transit amenities into the plans.

*Air Quality Policy 2.2.* The city of Commerce will establish a Mixed-Use Zoning District that offers incentives to mixed-use developments. The Mixed-Use designation that is applicable to the Atlantic Boulevard corridor implements this policy.

*Air Quality Policy 2.3.* The city of Commerce will adopt and implement codes that encourage community centers, telecommuting programs, and home-based businesses.

*Air Quality Policy 2.4.* The city of Commerce will create opportunities to receive State transportation funds by adopting incentives (e.g., an expedited review process) for planning and implementing infill development projects within urbanized areas that include job centers and clean transportation nodes (e.g., preparation of "transit village" plans).

*Air Quality Policy 2.5.* The city of Commerce will collaborate with local, regional, state and federal agencies to create incentives for "job/housing opportunity zones," to promote housing in job-rich areas and jobs in housing-rich areas. The Housing Opportunity areas identified in the Community Development Element are consistent with this policy.

*Air Quality Policy 2.6.* The city of Commerce will design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.

*Air Quality Policy 2.7.* The city of Commerce will promote mass transit rider ship through careful planning of routes, headways, origins and destinations, and types of vehicles

*Air Quality Policy 2.8.* The city of Commerce will seek new cooperative relationships between employers and employees to reduce vehicle miles traveled (VMT).

*Air Quality Policy 2.9.* The city of Commerce will work with large employers and commercial/industrial complexes to create Transportation Management Associations and to implement trip/VMT action strategies.

*Air Quality Policy 2.10.* The city of Commerce will cooperate with surrounding jurisdictions to provide incentives, adopt regulations and develop transportation demand management programs educe and eliminate vehicle trips and VMT.

*Air Quality Policy 2.11.* The city of Commerce will collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit.

*Air Quality Policy 2.12.* The city of Commerce will Identify and develop non-motorized transportation corridors (e.g., bicycling and pedestrian trails and lanes).

*Air Quality Policy 2.13.* The city of Commerce will establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close as practicable to the event site and the operator should operate or provide alternative-fuel vehicles for shuttles.\*

*Air Quality Policy 2.14.* The city of Commerce will encourage special event center operators to

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provide discounted transit passes with event tickets or offer discounted on-site parking for carpooling patrons (four or more persons per vehicle).

*Air Quality Policy 3.1.* The city of Commerce will manage the City's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the City fleet.

*Air Quality Policy 3.2.* The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.

*Air Quality Policy 3.3.* The city of Commerce will establish programs for priority or free parking on City streets or in City parking lots for alternative fuel vehicles.

*Air Quality Policy 3.4.* The city of Commerce will cooperate with federal and state agencies and the AQMD in their efforts to reduce exposure from railroad and truck emissions.

*Air Quality Policy 3.5.* The city of Commerce will collaborate with the USEPA, CARIB, AQMD, and warehouse owners to create programs and ordinances to minimize the amount of diesel emissions related to warehousing operations.

*Air Quality Policy 3.6.* The city of Commerce will manage the City's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the City fleet.

*Air Quality Policy 3.7.* The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.

*Air Quality Policy 4.1.* The city of Commerce will synchronize traffic signals throughout the City and with adjoining cities and counties while allowing free flow of mass transit systems.

*Air Quality Policy 4.2.* The city of Commerce will reduce traffic delays through highway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.

*Air Quality Policy 4.3.* The city of Commerce will encourage businesses to schedule deliveries at off-peak traffic periods through the land use entitlement or business regulation process.

*Air Quality Policy 4.4.* The city of Commerce will encourage the construction of HOV lanes whenever necessary to relieve congestion and reduce air pollution. Emphasize the use of HOV lanes, as well as light rail and bus routes, and pedestrian and bicycle facilities to improve mobility and air quality.

*Air Quality Policy 4.5* The city of Commerce will monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.

*Air Quality Policy 4.6.* The city of Commerce will work with local transit providers to incorporate best design practices for transit into new development projects.

*Air Quality Policy 4.7.* The city of Commerce will continue to implement the required components of the Congestion Management Plan (CMP), and continue to work with Los Angeles County on annual updates to the CMP.

*Air Quality Policy 4.8.* The city of Commerce will support SCAG's Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Gateway Cities, sanitation districts, water districts, and those sub-regional entities identified in the Regional Growth Management Plan.

*Air Quality Policy 5.1.* The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse air quality impact on the community and that any such impacts must be mitigated to the fullest extent possible.

*Air Quality Policy 5.2.* The city of Commerce will oppose the over-concentration of polluting public facilities and improvements.

*Air Quality Policy 5.3.* The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in air quality issues.

Table 9-2 (Policies Matrix) identifies the various General Plan policies and the corresponding program or programs that would be effective in their implementation.

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<b>Community Development Element Policies</b>	
<i>Community Development Policy 1.1.</i> The city of Commerce will continue to promote land use compatibility.	<ul style="list-style-type: none"> <li>● Environmental Review</li> <li>● Design Review</li> <li>● Zoning Conformity Program</li> </ul>
<i>Community Development Policy 1.2.</i> The city of Commerce shall accelerate the implementation of the city's development code.	<ul style="list-style-type: none"> <li>● Design Guidelines and Review</li> <li>● Zoning Conformity Program</li> </ul>
<i>Community Development Policy 1.3.</i> The city of Commerce will continue to implement specific standards for new commercial developments located adjacent to residential neighborhoods in order to ensure that adequate buffers are provided so that negative impacts such as noise, light pollution, truck use, and traffic may be mitigated.	<ul style="list-style-type: none"> <li>● Design Guidelines and Review</li> <li>● Redevelopment</li> <li>● Zoning Conformity Program</li> </ul>
<i>Community Development Policy 1.4.</i> The city of Commerce shall prevent the further intrusion of industrial and commercial development into the Bandini-Rosini, Northwest, Rosewood, and Southeast Planning Areas.	<ul style="list-style-type: none"> <li>● Redevelopment</li> <li>● Zoning Conformity Program</li> </ul>
<i>Community Development Policy 1.5.</i> The city of Commerce will prevent the further intrusion of residential dwelling uses into the existing industrial and commercial districts in the city.	<ul style="list-style-type: none"> <li>● Redevelopment</li> <li>● Zoning Conformity Program</li> </ul>
<i>Community Development Policy 1.6.</i> The city of Commerce will ensure that commercial and industrial development provide sufficient landscaped buffers and other design features to separate new non-residential uses located in areas adjacent to existing residential neighborhoods.	<ul style="list-style-type: none"> <li>● Code Enforcement</li> <li>● Design Guidelines and Review</li> <li>● Redevelopment</li> </ul>
<i>Community Development Policy 1.7.</i> The city of Commerce will promote site plans for new development located in the vicinity of Washington Boulevard that encourages primary access from Washington Boulevard for those businesses located along the roadway (as opposed to the use of alleyways).	<ul style="list-style-type: none"> <li>● Design Guidelines and Review</li> <li>● Redevelopment</li> </ul>
<i>Community Development Policy 1.8.</i> The city of Commerce, in conjunction with the South Coast Air Quality Management District, the Environmental Protection Agency, the Los Angeles County Fire Department, and other public agencies, will work to reduce potential hazards and health risks associated with the use, storage, or manufacture of hazardous materials.	<ul style="list-style-type: none"> <li>● Environmental Review</li> </ul>
<i>Community Development Policy 2.1.</i> The city of Commerce will continue to promote the development of a quality retail and commercial entertainment district in the vicinity of Telegraph Road, north of the Santa Ana Freeway.	<ul style="list-style-type: none"> <li>● Redevelopment</li> <li>● Zoning Conformity Program</li> </ul>
<i>Community Development Policy 2.2.</i> The city of Commerce will encourage and promote the development of quality restaurants in the city to serve residents and visitors alike, and discourage the further proliferation of fast-food restaurants in the city.	<ul style="list-style-type: none"> <li>● Land Assemblage and Write-Down</li> <li>● Redevelopment</li> <li>● Zoning Conformity Program</li> </ul>
<i>Community Development Policy 2.3.</i> The city of Commerce will promote the development of larger, more efficient, commercial retail shopping centers as opposed to smaller "strip commercial" centers.	<ul style="list-style-type: none"> <li>● Land Assemblage and Write-Down</li> <li>● Redevelopment</li> <li>● Zoning Conformity Program</li> </ul>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Community Development Policy 2.4.</i> The city of Commerce will continue to preserve and promote the improvement of the existing commercial areas, including the Commerce Center, the Telegraph Road/Washington Boulevard area, the Atlantic/Washington Redevelopment Project Area, the Commerce Business Park, and the commercial properties located along Slauson Avenue.	<ul style="list-style-type: none"> <li>● <i>Land Assemblage and Write-Down</i></li> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 2.5.</i> The city of Commerce will explore the feasibility of constructing a supermarket to serve those portions of the city south of the Santa Ana Freeway.	<ul style="list-style-type: none"> <li>● <i>Land Assemblage and Write-Down</i></li> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 2.6.</i> The city of Commerce will strive to improve security within existing and future shopping districts located in the city.	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Design Guidelines and Review</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 2.7.</i> The city of Commerce will continue to actively pursue the goals and objectives of the Atlantic/Washington Redevelopment Project Area.	<ul style="list-style-type: none"> <li>● <i>Capital Improvement Planning</i></li> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 2.8.</i> The city of Commerce will continue to encourage the development of a high-intensity, highly visible commercial corridor consisting of offices, hotels, and retail and entertainment uses along Telegraph Road, extending from Hoefner Avenue to Vail Avenue.	<ul style="list-style-type: none"> <li>● <i>Design Guidelines and Review</i></li> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 2.9.</i> The city of Commerce will continue to promote the improvement of the Washington Boulevard corridor between the Santa Ana and Long Beach Freeways.	<ul style="list-style-type: none"> <li>● <i>Redevelopment</i></li> <li>● <i>Capital Improvement Planning</i></li> </ul>
<i>Community Development Policy 2.10.</i> The city of Commerce will continue to provide safe, convenient pedestrian linkages across and along streets containing strip commercial businesses.	<ul style="list-style-type: none"> <li>● <i>Capital Improvement Planning</i></li> </ul>
<i>Community Development Policy 3.1.</i> The city of Commerce will continue to promote the maintenance and preservation of industrial activities and business that contribute to the city's economic and employment base.	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Design Guidelines and Review</i></li> </ul>
<i>Community Development Policy 3.2.</i> The city of Commerce will prevent the intrusion of residential uses within the industrial and commercial districts.	<ul style="list-style-type: none"> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 3.3.</i> The city of Commerce will encourage the continued revitalization of the city's industrial districts to accommodate economic development and growth.	<ul style="list-style-type: none"> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 3.4.</i> The city of Commerce will promote the development of modern and attractive business parks that will enhance the city's economic well-being.	<ul style="list-style-type: none"> <li>● <i>Design Guidelines and Review</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 4.1.</i> The city of Commerce will explore the feasibility of developing an area devoted to active family recreation.	<ul style="list-style-type: none"> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 4.2.</i> The city of Commerce will promote the development of commercial enterprises that provide family entertainment.	<ul style="list-style-type: none"> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Community Development Policy 4.3.</i> The city of Commerce will continue to promote the development of the Citadel and neighboring areas as a focal point for family entertainment.	<ul style="list-style-type: none"> <li>● <i>Zoning Conformity Program</i></li> </ul>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Community Development Policy 5.1.</i> The city of Commerce will promote the development of new housing for all income groups.	● <i>Environmental Review</i>
<i>Community Development Policy 5.2.</i> The city of Commerce will continue to explore new opportunities for housing and services to meet the needs of the labor force, and as a means to attract new business and industry to the city.	● <i>Environmental Review</i>
<i>Community Development Policy 5.3.</i> The city of Commerce will continue to make information available to Commerce residents concerning housing opportunities and rehabilitation programs.	● <i>Code Enforcement</i>
<i>Community Development Policy 5.4.</i> The city of Commerce will expand its housing rehabilitation programs, focusing on the need to rehabilitate housing and eliminate illegal garage conversions in every Commerce neighborhood.	● <i>Code Enforcement</i>
<i>Community Development Policy 6.1.</i> The city of Commerce will promote the creation of “area themes” to enhance the city’s living and working environment.	● <i>Design Guidelines and Review</i>
<i>Community Development Policy 6.2.</i> The city of Commerce will strive to see that commercial properties are maintained and that obsolete signage is removed.	● <i>Design Guidelines and Review</i>
<i>Community Development Policy 6.3.</i> The city of Commerce will require new commercial and industrial development to employ architectural and site design	● <i>Design Guidelines and Review</i>
<i>Community Development Policy 7.1.</i> The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.	● <i>Environmental Review</i>
<i>Community Development Policy 7.2.</i> The city of Commerce will oppose the over-concentration of public facilities and improvements that provide benefits to the regional at large while adversely impacting the local community. The region at large must share both the benefits and the disadvantages of such uses and facilities	● <i>Environmental Review</i>
<i>Community Development Policy 7.3.</i> The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community’s voice is heard in the planning public facilities.	● <i>Environmental Review</i> ● <i>Storm water Pollution Prevention</i> ● <i>Water Conservation Ordinance</i>

**Transportation Element Policies**

<i>Transportation Policy 1.1.</i> The city of Commerce will continue to implement a comprehensive plan for a coordinated street circulation system that will provide for the safe and efficient movement of people and goods.	● <i>Caltrans Coordination</i> ● <i>Capital Improvement Planning</i> ● <i>Signalization</i>
<i>Transportation Policy 1.2.</i> The city of Commerce will continue to develop a street circulation system that is capable of adequately accommodating a reasonable increase in future traffic demands.	● <i>Capital Improvement Planning</i> ● <i>Signalization</i>
<i>Transportation Policy 1.3.</i> The city of Commerce will implement the standards for roadways identified in the Transportation Element in the planning and construction of future street improvements in the city.	● <i>Capital Improvement Planning</i>

**City of Commerce  
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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Transportation Policy 1.4.</i> The city of Commerce will implement the applicable standards for local roadways specifically serving industrial developments in the city.	● <i>Capital Improvement Planning</i> ● <i>Redevelopment</i>
<i>Transportation Policy 1.5.</i> The city of Commerce will continue to cooperate with the Sheriff's Department in the enforcement of traffic laws on all City streets.	● <i>Capital Improvement Planning</i>
<i>Transportation Policy 1.6.</i> The city of Commerce will continue to support the operation of, and further the enhancement of, a safe and efficient regional and inter-city transit system.	● <i>Caltrans Coordination</i> ● <i>Signalization</i>
<i>Transportation Policy 1.7.</i> The city of Commerce will implement measures that will discourage through-traffic on local streets.	● <i>Environmental Review</i>
<i>Transportation Policy 1.8.</i> The city of Commerce will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the city transportation and circulation system.	● <i>Caltrans Coordination</i> ● <i>Mitigation Fee/Use Fee Study</i> ● <i>Signalization</i>
<i>Transportation Policy 2.1.</i> The city of Commerce will evaluate plans that will promote the separation of commercial and industrial development traffic from residential neighborhoods.	● <i>Environmental Review</i>
<i>Transportation Policy 2.2.</i> The city of Commerce will prohibit truck traffic from using local streets located within, and exclusively serving, the residential neighborhoods.	● <i>Truck Route Planning</i>
<i>Transportation Policy 2.3.</i> The city of Commerce will establish, and enforce the use of, truck routes in the City.	● <i>Caltrans Coordination</i> ● <i>Truck Route Planning</i>
<i>Transportation Policy 2.4.</i> The city of Commerce will seek out means to assess heavy truck users for the cost of maintaining roadway-related infrastructure.	● <i>Environmental Review</i> ● <i>Truck Route Planning</i> ● <i>Mitigation Fee/Use Fee Study</i>
<i>Transportation Policy 3.1.</i> The city of Commerce will continue to encourage the use of alternate transportation modes (e.g., shuttles, etc.).	● <i>Environmental Review</i> ● <i>Transit Centers</i>
<i>Transportation Policy 3.2.</i> The city of Commerce will continue to provide residents, employees, and visitors with a local public transit system.	● <i>Caltrans Coordination</i>
<i>Transportation Policy 3.3.</i> The city of Commerce will continue to monitor population trends and development that may require modifications to municipal bus system schedules and service routes to better service the major employment, shopping, and service areas located throughout the City.	● <i>Environmental Review</i> ● <i>Transit Centers</i>
<i>Transportation Policy 3.4.</i> The city of Commerce will promote the development of safe and convenient pedestrian access between residential neighborhoods and the parks and schools that serve those neighborhoods.	● <i>Capital Improvement Planning</i>
<i>Transportation Policy 3.5.</i> The city of Commerce will encourage the maintenance and improvement of "pedestrian-safe" oriented facilities to ensure safe pedestrian movement.	● <i>Capital Improvement Planning</i> ● <i>Transit Centers</i>
<i>Transportation Policy 3.6.</i> The city of Commerce will establish bus shelters at heavily-used bus stops to increase public recognition and promote the use of the local and regional transit system.	● <i>Caltrans Coordination</i> ● <i>Transit Centers</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Transportation Policy 3.7.</i> The city of Commerce, together with the local transit provider and MTA, will provide brochure racks at city hall and community centers.	● <i>Transit Centers</i>
<i>Transportation Policy 3.8.</i> The city of Commerce will continue to implement the city's transportation demand management (TDM) measures to improve the efficiency of the City's circulation network.	● <i>Environmental Review</i>
<i>Transportation Policy 3.9.</i> The city of Commerce will require major employers to adopt TDM plans pursuant to the city's adopted TDM ordinance.	● <i>Environmental Review</i>
<i>Transportation Policy 3.10.</i> The city of Commerce will continue to cooperate with regional transportation agencies to establish routes, stops, and stations in Commerce for the proposed regional mass transit system.	● <i>Environmental Review</i> ● <i>Transit Centers</i>
<i>Transportation Policy 4.1.</i> The city of Commerce will work with the Los Angeles County Public Works Department to establish a roadway and traffic safety inspection program.	● <i>Capital Improvement Planning</i>
<i>Transportation Policy 4.2.</i> The city of Commerce will evaluate the feasibility of forming assessment districts, development fees, or other measures to acquire funds needed for street and traffic-related improvements.	● <i>Mitigation Fee/Use Fee Study</i>
<i>Transportation Policy 4.3.</i> The city of Commerce will require that the cost of new transportation-related improvements be borne by the developments that create the need for such improvements.	● <i>Capital Improvement Planning</i> ● <i>Mitigation Fee/Use Fee Study</i>
<i>Transportation Policy 4.4.</i> The city of Commerce will evaluate the feasibility of levying license fees for all trucks using city roads to pay for the cost of associated road repairs.	● <i>Truck Route Planning</i>
<i>Transportation Policy 4.5.</i> The city of Commerce will initiate discussions with Caltrans regarding the placement of a freeway interchange at the Slauson Avenue/Interstate 710 crossing.	● <i>Caltrans Coordination</i>
<i>Transportation Policy 4.6.</i> The city of Commerce will consider a project to provide access to Sheila Street from Pacific Way west of Arrowmill Avenue.	● <i>Capital Improvement Planning</i>
<i>Transportation Policy 4.7.</i> The city of Commerce will install concrete paving on Washington Boulevard between Indiana Street and the Santa Ana Freeway.	● <i>Capital Improvement Planning</i>
<i>Transportation Policy 4.8.</i> The city of Commerce will widen Sheila Street as needed to accommodate existing and anticipated truck traffic along this route.	● <i>Capital Improvement Planning</i> ● <i>Truck Route Planning</i>
<i>Transportation Policy 4.9.</i> The city of Commerce will evaluate the feasibility of the widening of Ferguson Drive between Gerhart Avenue and Garfield Avenue.	● <i>Capital Improvement Planning</i>
<i>Transportation Policy 4.10.</i> The city of Commerce will consult with Caltrans in considering the feasibility of constructing a direct ramp connection from the Long Beach Freeway to the adjacent rail yards as a means to reduce truck traffic on local streets.	● <i>Capital Improvement Planning</i> ● <i>Truck Route Planning</i>

**City of Commerce  
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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Transportation Policy 5.1.</i> The city of Commerce will ensure that adequate off-street parking and loading facilities are provided for businesses and residences in the city.	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Enforcement of Truck Parking</i></li> </ul>
<i>Transportation Policy 5.2.</i> The city of Commerce will actively enforce existing curbside parking laws, particularly in regard to truck and bus parking along major roadways (all high-profile vehicles, including trucks, buses, and sport utility vehicles, should be parked at least a minimum of 20 feet from intersections in order to maintain clear visibility for vehicles entering all roadways).	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Enforcement of Truck Parking</i></li> <li>● <i>Residential Parking Program</i></li> </ul>
<i>Transportation Policy 5.3.</i> The city of Commerce will require all new developments to provide on-site parking in compliance with existing zoning regulations.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> </ul>
<i>Transportation Policy 5.4.</i> The city of Commerce will continue to enforce other parking regulations as they apply to existing development.	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Enforcement of Truck Parking</i></li> <li>● <i>Residential Parking Program</i></li> </ul>
<i>Transportation Policy 5.5.</i> The city of Commerce will continue to enforce and monitor parking ordinance regulations that will prohibit the parking of inoperable and service vehicles on residential streets.	<ul style="list-style-type: none"> <li>● <i>Enforcement of Truck Parking</i></li> <li>● <i>Residential Parking Program</i></li> </ul>
<i>Transportation Policy 5.6.</i> The city of Commerce will develop a program to limit on-street parking in residential neighborhoods that may include, but not be limited to, the issuance of residential parking permits.	<ul style="list-style-type: none"> <li>● <i>Enforcement of Truck Parking</i></li> <li>● <i>Residential Parking Program</i></li> </ul>
<i>Transportation Policy 5.7.</i> The city of Commerce will consider issuing street parking permits as a means to promote the use of garages for parking.	<ul style="list-style-type: none"> <li>● <i>Residential Parking Program</i></li> </ul>
<i>Transportation Policy 5.8.</i> The city of Commerce will examine the feasibility of establishing an overnight parking ordinance and/or a street-cleaning program that will serve to restrict on-street parking in residential neighborhoods.	<ul style="list-style-type: none"> <li>● <i>Enforcement of Truck Parking</i></li> <li>● <i>Residential Parking Program</i></li> </ul>
<i>Transportation Policy 6.1.</i> The city of Commerce will ensure that all future transportation facilities that will provide a regional benefit do not have a significant adverse impact on the community and that any such impacts must be mitigated to the fullest extent possible.	<ul style="list-style-type: none"> <li>● <i>Caltrans Coordination</i></li> <li>● <i>Mitigation Fee/Use Fee Study</i></li> </ul>
<i>Transportation Policy 6.2.</i> The city of Commerce will oppose any regional public transportation improvement that does not first consider the potential impacts of such facilities on the local community in which the facility will be located.	<ul style="list-style-type: none"> <li>● <i>Caltrans Coordination</i></li> <li>● <i>Mitigation Fee/Use Fee Study</i></li> </ul>
<i>Transportation Policy 6.3.</i> The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in the planning for future regional transportation facilities.	<ul style="list-style-type: none"> <li>● <i>Caltrans Coordination</i></li> </ul>

### Housing Element Policies

<i>Housing Policy 1.1.</i> The city of Commerce will strive to provide a diverse inventory of housing that meets the needs of those who desire to reside in the city.	<ul style="list-style-type: none"> <li>● <i>Density Bonus</i></li> <li>● <i>Production of Affordable Housing</i></li> <li>● <i>Senior Citizen Housing</i></li> </ul>
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**City of Commerce  
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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Housing Policy 1.2.</i> The city of Commerce will promote the development of a wide range of housing by location, type, and price to meet the existing and future needs of the city.	<ul style="list-style-type: none"> <li>● <i>Conservation of Existing Affordable Units</i></li> <li>● <i>Density Bonus</i></li> <li>● <i>Home-Ownership Opportunities</i></li> <li>● <i>Non-Profit Construction</i></li> <li>● <i>Production of Affordable Housing</i></li> <li>● <i>Senior Citizen Housing</i></li> </ul>
<i>Housing Policy 1.3.</i> The city of Commerce will promote the retention and improvement of existing senior housing.	<ul style="list-style-type: none"> <li>● <i>Conservation of Existing Affordable Units</i></li> <li>● <i>Senior Citizen Housing</i></li> <li>● <i>Senior Rent Subsidies</i></li> </ul>
<i>Housing Policy 1.4.</i> The city of Commerce will promote the development of new housing for low-through upper-income households.	<ul style="list-style-type: none"> <li>● <i>Deferred Loans</i></li> <li>● <i>Density Bonus</i></li> <li>● <i>Equity Sharing</i></li> <li>● <i>Home-Ownership Opportunities</i></li> <li>● <i>Non-Profit Construction</i></li> <li>● <i>Production of Affordable Housing</i></li> <li>● <i>Senior Citizen Housing</i></li> <li>● <i>Senior Rent Subsidies</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Housing Policy 1.5.</i> The city of Commerce will explore opportunities for new residential development within those areas of the city occupied by vacant, obsolete commercial and industrial uses.	<ul style="list-style-type: none"> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Housing Policy 1.6.</i> The city of Commerce will ensure that housing provided for lower-income level households will not be concentrated in any single area or neighborhood of the city.	<ul style="list-style-type: none"> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Housing Policy 1.7.</i> The city of Commerce will work to ensure that potential sites for residential development, located in those areas that were previously occupied by nonresidential land uses, are investigated to determine whether or not previous on-site uses present potential health risks. .	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> <li>● <i>Land Assemblage and Write-Down</i></li> </ul>
<i>Housing Policy 1.8.</i> The city of Commerce will continue to use redevelopment set-aside funds, density bonuses, and other program incentives to encourage private developers to construct quality low-income housing units.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> <li>● <i>Land Assemblage and Write-Down</i></li> </ul>
<i>Housing Policy 1.9.</i> The city of Commerce and the city's Community Development Commission will continue to acquire and assemble properties to facilitate construction of new housing units for all income groups and seniors.	<ul style="list-style-type: none"> <li>● <i>Land Assemblage and Write-Down</i></li> <li>● <i>Redevelopment</i></li> </ul>
<i>Housing Policy 2.1.</i> The city of Commerce will continue to promote, maintain, and enhance the character and identity of the residential neighborhoods.	<ul style="list-style-type: none"> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Housing Policy 2.2.</i> The city of Commerce will continue to maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Housing Policy 2.3.</i> The city of Commerce will restrict further construction of multiple-family units to only those areas where such uses are appropriate.	<ul style="list-style-type: none"> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>

**City of Commerce  
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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Housing Policy 2.4.</i> The city of Commerce will continue to ensure that the majority of new development in the Southeast planning area will consist primarily of medium-and high-density residential projects.	● <i>Redevelopment</i> ● <i>Zoning Conformity Program</i>
<i>Housing Policy 2.5.</i> The city of Commerce will preserve the existing single-family character of the lower-density residential neighborhoods located in the Bandini-Rosini and Rosewood planning areas.	● <i>Code Enforcement</i> ● <i>Zoning Conformity Program</i>
<i>Housing Policy 2.6.</i> The city of Commerce will employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.	● <i>Code Enforcement</i>
<i>Housing Policy 2.7.</i> The city of Commerce will require property owners to maintain their properties to the greatest extent possible.	● <i>Code Enforcement</i>
<i>Housing Policy 2.8.</i> The city of Commerce will continue to assist low-and moderate-income households with property maintenance by informing residents regarding the available programs and available low-interest and deferred loans.	● <i>Code Enforcement</i>
<i>Housing Policy 2.9.</i> The city of Commerce will establish a “House-of-the-Quarter” program that recognizes and rewards property owners for exemplary property maintenance.	● <i>Code Enforcement</i>
<i>Housing Policy 2.10.</i> The city of Commerce will protect the existing viable single-family residential neighborhoods from the intrusion of incompatible uses.	● <i>Zoning Conformity Program</i>
<i>Housing Policy 3.1.</i> The City of Commerce will encourage the maintenance of the existing housing stock.	● <i>Conservation of Existing Affordable Units</i> ● <i>Handyman Program</i>
<i>Housing Policy 3.2.</i> The City of Commerce will continue to rehabilitate existing substandard housing units through the enforcement of the City’s Building and Safety Code.	● <i>Code Enforcement</i>
<i>Housing Policy 3.3.</i> The City of Commerce will enforce the Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.	● <i>Code Enforcement</i>
<i>Housing Policy 3.4.</i> The City of Commerce will ensure that homes, found to be in violation of building codes, have follow-up visits as a means to enforce compliance with the codes and fines imposed if compliance with codes is not completed within a reasonable amount of time.	● <i>Code Enforcement</i>
<i>Housing Policy 4.1.</i> The City of Commerce will ensure that new higher-density residential projects are kept at a scale (number of units, height, etc.) compatible in design with adjacent residential areas.	● <i>Zoning Conformity Program</i>
<i>Housing Policy 4.2.</i> The City of Commerce will ensure that those areas developed in higher densities shall be buffered from adjacent lower-density residential development with medium-density residential development.	● <i>Zoning Conformity Program</i>
<i>Housing Policy 4.3.</i> The City of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.	● <i>Code Enforcement</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Housing Policy 4.4.</i> The City of Commerce will ensure that new homes are constructed with sufficient separation between the units to promote quality design and privacy.	● <i>Code Enforcement</i>
<i>Housing Policy 4.5.</i> The City of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in more expensive housing.	● <i>Code Enforcement</i>
<i>Housing Policy 5.1.</i> The City of Commerce will continue to support Federal and State laws that prohibit discrimination in housing on the basis of age, sex, or race.	● <i>Code Enforcement</i>
<i>Housing Policy 5.2.</i> The City of Commerce will continue to cooperate with the Los Angeles County Fair Housing Council in the enforcement of fair housing laws.	● <i>Code Enforcement</i>
<i>Housing Policy 5.3.</i> The City of Commerce will continue to work with the Los Angeles County Fair Housing Council in the review of violations of applicable Federal and State fair housing laws.	● <i>Code Enforcement</i>
<i>Housing Policy 5.4.</i> The city of Commerce will continue to support formal child day care policies that will enable residents and employees to have access to affordable and high-quality day care facilities within the city.	● <i>Environmental Review</i>
<i>Housing Policy 5.5.</i> The city of Commerce will continue to encourage new industrial developments to include child day care facilities within the project area or to pay in-lieu fees into a City-established child day care center fund	● <i>Environmental Review</i>
<i>Housing Policy 5.6.</i> -The city of Commerce will continue to explore the feasibility of obtaining outside funding sources for child day care facilities within the city.	● <i>Environmental Review</i>
<i>Housing Policy 5.7.</i> The city of Commerce will continue to provide a wide variety of social service programs to city residents.	● <i>Environmental Review</i>
<i>Housing Policy 5.8.</i> The city of Commerce will regularly assess the social service needs of the community.	● <i>Environmental Review</i>

**Resource Management Element Policies**

<i>Resource Management Policy 1.1.</i> The city of Commerce will strive to preserve the history of the city and any historical places in the city, such as the railroad station and the rubber trees in the vicinity of Olympic and Goodrich Boulevards.	● <i>Cultural Awareness</i> ● <i>Cultural Resource Management</i> ● <i>Historic Building Code</i>
<i>Resource Management Policy 1.2.</i> The city of Commerce will evaluate other potential significant sites in the community, and will continue to recognize the city's cultural and historical resources.	● <i>Cultural Awareness</i> ● <i>Cultural Resource Management</i> ● <i>Historic Building Code</i>
<i>Resource Management Policy 1.3.</i> The city of Commerce will document local historic sites and promote the public's awareness of these resources.	● <i>Cultural Awareness</i> ● <i>Cultural Resource Management</i>
<i>Resource Management Policy 1.4.</i> The city of Commerce will explore opportunities for the development of a city museum and cultural center.	● <i>Cultural Awareness</i> ● <i>Cultural Resource Management</i>
<i>Resource Management Policy 2.1.</i> The city of Commerce will assist local utility companies with their public education energy conservation programs.	● <i>Energy Conservation</i> ● <i>Environmental Review</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Resource Management Policy 2.2.</i> The city of Commerce will encourage public employees to follow energy conservation procedures designed to reduce energy consumption.	● <i>Energy Conservation</i> ● <i>Environmental Review</i>
<i>Resource Management Policy 2.3.</i> The city of Commerce will contact appropriate State agencies to determine whether or not the depletion of oil resources in the Bandini oilfield will create local ground subsidence problems.	● <i>Environmental Review</i>
<i>Resource Management Policy 2.4.</i> The city of Commerce will promote reduced energy consumption by existing land uses within Commerce.	● <i>Energy Conservation</i>
<i>Resource Management Policy 2.5.</i> The city of Commerce will cooperate with the Department of Building and Safety to enforce State energy conservation guidelines that require the incorporation of energy-saving designs and features into new and refurbished buildings.	● <i>Energy Conservation</i>
<i>Resource Management Policy 3.1.</i> The city of Commerce will encourage the preservation of the existing plant resources in the city.	● <i>Design Guidelines and Review</i> ● <i>Environmental Review</i> ● <i>Zoning Conformity Program</i>
<i>Resource Management Policy 3.2.</i> The city of Commerce will explore code enforcement measures to ensure that landscaping is well-maintained.	● <i>Design Guidelines and Review</i> ● <i>Environmental Review</i> ● <i>Zoning Conformity Program</i>
<i>Resource Management Policy 3.3.</i> The city of Commerce will implement a definitive street tree program that, at a minimum, calls for landscaping along major rights-of-way and within industrial and commercial developments.	● <i>Design Guidelines and Review</i> ● <i>Environmental Review</i> ● <i>Zoning Conformity Program</i>
<i>Resource Management Policy 3.4.</i> The city of Commerce will review existing landscaping standards for public and private developments so as to increase the green space throughout the city.	● <i>Design Guidelines and Review</i> ● <i>Environmental Review</i> ● <i>Zoning Conformity Program</i>
<i>Resource Management Policy 3.5.</i> The city of Commerce will require that at least five percent of the site area of all new commercial and industrial developments be landscaped	● <i>Design Guidelines and Review</i> ● <i>Environmental Review</i>
<i>Resource Management Policy 4.1.</i> The city of Commerce will maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities.	● <i>Joint Use Facilities</i> ● <i>Park Development &amp; Renovation Program</i>
<i>Resource Management Policy 4.2.</i> The city of Commerce will strive to create more "green space" and recreational facilities that will accommodate skateboarding, roller hockey, and field soccer programming.	● <i>Park Development &amp; Renovation Program</i>
<i>Resource Management Policy 4.3.</i> The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility.	● <i>Joint Use Facilities</i> ● <i>Park Development &amp; Renovation Program</i>
<i>Resource Management Policy 4.4.</i> The city of Commerce will expand Veteran's Park and Bristow Park to include such facilities as soccer fields and basketball courts.	● <i>Park Development &amp; Renovation Program</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Resource Management Policy 4.5.</i> The city of Commerce will evaluate the feasibility of developing tot lots and pocket parks in the city's residential neighborhoods.	<ul style="list-style-type: none"> <li>● <i>Joint Use Facilities</i></li> <li>● <i>Park Development &amp; Renovation Program</i></li> </ul>
<i>Resource Management Policy 4.6.</i> The city of Commerce will improve and expand the recreational facilities at Camp Commerce.	<ul style="list-style-type: none"> <li>● <i>Park Development &amp; Renovation Program</i></li> </ul>
<i>Resource Management Policy 4.7.</i> The city of Commerce will continue to assess the recreational program needs of the city's residents, and establish guidelines to respond to those needs.	<ul style="list-style-type: none"> <li>● <i>Joint Use Facilities</i></li> <li>● <i>Park Development &amp; Renovation Program</i></li> </ul>
<i>Resource Management Policy 4.8.</i> The city of Commerce will develop a quarterly recreation program report.	<ul style="list-style-type: none"> <li>● <i>Parks Gift Catalogues Program</i></li> <li>● <i>Park Development &amp; Renovation Program</i></li> <li>● <i>Park Watch/Adopt a Park</i></li> </ul>
<i>Resource Management Policy 4.9.</i> The city of Commerce will continue to identify the maintenance requirements of the park and recreational facilities in the city's capital improvement program.	<ul style="list-style-type: none"> <li>● <i>Parks Gift Catalogues Program</i></li> <li>● <i>Park Development &amp; Renovation Program</i></li> </ul>
<i>Resource Management Policy 4.10.</i> The city of Commerce will encourage citizen involvement and participation in the planning of park improvements.	<ul style="list-style-type: none"> <li>● <i>Parks Gift Catalogues Program</i></li> <li>● <i>Park Watch/Adopt a Park</i></li> </ul>
<i>Resource Management Policy 4.11.</i> The city of Commerce will identify new funding sources to provide recreational improvements and services in the city.	<ul style="list-style-type: none"> <li>● <i>Joint Use Facilities</i></li> <li>● <i>Parks Gift Catalogues Program</i></li> <li>● <i>Park Development &amp; Renovation Program</i></li> </ul>
<i>Resource Management Policy 4.12.</i> The city of Commerce will include the replacement and/or remodeling of the restroom and snack bar facilities in Bristow Park in the capital improvement program list.	<ul style="list-style-type: none"> <li>● <i>Parks Gift Catalogues Program</i></li> <li>● <i>Park Development &amp; Renovation Program</i></li> </ul>
<i>Resource Management Policy 5.1.</i> The city of Commerce will do its part in the conservation and protection of air, water, energy, and land in the Southern California region.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> <li>● <i>Storm water Pollution Prevention</i></li> <li>● <i>Water Conservation Ordinance</i></li> </ul>
<i>Resource Management Policy 5.2.</i> The city of Commerce will cooperate, to the degree necessary, with federal, state, and county agencies, and surrounding cities, in the maintenance and improvement in the quality of local groundwater.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> <li>● <i>Storm water Pollution Prevention</i></li> <li>● <i>Water Conservation Ordinance</i></li> </ul>
<i>Resource Management Policy 5.3.</i> The city of Commerce will work with the Los Angeles County Sanitation District and other government agencies to ensure that the Commerce Refuse to Energy plant operates in a manner that protects the region's air resources.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> <li>● <i>Capital Improvement Planning</i></li> </ul>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Resource Management Policy 5.4.</i> The city of Commerce will encourage the conservation of water resources in residential, commercial, and industrial developments through the use of drought-tolerant plant materials and water-saving irrigation systems.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> <li>● <i>Water Conservation Ordinance</i></li> </ul>
<i>Resource Management Policy 5.5.</i> The city of Commerce will encourage the development of appropriate federal, state, county, and local water conservation measures in order to assure future supplies for residents.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> <li>● <i>Water Conservation Ordinance</i></li> </ul>
<b>Health and Safety Element Policies</b>	
<i>Health &amp; Safety Policy 1.1.</i> The city of Commerce will work to minimize hazards to public health, safety, and welfare, and prevent loss of life, bodily injury, and property damage resulting from natural and manmade phenomena.	<ul style="list-style-type: none"> <li>● <i>Disaster Response Database</i></li> <li>● <i>Emergency Preparedness Plan</i></li> </ul>
<i>Health &amp; Safety Policy 1.2.</i> The city of Commerce will provide public safety information focusing on the prevention of accidents that may be life-threatening or result in property damage.	<ul style="list-style-type: none"> <li>● <i>Emergency Preparedness Plan</i></li> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> </ul>
<i>Health &amp; Safety Policy 1.3.</i> The city of Commerce will continue to provide adequate levels of emergency services to meet existing and projected demand through the maintenance of contracts with emergency service providers.	<ul style="list-style-type: none"> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 1.4.</i> The city of Commerce will continue to encourage coordination among city officials, and between the city and other agencies, that provides disaster response and relief services.	<ul style="list-style-type: none"> <li>● <i>Disaster Response Database</i></li> <li>● <i>Emergency Preparedness Plan</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 1.5.</i> The city of Commerce will cooperate with, and support in every way possible, the federal, state, and county agencies responsible for the enforcement of health, safety, and environmental laws.	<ul style="list-style-type: none"> <li>● <i>Emergency Preparedness Plan</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 2.1.</i> The city of Commerce will strive to respond to all in-city emergency incidents within a five-minute or less response time.	<ul style="list-style-type: none"> <li>● <i>Emergency Preparedness Plan</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 2.2.</i> The city of Commerce will continue to support the efforts of the fire department in the prevention and suppression of fires.	<ul style="list-style-type: none"> <li>● <i>Emergency Preparedness Plan</i></li> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 2.3.</i> The city of Commerce will ensure that the public and private water distribution and supply facilities have adequate capacity to meet both the domestic supply needs of the community and the required fire flow.	<ul style="list-style-type: none"> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>

**City of Commerce  
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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Health &amp; Safety Policy 2.4.</i> The city of Commerce will encourage city water purveyors to meet regularly with Fire Department officials to discuss the condition and capabilities of the City's water system.	<ul style="list-style-type: none"> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 2.5.</i> The city of Commerce will ensure that all street signs shall be clearly marked and visible to all emergency personnel.	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 2.6.</i> The city of Commerce will ensure that the Fire Department will be included in the environmental review of any large development to ensure that fire prevention and suppression features have been considered in the overall design.	<ul style="list-style-type: none"> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 2.7.</i> The city of Commerce will ensure that structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a timeframe established by the Fire Department.	<ul style="list-style-type: none"> <li>● <i>Code Enforcement</i></li> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 2.8.</i> The City of Commerce will ensure that the Fire Department will be provided by those facilities that are deemed necessary to enable it to provide services at levels desirable to both the City and the County.	<ul style="list-style-type: none"> <li>● <i>Fire Prevention</i></li> <li>● <i>Fire Safety Development Review Program</i></li> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 3.1.</i> The city of Commerce will ensure that law enforcement services continue to meet the public safety needs of the community.	<ul style="list-style-type: none"> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 3.2.</i> The city of Commerce will encourage the Los Angeles County Sheriff's Department and Commerce safety specialists to develop better people skills with our residents, such as "Wave - Smile - Say Hello," and the ongoing evaluation of law enforcement services will continue to be implemented.	<ul style="list-style-type: none"> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 3.3.</i> The city of Commerce will continue to work with the Los Angeles County Sheriff's Department to suppress gang activity in the city.	<ul style="list-style-type: none"> <li>● <i>Police &amp; Fire Services Review</i></li> </ul>
<i>Health &amp; Safety Policy 3.4.</i> The city of Commerce will require defensible space designs in all new developments.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> </ul>
<i>Health &amp; Safety Policy 3.5.</i> The city of Commerce will encourage existing developments to practice crime prevention by providing outdoor lighting, maintaining low-level landscaping, and supplying private on-site security patrols or security systems.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> </ul>
<i>Health &amp; Safety Policy 4.1.</i> The city of Commerce will continue to cooperate with the efforts of other agencies and special districts involved in monitoring the City's water and sewer systems.	<ul style="list-style-type: none"> <li>● <i>Environmental Review</i></li> </ul>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Health &amp; Safety Policy 4.2.</i> The city of Commerce will contribute toward the maintenance of a wastewater treatment system sufficient to protect the health and safety of all residents and businesses.	● <i>Capital Improvement Planning</i>
<i>Health &amp; Safety Policy 4.3.</i> The city of Commerce will continue to request local water purveyors to provide the City with periodic reports concerning water quality.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 5.1.</i> The city of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 5.2.</i> The city of Commerce will work with other agencies to reduce the potential flood hazard in the city.	● <i>Capital Improvement Planning</i>
<i>Health &amp; Safety Policy 5.3.</i> The city of Commerce will work with the Los Angeles County Department of Building and Safety to identify and monitor those buildings that may represent a risk in the event of a major earthquake.	● <i>Code Enforcement</i>
<i>Health &amp; Safety Policy 5.4.</i> The city of Commerce will work with Federal, State, and County agencies, as well as the Industrial Council, to protect all City residents and workers from hazardous materials and the risks associated with the transportation of these materials.	● <i>Emergency Preparedness Plan</i> ● <i>Environmental Review</i> ● <i>Hazardous Materials Control</i>
<i>Health &amp; Safety Policy 5.5.</i> The city of Commerce will work with the Fire Department to enforce "right to know" laws.	● <i>Police &amp; Fire Services Review</i> ● <i>Fire Prevention</i> ● <i>Fire Safety Development Review Program</i> ● <i>Hazardous Materials Control</i>
<i>Health &amp; Safety Policy 5.6.</i> The city of Commerce will maintain a City liaison officer who will continue to work with the Fire Department to monitor the production, use, and storage of hazardous materials.	● <i>Code Enforcement</i> ● <i>Environmental Review</i> ● <i>Fire Prevention</i> ● <i>Fire Safety Development Review Program</i> ● <i>Hazardous Materials Control</i>
<i>Health &amp; Safety Policy 5.7.</i> The city of Commerce will establish an environmental review procedure that will assess the impact of new potentially hazardous industrial uses on adjacent residential neighborhoods.	● <i>Environmental Review</i> ● <i>Hazardous Materials Control</i>
<i>Health &amp; Safety Policy 5.8.</i> The city of Commerce will work with the Los Angeles County Sheriff's Department to enforce the use of the hazardous materials transport routes identified in the Public Safety Element.	● <i>Hazardous Materials Control</i>
<i>Health &amp; Safety Policy 5.9.</i> The city of Commerce will encourage the proper disposal of hazardous waste materials produced, used, and stored within the City's limits.	● <i>Hazardous Materials Control</i>
<i>Health &amp; Safety Policy 6.1.</i> The city of Commerce will continue to support the efforts of public safety officials to educate the public in preparing for a major and destructive earthquake.	● <i>Disaster Response Database</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Health &amp; Safety Policy 6.2.</i> The city of Commerce will continually update the emergency preparedness plan to respond to changing needs.	● <i>Disaster Response Database</i>
<i>Health &amp; Safety Policy 6.3.</i> The city of Commerce will prepare a mini-emergency preparedness plan that may be distributed to households and businesses in the community, and will delineate evacuation routes, emergency response procedures, and other items as deemed necessary. (This plan must include the cable system as a source of emergency information on an ongoing basis as these emergencies occur. Emergency information should be monitored and either changed or modified once it becomes obsolete or impractical.)	● <i>Disaster Response Database</i> ● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 6.4.</i> The city of Commerce will encourage city leaders and those persons living or working in the city to be trained as emergency response personnel.	● <i>Disaster Response Database</i>
<i>Health &amp; Safety Policy 7.1.</i> The city of Commerce will ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.	● <i>Code Enforcement</i>
<i>Health &amp; Safety Policy 7.2.</i> The city of Commerce will work with businesses in the City and other public agencies to identify ways to reduce noise impacts throughout the City.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 7.3.</i> The city of Commerce will continue to enforce the existing City's noise control ordinance.	● <i>Code Enforcement</i> ● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 7.4.</i> The city of Commerce will incorporate noise considerations into land use planning decisions.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 7.5.</i> The city of Commerce will prohibit noise-intensive land uses adjacent to or near residential areas, schools, convalescent homes, and other noise-sensitive receptors.	● <i>Code Enforcement</i>
<i>Health &amp; Safety Policy 7.6.</i> The city of Commerce will encourage acoustical design in all new construction.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 7.7.</i> The city of Commerce will require additional landscaping in industrial and commercial projects to help reduce noise impacts through increased setbacks.	● <i>Code Enforcement</i>
<i>Health &amp; Safety Policy 7.8.</i> The city of Commerce will evaluate and implement measures to control stationary non-transportation noise impacts.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 7.9.</i> The city of Commerce will continue to use the Sheriff's Department or expand the responsibility of the city's Code Enforcement Division to monitor and respond to noise complaints.	● <i>Code Enforcement</i> ● <i>Environmental Review</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Health &amp; Safety Policy 7.10.</i> The City of Commerce will establish and maintain coordination among the City agencies involved in noise abatement.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 8.1.</i> The city of Commerce will strive to reduce railroad noise impacts in the vicinity of Astor Avenue.	● <i>Code Enforcement</i>
<i>Health &amp; Safety Policy 8.2.</i> The city of Commerce will work with Union Pacific Railroad to reduce noise impacts from railroad operations in the vicinity of Washington Boulevard.	● <i>Code Enforcement</i>
<i>Health &amp; Safety Policy 8.3.</i> The city of Commerce will provide for measures to reduce noise impacts from transportation-related noise sources.	● <i>Code Enforcement</i>
<i>Health &amp; Safety Policy 8.4.</i> The city of Commerce will evaluate the feasibility of constructing sound barriers to mitigate transportation-related noise from railroads and the freeways.	● <i>Design Guidelines and Review</i>
<i>Health &amp; Safety Policy 8.5.</i> The city of Commerce, together with the railroads, will consider the feasibility of constructing sound walls wherever residential uses abut railroad rights-of-way.	● <i>Design Guidelines and Review</i>
<i>Health &amp; Safety Policy 8.6.</i> The city of Commerce will ensure the inclusion of noise mitigation measures in the design of new roadway projects.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 8.7.</i> The city of Commerce will mitigate potential impacts for future helicopter operations by restricting residential uses in the vicinity of the heliports.	● <i>Environmental Review</i>
<i>Health &amp; Safety Policy 8.8.</i> The city of Commerce will mitigate noise impacts related to truck loading and unloading (including garbage trucks) by requiring trash pick-up to be changed to daytime periods.	● <i>Environmental Review</i>
<i>Air Quality Policy 1.1.</i> The city of Commerce will consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.	● <i>Air Quality Planning</i> ● <i>Environmental Review</i> ● <i>Public Transit Review Program</i>
<i>Air Quality Policy 1.2.</i> The city of Commerce will encourage the applicants for sensitive land uses (e.g., residences, schools, daycare centers, playgrounds and medical facilities) to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.	● <i>Air Quality Planning</i> ● <i>Redevelopment</i> ● <i>Zoning Conformity Program</i>
<i>Air Quality Policy 1.3.</i> The city of Commerce will promote and support mixed-use land patterns that allow the integration of retail, office, institutional and residential uses. Consult with the AQMD when siting new facilities with dust, odors or TAC emissions to avoid siting those facilities near sensitive receptors and avoid siting sensitive receptors near sources of air pollution.	● <i>Air Quality Planning</i> ● <i>Redevelopment</i> ● <i>Zoning Conformity Program</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Air Quality Policy 1.4.</i> The city of Commerce will facilitate communication among residents, businesses and the AQMD to quickly resolve air pollution nuisance complaints. Distribute information to advise residents on how to register a complaint with the SCAQMD.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> <li>● <i>Environmental Review</i></li> </ul>
<i>Air Quality Policy 1.5.</i> The city of Commerce will require that owners of new developments that have the potential to emit air pollutants that would impact sensitive receptors to notify residents and businesses adjacent to the proposed site prior to starting construction.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> <li>● <i>Environmental Review</i></li> </ul>
<i>Air Quality Policy 1.6.</i> The city of Commerce will consider all feasible alternatives to minimize emissions from diesel equipment (e.g., trucks, construction equipment, and generators).	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> <li>● <i>Environmental Review</i></li> </ul>
<i>Air Quality Policy 1.7.</i> The city of Commerce will actively participate in decisions on the siting or expansion of facilities or land uses (e.g. freeway expansions), to ensure the inclusion of air quality.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> <li>● <i>Environmental Review</i></li> </ul>
<i>Air Quality Policy 2.1.</i> The city of Commerce will require that developers of high density and mixed-use developments consult with the local transit agency and incorporate all appropriate and feasible transit amenities into the plans.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Air Quality Policy 2.2.</i> The city of Commerce will establish a Mixed-Use Zoning District that offers incentives to mixed-use developments. The Mixed-Use designation that is applicable to the Atlantic Boulevard corridor implements this policy.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Air Quality Policy 2.3.</i> The city of Commerce will adopt and implement codes that encourage community centers, telecommuting programs, and home-based businesses.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> </ul>
<i>Air Quality Policy 2.4.</i> The city of Commerce will create opportunities to receive State transportation funds by adopting incentives (e.g., an expedited review process) for planning and implementing infill development projects within urbanized areas that include job centers and clean transportation nodes (e.g., preparation of "transit village" plans).	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> </ul>
<i>Air Quality Policy 2.5.</i> The city of Commerce will collaborate with local, regional, state and federal agencies to create incentives for "job/housing opportunity zones," to promote housing in job-rich areas and jobs in housing-rich areas. The Housing Opportunity areas identified in the Community Development Element are consistent with this policy.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> <li>● <i>Redevelopment</i></li> <li>● <i>Zoning Conformity Program</i></li> </ul>
<i>Air Quality Policy 2.6.</i> The city of Commerce will design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> </ul>
<i>Air Quality Policy 2.7.</i> The city of Commerce will promote mass transit ridership through careful planning of routes, headways, origins and destinations, and types of vehicles	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> </ul>
<i>Air Quality Policy 2.8.</i> The city of Commerce will seek new cooperative relationships between employers and employees to reduce vehicle miles traveled (VMT).	<ul style="list-style-type: none"> <li>● <i>Air Quality Planning</i></li> </ul>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Air Quality Policy 2.9.</i> The city of Commerce will work with large employers and commercial/industrial complexes to create Transportation Management Associations and to implement trip/VMT action strategies.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 2.10.</i> The city of Commerce will cooperate with surrounding jurisdictions to provide incentives, adopt regulations and develop transportation demand management programs educate and eliminate vehicle trips and VMT.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 2.11.</i> The city of Commerce will collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 2.12.</i> The city of Commerce will Identify and develop non-motorized transportation corridors (e.g., bicycling and pedestrian trails and lanes).	● <i>Air Quality Planning</i>
<i>Air Quality Policy 2.13.</i> The city of Commerce will establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close as practicable to the event site and the operator should operate or provide alternative-fuel vehicles for shuttles.	● <i>Air Quality Planning</i> ● <i>Redevelopment</i> ● <i>Zoning Conformity Program</i>
<i>Air Quality Policy 2.14.</i> The city of Commerce will encourage special event center operators to provide discounted transit passes with event tickets or offer discounted on-site parking for carpooling patrons (four or more persons per vehicle).	● <i>Air Quality Planning</i> ● <i>Redevelopment</i> ● <i>Zoning Conformity Program</i>
<i>Air Quality Policy 3.1.</i> The city of Commerce will manage the City's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the City fleet.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 3.2.</i> The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 3.3.</i> The city of Commerce will establish programs for priority or free parking on City streets or in City parking lots for alternative fuel vehicles.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 3.4.</i> The city of Commerce will cooperate with federal and state agencies and the AQMD in their efforts to reduce exposure from railroad and truck emissions.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 3.5.</i> The city of Commerce will collaborate with the USEPA, CARIB, AQMD, and warehouse owners to create programs and ordinances to minimize the amount of diesel emissions related to warehousing operations.	● <i>Air Quality Planning</i> ● <i>Environmental Review</i>
<i>Air Quality Policy 3.6.</i> The city of Commerce will manage the City's transportation fleet fueling standards to achieve the greatest number of alternative fuel vehicles in the City fleet.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 3.7.</i> The city of Commerce will support the development of alternative fuel infrastructure that is publicly accessible.	● <i>Air Quality Planning</i>

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**Table 9-2  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<i>Air Quality Policy 4.1.</i> The city of Commerce will synchronize traffic signals throughout the City and with adjoining cities and counties while allowing free flow of mass transit systems.	● <i>Air Quality Planning</i> ● <i>Environmental Review</i>
<i>Air Quality Policy 4.2.</i> The city of Commerce will reduce traffic delays through highway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 4.3.</i> The city of Commerce will encourage businesses to schedule deliveries at off-peak traffic periods through the land use entitlement or business regulation process.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 4.4.</i> The city of Commerce will encourage the construction of HOV lanes whenever necessary to relieve congestion and reduce air pollution. Emphasize the use of HOV lanes, as well as light rail and bus routes, and pedestrian and bicycle facilities to improve mobility and air quality.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 4.5</i> The city of Commerce will monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.	● <i>Air Quality Planning</i> ● <i>Environmental Review</i>
<i>Air Quality Policy 4.6.</i> The city of Commerce will work with local transit providers to incorporate best design practices for transit into new development projects.	● <i>Air Quality Planning</i> ● <i>Design Guidelines and Review</i> ● <i>Environmental Review</i>
<i>Air Quality Policy 4.7.</i> The city of Commerce will continue to implement the required components of the Congestion Management Plan (CMP), and continue to work with Los Angeles County on annual updates to the CMP.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 4.8.</i> The city of Commerce will support SCAG's Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Gateway Cities, sanitation districts, water districts, and those sub-regional entities identified in the Regional Growth Management Plan.	● <i>Air Quality Planning</i>
<i>Air Quality Policy 5.1.</i> The city of Commerce will ensure that all future public facilities and improvements do not have a significant adverse air quality impact on the community and that any such impacts must be mitigated to the fullest extent possible.	● <i>Air Quality Planning</i> ● <i>Environmental Review</i>
<i>Air Quality Policy 5.2.</i> The city of Commerce will oppose the over-concentration of polluting public facilities and improvements.	● <i>Air Quality Planning</i> ● <i>Environmental Review</i>
<i>Air Quality Policy 5.3.</i> The city of Commerce will take a proactive role in meeting with regional planning agencies to ensure that the local community's voice is heard in air quality issues.	● <i>Air Quality Planning</i> ● <i>Environmental Review</i>