

LAND USE ELEMENT

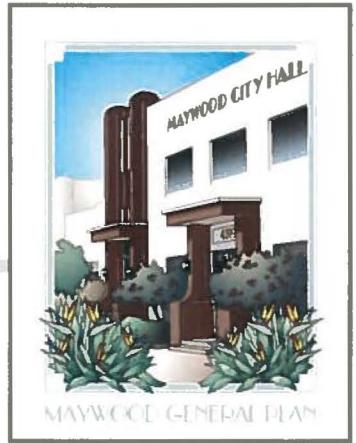
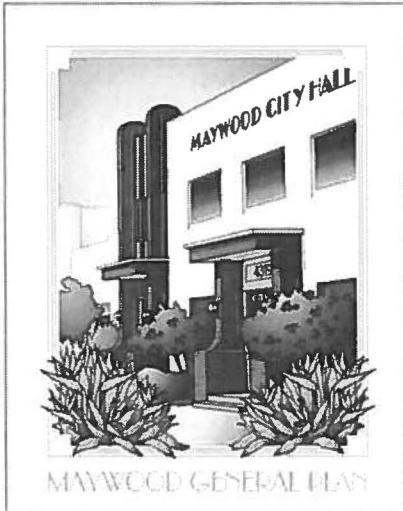


TABLE OF CONTENTS

Land Use Element

The American Dream is an evolving image and the American Metropolis is its ever-changing reflection. The two feed one another in a complex, interactive cycle. At one point a dream moves us to a new vision of the city and community; at another the reflection of the city transforms that dream with harsh realities or alluring opportunities. We are at a point of transformation once again and the two, city and dream, are changing together.

- Peter Calthorpe,
*The Next American Metropolis: Ecology, Community,
and the American Dream*



	Page
Introduction.....	1
Scope and Content of the Land Use Element	1
Related Terms and Concepts.....	3
Density and Intensity	3
Floor Area Ratio	3
Nonconforming.....	4
Redevelopment.....	4
Related Plans and Programs.....	5
Zoning Ordinance	5
Redevelopment Plans	5
Regional Comprehensive Plan and Guide	5
Air Quality Management Plan.....	6
Land Use Plan.....	7
Overview of Land Use Objectives.....	7
Land Use Categories.....	7
Residential.....	7
Town Center Commercial	8
Mixed Use	8
Industrial	8
Public/Quasi-Public	11
Parks	11
Key Land Use Issues for Maywood	12
Residential Neighborhoods	12
Commercial Vitality	13

Table of Contents

Continued Operation of Industrial Businesses.....	14
Growth Management.....	15
Mixed-Use Development.....	17
Aesthetics	18
Park Space.....	18
Zoning and the Land Use Element.....	19
Implications of Land Use Policy	20

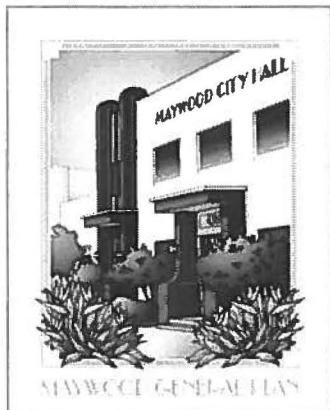
LIST OF TABLES

LU-1 General Plan/Zoning Consistency	20
LU-2 Existing and Proposed Land Use and Population Estimates.....	21

LIST OF FIGURES

LU-1 Floor Area Ratio Illustrated.....	3
LU-2 Land Use Policy Map	9

INTRODUCTION



Maywood, as a built-out community, has for many years faced the challenge of preserving the character of its residential neighborhoods and business districts while accommodating growth in response to regional needs for new housing and jobs. Bounded on all sides by mature urban development, Maywood's opportunities for responding to growth needs are limited to the recycling and intensification of existing land uses. During the last decades of the twentieth century, development activity focused on the more efficient use of sites large enough for additional housing units or commercial space. While these trends will continue, the City anticipates that new opportunities will emerge for combining residential and commercial uses in vibrant mixed-use districts. This Land Use Element guides these changes and provides a framework for decision-makers to ensure that new development continues to incorporate the qualities important to Maywood.

The Land Use Element describes long-range goals for the physical development of the community, both in terms of land use type and intensity, as well as urban character and form. The Element also provides the framework for all other General Plan elements, since the manner in which land is used in Maywood affects:

- The design of the circulation system (Circulation Element);
- How the City pursues new business activity (Economic Development Element);
- Where housing will be located and what types of housing will be provided (Housing Element);
- How these uses create noise levels affecting the quality of life for people living and working in Maywood (Noise Element);
- How the City provides urban services to residents and businesses and prepares for natural and human-made disasters (Public Safety); and finally,
- How the City allocates open space and similar resources for the purposes of parks, environmental resource protection, and passive recreation (Open Space/Conservation Element).

Scope and Content of the Land Use Element

This Land Use Element supports the community's desire to retain and expand upon Maywood's unique and important features: its diverse residential neighborhoods, the potential of its commercial corridors, and the public facilities and services provided to the community. At the same time, the goals and policies look toward the need to ensure the City's long-term fiscal stability, to



accommodate the housing requirements of the community's diverse demographic make-up, and to respond to the retail and service commercial preferences of a broader-based community.

State planning law requires that the Land Use Element designates "the proposed general distribution and general location and extent of the uses of the land" for a variety of purposes (Government Code Section 65302[a]). Through maps and text, this Element defines the distribution and intensity of development of residential neighborhoods, commercial and industrial areas, parks and other open spaces, and governmental and institutional uses of properties in Maywood. In particular, the *Land Use Plan* section contains the Land Use Policy Map, which presents a pictorial representation of the land use distribution. The *Land Use Plan* section also identifies land use objectives where specific policies will be implemented to guide the City toward its land use (and related) goals. Finally, the Element describes the relationship between General Plan land use policy and zoning, and how the zoning ordinance provides the primary means for implementing land use goals.

RELATED TERMS AND CONCEPTS

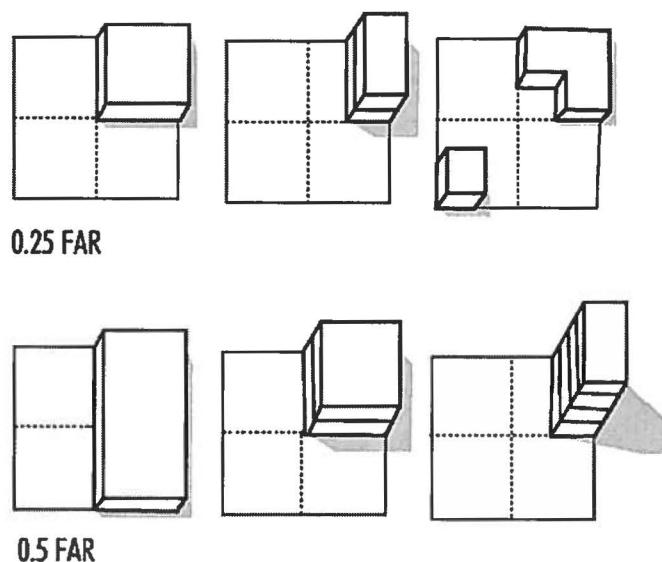
This Element uses several planning terms important in the discussion of land use issues.

Density and Intensity

Density and *intensity* are terms used to describe the level of development existing or permitted on a parcel of land. *Density* applies to residential land use classifications and refers to the number of allowable housing units (sometimes called dwelling units) per net acre of land. For nonresidential land use categories, *intensity* means the total amount of development on a lot. Intensity can be expressed in several ways, such as the total building square footage, the mass of a building, the percent of lot coverage, or the floor-area ratio (abbreviated as FAR). This Element uses FAR to describe permitted intensity for nonresidential land use categories.

Floor-Area Ratio

Floor-area ratio, or FAR, represents the relationship between the total floor area of all buildings on a lot and the total area of that lot. The FAR is determined by dividing the total floor area of all buildings by the area of that lot. For example, a 5,000 square-foot building on a 10,000 square-foot lot represents a FAR of 0.5. A 0.5 FAR can provide for a low-rise building covering most of the lot, a mid-sized structure with reduced lot coverage, or a tall building with substantial outdoor space or landscaping (see Figure LU-1).



$$\text{Floor Area Ratio (FAR)}: \frac{\text{Gross Building Area}}{\text{Lot Area}}$$

Figure LU-1
Floor-Area Ratio Illustrated

Nonconforming

Any use or structure that does not conform to the zoning regulations is considered a *nonconforming* use. *Nonconforming* can include:

- (1) Nonconforming structures (by virtue of size, type of construction, location on land, or proximity to other structures);
- (2) Nonconforming use of a conforming building;
- (3) Nonconforming use of a nonconforming building; and
- (4) Nonconforming use of land.

Redevelopment

Redevelopment, under California Redevelopment Law, provides cities with the authority, scope, and financing mechanisms needed to reverse negative business trends, remedy blight, provide job development incentives, and create a new community image. Redevelopment establishes a process for the planning and implementation of community improvement strategies, and allows a city to clearly define what public and private improvements are to be accomplished toward these ends.

As authorized under state redevelopment law, Maywood uses tax *increment financing* to fund improvement projects. Tax increment revenues come from property taxes. When an agency adopts a redevelopment plan, the assessed property values at that point in time become fixed. As property values within the development area rise over time, Maywood is authorized to collect the difference between the fixed assessed value and the new assessed value (that is, the tax increment). Maywood can issue bonds, using as a guarantee the estimated future tax increment revenues, thus allowing redevelopment programs to move forward before tax increment revenues are actually generated.

RELATED PLANS AND PROGRAMS

The Land Use Element provides the framework within which the City makes all of its development decisions. Because the Land Use Element scope is necessarily broad, addressing the entire City over a twenty-year planning period, the City adopts detailed plans and ordinances to set forth specific standards for development and project design. These regulatory documents, described below, include the City's zoning ordinance, specific plans that encompass limited geographic areas, and redevelopment plans.

As Maywood makes land use decisions that affect surrounding jurisdictions and, in turn, neighboring cities adopt policy measures that impact Maywood, regional governance agencies have prepared plans to address issues of regional concern, including land use, air quality, transportation, and affordable housing. This General Plan, thus, reflects the issues, policies, and regulations of the regional plans listed below.

Zoning Ordinance

The City's zoning ordinance, which is part of the Municipal Code, establishes regulations with respect to permitted uses, allowable density, building height, and development character, etc. The zoning ordinance consists of a map that delineates zoning designations by parcel, and text that explains the purposes of each designation, specifies permitted and conditional uses, and establishes development and performance standards.

The zoning ordinance serves as the primary implementation tool for the Land Use Element and the goals and policies it contains. Under California law, the zoning ordinance must be consistent with the General Plan.

Upon this General Plan's adoption, zoning inconsistencies may occur. The City of Maywood shall resolve those inconsistencies between the General Plan and the Zoning Code within twelve months of the General Plan's adoption. In case of inconsistency, the General Plan supersedes the Zoning Code.

Redevelopment Plans

Since 2000, the City has adopted a citywide redevelopment plan, with the goal of encouraging investment in key commercial areas and employment centers and providing diverse housing opportunities. The Maywood redevelopment project area encompasses all properties within the City limits. Under California Redevelopment law, redevelopment plans must be consistent with the General Plan.

Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) undertakes regional planning efforts for the six-county SCAG region that includes Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's efforts focus on developing strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the SCAG region. The *Regional Comprehensive Plan and Guide* — developed with active participation from local agencies, elected officials, the business community, community groups, and private institutions, and private citizens— sets forth broad goals and objectives intended to be implemented by participating jurisdictions and agencies such as the South Coast Air Quality

Management District and Los Angeles County Metropolitan Transportation Authority.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A nonattainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting state or federal standards for a given pollutant). The plan must outline specific programs and strategies, and timelines for bringing the area into compliance with national and/or state air quality standards. The *Air Quality Management Plan* prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin. The assumptions and programs contained in the Plan draw directly from regional goals, objectives, and assumptions contained in SCAG's *Regional Comprehensive Plan and Guide*.

LAND USE PLAN

Overview of Land Use Objectives



Land Use Categories

This section describes the planned distribution and development intensities of all land uses citywide, and identifies specific goals the City will pursue within designated focus areas. The City's goals and objectives with respect to land use are to:

- Retain and enhance the residential character of Maywood
- Revitalize the commercial base
- Continue to accommodate clean, safe industrial and manufacturing practices that are compatible with surrounding neighborhoods and commercial areas
- Plan for an orderly growth and development, and the growth impact on public services
- Encourage mixed-use (residential uses above commercial uses) development along Slauson Avenue and Atlantic Boulevard
- Maintain and encourage community pride through visual streetscape enhancements
- Increase park acreage

To maintain the desired balance of uses in the community and achieve community goals regarding housing, economic development, industrial business opportunities, parks, and public facilities, the City will make land use decisions in conformance with the Land Use Policy Map. The Land Use Policy Map, presented as Figure LU-2, illustrates properties designated for business and industrial activity, identifies existing residential neighborhoods and locations for new housing through mixed-use opportunities, shows parks and recreation amenities for the community, and indicates sites for schools and other public land uses. The land use categories shown on the map are as follows.

Residential



Residential - The Residential land use designation provides for single-family detached and attached homes and multi-family units (i.e., apartments, townhomes, and condominiums). A maximum density of 20 units per net acre is permitted. Uses such as second living units, guest houses, community centers, parks, day care facilities, churches, and similar uses compatible with the neighborhood may also be permitted, consistent with zoning ordinance regulations. The corresponding zoning district is Residential (R-3).

Specialty Residential Overlay - The Specialty Residential Overlay designation accommodates senior and affordable housing on select parcels with Residential as the underlying designation. The Specialty Residential Overlay allows a maximum density of 48 units per net acre. Senior housing and non-

senior affordable housing is permitted by right. Non-senior affordable housing is subject to planned unit development (PUD) standards and procedures. The PUD process is not meant to constrain the production of multi-family housing but to ensure compatibility with surrounding uses and to provide flexibility in development standards.



Town Center Commercial

The Town Center Commercial land use designation accommodates larger commercial retail uses in the vicinity of the Slauson Avenue/Atlantic Boulevard intersection. Examples of appropriate uses include retail stores that serve the citywide or regional market, specialty shops, and other commercial uses that contribute to the City's tax base. Professional offices and medical/dental clinics may be permitted on a more limited basis. The maximum intensity of development is a 0.3:1 FAR.



Mixed Use

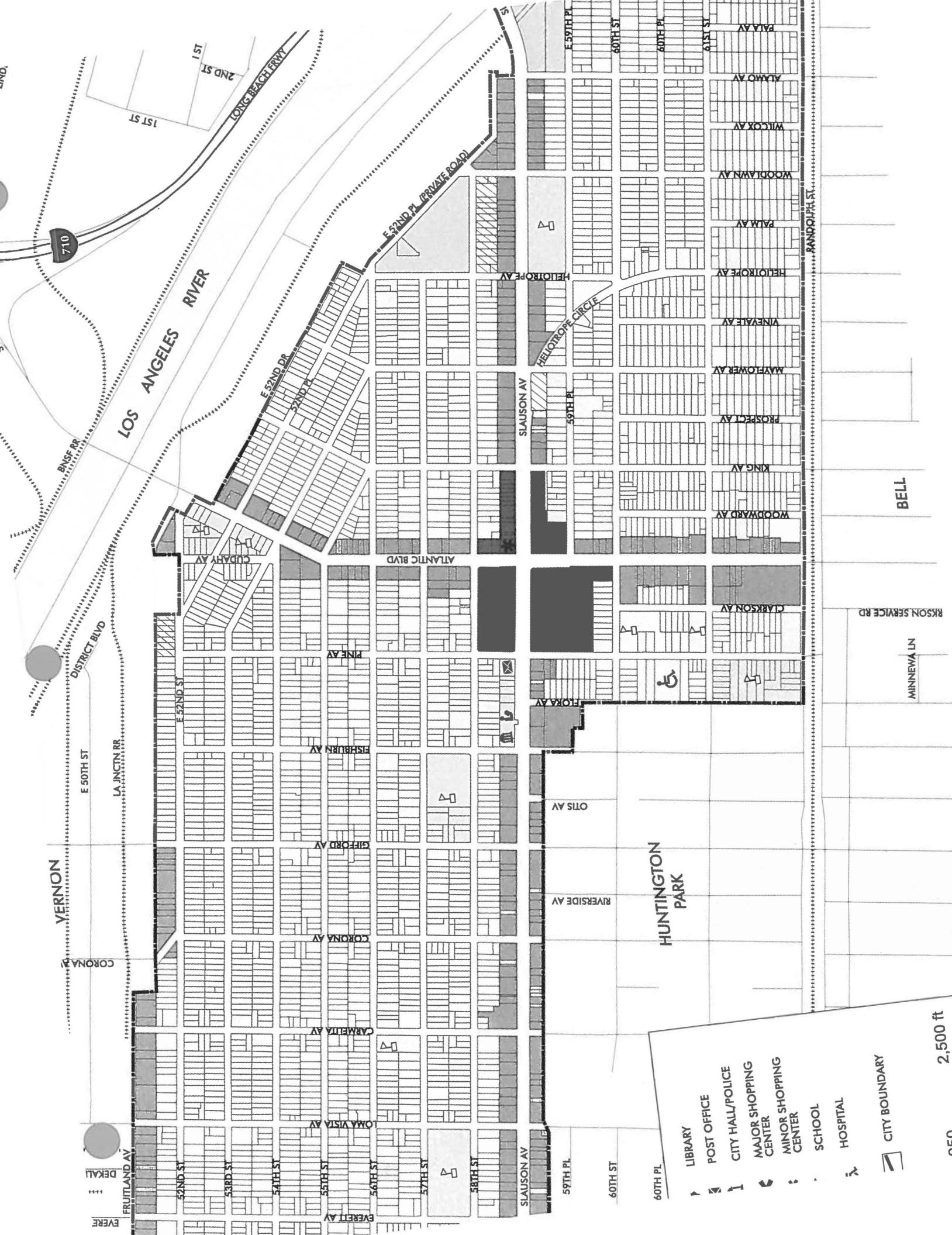


The Mixed Use designation encourages the integration of commercial, office, and residential uses to facilitate optimum use of properties and to create pedestrian districts. Uses may be mixed vertically, with residential units above street-level office and retail businesses. Commercial uses include retail, service, office, and dining-establishments. This designation seeks to bring higher-density residential development to areas where commercial services are available. The designation allows a maximum density of 48 units per net acre and a maximum commercial development FAR of 0.5:1. The mixed-use zoning district — Mixed Use (MU) — implements this land use designation.

Industrial

The Industrial land use designation supports manufacturing and industrial activities. This designation maintains the City's industrial base while ensuring compatibility with adjacent uses. Industrial uses that do not create conditions hazardous or otherwise detrimental to surrounding development are the only uses permitted. The maximum intensity of development is an FAR of 0.4:1.





This page left blank intentionally.

Public/Quasi-Public



The Public/Quasi-Public category provides areas throughout the City for a variety of public, quasi-public,¹ and institutional uses. The primary land uses permitted include:

- 1) Public buildings, including but not limited to, City Hall, public libraries, and police and fire stations
- 2) Quasi-public facilities such as public utility facilities, water wells, and similar uses
- 3) Institutional uses such as public schools, private schools, and hospitals
- 4) Utility easements

For each type of development, zoning ordinance regulations control the maximum permitted intensity of development. The maximum intensity of development is 0.5:1 FAR.



Parks



The Parks designation applies to publicly owned and dedicated parkland. Associated facilities that may be developed include areas for active sports play, large multi-purpose fields for community events and informal recreation, tot lots, picnic areas, multi-purpose sports fields and courts, concessions, community event space, maintenance/support facilities, and caretaker facilities. Park or green space may be, also, achieved through joint use agreements with the Los Angeles Unified School District and utility companies (easements).



¹ Quasi-public uses are defined as uses directly related to a legitimate governmental or quasi-governmental activity or function.

Key Land Use Issues for Maywood

The community has identified the following topic areas and objectives as the most important to land use decision-making in Maywood:

- Stable Residential Neighborhoods
 - Commercial Vitality
 - Continued Operation of Industrial Uses
 - Growth Management
 - Mixed-Use Development
 - Aesthetics
 - Park Space
-

Residential Neighborhoods

Housing covers nearly 60 percent of the land area in the City, offering residents a variety of housing choices: detached houses, duplexes, apartments, and housing designed to meet the special needs of the City's older residents. Maywood is a mature community (the majority of the housing stock is over 50 years in age); residential property maintenance is an important issue. If housing is not properly maintained, its deterioration can depress property values, discourage reinvestment, and eventually impact the quality of life in the neighborhoods. Furthermore, new residential development, which is predominately multi-family in nature, should be high quality and not overburden existing public facilities and services. Development standards for new multi-family projects should be established to regulate bulk and mass, among other issues. It is important to ensure ongoing preventative maintenance, housing improvement, and the new high-quality housing construction to preserve and enhance the quality of life in the neighborhoods.



Policy 1.1

Promote efforts to correct housing deficiencies including housing stock quality and housing availability

Policy 1.2

Vigorously enforce building, zoning, health, and safety codes to enhance residential property maintenance.

Policy 1.3

Reduce overcrowding in existing rental housing units.

Policy 1.4

Regulate the use of walls, fences, and hedges on residential property to ensure these elements are attractive and add value to the neighborhood.

Policy 1.5

Encourage conservation and rehabilitation programs aimed at improving and maintaining the quality of the existing housing stock in the City.

- Policy 1.6** Establish, maintain, and enforce multi-family development standards that regulate the use of properties in a manner that protects the health, safety, and general welfare of the community.
- Policy 1.7** Provide adequate funding and staffing to support code enforcement programs as a high priority.
- Policy 1.8** Use financing incentives (redevelopment funds, state and federal funds such as CDBG and HOME) in conjunction with code enforcement efforts to assist with rehabilitation of residential units.
- Policy 1.9** Provide a variety of residential development opportunities in Maywood, ranging from single- and multi-family uses in the Residential land use designation and higher density housing in Mixed Use areas.
- Policy 1.10** Require developers of higher density multi-family projects to provide adequate parking facilities.
- Policy 1.11** Use Redevelopment as a mechanism for additional residential development.

Commercial Vitality

Commercial businesses along Slauson Avenue and Atlantic Boulevard provide a vital revenue source for the City. Given Maywood's built-out character, the City encourages recycling of outdated commercial uses to those that offer the optimal range of goods and services. Such recycling will not only boost the City's tax base, but will add convenience for residents to shop in Maywood rather than outside of the City. An important component of attracting this mix of businesses is to offer attractive and well-maintained business districts.



Goals and Policies

Goal 2.0

Promote new commercial development and maintenance of existing commercial uses to enhance the quality of Maywood's commercial districts along Slauson Avenue and Atlantic Boulevard.

- Policy 2.1** Attract and retain a wide range of businesses offering a range of commercial goods and services to the City's residents.
- Policy 2.2** Actively market and promote Maywood as a good place to do business, work, and live.
- Policy 2.3** Strengthen the City's economic and tax base by attracting businesses that will be most economically beneficial to the community.
- Policy 2.4** Encourage increased private investment in declining or deteriorating neighborhoods.

- Policy 2.5** Work with existing businesses to develop, expand, and implement strategies to market, attract, and retain retail commercial uses.
- Policy 2.6** Target potential sites/areas for the development of key commercial projects that can accommodate an integrated mix of retail, office, restaurants, entertainment, and residential uses.
- Policy 2.7** Provide rehabilitation assistance to targeted commercial sites/areas to enable upgrading of commercial properties.
-
- Policy 2.8** Encourage the assembly of land through public incentives to promote higher intensity commercial development.
- Policy 2.9** Provide assistance to non-conforming properties along Slauson Avenue to allow them to achieve conformance.
- Policy 2.10** Encourage redevelopment of older commercial properties and underutilized parcels.
- Policy 2.11** Vigorously enforce building, zoning, health, and safety codes to promote commercial property maintenance.
- Policy 2.12** Continue to enforce landscape, signage, and parking standards for commercial development.
-
- Policy 2.13** Require high-quality commercial development that contributes to the identity of the community.
- Policy 2.14** Encourage infill development that is architecturally and environmentally sensitive, incorporates sustainable planning and construction, and is compatible with neighboring land uses.

Continued Operation of Industrial Businesses

Approximately six percent of the City's total land area mostly located on the northeast and southeast corners of the City, adjacent to the cities of Vernon and Commerce, respectively, are dedicated to industrial use. Little or no opportunity for new industrial development exists in Maywood unless higher industrial development intensity is permitted to increase.



While the industrial businesses in Maywood are valued members of the community and opportunities exist for enhancing established industrial uses, the majority of the industrial properties are in close proximity to residential uses. As a result, intensification or recycling of the existing industrial uses may offer opportunities for eliminating inherent land use conflicts through transition to more compatible industrial uses and better site and building design.

In addition, Industrial Planned Unit Development Standards in the Zoning Code can serve as an incentive for industrial redevelopment and also be more compatible with less intense surrounding uses.



Goals and Policies

Goal 3.0

Maintain the City's existing industrial base while ensuring compatibility with adjacent uses.

Policy 3.1

Facilitate the continued recycling of aging industrial uses to businesses more compatible with adjoining residential neighborhoods.

Policy 3.2

Establish and maintain regulations for the establishment and operation of industrial uses that address parking, landscaping, screening of storage areas, and minimize nuisances such as smoke, noise, odors, and vibrations.

Policy 3.3

Require industrial developments to provide adequate on-site employee parking to minimize adverse impact and congestion on local streets.

Growth Management

As one of the most densely populated communities in Los Angeles County and, in fact, the nation, Maywood's public facilities and services experience full utilization. The City and other public service entities provide the full range of urban facilities and services for Maywood residents and businesses: water supply, treatment, and distribution; sewage treatment, solid waste disposal; drainage/flood control; fire protection and emergency services; law enforcement, public education; parks, community centers and recreational opportunities; and libraries. The provision and maintenance of these services and facilities protect the quality of life and enhance the livability of the community.



Public facilities and services require upgrading and expansion on a periodic basis to accommodate future growth and development and to address the stresses on the facilities imposed by time. The following goals and policies work to ensure that future development is paced appropriately so that public services and facilities continue to be provided at acceptable levels of service to meet the community's needs.



Policy 4.1

Goals and Policies

Goal 4.0

Allow new development when public facilities and services have sufficient capacity to serve those uses.

Properly locate and adequately size public facilities to meet existing and projected demand.

Policy 4.2

Evaluate the impact of development proposals on public facilities and services.

Policy 4.3

Require residential development proposals to include an evaluation of the capacity for sewer service, water supply, and other types of infrastructure.

Policy 4.4

Coordinate with public and private agencies to improve public facilities as density increases.

Policy 4.5

Periodically inventory and monitor the condition of the City's sewer, water, storm drainage, streets, and parks, libraries, schools, health care facilities (i.e. hospitals), and other supporting appurtenances

Policy 4.6

Work with public and quasi-public service providers to ensure that the City's investment in its infrastructure is protected.

Policy 4.7

Utilize redevelopment planning to improve infrastructure and streetscapes throughout the City.

Goal 5.0

Improve access to and quality of community services and facilities within the City.

Policy 5.1

Promote the shared use of public school recreation land and facilities for City recreation uses and/or community centers.

Policy 5.2

Encourage the coordination of social and childcare programs.

Policy 5.3

Support the rehabilitation and expansion of existing libraries to meet the changing needs of the community.

Policy 5.4

Encourage the development of a new civic center that will serve as a source of community pride and identity.

Policy 5.5

Assure the effective participation of Maywood residents in land use decisions.

Policy 5.6

Improve pedestrian access to community facilities and services.

Policy 5.7

Improve and expand community services and facilities for seniors, including community centers, hospitals, dental office, and health clinics.

Mixed-Use Development

Maywood's compact size, grid street pattern, access to public transportation, and intensity of development create conditions ideal for pedestrian activity and development approaches that combine places to live with places to work, shop, and pursue leisure activities. The concept of mixed-use development has long been established in intense urban downtowns, but the approach has proven successful at a smaller scale as well, as communities throughout California rediscover the efficiencies and vibrancy mixed-use development brings.

Mixed use provides for the integration of commercial, office, and residential uses within a specific geographic area. Uses may be mixed vertically, with residential units above street-level office and retail businesses. Mixed-use development is permitted and encouraged along Slauson Avenue and Atlantic Boulevard. This approach to land use in Maywood will bring energy and diversity to Slauson Avenue and Atlantic Boulevard, with higher density residential development in areas where services are available. To maintain the primarily business function of these districts, businesses must be oriented toward the street to encourage and facilitate pedestrian activity and access. The Zoning Code will establish design standards to encourage possible street/sidewalk/parking relationship and encourage pedestrian oriented activity.



Goals and Policies

Goal 6.0

Create a mixed-use district along Slauson Avenue and Atlantic Boulevard that provides opportunities for economic development and accommodates a complementary mix of commercial and residential uses.

Policy 6.1

Provide zoning incentives that encourage mixed-use development that enhances pedestrian activity, creates synergy between the various commercial uses, and is well designed.

Policy 6.2

Promote the development of low-and moderate-income housing in mixed-use areas by offering density bonuses and other financial or regulatory incentives for providing units for low- and moderate-income residents.

Policy 6.3

Establish and enforce mixed-use development standards that address access, parking, pedestrian circulation, landscaping, and aesthetics.

Policy 6.4

Require ground-floor commercial uses to be oriented to the street and sidewalks to encourage a vital and appealing pedestrian experience.

Policy 6.5

In mixed-use development, require ground floor commercial space to be used for retail businesses.

Policy 6.6

Investigate the establishment of a City Parking Authority to provide public parking to serve businesses along Slauson Avenue and Atlantic Boulevard.

Policy 6.7 Ensure that the architecture, landscape design, and site planning of mixed-use projects are of the highest quality, emphasizing a pedestrian scale and safe and convenient access between uses.

Policy 6.8 Ensure that adequate public gathering areas or plazas are incorporated within mixed-use projects to allow for social interaction and community activities.

Aesthetics



Maintaining pride in the community requires continued reinvestment in the aesthetic quality of residential neighborhoods and business districts. Community aesthetics apply to both private and public properties, particularly streetscape improvements. Slauson Avenue and Atlantic Boulevard are the most traveled streets within Maywood, serving both local and regional traffic. Enhancement along these corridors can create an enduring positive image for the City. Enhancements may include street trees, undergrounding of utilities, street furniture, enhanced paving, signage, and lighting. Maywood also has the opportunity to differentiate itself when visitors, shoppers, or residents enter the City from neighboring jurisdictions. Gateways can have distinctive design features such as signs, graphics, landscaping, and accent lighting to welcome people to Maywood.



Goals and Policies

Goal 7.0 Achieve aesthetic enhancements citywide to distinguish Maywood.

Policy 7.1 Vigorously enforce building, zoning, health, and safety codes to promote property maintenance.

Policy 7.2 Promote housing and neighborhood beautification efforts.

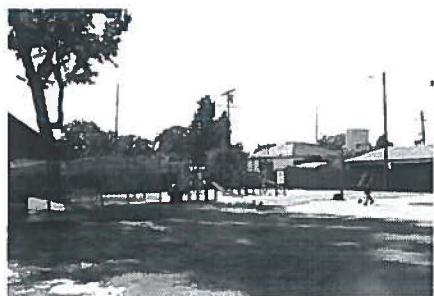
Policy 7.3 Direct efforts at maintaining and upgrading commercial and industrial areas of the community which have experienced disinvestment.

Policy 7.4 Enhance the streetscapes of Slauson Avenue and Atlantic Boulevard.

Policy 7.5 Establish attractive, identifiable City gateways.

Park Space

For many years, Maywood City Park and Pixley Park, totaling 5.8 acres, represented the only open space area available to residents. With the targeted completion of Maywood Riverfront Park in 2005, an additional 7.3 acres were added to the park system. Although Maywood Riverfront Park doubled



the park resources of the City, the parkland in Maywood remains low. For this reason, park uses will be permitted throughout the City, thereby allowing every opportunity to increase park resources to be vigorously pursued.

Goals and Policies

Goal 8.0

Increase the acreage of park uses within the City.

Policy 8.1 Provide similar or equal levels of parks and recreational facilities to all areas of the community.

Policy 8.2 Develop mini-parks, where appropriate, on land acquired or donated to the City.

Policy 8.3 Partner with State and County agencies to develop additional park resources.

Policy 8.4 Explore the recreational potential of publicly owned lands and utility rights-of-way.

Policy 8.5 Promote park construction in west Maywood to ensure adequate park and open space amenities for the area's residents.

Goal 9.0

Protect, maintain and better utilize existing parks and recreation facilities.

Policy 9.1 Protect, maintain, and upgrade existing parks and recreation facilities, eliminating evidence of vandalism, wear, and deterioration.

Policy 9.2 Better utilize parks and recreation facilities to increase the level of multi-use capabilities and high degree of adaptability to more intensive use or uses as recreation demand changes and/or population density increases.

Zoning and the Land Use Element

The Maywood Zoning Ordinance serves as the primary tool for implementing land use policy. Under California law, the zoning ordinance must be consistent with the General Plan, requiring that each land use category has one or more corresponding zone designations. The development standards and land use regulations contained in the zoning ordinance must reflect the policy statements contained in the Land Use Element. While the General Plan may be somewhat general in its discussion of permitted land uses and development intensities, the zoning ordinance must provide the specificity property owners and developers seek in identifying how particular properties can be used and developed.

Table LU-3 identifies the relationships between land use categories and zoning designations.

Table LU-1
GENERAL PLAN/ZONING CONSISTENCY

General Plan Land Use Category	Corresponding Zone Designations	Notes
Residential	R-3	
Specialty Residential Overlay	RS	
Mixed Use		New zoning designation, Mixed Use (MU), and corresponding regulations needed to fully implement land use policy
Town Center Commercial	C	
Industrial	M	
Public/Quasi-public	All zoning designations	
Park	All zoning designations	

Implications of Land Use Policy

Over time, as property owners redevelop sites within the City and changes in land use or intensity occur consistent with this Land Use Element, the overall distribution of land use will shift. Table LU-2 summarizes the shift in land uses from the existing to the proposed uses and the corresponding level of development anticipated to result from implementation of the Land Use Policy Map, and the goals and policies contained in this Element.

Table LU-2
EXISTING AND PROPOSED LAND USE AND POPULATION ESTIMATES

Land Use Category	Existing Acres	Percent of Total	Proposed acres	Percent of Total	Proposed Average Density	Existing Dwelling Units	Proposed Dwelling Units*	Existing Square Feet (in 1,000)	Potential Square Feet (in 1,000)	Population*
										28,511
Residential	441	59%	425	57%	16 du/ac	6,701	6,808			580
Specialty Residential Overlay	N/A	N/A	4	1%	35 du/ac	---	139			1,063
Mixed Use										
Residential	N/A	N/A	7	1%	35 du/ac	---	54			
Commercial (General Commercial)	55	7%	45	6%	0.30			99	586	
Town Center Commercial	12	2%	14	2%	0.25			131	156	
Industrial	45	6%	46	6%	0.40			689	802	
Public/Quasi-Public	17	2%	22	3%	0.25			183	245	
Parks		Less than 1%	13	2%						
	7									
Streets and ROWs	172	23	172	23%						
Total	749	100%	749	100%		6,701	7,200	1,602	1,789	30,154

The buildup population projections presented in this table are based on the projected number of dwelling units that can be accommodated and the year 2000 Census persons per household factor for Maywood, which is 4.34. A 3.5% vacancy rate is applied to the population and housing estimates per the 2000 Census.

Comm^{UNITY}
General Plan Update
una visión compartida para Maywood

DRAFT
Sixth Cycle (2021 - 2029)
HOUSING ELEMENT



Table of Contents

1.0	INTRODUCTION.....	2.1
1.1	CHALLENGES.....	2.2
1.2	STATUTORY AUTHORITY.....	2.3
1.3	SCOPE AND CONTENT.....	2.4
1.4	RELATIONSHIP TO THE MAYWOOD GENERAL PLAN.....	2.5
1.5	CITY OVERVIEW.....	2.5
1.6	PUBLIC PARTICIPATION.....	2.8
2.0	PROFILE REPORT	2.9
2.1	POPULATION CHARACTERISTICS.....	2.10
2.1.1	Population Growth Trends	2.10
2.1.2	Age and Sex.....	2.12
2.1.3	Race, Ethnicity, Citizenship, and Language Spoken at Home.....	2.13
2.2	HOUSING CHARACTERISTICS.....	2.14
2.2.1	Housing Types.....	2.14
2.2.2	Housing Tenure and Vacancies	2.15
2.2.3	Age of Unit and Housing Condition	2.16
2.2.4	Overcrowding.....	2.17
2.3	HOUSEHOLD CHARACTERISTICS.....	2.18
2.3.1	Household Type and Size.....	2.18
2.3.2	Households by Poverty Status	2.19
2.4	SPECIAL NEEDS GROUPS.....	2.20
2.4.1	Farm Worker Housing	2.20
2.4.2	Large Families.....	2.21
2.4.3	Female-Headed Households.....	2.22
2.4.4	Persons Experiencing Homelessness and Persons in Need of Emergency Shelter.....	2.22
2.4.5	Elderly and Handicapped.....	2.24
2.5	HOUSING UNITS AT RISK	2.26
2.6	HOUSING COSTS.....	2.28
2.6.1	Housing Affordability.....	2.28
2.6.2	Extremely Low-Income Housing Needs.....	2.33
2.7	EMPLOYMENT CHARACTERISTICS	2.34
2.7.1	Employment by Industry.....	2.34
2.7.2	Employment by Occupation.....	2.34
2.8	ZONING AND GENERAL PLAN LAND USE REGULATIONS TO ACCOMMODATE A VARIETY OF HOUSING TYPES.....	2.35



2.8.1	Land Use Controls – General Plan.....	2.35
2.8.2	Zoning Ordinance – Residential (R-3)	2.36
2.8.3	Zoning Ordinance – Residential – Senior and Affordable Housing Overlay (R-SA).....	2.36
2.8.5	Zoning Ordinance – Residential Infill (CM)	2.38
2.8.4	Land Use Controls – Non-Conforming Residential Uses	2.41
2.9	HOUSING DEVELOPMENT CONSTRAINTS.....	2.41
2.9.1	Local Government Forces	2.42
2.9.2	Market Forces.....	2.49
2.9.3	Other Constraints.....	2.51
2.10	ASSESSMENT OF FAIR HOUSING.....	2.54
3.0	HOUSING PLAN	3.55
3.1.1	Appropriateness of Goals, Objectives, and Policies	3.56
3.1.2	Homelessness Plan	3.60
3.1.3	Effectiveness of Programs.....	3.61
3.2	HOUSING GOALS AND POLICIES	3.64
3.3	HOUSING PROGRAMS.....	3.67
3.3.1	New and Affordable Housing Programs.....	3.68
3.3.2	Housing Conservation Programs.....	3.71
3.3.3	Emergency Housing Programs	3.73
3.3.4	Affirmatively Furthering Fair Housing Program	3.75
3.3.5	Reasonable Accommodation Program	3.76
3.4	QUANTIFIED PROGRAM OBJECTIVES.....	3.77
3.5	REGIONAL HOUSING NEEDS	3.77
3.5.1	1233 RHNA Carryover	3.78
3.5.2	Credits Toward the Sixth Cycle RHNA	3.79
3.6	AVAILABLE HOUSING SITES FOR NEW RESIDENTIAL DEVELOPMENT	3.79

1.0 INTRODUCTION

Housing is the foundation of our communities. Without a safe, affordable, and inclusive housing base, communities cannot thrive. Maywood was incorporated in 1924 and its development patterns were well-established before World War II. It is predominantly residential, located south of the industrial city of Vernon. Though the City is densely developed, with approximately 28,000 residents in approximately one square mile, providing decent and affordable housing opportunities remains an important priority. Maywood's recorded population and number of housing units has remained relatively stable since 1990, except for a small dip shown in the 2010 census after the Great Recession.

Maywood is an overwhelmingly Hispanic/Latino city, with 98% of residents estimated to be Hispanic or Latino, and is home to many immigrants (about 50% of residents were born abroad). The median household income is estimated to be about one-third lower than the median for the Los Angeles metropolitan area and one in five Maywood residents lives below the poverty line. Homeownership rates are low; nearly three-quarters of Maywood householders are renters. Though housing costs are moderate compared to the region as a whole, housing costs are high compared to Maywood incomes. Maywood also experiences significant overcrowding and many single-family homes have accessory units. There are concerns about parking and overcrowding. Maywood has predominantly low-rise building patterns, but there are a few four- and five-story buildings. The City is working to provide adequate housing to meet demand while balancing residents' concerns and quality of life.

As Maywood is an overwhelmingly Hispanic/Latino and low-income community in a small geographic area, it does not demonstrate patterns of housing segregation by race, ethnicity, income, or other protected characteristics that may be found in higher-income locations.

"The availability of housing is a matter of vital statewide importance and the attainment of decent housing and a suitable living environment for all Californians is a priority of the highest order" (Gov. § Code 65580).

Maywood's small size and dense development character make it very pedestrian friendly. The City has an overall "Walk Score" of 80 (out of 100). It is served by three bus lines, Metro 108, 260, and 611. As California implements new housing laws seeking to increase density, provide more affordable housing opportunities, and increase overall housing supply, Maywood's urban character, existing housing density, and land use patterns are generally consistent with this future vision for California. A windshield analysis conducted in August 2021 found that more than 40% of parcels in Maywood's residential neighborhoods had visible accessory dwelling units. The City has proactively increased allowable density and provided for affordable housing development in a new zoning overlay district adopted in 2019. Because there are virtually no

vacant land parcels, production of additional housing will occur by redevelopment of existing properties. In recent years, Maywood has permitted few units overall and far fewer units per capita than in the SCAG region, with fewer than five units permitted in each year between 2000 and 2018.

1.1 CHALLENGES

Housing will remain a priority, and challenge, in the City of Maywood. Over the next eight years, the City will face a number of challenges:

- **Land Availability:** There is a very limited amount of land available for new housing development. Maywood is nearly built-out under current zoning, so any new housing construction will be redevelopment or infill development.
- **Housing Costs:** Since 2014, housing values have increased significantly (approximately 30%). The largest increase occurred between 2017 and 2018. In typical economic conditions, increasing housing values provide home and property owners with financial resources they can use to improve their properties. Atypical conditions can have both short- and long-term impacts on regional housing values and the long-term impacts of the COVID-19 pandemic have yet to be seen. Moreover, most Maywood residents are renters, so they do not directly benefit from higher property values. The majority of Maywood households are cost-burdened.
- **High Proportion of Renters:** Nearly three-quarters of Maywood's housing is renter-occupied. Landlords, particularly absentee landlords, may have less incentive than owner-occupants to make improvements to the property and housing.
- **Overcrowding:** The average household size in Maywood is 4.17 persons according to California Department of Finance (DOF) 2021 data. Nearly half of Maywood's households are estimated to be overcrowded (more than one person per room) or severely overcrowded (1.5 or more persons per room) (2014-2018 American Community Survey (ACS) 5-Year Estimates). Maywood reportedly has a significant undocumented population, which is a regional problem. Overcrowding is also a regional challenge. *The Central 710 FWY Corridor: An Asset Based Analysis Study* (prepared for The California Community Foundation and the Pat Brown Institute for Public Affairs at California State University, Los Angeles) found that the area, including Maywood, has some of the highest rates of overcrowding in the nation.
- **Population Density:** With more than 477 residents per square mile, Maywood is among the densest communities in California. Its estimated 27,904 residents as of January 2021 lived in 1.14 square miles (data from CA DOF E-5 Population and Housing Unit Estimates, January 2021). The Census 2020 enumeration and 2022 estimates show a

small decline in population, but knowledgeable observers also believe that the city has a significant undocumented and likely unenumerated population. New housing development required to meet Maywood's share of regional housing needs outlined in the Regional Housing Needs Assessment (RHNA) will likely increase this density.

- **Unpermitted Units:** Maywood's density is characterized in some neighborhoods by unpermitted garage conversions and accessory dwelling units (ADUs). As the City implements a planned local ADU Ordinance, it will need to continue tracking down and bringing these unpermitted units into code compliance.
- **Parking:** Many of Maywood's residents are tradespeople who drive pickup trucks and other large vehicles. This has led to complaints of insufficient parking on some residential streets. This parking issue has been exacerbated by increased residential overcrowding and garage conversions eliminating off-street parking and limiting driveway parking due to accessibility needs. The City has begun requiring resident permits for overnight street parking, which has been helpful on streets close to the city boundary.
- **Administrative Difficulties:** The 2010s were tumultuous years for the City of Maywood. During this time, many city functions were outsourced to contract employees and public corruption cases resulted in significant turnover in elected officials and city staff. Poor record-keeping during that time resulted in unreliable data resources. Despite those difficulties, Maywood is excited for the future and has a new slate of elected officials working to update and implement the City's General Plan. New staff has been hired over the last 4 years and is actively streamlining administrative practices, organizing data and information, and improving transparency and community engagement.

1.2 STATUTORY AUTHORITY

This Sixth Cycle Housing Element is part of the City of Maywood's General Plan. The State of California requires that all its local governments prepare housing elements to address current and future housing needs (Government Code Section 65583). This includes identifying policies and strategies to conserve, rehabilitate, and provide additional housing. The California Department of Housing and Community Development (HCD) reviews and certifies local housing elements and ensures that the State's housing laws are being implemented at the local level.

The previous (Fifth Cycle) housing element covered the eight-year period between October 15, 2013 through October 15, 2021. It was prepared primarily in 2013-2014 and was returned by the State Office of Housing and Community Development (HCD) for changes. Changes prepared in 2019 were submitted to HCD, which certified the housing plan, and the Fifth Cycle Housing Element was formally adopted by the City of Maywood on January 29, 2020.

This Sixth Cycle Housing Element will set housing policy in Maywood from October 15, 2021 through October 15, 2029.

1.3 SCOPE AND CONTENT

The California State housing element must address the following:

- Local governments must recognize their responsibility to contribute to the attainment of the State's housing goals.
- Local governments must prepare and implement housing elements that are coordinated with State and Federal efforts to provide opportunities for new housing.
- Local governments must cooperate with other agencies and governments to address regional housing needs.

Providing new housing in Maywood will continue to be a collaborative effort between the City, other governmental partners, and the private sector. A key priority of this housing element is to ensure that the City of Maywood General Plan and Zoning Ordinance can more readily accommodate opportunities for new residential development for households at all income levels.

The Sixth Cycle (2021-2029) housing element also incorporates the revised Regional Housing Needs Assessment (RHNA) formulated by the Southern California Association of Governments (SCAG) and outlines how the City plans to accommodate future housing demand identified for Maywood's RHNA. The RHNA developed in 2021 directs an additional 365 units of housing to be accommodated in the Sixth Cycle plan. In addition to identifying the ways that Maywood will accommodate the RHNA, it updates the data and housing needs used to evaluate and create Maywood's housing policies for the coming years. The Sixth Cycle Housing Element includes the following sections:

- Introduction: an overview of the Sixth Cycle Housing Element and statutory authority
- Profile and Housing Needs Report: summary of Maywood's characteristics, including demographic, socioeconomic, housing, and employment, as well as the needs of special populations
- Housing Plan: citywide goals, policies, and programs to promote new housing development to meet Maywood's RHNA and maintain existing housing

1.4 RELATIONSHIP TO THE MAYWOOD GENERAL PLAN

General plans must be internally consistent; policies and programs identified in this housing plan must be reflected in other general plan elements. This means that the housing element updates must be consistent with other general plan elements, including the land use element and diagrams. The land use element is particularly intertwined with the housing element and its implementation. Likewise, the policies contained in other general plan elements will have direct impact on many factors affecting quality of life for Maywood residents, including open space availability and quality, the protection of natural and cultural resources, noise levels in residential neighborhoods, disaster preparedness programs and policies that ensure residents' safety, and the City's ability to respond to and mitigate the impacts of climate change.

When updating the Housing Element, cities must also update their Land Use and Circulation Elements. Since Maywood's last General Plan, the State of California updated its requirements for the Safety Element and introduced a new Environmental Justice Element. These requirements must be met when a community updates three of its General Plan Elements. In the coming months, Maywood will develop revised Land Use, Circulation, and Safety Elements as well as a new Environmental Justice element.

Integrating general plan goals and policies through the housing element and each update may improve efficiency by ensuring consistency. Additionally, incorporating a holistic view of the general plan will allow the housing element to complement other elements in addressing multi-faceted challenges such as climate change mitigation and adaptation and ensuring environmental justice populations are protected. This integrated approach also helps communities achieve local goals, such as promoting infill development, transit-oriented development, and providing healthy, safe, and equitable neighborhoods.

1.5 CITY OVERVIEW

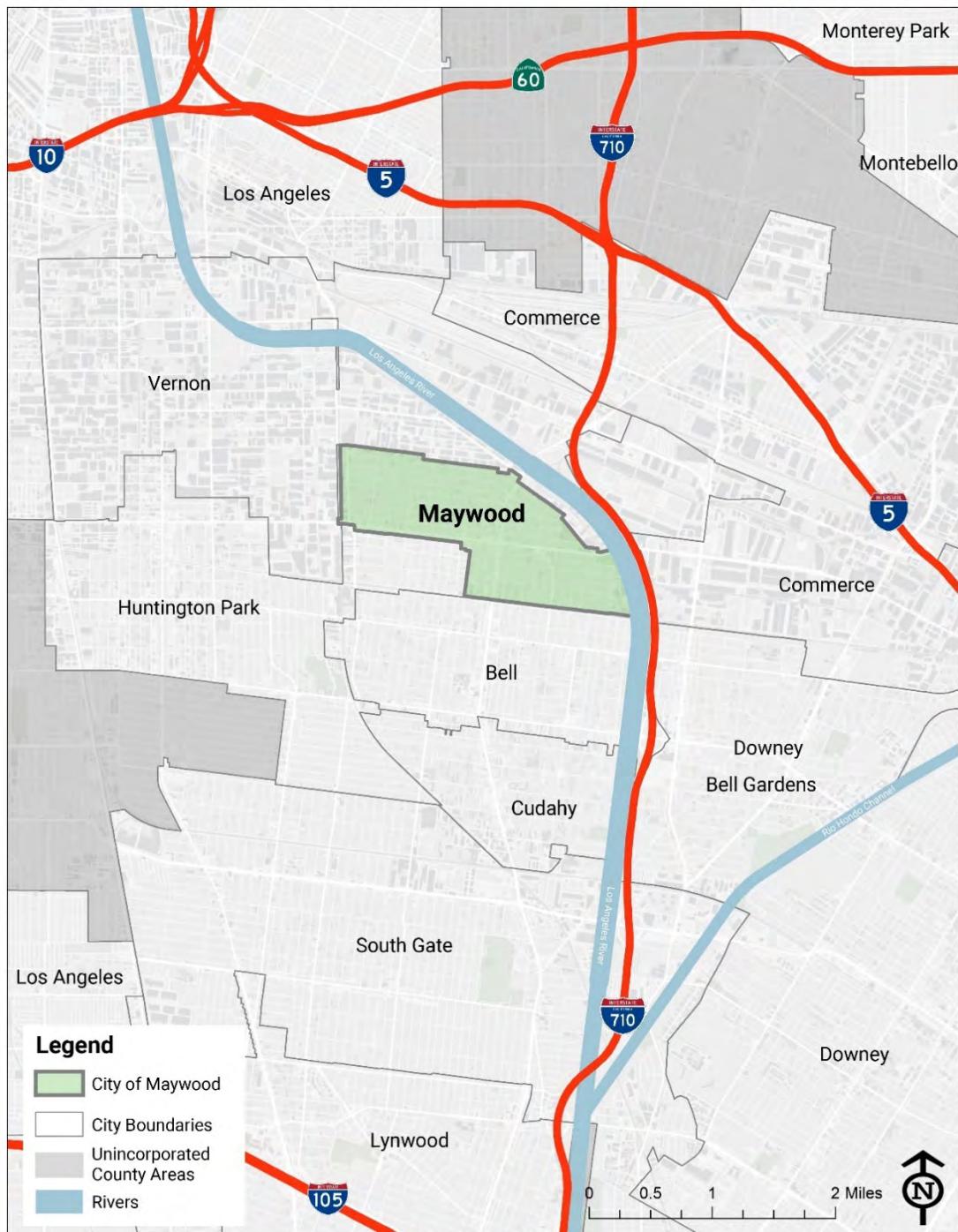
The City of Maywood is centrally located in the urbanized area of Los Angeles County, approximately eight miles southeast of Downtown Los Angeles. Maywood is south of an industrial district that includes Los Angeles's Boyle Heights neighborhood as well as industrial areas located in the cities of Vernon and Commerce. Maywood and other communities to the south, east, and west of Los Angeles have traditionally served as residential communities for those working in the nearby industrial areas. Maywood is surrounded by Vernon to the north, Commerce to the east, Bell to the South, and Huntington Park to the west.

Maywood is predominantly residential, with commercial areas extending along the two major arterials: Atlantic Boulevard and Slauson Avenue. There are small industrial areas located at the northwest corner and easternmost reaches of the city.

Maps on the following pages show Maywood's regional location and a city map of Maywood.

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Figure 1: Regional Location



CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Figure 2: City of Maywood



Figure 3: Maywood Population 2000 – 2020 (SCAG Pre-Certified Local Housing Data)

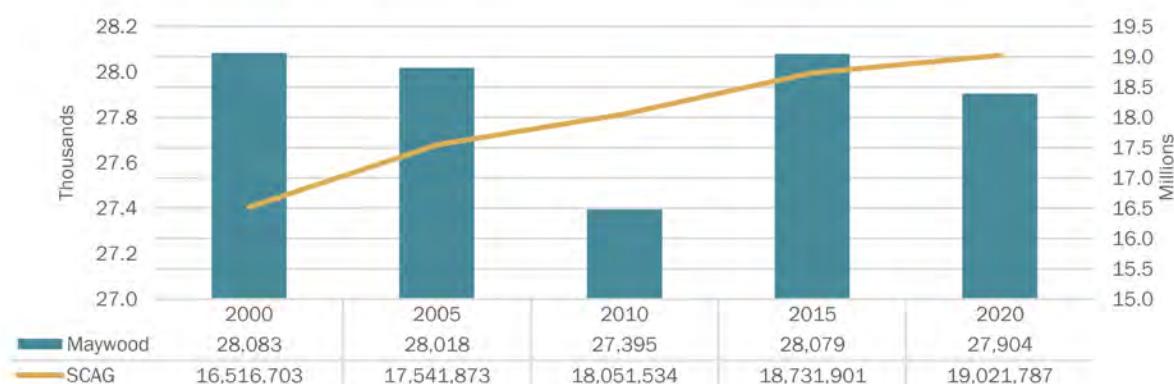
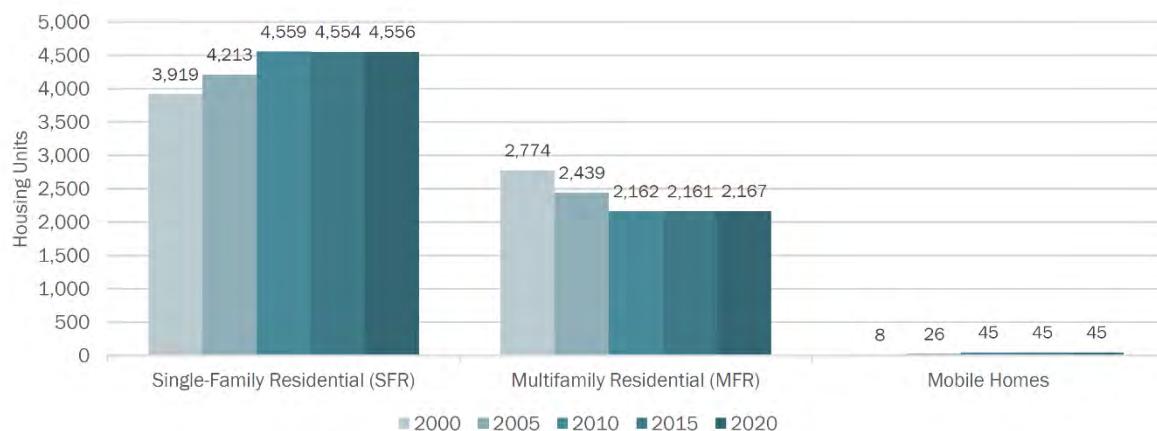


Figure 4: Maywood Housing Types 2000 – 2020 (SCAG Pre-Certified Local Housing Data)



1.6 PUBLIC PARTICIPATION

The Sixth Cycle Housing Element will be adopted in Summer 2022. The goals, programs, and policies identified during public outreach for the Fifth Cycle Housing Element and Amendment have been carried forward based on input received during outreach for the Sixth Cycle Housing Element update. The public participation process around housing completed as part of this General Plan update included an interactive website, presentations to City Council, outreach at local events, two public workshops, handouts and public engagement materials available in the lobby of City Hall, and opportunities for public comment on the draft housing element.

Public outreach was designed to reach all segments of the community. Outreach was conducted at public events that are very well attended and attract community members from all

income levels, for example, a Halloween event and a Health Fair. Other events the planning team participated in were events that are likely to attract lower-income populations, such as a Resources Fair that informs residents about opportunities for assistance. All outreach was conducted in both English and Spanish.

The city also used its social media channels, particularly its popular Facebook page, to advertise and share information about the General Plan Update. Additionally, an online engagement platform specifically about the General Plan was created:

<https://maywoodgeneralplan.mysocialpinpoint.com/community>.

Moreover, following Department of Housing and Community Development (HCD) review, a public approval process will be initiated with more outreach to the community. This process will include an additional public review of the Draft Housing Element, public hearings at the Planning Commission and City Council, and final adoption.

A draft of the Housing Element was sent to HCD for review on November 11, 2021. On January 10, 2022 HCD issued a comment letter summarizing their review of Maywood's draft housing element and identifying necessary revisions. The City revised the Housing Element per HCD's letter and resubmitted it to HCD for review on July 1, 2022.

When a community updates its Housing element, it must also update the Land Use and Circulation Elements. Since Maywood adopted its last General Plan in 2007, the State of California has updated its requirements for the Safety Element and introduced a new Environmental Justice Element. These changes are triggered when a community updates three of its General Plan Elements. Since Maywood is updating the Housing, Land Use, and Circulation Elements, it is required to also create an Environmental Justice Element and incorporate the new requirements into its Safety Element. Those updates are expected in 2022-23 and will be accompanied by a robust public participation process.

2.0 PROFILE REPORT

This section provides an overview of Maywood's demographic, housing, and socioeconomic characteristics, and related housing needs. Data and information presented in this analysis is drawn primarily from the Southern California Association of Governments (SCAG) pre-certified local housing data publication (updated April 2021). The SCAG pre-certified data were compiled using a variety of sources including the State of California Department of Finance (DOF), State Employment Development Department (EDD), and the U.S. Census Bureau's American Community Survey (ACS) that predicated the release of 2020 census results. To supplement the SCAG pre-certified data, additional information was drawn from the most recent ACS data release. The Census Bureau surveys the population annually and provides estimates for demographic, social, and economic data. The most recent five-year ACS data covers the period

between 2015 and 2019. The DOF provides population and housing estimates for California cities and counties annually. The DOF and Census Bureau data sometimes differ because of how the data are derived for each dataset. The DOF data provides useful and generally accurate population and housing estimates as of January 1 each year. The EDD and SCAG provided other data used throughout this analysis. SCAG data are based on governmental sources. Limited data from the U.S. decennial census of 2020 has been released. In addition to traditional issues around the reliability of enumeration in lower-income and high immigration communities, the pandemic in 2020 also may have affected this data.

This section is divided into the following segments:

- Population Characteristics
- Housing Characteristics
- Household Characteristics
- Socioeconomic Characteristics
- Special Needs Groups
- Housing Constraints

2.1 POPULATION CHARACTERISTICS

2.1.1 Population Growth Trends

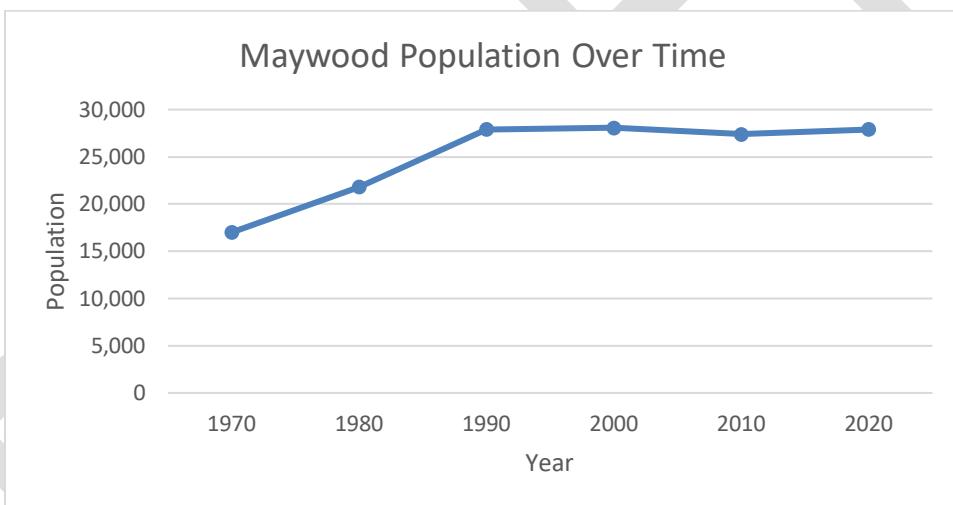
Maywood's population has fluctuated between 25,000 and 28,000 since 1990. By 1970, the City was considered built-out with a population of approximately 17,000 residents, but the population grew significantly in the 1970s and 1980s. Maywood recorded its highest population, 28,090, in 2000. Officially, growth has slowed and even reversed slightly since then. The 2020 Census shows a population of 25,138. As noted earlier, it is likely that there is additional unenumerated population.

The Southern California Association of Governments (SCAG) Pre-Certified Local Housing Data, estimated 27,904 residents in Maywood on January 1, 2020. Table 1 shows the City's population growth since 1970. Figure 1 illustrates these trends.

Table 1: Maywood Population 1970 – 2020 (US Census Bureau and SCAG Pre-Certified Local Housing Data)

Year	Population	Change (number)	Change (percent)
1970 ¹	16,996		
1980 ¹	21,810	4,814	28.3%
1990 ¹	27,893	6,083	27.9%
2000 ^{1,2}	28,083	190	0.7%
2010 ^{1,2}	27,395	-688	-2.5%
2020 ²	27,904	509	1.7%

Source: ¹US Census Bureau, ²SCAG Pre-Certified Local Housing Data

Figure 5: Maywood Population 1970 – 2020 (Census Bureau)

Based on the SCAG Pre-Certified Local Housing Data, Maywood had a 0% growth rate between 2000 and 2020, which is slightly slower than the growth rate for the SCAG region as a whole (0.7%).

Using the 2020 Census total population number (25,138) released for Maywood by the time of revision of this document shows an 8% population decline since the 2010 census total. It is possible that this decline was a result of regional economic conditions, the impact of the COVID-19 pandemic, or undercounting, which can be common in lower-income and high-immigrant communities. Informed observers have reported that the actual population of Maywood includes an unknown number of unenumerated and undocumented residents. Some

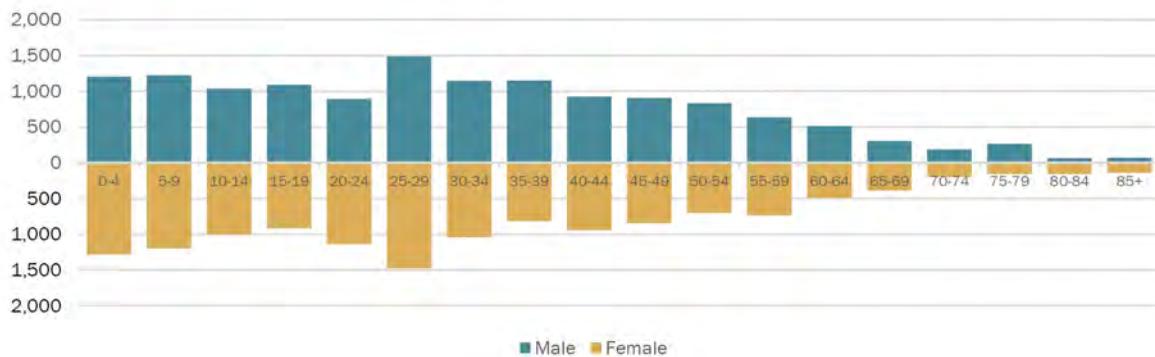
estimates of total population including these unenumerated persons place Maywood's population at around 35,000 people.

2.1.2 Age and Sex

Maywood's population is almost evenly split between men and women; the community is 50.5% male and 49.5% female. It is a young population of working age people and their children. The population skews younger than the SCAG region; nearly 30% of the population is under 18, compared to 23% in the SCAG region as a whole, and the largest age cohort in Maywood is 25-29 years old. Residents aged 65 and older comprise only 7% of the City's population, which is nearly 50% lower than in the SCAG region, where 13% of the population is 65 and older.

Table 2: Maywood Population By Age (2019 ACS 5-Year Estimates)

Age	Number of Residents	Percent of Residents
Under 5	2,308	8.4%
5 - 9 Years	2,053	7.5%
10 - 14 Years	2,203	8.1%
15 - 19 Years	2,061	7.5%
20 - 24 Years	2,226	8.1%
25 - 29 Years	2,771	10.1%
30 - 34 Years	1,906	7.0%
35 - 39 Years	1,690	6.2%
40 - 44 Years	1,863	6.8%
45 - 49 Years	1,897	6.9%
50 - 55 Years	1,684	6.2%
55 - 59 Years	1,331	4.9%
60 - 64 Years	1,051	3.8%
65 - 69 Years	751	2.7%
70 - 74 Years	549	2.0%
75 - 79 Years	549	2.0%
80 - 84 Years	197	0.7%
85 and Older	242	0.9%
Total (2019)	27,332	100%

Figure 6: Maywood Population By Age and Sex (SCAG Pre-Certified Local Housing Data)

2.1.3 Race, Ethnicity, Citizenship, and Language Spoken at Home

Maywood's population is predominantly Hispanic; more than 98% of residents identify as Hispanic or Latino. The vast majority (84.7%) are of Mexican origin. Most residents (73.8%) identify as white and 24.5% identify as Some Other Race, which is often a category chosen by residents who identify as mixed race. Slightly more than half (53.0%) of Maywood's population was born in the United States. Of the population not born in the United States, only 32.9% are naturalized citizens. While 6.2% of the population five years and older speak only English at home; 93.8% speak Spanish at home. Of the population that does not speak English at home, 46.3% speak English less than "very well."

Table 3: Maywood Population By Race (2019 ACS 5-Year Estimates)

Race	Number of Residents	Percent of Residents
White Alone	20,162	73.8%
Black or African American Alone	241	0.9%
American Indian and Alaska Native Alone	47	0.2%
Asian Alone	73	0.3%
Native Hawaiian and Other Pacific Islander Alone	0	0%
Some Other Race	6,689	24.5%
Two or More Races	120	0.4%
Total	27,332	100%

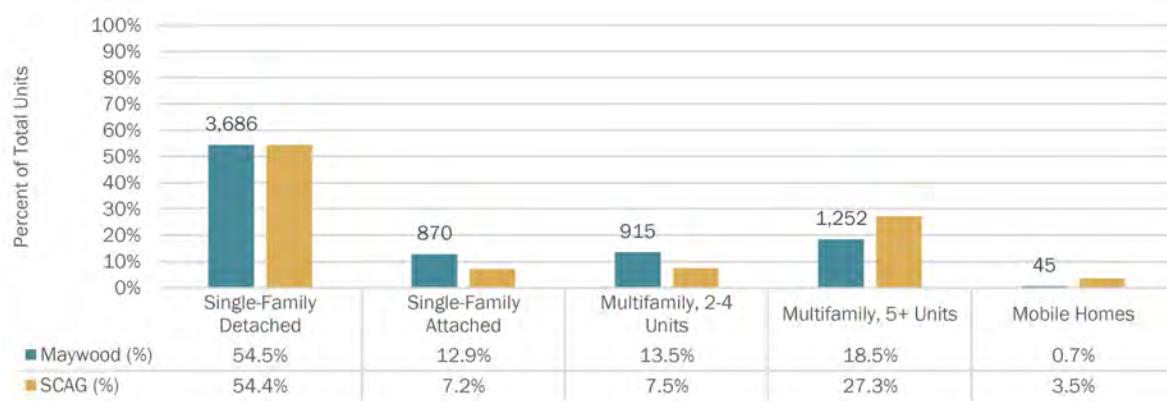
Table 4: Maywood Hispanic and Latino Population (2019 ACS 5-Year Estimates)

	Number of Residents	Percent of Residents
Hispanic or Latino	26,883	98.4%
Not Hispanic or Latino	440	1.6%
Total	27,332	100%

2.2 HOUSING CHARACTERISTICS

2.2.1 Housing Types

Maywood has 6,768 housing units, of which 3,686 or 54.5% are single-family detached houses. This is comparable to the SCAG region, where 54.4% of housing are single-family detached houses. However, an additional 870 units in Maywood are attached single family units, resulting in a total single-family percentage of 67.3%. This is slightly higher than the SCAG region where 61.7% of the housing is single-family units. However, single-family zoning in Maywood in fact allows two-family houses, and many nominally single-family properties in Maywood also have accessory units.

Figure 7: Housing Type (SCAG Pre-Certified Local Housing Data)

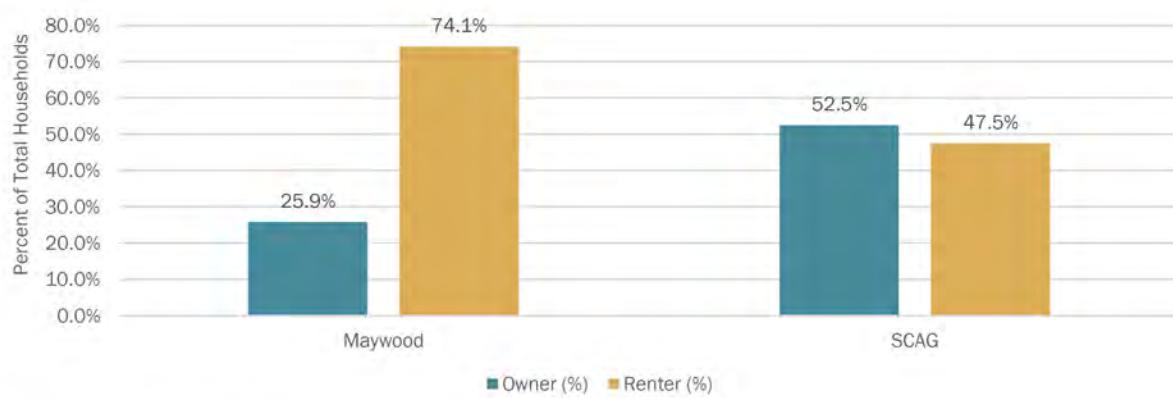
CA DOF E-5 Population and Housing Unit Estimates

Over the past twenty years, more single-family units have been constructed in Maywood than multi-family units. Single-family units increased by 637 and multi-family units decreased by 607. An additional 37 mobile home units were added over the same two decades. Construction of South Region High School by the LAUSD in 2010 resulted in the elimination of 119 housing units.

2.2.2 Housing Tenure and Vacancies

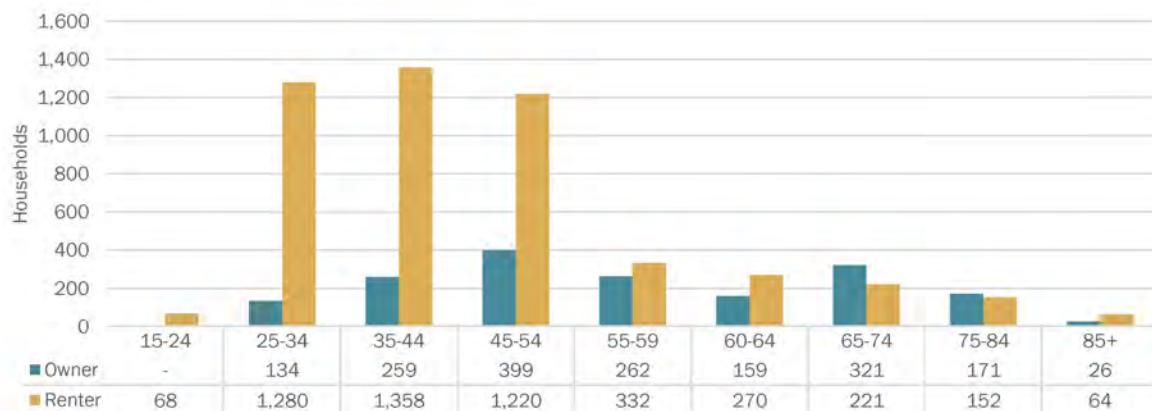
Housing stability and security can depend heavily on housing tenure. Nearly three-quarters of Maywood residents are renters, which reduces housing security. Of the City's approximately 6,700 housing units, only 1,731 or 26% are owner-occupied. In the SCAG region, housing tenure is more evenly divided between renters and homeowners. In communities like Maywood, absentee owners tend to be small landlords, sometimes former residents who move to another city and keep their Maywood house as a rental property.

Figure 8: Housing Tenure in Maywood and the SCAG Region (SCAG Pre-Certified Local Housing Data)



American Community Survey 2014-2018 5-year estimates.

Though more residents in Maywood rent than in other communities, the distribution of housing tenure by age is consistent with typical trends. The older the householder, the more likely they are to own their unit. However, the age at which householders become homeowners appears to be higher in Maywood than in many other places. In Maywood, the only age groups more likely to own their homes than rent are householders ages 65-84. Householders under 54 are significantly more likely to rent than own (83% of these households are renters). This is consistent with the fact that Maywood median incomes are lower than in the rest of the region.

Figure 9: Housing Tenure by Age (SCAG Pre-Certified Local Housing Data)

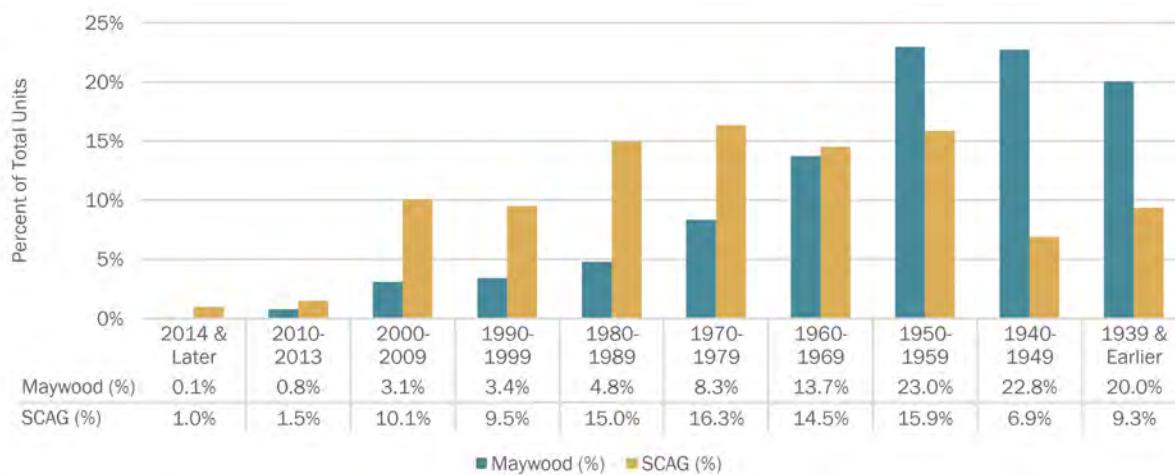
American Community Survey 2014-2018 5-year estimates.

Though homeownership rates in Maywood are significantly lower than in the SCAG region, the length of time Maywood residents have lived in their current units is comparable to the region as a whole. More Maywood residents moved into their current residence between 2010 and 2014 (36.2%) than during any other time period. Similarly, the largest proportion of SCAG residents (31.9%) moved to their current residence during the same time period. In both Maywood and the region, the second-highest percentage of residents (26.1% in Maywood and 27.9% in the region) moved to their current residence between 2000 and 2009. This indicates that housing occupation in Maywood has been relatively stable and most households have remained in the same unit for many years.

Maywood also has a relatively low housing vacancy rate. Based on the 2015 – 2019 ACS 5-Year Estimates, only 141 of Maywood’s 6,836 units were vacant. This is a vacancy rate of 2.0%. In Los Angeles County, the vacancy rate is three times higher at 6%.

2.2.3 Age of Unit and Housing Condition

Most housing units (65.8%) in Maywood were constructed prior to 1959. The biggest construction booms were in the 1940s and 1950s, when 45.8% of Maywood’s housing was constructed. In the SCAG region, more housing units were built during the 1970s than any other period. Less than one percent (0.9%) of Maywood’s housing has been constructed since 2010, with only 0.1% constructed since 2014.

Figure 10: Housing Units by Year Structure Built (SCAG Pre-Certified Local Housing Data)

American Community Survey 2014-2018 5-year estimates.

The ACS also provides information about substandard housing. In Maywood, the vast majority of housing is not considered substandard, but 112 units lack telephone services and 74 units lack complete kitchen facilities. No units are lacking plumbing facilities. In general, housing has been maintained and improved over the last decade, though unpermitted accessory units may need improvements to bring them up to code. Housing located at the western end of the city along the west side of Maywood Avenue, is in an area rezoned for industrial development in 1967. Although all residential uses were supposed to be vacated by 1987, some multi-family housing in poor condition persists in the area.

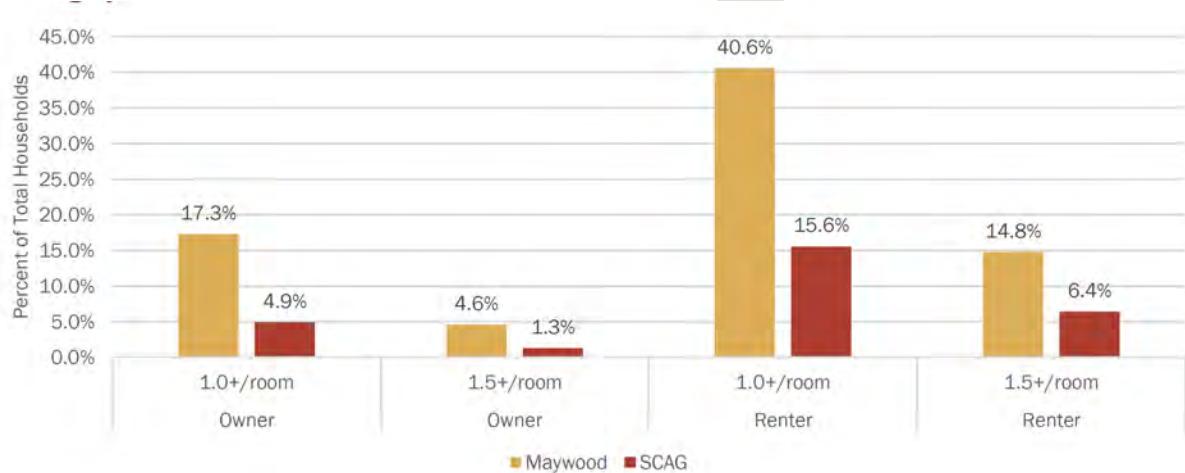
Given the age of much of Maywood's housing, an estimated 10% of the city's housing units (approximately 670 units) are in need of rehabilitation or replacement. In addition, one-story commercial buildings with deferred maintenance occupy many of the sites currently in the Emergency Shelter Overlay on Slauson Avenue and on sites identified as potential sites for affordable and additional housing in Section 3.6 of this plan. To provide more housing on these sites, these properties may need site consolidation, renovation or demolition and rebuilding into mid-rise buildings.

2.2.4 Overcrowding

The ACS defines overcrowding as more than one occupant per room and severe overcrowding as more than 1.5 occupants per room. By this definition, almost three-fourths of Maywood households are overcrowded or severely overcrowded. 40.6% of Maywood's renter-occupied households and 17.3% of owner-occupied households are overcrowded and an additional 14.8% of renter-occupied households and 4.6% owner-occupied households are severely overcrowded.

This means that over 55% of Maywood renter households live in overcrowded or severely overcrowded housing, significantly more than in the SCAG region. Regionally, only 22% of renter-occupied housing is overcrowded or severely overcrowded and 6.2% of owner-occupied housing is overcrowded or severely overcrowded. Maywood's overcrowding is likely related to the large average household size and the number of young, low-income and immigrant families that call Maywood home.

Figure 11: Crowding by Extent and Tenure (SCAG Pre-Certified Local Housing Data)



American Community Survey 2014-2018 5-year estimates.

2.3 HOUSEHOLD CHARACTERISTICS

2.3.1 Household Type and Size

Most Maywood residents (99.5%) live in households (defined by the Census as all the people, related or not, who occupy the same housing unit), and 84.3% of households are family households, defined as people who are related by birth, marriage, or adoption. Of the 5,645 family households in Maywood more than half (63.3%) are married-couple families and 27.6% of married-couple households have their own children under 18 living with them. Nearly a quarter of Maywood households (23.2%) are female headed households without a spouse or partner present. More than half (54.6%) of all households include at least one person under the age of 18 and 23.7% have at least one person age 65 and older. Approximately 10% of Maywood's households are single-person households. The average household size is 4.06 individuals and the average family size is 4.37 individuals.

Table 5: Maywood Households by Type (2019 ACS 5-Year Estimates)

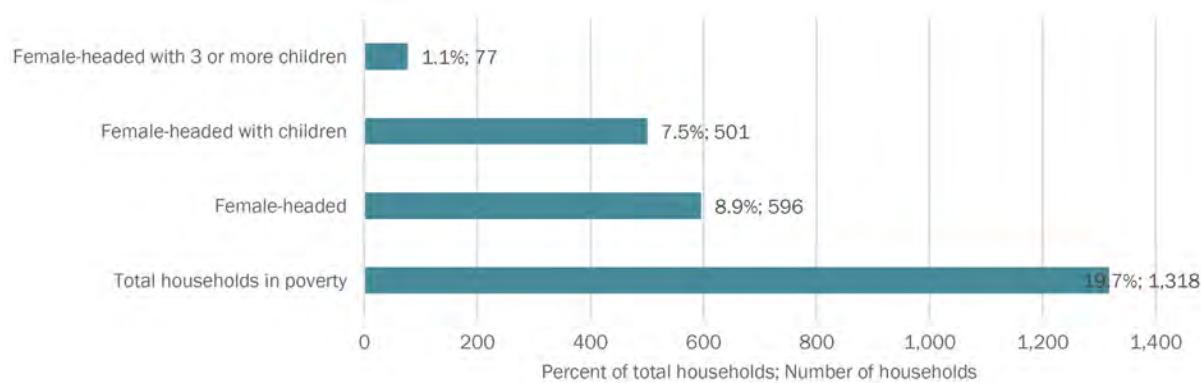
	Number of Households	Percent of All Households
Family Households	5,645	84.3%
Nonfamily Households	1,050	15.7%
Married-Couple Families	3,576	53.4%
Cohabitating Couple Household	782	11.7%
Male Householder, no spouse/partner present	786	11.7%
Female Householder, no spouse/partner present	1,551	23.2%
Households with Children Under 18	3,657	54.6%
Households with Seniors 65 and Older	1,589	23.7%
Male Householder Living Alone	287	4.3%
Female Householder Living Alone	427	6.4%
Total Households	6,695	100%

Recent data reported in the Maywood Plan to Prevent and Address Homelessness indicates that Maywood Schools have identified 4,379 families as “at risk.” This includes families of students eligible for free/reduced lunch, English learners, and foster youth.

2.3.2 Households by Poverty Status

Approximately twenty percent (19.7%) of Maywood’s households are experiencing poverty. This is more than double the household poverty rate in the SCAG region; regionally, only 7.9% of households experience poverty. Nearly half of Maywood households living under the poverty level are female-headed households and female-headed households with children account for 38% of Maywood households living in poverty. The poverty rate for children under 18 is estimated at 32%.

In addition to female-headed households, many senior households are experiencing poverty. Nearly 80% of Maywood’s elderly households earn less than 50% of the Housing and Urban Development Area Median Family Income (HAMFI). This is significantly higher than in the SCAG region, where 30.9% of senior households make less than 50% of HAMFI. Many of Maywood’s senior households are living in extreme poverty, 57.7% with incomes less than 30% of HAMFI. In the SCAG region, 24.2% of senior households make less than 30% of HAMFI.

Figure 12: Households by Poverty Status (SCAG Pre-Certified Local Housing Data)

American Community Survey 2014-2018 5-year estimates.

Table 6: Elderly Households by Income and Tenure (SCAG Pre-Certified Local Housing Data)

	Owner	Renter	Total	Percent of Total Elderly Households:
Income category, relative to surrounding area:				
< 30% HAMFI	75	320	395	57.7%
30-50% HAMFI	60	90	150	21.9%
50-80% HAMFI	45	24	69	10.1%
80-100% HAMFI	0	35	35	5.1%
> 100% HAMFI	10	25	35	5.1%
TOTAL	190	494	684	

HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.

2.4 SPECIAL NEEDS GROUPS

California state housing laws identify “special needs” populations: farmworkers, large families, female-headed households, people experiencing homelessness, people with physical or mental disabilities, and seniors.

2.4.1 Farm Worker Housing

Farmworkers are essential to the region’s economy and food supply. Maywood is home to a very small share of the region’s workers classified as farmworkers. In Maywood, 84 workers (0.68% of all employed persons) are employed in farming, fishing, and forestry occupations. Of

these, only 55 workers (0.61% of Maywood employees) are employed in year-round, full-time work. There are no agricultural enterprises with worker housing in urbanized Maywood. These workers seek housing in the general Maywood market and are subject to the same housing market issues as other residents.

2.4.2 Large Families

Large families also require specialized housing types because they need more space to accommodate their family members without overcrowding. According to the HCD, a large family is considered to be any household with five or more people. Since the median family size in Maywood is 4.37, this means that half the families have larger families. Nearly thirty percent of Maywood households are large; 1,980 of the 6,696 households (29.6%) have at least five members. The most common household size is four people and 21.9% of households have four members. Another 20.3% of households are three-person households. However, the City has a much larger share of 7+ person households than the SCAG region. Regionally, only 3.1% of households have more than seven people. In Maywood, 6.7% of households have seven or more people.

Most housing units in Maywood have 1-3 bedrooms, but precise data is not available on the number of units that accommodate larger families without overcrowding. In general, it can be stated that there are very few housing units with four or more bedrooms. Single family properties that have accessory dwelling units may accommodate larger family groups but data is not available.

Figure 13: Households by Household Size (SCAG Pre-Certified Local Housing Data)



American Community Survey 2014-2018 5-year estimates.

2.4.3 Female-Headed Households

To ensure adequate childcare and job training services, HCD requires local housing elements to analyze the number of female-headed households. A higher percentage of Maywood households are female-headed than in the SCAG region as a whole. In Maywood, 20.9% of households are female-headed. In the SCAG region, only 14.3% of householders are female. Maywood has double the share of female headed households with children. In Maywood, 13.3% of total households are female led with children while, regionally, only 6.6% of total households are female-led with children. As noted earlier, female-headed households, with or without children, are more likely to live in poverty.

2.4.4 Persons Experiencing Homelessness and Persons in Need of Emergency Shelter

Homelessness emerged as a major issue in Southern California in the 1990s, but with multiple recessions since then, as well as impacts from the COVID-19 pandemic, it continues to be a significant and ongoing challenge. The federal Department of Housing and Urban Development (HUD) mandates an annual Point-in-Time (PIT) count of people and families without housing for all HUD designated Continuums of Care. Maywood is part of the Los Angeles Continuum of Care (LA CoC) for which the Los Angeles Homeless Services Authority (LAHSA) is the lead agency. According to the PIT Count data, in January 2020, 47 unsheltered people resided in Maywood. This reflects an increased trend since 2017, consistent with increases across the County, State, and nation. The January 2021 PIT count was suspended because of the pandemic.

Various circumstances that may lead to homelessness include the following:

- Single adult transients passing through the City en route to another destination;
- Seasonal and/or migrant homeless individuals seeking seasonal employment;
- Chronically homeless adults, including non-institutionalized, mentally disabled individuals, those with substance abuse/use disorders, elderly individuals, and others who voluntarily, or are forced due to financial circumstances, to live on the streets;
- Minors who have run away from home;
- Low-income families who are temporarily homeless due to financial circumstances or are in the process of searching for a home (single-parent families, mostly female-headed, are especially prevalent in this group); and
- Women (with or without children) escaping domestic violence.

The Los Angeles County Sheriff's Department has reported that truly homeless persons appear to be concentrated along the Los Angeles River Channel, which abuts eastern Maywood. In addition, homeless persons have been observed to congregate in the commercial center of the City. A Maywood windshield survey conducted in July 2021 did not identify any obvious signs of un-homed populations, but many un-sheltered individuals try to be inconspicuous and may not be readily visible.

The LA CoC administers and coordinates a system of housing, providers, and entry-points for those who are homeless to access supportive services and housing through a program called the Coordinated Entry System (CES).

There are currently no emergency shelters or transitional housing for homeless persons in Maywood. However, on October 23, 2019, the City adopted a zoning amendment that established an Emergency Shelter (ES) Overlay District on specific properties zoned General Commercial / Manufacturing (CM). A total of 25 parcels (totaling 4.44 acres) are included in the three-block overlay. The ES Overlay specifies that emergency shelters are subject to those development standards that apply to development within the CM Zone. In May 2020, the Gateway Cities Council of Governments awarded funding to Maywood for the creation of a Plan to Address and Prevent Homelessness which is described in Section 3.3.3.

Maywood has a dedicated staff person who fields homeless assistance inquiries and makes referrals to the CES lead, with whom she has a close working relationship. The CES agencies providing services for those who are homeless within Maywood are People Assisting the Homeless (PATH), The Whole Child, and Helpline Youth Counseling. PATH works with adults experiencing homelessness and the Whole Child works with families and children. The Whole Child partners with Helpline Youth Counseling to provide services for youth ages 16 – 24. The City of Maywood's new web site includes a web page that provides a wide range of information on how and where to seek assistance for homeless persons. In addition to the City's Homeless Plan, in conjunction with the City of Bell Homeless Liaison, the City designed a *Homeless Resource Guide* that provides referral services from diverse organizations for Food Programs, Mental Health Programs, Homeless Shelters & Services, and Crisis Lines.

The Bell Shelter, located in the neighboring City of Bell, 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. In addition, the Donald and Priscilla Hunt Apartments at Bell Oasis (located adjacent to the Bell Shelter) provide 64 units of permanent supportive housing for individuals with disabilities who were formerly homeless.

The Los Angeles County Sheriff's Department also 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/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.

2.4.5 Elderly and Handicapped

Elderly households include family and non-family households, including individuals living alone, with at least one member aged 65 and older. According to the 2019 ACS, Maywood had an estimated 2,288 residents aged 65 and older. This group accounts for 8.4% of the City's total population. Elderly residents make up a smaller share of the Maywood population than in Los Angeles County, where residents aged 65 and older make up 14.1% of the population.

As noted earlier, more than half of Maywood seniors live in poverty. Often elderly residents are on a fixed income and, as a result, have greater difficulty in maintaining adequate living arrangements as housing costs increase. Senior citizens who own their own homes are generally at an advantage over renters as their housing costs are typically fixed. However, not all mortgages are fixed-rate and these homeowners are still subject to increasing real estate taxes, utility rates, and increases in other living expenses. Many older residents choose to remain in their own homes, despite the fact that these homes may not be designed to accommodate the special needs of aging residents. About 24% of Maywood households include people over 65, so many seniors share housing with others.

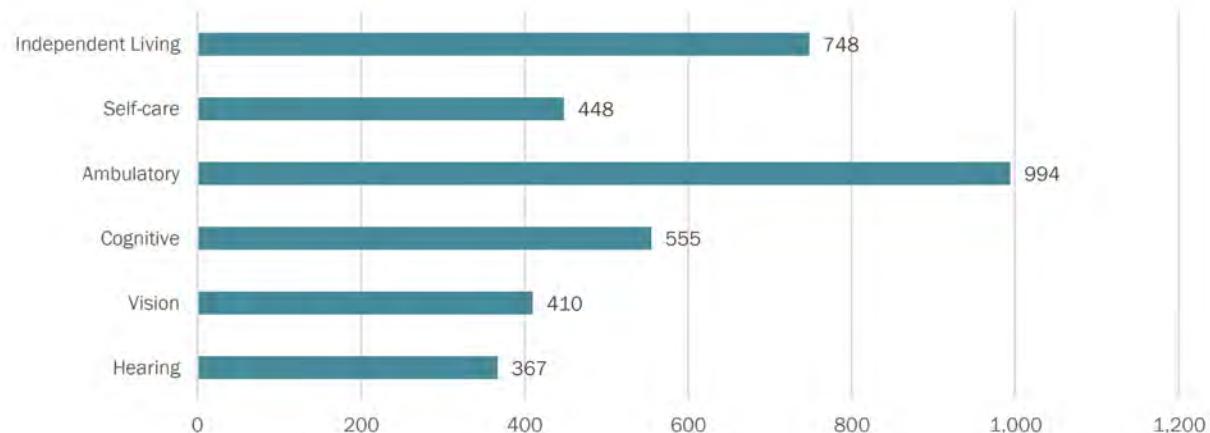
The Census Bureau estimates that 3.6% of Maywood residents under age 65 are disabled. Disabled residents often have special needs when it comes to housing and many live on fixed incomes. Households may have both elderly and disabled residents. Special interior alterations may be needed to accommodate a disabled resident. Retrofitting an existing structure may cost thousands of dollars and be beyond the means of households with lower incomes. Handicap-accessible housing is often in short supply, and this shortage is even more pronounced for renter households. Unless handicap provisions are made when a unit is first constructed, these improvements are not likely to be found in a typical rental unit.

Many developmentally delayed individuals can live and work independently in a conventional housing arrangement. However, some individuals require group living environments where supervision is provided. The most severely affected individuals may require institutional environments that provide medical and other services in-house. Because developmental disabilities occur before adulthood, the first issue in supportive housing is to transition the person from their family home to an appropriate level of independence as an adult. Many agencies work together to provide housing, education, and services for disabled Maywood residents. In Maywood, 244 people with developmental disabilities are under age 17. The

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

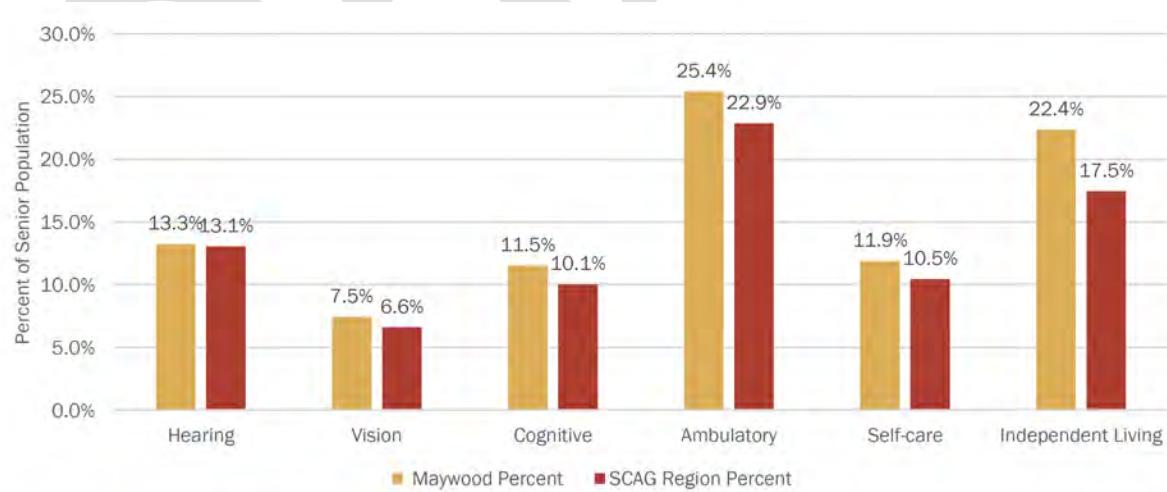
majority of individuals with developmental disabilities (234) live in the home of their parent, family, or guardian. Five live in a foster or family home and another five live in other housing types. None live in independent/supported living, community care facilities, or intermediate care facilities (Source: SCAG Pre-Certified Local Housing Data).

Figure 14: Disability by Type (SCAG Pre-Certified Local Housing Data)



American Community Survey 2014-2018 5-year estimates.

Figure 15: Disability by Type – Seniors Aged 65 and Older (SCAG Pre-Certified Local Housing Data)



American Community Survey 2014-2018 5-year estimates.

The State Department of Developmental Services (DDS) provides community-based services to approximately 350,000 people with developmental disabilities and their families through a statewide system that includes 21 regional centers, 4 development centers, and 2 community-based facilities. The South Central Los Angeles Regional Center (SCLARC) provides point of entry services for people in Maywood with developmental disabilities. The center is a private, non-profit community organization that contracts with local businesses to offer a variety of services to individuals with developmental disabilities and their families. To be eligible for services, the developmental delay must begin before the individual turns 18, the disability must be expected to continue for the individual's life, and the disability must be a significant impairment. Additionally, the disability must be due to at least one of the following conditions: intellectual disability, cerebral palsy, epilepsy, autism, and/or other disabling conditions closely related to intellectual disabilities or requiring similar treatment. Under certain circumstances, other individuals may be eligible for some services.

The SCLARC contracts with DDS to coordinate services for individuals with developmental disabilities and their families. Key services offered by the SCLARC include an adult day program (Adult Development Center or ADC), sheltered workshops, behavior management day programs, residential placement, supported living, independent living training, and supported employment. SCLARC serves more than 8,000 individuals and families. Of this total, 38% have an intellectual disability, 37% have autism, 11% have epilepsy, 9% have cerebral palsy, and 5% have other developmental disabilities.

More than a third (33.7%) of Maywood residents with a disability are employed. More than half (54%) are not in the labor force and the remaining 12% are unemployed.

2.5 HOUSING UNITS AT RISK

Maywood has two federally-funded affordable housing apartment developments for the elderly with a total of 107 units. **Maywood Villas**, located at 5601 and 5609 Atlantic Boulevard, is a 54-unit affordable senior community funded by Low-Income Housing Tax Credits and is not at risk of conversion to market rate in the next ten years. Maywood Manor is located at 4654 and 4656 Slauson Avenue is a 54-unit affordable senior housing development funded by HUD Section 202 Housing for the Elderly and project-based housing vouchers (Section 8). Fifty-four units are reserved for low-income seniors; the 55th unit is reserved for the onsite caretaker/manager. The earliest date Maywood Manor could convert from low-income use is 2030. Maywood Manor, a 55-unit affordable senior housing development, is considered at low risk of converting to market rate housing in the next 10 years as the HUD Section 202 Housing for the Elderly contract is due to expire in 2030. Both Maywood Manor and Maywood Villas are owned by a stable non-profit, mission-driven organization. However, given Maywood Manor's ownership and conversations with City Staff, the project is considered low risk to convert to market-rate housing when the

HUD contract expires. The City will continue to monitor these units and support their continued affordability.

Although it appears that Maywood Manor is unlikely to convert to market rate housing, the City can use a variety of tools (with adequate funding availability) to ensure the continued affordability of at risk units. These strategies include: transferring ownership of at risk units to nonprofit developers and housing organizations, providing rental assistance, and purchasing affordability covenants. Another method to ensure affordable housing options are available in Maywood is replacing units that convert to market rate housing with new, assisted, multi-family units with specific affordability timeframes.

2.5.1 Transfer of Ownership

The estimated market value of Maywood Manor is detailed in the table below. Given that Maywood Manor is owned by a stable, non-profit, mission driven organization, this strategy is not necessary unless the project is sold to a new entity, which is unlikely.

Table 7: Market Value of At Risk Projects

Unit Size	At Risk Units
Studio (415 sf)	13
One Bedroom (524 sf)	41
TOTAL	54
Annual Operating Costs	\$479,712
Gross Annual Income	\$959,712
Net Annual Income	\$959,712
MARKET VALUE	\$11,996,400

Source: Complied by Stantec. Notes: Median rent for a studio apartment is \$1,104 (2019 ACS Median Rent); median rent for a one bedroom apartment is \$1,600 (based on one bedroom apartments publicly listed for rent in September 2022); annual operating costs is estimated as half of gross annual income; market value = annual net income multiplied by the multiplication factor (for a building in good condition, a 12.5 multiplication factor has been used).

2.5.2 Rental Assistance

A variety of funding sources, including state and local funds, can be used to provide rental subsidies to maintain the affordability of at risk affordable housing units. Subsidy programs can be designed to mirror the Section 8 housing voucher program. Per the State-adopted standards, the maximum affordable rent for extremely low-income households is \$664 while the maximum affordable rent for very-low income households is \$1,255 (based on a family of 4; source: CA HCD 2021 Income Limits; LA CDA 2020 Utility Allowance Schedule). Based on the median market-rate rent of \$2,100/month for a two bedroom apartment (based on two bedroom

apartments publicly listed for rent in September 2022) and the affordability levels previously mentioned, it is estimated that a total subsidy of \$45,630 per month (\$547,560 per year) would be required to maintain rents for 54 units at very low-income levels.

2.5.3 Purchase Affordability Covenants

Another option to preserve the affordability of at-risk affordable housing units is to provide an incentive to owners to maintain the projects as low-income housing. Incentives could include writing down the interest rate on the remaining loan balance, refinancing, and/or supplementing Section 8 subsidies to market levels. Whether or not this option is feasible depends on the condition of the buildings or are too highly leveraged. Some or all of the units could remain affordable by providing a lump-sum financial incentive or ongoing rental subsidies or reduced mortgage rates to the owner.

2.5.4 Construction of Replacement Units

Constructing new low-income housing can be a means to replace at-risk units that convert to market rate housing. Construction costs depend on a variety of factors, including density, the size of the units, construction quality and type, location, and land cost. Assuming a development cost of approximately \$400,000 for an affordable multi-family unit, the cost of replacing all 54 at-risk units would be approximately \$21.6 million.

2.6 HOUSING COSTS

2.6.1 Housing Affordability

While housing costs in Maywood are generally somewhat lower than many other Southern California communities, housing costs are relatively high compared to Maywood's median household income. Like the rest of southern California, purchase prices for housing in Maywood have increased substantially. Because many nominally single-family properties include more than one housing unit, the prices are often out of reach for households making the median income. Housing prices in Maywood increased 178% between 2000 and 2018; this is slightly more than in the SCAG region where housing prices increased 151%.

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

As of March 2022, the median list price of a single family house in Maywood was reportedly \$622,444 or \$527 per square foot (Movato Real Estate, www.movoto.com/maywood-ca/market-trends/) and houses typically sell after a month on the market. Because of the small number of housing units for sale at any one time, the median list price fluctuates but the general trend shows increasing prices.

Time Period: 6 Months 1 Year 2 Years **5 Years**

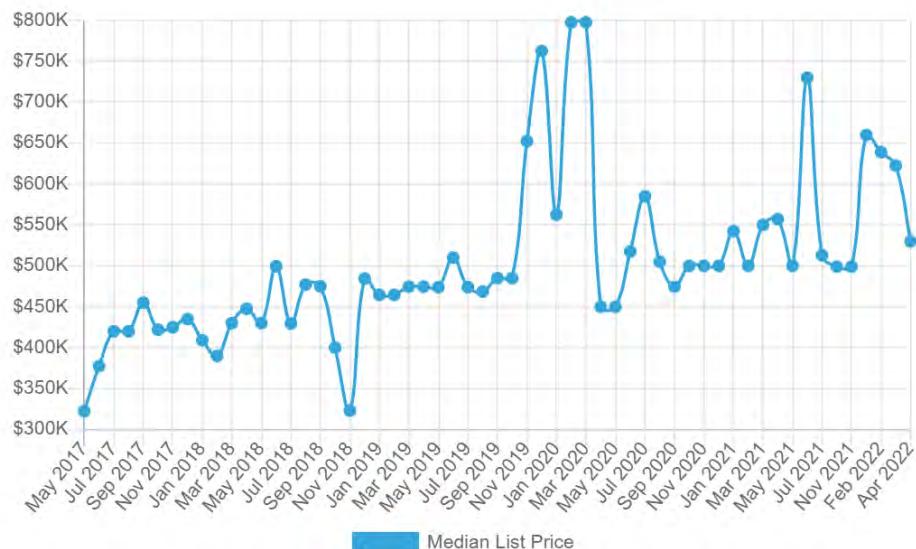


Table 8: Housing Values in Maywood (All Owner-Occupied Units, 2019)

Sale Price	Number of Units
\$0 - \$99,999	37
\$100,000 - \$149,000	11
\$150,000 - \$199,999	5
\$200,000 - \$299,999	308
\$300,000 - \$499,999	1,112
\$500,000 - \$999,999	274
\$1,000,000 or more	0
Median Value	\$387,000

Source: 2019 ACS Table DP-04

As reported through the ACS, the most common rent category in Maywood in 2019 was \$500 - \$1,000 per month with 43.7% of renters paying rent in this range.

Table 9: Maywood Rents (Occupied Units Paying Rent, 2019)

Monthly Rent	Number of Units
\$500 or less	1,40
\$500 - \$999	1,627
\$1,000 - \$1,499	1,343
\$1,500 - \$1,999	601
\$2,000 - \$2,499	128
\$2,500 - \$2,999	60
\$3,000 or more	36
Median Rent	\$1,104

Source: 2019 ACS Table DP-04

Cost burden

Housing affordability is also measured by the percentage of gross income spent on housing. A household is considered to be cost burdened if more than 30% of income is spent on housing; severely cost burdened households spend more than 50% of their income on housing costs.

In Maywood, nearly 56 percent of all households are cost burdened or severely cost burdened. Nearly thirty percent (26.4%) of all Maywood households are cost burdened (they pay between 30% and 50% of their gross income on housing costs) and another 19.5% of all households are severely cost burdened (they pay more than 50% of their gross income on housing costs).

Maywood's renter-occupied households are even more likely to be cost-burdened with: 63.2% of Maywood's renter households spend 30% or more of their gross income on rent. An additional 30.7% spend 50% or more. This is higher than in the SCAG region, where 55.3% of renters spend more than 30% of their gross income on rent and 30.7% spend more than 50%. As expected, Maywood's low-income households spend a higher share of their income on housing while higher-income households are more likely to spend less than 20% of their income on housing costs.

While percentage of income paid for housing is a good way to measure general affordability, it is important to note that lower-income households spending the same percentage of their income on housing as a higher-income household are more constrained and cost burdened by housing costs than their higher-income counterparts who retain more disposable income.

Table 10: Cost Burden by Income (SCAG Pre-Certified Local Housing Data)

Households by Share of Income Spent on Housing Cost:			
Income	< 30%	30-50%	> 50%
< 30% HAMFI	79	363	1,559
30-50% HAMFI	564	918	255
50-80% HAMFI	1,029	289	75
80-100% HAMFI	525	70	0
> 100% HAMFI	690	59	0
<i>Total Households</i>	<i>2,887</i>	<i>1,699</i>	<i>1,889</i>

HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.

Figure 17: Spending on Rent (SCAG Pre-Certified Local Housing Data)

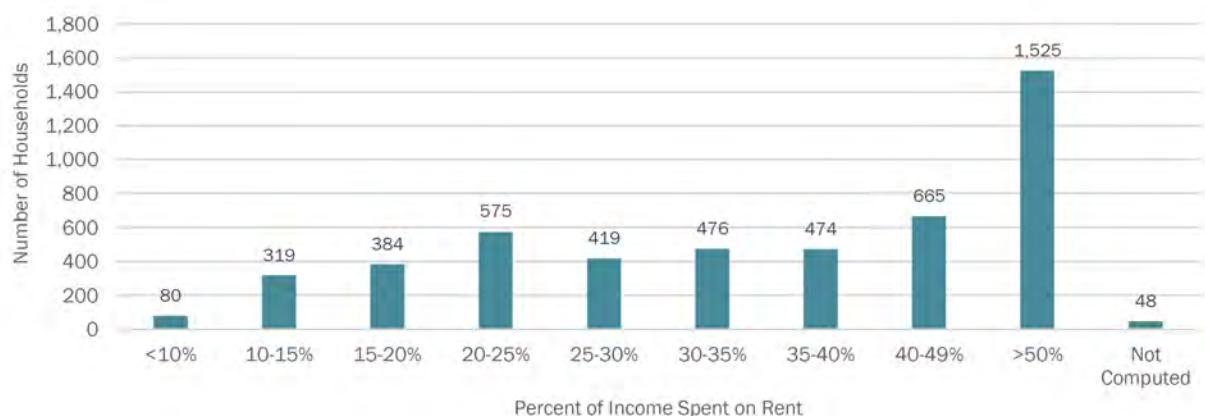
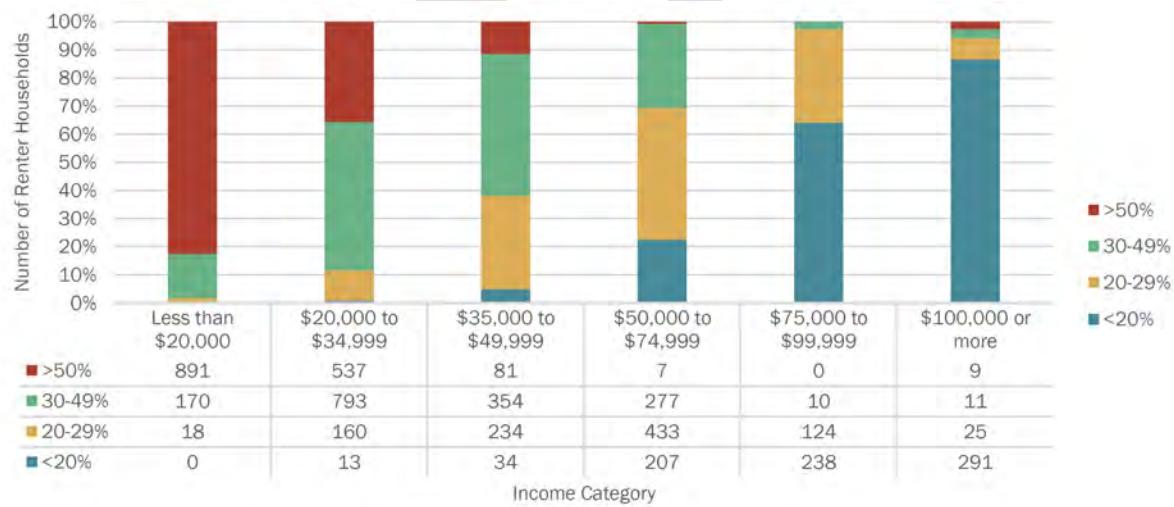
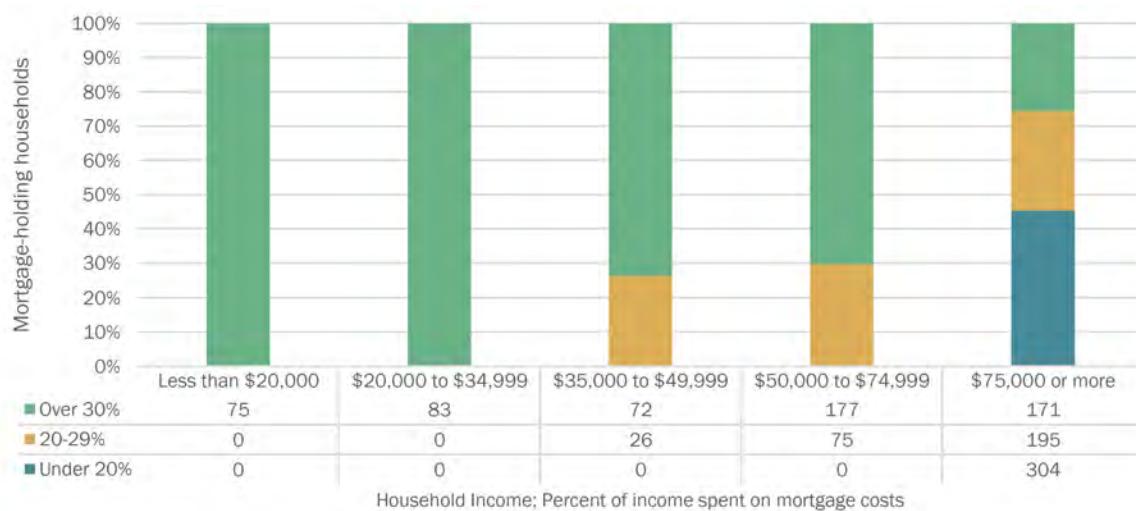


Figure 18: Spending on Rent by Income (SCAG Pre-Certified Local Housing Data)



American Community Survey 2014-2018 5-year estimates.

Similar to renters, Maywood's lower-income homeowners are more cost burdened than higher-income homeowners. Most of Maywood's homeowners make \$75,000 per year or more. Approximately half (49.1%) of Maywood homeowners are spending more than 30% of their gross income on mortgage costs (exclusive of utilities and other housing costs not directly related to the homeowners' mortgage).

Figure 19: Costs for Mortgage Holders by Income (SCAG Pre-Certified Local Housing Data)

2.6.2 Extremely Low-Income Housing Needs

The extremely low-income population are those whose annual income is less than 30% of the area median income (AMI). It can be especially challenging to find suitable and affordable housing for this population. Nearly a third (31.5%) of Maywood's households are extremely low income. Ninety percent of Black, non-Hispanic households in Maywood are extremely low income and 31.5% of Hispanic households are extremely low income. Of the 2,055 extremely low income households in Maywood, 1,835 (89.3%) are renters. As noted earlier, over half of senior households are extremely low income, and female-headed households are more likely to be low-income and extremely low income. More than a third of renters in Maywood are extremely low income. During the 6th Cycle Planning Period, it is expected that extremely low-income households will continue to comprise about a third of total households. Now and in the Planning Period, they will remain disproportionately households that are elderly and that are female-headed, particularly with children. This housing need means that housing appropriate for extremely poor seniors living alone and for female-headed households with children are expected to make up about a third of households.

Table 11: Extremely Low Income Housing Needs (SCAG Pre-Certified Local Housing Data)

	Total Households	Households below 30% HAMFI	Share below 30% HAMFI
White, non-Hispanic	158	14	8.9%
Black, non-Hispanic	44	40	90.9%
Asian and other, non-Hispanic	16	0	0.0%
Hispanic	6,310	2,000	31.7%
TOTAL	6,528	2,054	31.5%
Renter-occupied	4,885	1,835	37.6%
Owner-occupied	1,650	220	13.3%
TOTAL	6,535	2,055	31.4%

HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.

2.7 EMPLOYMENT CHARACTERISTICS

2.7.1 Employment by Industry

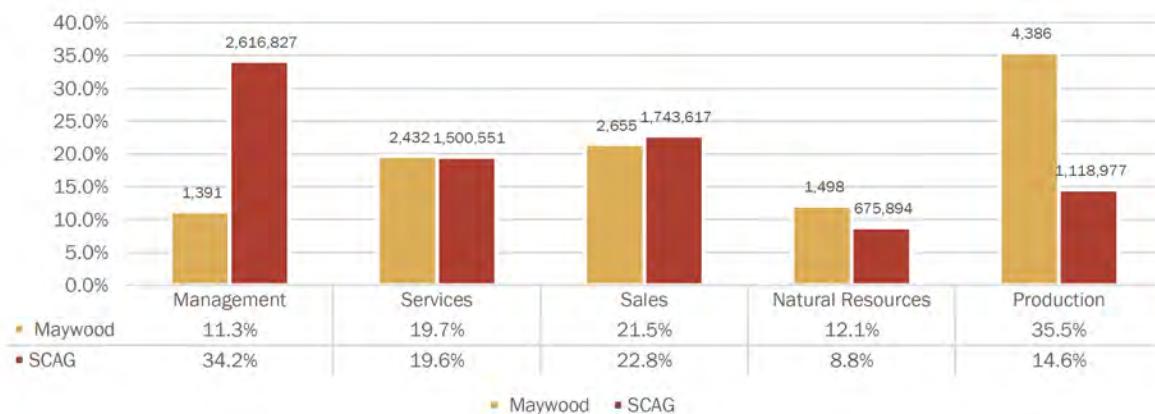
According to the 2014-2018 ACS estimates as reported in the SCAG Pre-Certified Local Housing Data, Maywood has 12,362 workers working in 13 major industrial sectors. More Maywood residents work in Manufacturing (2,285 employees or 18.5% of workers) than any other sector. The second-largest sector is Education & Social Services (1,884 employees or 15.2% of workers). More than a thousand Maywood residents work in each of the following sectors: Retail Trade (1,497 employees), Transportation (1,487 employees), Construction (1,132 employees), and Arts, Entertainment, & Recreation (1,083 employees). Fewer than 100 Maywood residents work in Agriculture and related industries.

2.7.2 Employment by Occupation

In addition to analyzing employment sectors, it can be helpful to understand the types of jobs Maywood residents hold. Maywood is a predominantly working-class city. More Maywood residents work in Production than any other job type; more than 35% of all residents work in Production. This is significantly higher than the SCAG region as a whole, where only 15% of residents work in Production. Another 22% of Maywood residents work in Sales; this is comparable to the region where 23% of workers are employed in Sales. A much smaller share of

Maywood residents (11%) work in Management than in the region as a whole. More than a third of employees in the SCAG region are in Management.

Figure 20: Employment by Occupation (SCAG Pre-Certified Local Housing Data)



American Community Survey 2014-2018 5-year estimates using groupings of SOC codes.

2.8 ZONING AND GENERAL PLAN LAND USE REGULATIONS TO ACCOMMODATE A VARIETY OF HOUSING TYPES

Maywood has taken steps to provide more opportunities for residential development. New zoning has been adopted to increase densities and create opportunity for residential development for households across price points. In 2019, the City replaced its Specialty Residential zoning district with a Residential Senior and Affordable Housing district, revised its Density Bonus Program, and created an Emergency Shelter Overlay District.

2.8.1 Land Use Controls – General Plan

Approximately 57% of the City's total land area is designated as Residential in the General Plan which was adopted in 2007. The dominant residential land use designation is "Residential," which corresponds to the R-3 district. This category of land use is characterized by a mix of single-family detached and attached or detached multi-unit developments with densities of up to 20 units per acre. While the Zoning Ordinance has been updated to create new zoning districts with higher densities, updates to the General Plan's Land Use Element will be made after adoption of this Housing Element. A comprehensive zoning review and update is also proposed as part of the City's updated Land Use Element.

2.8.2 Zoning Ordinance – Residential (R-3)

The City of Maywood Zoning Ordinance has a single-zone district exclusively for single-family and multiple-family residential uses: the R-3 (Residential) zone. The R-S zone (Specialty Residential Overlay) provides for additional density and allows for the development of residential uses in commercial areas. Under the R-3 zoning designation, up to 20 units per acre can be constructed. These zoning districts also correspond to the Residential and Specialty Residential Overlay land use designations in the current Land Use Element of the City of Maywood General Plan.

The development standards for the R-3 zone include a 5,000 square-foot minimum lot size, a two-story height limit, a 25-foot front yard setback, not less than 3-foot interior side yard, and not less than 15-foot rear yard. The minimum distance between two residential structures is 10 feet. Parking requirements for single-family residences with three or fewer bedrooms is two covered spaces, and one additional space is required for each additional bedroom over three bedrooms. Parking requirements for multi-family units are the same as single-family; however, an additional one-half ($\frac{1}{2}$) guest space per unit is required. The standards and regulations for the R-3 zone district are summarized in Table 11.

Since Maywood is effectively built out under current residential zoning and the majority of housing was built decades ago, there is a substantial number of nonconforming residential lots and buildings.

2.8.3 Zoning Ordinance – Residential – Senior and Affordable Housing Overlay (R-SA)

On October 23, 2019, concurrent with the 5th Cycle Housing Element, the City amended the Zoning Ordinance to create a new R-SA Overlay District where the primary by-right permitted uses are affordable housing developments and senior citizen housing complexes. The underlying base zoning determines other uses. Affordable housing and senior housing are required to be income-restricted or age-restricted, as relevant, for a minimum of 55 years or any longer period specified by subsidy or financing agreements, through a deed restriction running with the land. Provisions include:

- Senior housing and affordable housing (where 100% of the dwelling units are reserved for lower income households) by right, subject only to site plan review by the Planning Director.
- Base Density:
 - Senior Housing: 72 units per acre
 - Affordable Housing for Lower Income Households: 48 units per acre

- Maximum Density Bonus – Senior Housing
 - 100% Senior Housing: 20% Density Bonus
 - Senior Affordable Housing: Up to an Additional 35% Density Bonus
 - Maximum Achievable Density: 112 units per acre
- Maximum Density Bonus – Affordable Housing for Lower Income Households
 - Up to 35% Density Bonus
 - Maximum Achievable Density: 65 units per acre

The R-SA Overlay district replaced the existing R-S and also applies to Housing Successor Agency-owned properties. About 15 parcels along 58th Street between Heliotrope and Woodlawn, originally designated for R-S zoning, were converted to R-SA with the 2019 Zoning Amendment. In addition, the R-SA designation can be initiated by the City or a developer of affordable housing on properties currently zoned C-M via a Zone Change application.

2.8.4 Zoning Ordinance – Emergency Shelter Overlay (ES)

Also on October 23, 2019, the City revised the Zoning Ordinance to establish an Emergency Shelter (ES) Overlay District on specific properties zoned General Commercial/Manufacturing (CM). The ES Overlay was adopted by the City Council on October 23, 2019. There are a total of 25 parcels totaling 4.4 acres in this three-block overlay. Existing uses include auto services, hardware stores, and a variety of small operations that focus on personal services (such as salon, tattoo, etc.), as well as a small motel. The buildings are old and many appear to have deferred maintenance. Specifically, four parcels are used as parking lots and one parcel is developed as a warehouse. Adaptive reuse of these properties may be feasible. Slauson Avenue is a major thoroughfare with easy access to public transportation. **This area is appropriate for Emergency Shelter development because it is located in the heart of Maywood with ample access to transportation (both for private vehicles and public transportation) and services necessary for residents transitioning from being unhoused. The area is central to the City's services and job base as well as to municipal services.**

The ES Overlay adheres to State law ([Government Code 65583 \(a\)\(4\)](#)) and specifies that emergency shelters are subject to those development standards that apply to development within the CM zone. There is a minimum separation of 300 feet between shelters.

Figure 21: Emergency Shelter Overlay District



2.8.5 Zoning Ordinance – Residential Infill (CM)

As a means of providing additional sites for multi-family housing, the City of Maywood has identified target areas in commercial (CM) districts that extend along Slauson Avenue and Atlantic Avenue where mixed-use commercial and multi-family residential developments will be permitted. Multi-family housing is permitted in the CM district at 20 units per acre, subject to the approval of a Planned Unit Development (PUD). The standards and regulations for the CM zone district are summarized in Table 12.

Table 12: Summary of Residential Zoning Districts

Regulation	R-3 District	CM District	R-SA District
Required Area	5,000 sf	5,000 sf	10,000 sf
Maximum Density	20 dwelling units/acre	20 units/acre (multi-family)	Senior Housing: 72 units/acre; up to 112 with density bonus Affordable housing: 48 units/acre; up to 65 with density bonus
Minimum Setbacks Front Yard Side Yard Rear Yard	25 feet 5 feet 15 feet	Determined by PUD	25 feet 5 feet 15 feet
Number of Parking Spaces Required	2 covered spaces (single-family); 2 covered spaces/unit plus half a space per unit for guest parking (apartment, <3 bedrooms)	Determined by PUD	Affordable Housing: 1 space/unit for bachelor and 1 BR units 2 spaces/unit for 2/3 BR units 2.5 spaces/unit for 4 BR units 0.5 space/additional bedroom 0.25 guest space/unit Per State Density Bonus Requirements
Height Limit	Two stories or 35 feet	Determined by PUD	Four story

Over the years, the City has promoted the removal of governmental restrictions in the Zoning Ordinance through the implementation of the following:

- The City has amended the Zoning Ordinance to reduce the number of off-street parking stalls required for senior housing units.
- The Zoning Ordinance was further amended to permit residential units on the upper floors of commercial buildings.

Table 12 describes the housing types by permitted uses. The City of Maywood Zoning Ordinance stipulates the residential types permitted, conditionally permitted, or prohibited in each zoning district allowing residential uses. Permitted uses include those uses that are allowed without discretionary review as the project complies with all development standards.

Table 12: Housing Types Permitted Under the Existing Adopted Zone District

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Use	Zone District			Comments
	R-3	C	CM	
Single-Family	P	C	X	
2-4 Dwelling Units (DU)	P	C	X	
5+ DU	P	C	C	Affordable multi-family projects may be located within the R-SA overlay district.
Residential Care Facility	P	X	X	
Transitional Housing	n/a	n/a	C	The City complies with State Law (Gov. Code, § 65583, subd. (a)(5).), requiring that transitional housing is a permitted use where multi-family housing is permitted.
Supportive Housing	n/a	n/a	C	The City complies with State Law (Gov. Code, § 65583, subd. (a)(5).), requiring that supportive housing is a permitted use where multi-family housing is permitted.
Emergency Shelter	X	X	C	On October 9, 2019, the City revised its Zoning Ordinance to allow Emergency Shelters by right in the Emergency Shelter Overlay District.
Single-Room Occupancy (SRO)	n/a	n/a	n/a	
Manufactured Homes	P	P	P	
Mobile Homes in Maywood Zoning Ordinance	P	X	X	
Second Unit	P	X	X	Second Unit Ordinance conforms to State Law

P = Permitted

U = Underlying Zone Determines if Use is Permitted

C = Conditionally Permitted

X = Prohibited

In addition to these underlying residential zoning districts, the City adopted a Residential, Senior, and Affordable Housing (R-SA) Overlay District on October 9, 2019. The primary permitted uses

within the R-SA Overlay are affordable housing developments and senior citizen housing complexes. Other permitted uses are determined by the area's underlying zoning district.

The Planning Director has administrative authority to approve some projects, which allows flexibility on the part of the City to ensure basic health and safety and that general welfare concerns are met. Conditional Use Permits (CUP) are approved by the Planning Commission unless appealed to the City Council. Typical findings of a CUP include that the project is consistent with the General Plan, the use is compatible with surrounding uses, and that the project is in conformance with basic public health and safety requirements.

2.8.4 Land Use Controls – Non-Conforming Residential Uses

A significant number of multi-family structures exist in the R-3 zone with densities well in excess of 20 units/acre and minimal setbacks from adjacent single-family structures. When the City adopted its first Zoning Ordinance in 1966, these non-conforming residential units were "grandfathered" into the Zoning Code and permitted to remain. In addition, when the City revised its Zoning Ordinance in the early 1990s, non-conforming residential uses were given even greater protection by allowing owners to rebuild if the unit were destroyed. The majority of housing in the R-3 zone is, however, single-family as dictated by the typical 6,000 - 7,500 square-foot parcel size, with two or three additional accessory units located behind the primary structure, frequently with one of the units above a garage. The City encourages lot consolidation of individual R-3 parcels to provide for multi-family development and maximize the potential number of units on a site. The greatest concentration of non-conforming residential development is found within an area located on the west side of Maywood Avenue. The existing housing units in this industrial area are in a poor state of maintenance. In 1967, the City's Zoning Ordinance was amended to designate this as an industrial area, and residential property owners were given 20 years (until 1987) to conform to the manufacturing zone requirements and vacate all residential uses. These conditions were recorded against all residential properties in the industrial zone and disclosed to potential purchasers as part of the title report. However, some multi-family housing persists in this area.

2.9 HOUSING DEVELOPMENT CONSTRAINTS

This section of the Sixth Cycle Housing Element focuses on the constraints that may limit the development of housing, especially affordable housing, in Maywood. Local government regulations and market forces can constrain and increase the cost of new housing development.

Local governments may unintentionally affect the cost of housing through their land use controls, building codes and the enforcement of building codes, fee processing requirements, required on- and off-site improvements, and local taxes. In addition to governmental constraints, economic and market factors can also affect the costs of new housing development.

The City's built-out nature provides the largest constraint on development. There are no opportunities for new development, so all projects in the City are redevelopment projects which are more complex and challenging to compete than greenfield development. The City continues to review and update its Zoning Code to provide opportunities for development, but other forces including over-extended funding programs, the ongoing COVID-19 Pandemic, and the high cost of property also limit redevelopment potential. As everyone is aware, the COVID-19 Pandemic as well as other forces have severely impacted the global supply chain and caused astronomical increases in construction materials. Ongoing labor shortages are also a constraint on development even when a developer is able to get materials onsite, there can be labor delays.

Permitting timelines are not a constraint in Maywood. Large projects, such as Maywood Villas (50+ units of affordable senior housing above commercial space with associated parking and site improvements) received a certificate of occupancy approximately four years after the proposal was first submitted. The City proactively works with proponents to assist with meeting plan check requirements and meeting other permitting standards to ensure speedy permitting. The most common development type in the City is the creation of ADUs; it generally takes about two months to receive a permit for an ADU. However, much of this timeframe is generally spent assisting the property owner to ensure that their plans and other documentation meet permitting requirements.

Maywood has consistently worked to ensure that its land use controls do not hinder development while protecting the character of its residential neighborhoods. As the City has adopted a variety of zoning districts and overlay districts, developers have a number of opportunities to build to the maximum density while remaining consistent with the City's densely-developed character. Height restrictions, setback requirements, and lot coverage requirements are relatively flexible to allow for high-density development. The City maintains parking requirements due to the community's overcrowded nature and high number of vehicles belonging to the typical Maywood household. This could be considered a constraint on development, but project proponents have been able to provide the required parking onsite.

2.9.1 Local Government Forces

Zoning Requirements

The City's R-3 zoning requires two covered spaces for units with 1-3 bedrooms and 1 additional uncovered space for each additional bedroom above 3 plus half a space per unit for guest parking for multi-family development, regardless of unit size. This parking standard is identified by the State HCD as a potential constraint to multi-family development. In 2019, parking requirements were somewhat reduced for affordable housing developments.

Furthermore, the Zoning Ordinance includes a Planned Unit Development process and a design review process, although the City has reportedly never been asked to use design review and any PUD processes, if any, were many years ago. Measures to modify or eliminate these requirements to help streamline regulations to encourage development and still protect the public interest will be reviewed as part of the complete zoning update planned for the 6th Cycle Planning Period.

On- and Off-Site Improvement Requirement

For the typical single-family home, there are no off-site fees related to the construction of new infrastructure, park fees (Quimby Ordinance), or Mello-Roos fees. The street system and supportive infrastructure was installed as part of Maywood's historic development. The City of Maywood maintains a high engineering standard for curbs, gutters, sidewalks, and streets. These standards regulate construction and factors such as width and grade. There are no established standards for private streets other than they must be wide enough to meet the standards established in the California Fire Code for Fire Department equipment needs. However, the City is primarily built out and it is unlikely that new public streets will be created for future housing development.

The City's requirements for off-site improvements associated with multi-family developments are not overly or unnecessarily restrictive. Maywood has not imposed any moratoria, open space requirements, or prohibitions against multi-family housing that would potentially inhibit the development of new multi-family housing. The density, setback, and other standards regulating development within the City are consistent with those being used by surrounding communities and will not inhibit the development of a variety of housing types within the City. The City will continue to review development standards such as street width, parking lanes, and sidewalks, not only in terms of costs, but also to create a more pleasing and functional streetscape. Developments must provide connection to water and wastewater systems. Where roadways are not present, developers are required to construct all internal roadways for a subdivision and provide connections to existing roadways.

Development Processing

The time required to process a project varies in relation to the size and complexity of the proposed project and the number of actions or approvals required to complete the process. Table 13 identifies the typical processing requirements and time most common in the entitlement process. It is important to note that certain review and approval procedures may run concurrently.

Table 13: Permit Review Timelines in the City of Maywood

Type of Approval or Permit	Typical Processing Time	Approval Body
----------------------------	-------------------------	---------------

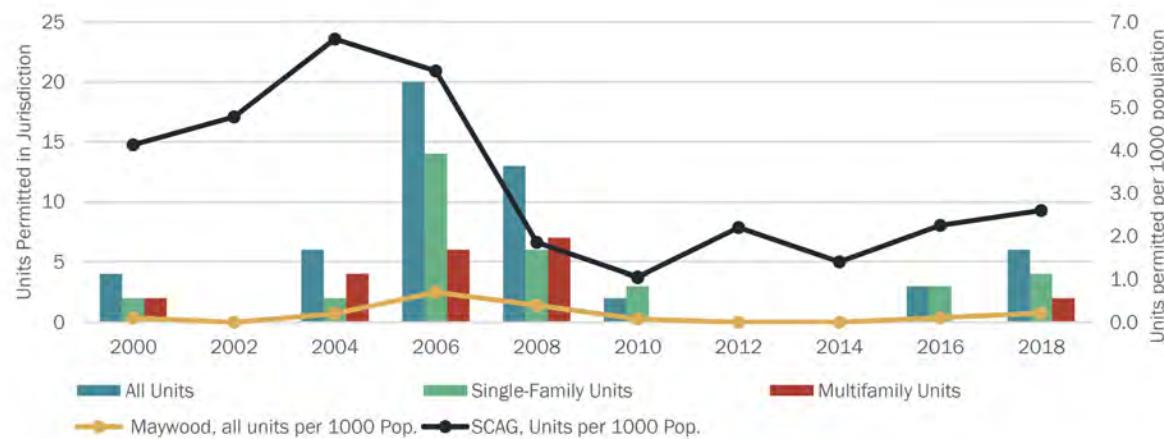
Site Plan Review (Project <5,000 sf)	2 weeks	Planning Director
Site Plan Review (project >5,000 sf)	6 – 8 weeks	Planning Commission
Conditional Use Permit	6 – 8 weeks	Planning Commission
Variance	6 – 8 weeks	Planning Commission
Zone Change	10 – 14 weeks	City Council
General Plan Amendment	12 – 24 weeks	City Council
Final Subdivision Map	6 weeks	Planning Director
Tentative Maps	10 – 12 weeks	City Council

The City works closely with developers to expedite the approval procedures so as to not impose unnecessary timing constraints on development. For a typical project, an initial pre-consultation meeting with the Building and Planning Department, Public Works, and the Fire Department is arranged to discuss the development proposal. Concurrently, elevations and drawings are sent to the Planning staff for pre-approval. The plan is then approved at the staff level. A "single-family" project (actually 1-4 units) is approved in two weeks from the date of plan submission if no variances, exceptions, or zone changes are required. After the project is approved by staff, the Building Department performs plan checks and issues the building permits. Throughout construction, the Building Department performs building checks to monitor the project's progress. This process does not place undue constraints on most developments because of the close working relationship between City staff, developers, and the decision-making body. Depending upon the project's complexity, building plan check for new construction averages 3 to 4 weeks. In times when there are staff shortages or there is an increase in permit requests, Maywood has followed a policy of retaining temporary staff and/or consultants to handle the increased workload. This compares very favorably to other jurisdictions in the area.

The evaluation and review processes required by City of Maywood procedures can contribute to the cost of housing in that holding costs incurred by developers are ultimately reflected in the unit's selling price. For residential development, permits may be necessary from several departments. However, processing time for residential projects in Maywood is not excessive. The actual review time is dependent on the size and location of the project, whether it is designed to meet City standards, or requires requests for variances from development standards. In general, the processing time for most residential projects in Maywood ranges from one to three months, which compares favorably with other jurisdictions in the region.

Maywood has permitted few units overall and far fewer units per capita than in the SCAG region, with fewer than five units permitted in each year between 2000 and 2018.

Figure 22: Housing Units Permitted (SCAG Pre-Certified Local Housing Data)



Core Logic/Data Quick. Additional detail available in SCAG 2019 Local Profiles. SCAG median home sales price calculated as household-weighted average of county medians.

Site Plan Review and Planned Unit Development

To facilitate affordable housing development, the new R-SA overlay district permits senior and affordable housing by right, subject only to a site plan review by the Planning Director. Site Plan Review is appealable to the City Council within 10 days of the decision. Multi-family developments outside of this overlay district are subject to a PUD requirement.

Planned Unit Developments (PUDs) are required for multi-family developments (5 or more units) outside the R-SA Overlay District. However, there have not been any PUD applications in a very long time, likely due to the lack of large lots to accommodate large multi-family developments proposed in Maywood. The Design Review process for PUDs reportedly has never been used.

The purpose of the PUD process is to allow flexible design standards that will encourage multi-family affordable housing development in Maywood through integrated, compatible housing design for low- and lower-income households. PUDs are subject to discretionary approval by the Planning Department and require compliance with Section 5125 of the Maywood Zoning Ordinance. PUD projects are reviewed within an initial 30-day period. Once the application is deemed complete, it is routed to the various agencies for comment within a 30-day period and is scheduled for the next available Planning Commission hearing.

The Planning Commission holds the hearings for PUD applications. A completed application must first go through Design Review. The Design Review process has never been used. If a Design Review were conducted, the recommendation from Design Review would be forwarded to the Planning Commission for review within 30 days of the Design Review Board's recommendation. The bases for decision include:

- The proposed PUD is consistent with the General Plan;

- The proposed PUD will not adversely affect or be materially detrimental to the adjacent uses;
- The site is of adequate size to meet established development standards; and the privacy of residences is not adversely impacted.

The Planning Commission can impose conditions for approval as outlined in the Zoning Ordinance. Conditions must be related to factors pertinent to the establishment, operation, and maintenance of the proposed project. The Planning Commission's decision is final and only goes to City Council as a notice of decision. In general, projects would take between 90 and 180 days to go through the PUD process.

Site Plan Review

When a project exceeds 5,000 square feet, site plan review is required. When site plan review is an independent procedure, it is an administrative approval. When any other discretionary review application is applied for in conjunction with the site plan review, site plan review is completed with staff recommendation in front of the hearing body (Planning Commission). The criteria or findings that must be made include:

- Every use, development of land, and application of development standards shall take place in compliance with all applicable provisions of the Zoning Ordinance.
- Every use, development of land, and application of development standards shall be considered on the basis of suitability of the site for the particular use or development intended. The total development, including the application of prescribed development standards, shall be designed to avoid traffic congestion; ensure the public health, safety, and general welfare; prevent adverse effects on neighboring property; and shall be in accord with all elements of the General Plan.
- Every use, development of land, and application of development standards shall be considered on the basis of suitable and functional development design, but it is not intended that such approval be interpreted to require a particular style or type of architecture.

As part of the City's planned update of the Zoning Code, the City will be revising the Site Plan Review process and criteria to streamline development.

Development Fees

Processing fees for land use permits in Maywood remain among the lowest in the area. The City has resisted attempts to derive full compensation for staff hours through filing fees, with the result that expenses for developers have been kept low. Building permit and plan check fees are

in line with those currently charged by other jurisdictions in the area. Public Works Department plan review fees are also low. Development fees are summarized in Table 14.

Table 14: Current Discretionary Fees

Description	Fee
Conditional Use Permit	\$411*
Extension of Non-Conforming Use Permit	\$411*
Variance	\$411*
Zone Change (without environmental review)	\$598*
General Plan Amendment	\$1,644*
Initial Study/Negative Declaration/Mitigated Negative Declaration	\$688
Preliminary Environmental Review	\$224
Environmental Impact Report	\$688
Tentative Tract/Parcel Map	\$2,012*
Certificate of Compliance	\$75

Source: City of Maywood, 2021

*Plus \$804 Noticing Fee

The City of Maywood Building and Planning Department is responsible for ensuring that all new construction is performed and completed in a safe and proper manner using the correct materials and methods. Permits are required for any changes, including electrical, plumbing, or building changes to any property. Applicants and/or contractors are required to bring their plans to City Hall where a building inspector will examine the plans for approval. The building permit provides evidence that the contractor has complied with the Building Code and the City has approved the proposed construction. The building permit also serves as the permanent record of all improvements done to a particular structure. Building permits are required for any new work including repair work.

Table 15 estimates the building fees for a typical single-family home and multi-family development. Processing fees are well under 1% of total development cost. Assuming a 1,000 square foot unit, the total development fees (including school district fees) would be approximately \$5,470 per unit for both single-family and multi-family housing. This assumes 20 electrical fixtures, 5 plumbing fixtures, one sewer connection, and 1,000 square feet for floor area. The permit fees account for less than 3% of a residential unit costing \$225,000 in building valuation.

Table 15: Typical Building and Processing Fees

Description	Fee
Building Permit	\$1.12 / sq ft
Plan Check Fee	\$0.96 / sq ft
Electrical Permit	\$4 / outlet or fixture + \$45 issuance fee
Plumbing Permit	\$20 / fixture + \$45 issuance fee
Mechanical Permit	\$45 issuance fee
Grading Permit	Based on cubic yards
Sewer / Septic Permit	\$60 / connection + \$45 connection fee
School District Fee	\$4.08 / sq ft

Source: City of Maywood, 2021

Building Code Requirements

Maywood uses the 2019 California Building Code. Illegally converted units constructed in violation of building and safety codes remain a major problem in Maywood. Past code enforcement efforts focused on multi-family apartment buildings that have not been adequately maintained by their owners.

While code enforcement and improved development standards are likely to impact the cost and availability of housing, both the Pre-Sale Housing Inspection Program and improved development standards are important to ensuring that the City's housing stock is adequately maintained.

Maywood's Municipal Code requires a Pre-Sale Housing Inspection Report be issued prior to the sale of any residential property within the City. These reports include the following information: delinquent rubbish fees due; charges owed to the City which would constitute a lien against the property; the property's street address or other appropriate description of the subject property; a parcel drawing of the subject property that includes an approximate footprint of the buildings located thereon; a statement of the zoning classification applicable to the subject property; a statement of the variances and use permits, if any, granted to the subject property, together with the conditions and restrictions of such permits; substandard property conditions found by the inspector on the property; a statement as to whether any construction, electrical, plumbing or comfort heating permits have been issued for work not yet completed on the subject property; a statement as to whether there appears to be any nonconformity or illegality in the structures on the subject property or the uses being made thereof; and a statement as to whether or not the

parcel is recognized as a separate lot by the City, and whether or not it is a legal building site under City regulations. These efforts are also essential to making sure that housing is safe for its occupants. The City of Maywood will continue to coordinate its code enforcement efforts with available housing rehabilitation assistance to minimize hardship on lower income property owners.

School Fees

California has adopted legislation allowing local school districts to levy fees on new residential construction and on additions to existing residential development which increases the habitable space in a structure and exceeds a value of \$20,000. In 2020, the Los Angeles Unified School District (LAUSD) adjusted its fees for residential construction to \$4.08 per square foot. Such fees are collected to finance the construction and reconstruction / renovation of school facilities. This fee is consistent throughout the LAUSD service area, so it does not unduly constrain housing development in Maywood compared to other jurisdictions within the LAUSD.

2.9.2 Market Forces

Market Constraints

Housing in Southern California is among the most expensive in the country. Though housing costs in Maywood are somewhat lower than in other SCAG communities, housing costs are still quite high compared to the incomes of Maywood residents, as indicated by the high housing cost burden of many households. Given the high percentage of Maywood residents who rent their homes, a significant portion of the Maywood community is vulnerable to future housing market changes, including increased housing costs. As of March 2022, real estate observers characterized Maywood as a “sellers’ market,” with more demand than supply. (www.movoto.com/maywood-ca/market-trends/) When COVID-19 eviction moratoriums end, low-income residents who lost income during the pandemic may be displaced.

Land for New Construction

Because of Maywood’s built out character and lack of greenfield building sites, all new construction for housing must be through redevelopment of existing buildings, parking lots, or otherwise previously developed sites.



City-Owned Sites on District Avenue

The Maywood Successor Agency owns three parcels of land located on District Boulevard between Cudahy Ave and E 52nd Street with a total land area of 0.56 acres. These parcels were envisioned for affordable housing development. A fourth Successor Agency property with 0.36 acres and a one-story commercial building is located on Slauson Avenue in the Mixed Use CM target area.

By 2019 the City had returned to an affordable housing vision for these properties and issued a Notice of Surplus Property Availability in July 2021 which received four letters of interest for the District Avenue properties, including for affordable housing. As of April 2022, the City was ready to begin negotiations with an affordable housing developer. The City continues to market the Slauson Avenue property.

Availability of Financing

Interest rates have been at historic lows for mortgage seekers but have increased somewhat in 2022. The strict lending criteria implemented after the 2008 housing crisis remain in effect and leave many Maywood residents unable to qualify for a mortgage. The low incomes, renter status, and significant housing cost burdens most residents experience make it especially difficult for moderate-income renters who want to become homeowners to save for a 20% down payment.

Local banks and other lending institutions provide a source of financing for constructing new housing and rehabilitating/conserving existing housing units. Past analysis indicated that qualified Maywood residents generally had access to mortgage financing with high approval rates, but access to home improvement financing is more limited. Private financing is generally available at market rates, but low- and moderate-income households often need below market rate financing to repair existing homes or purchase housing. All potential developers of housing projects are given information on the variety of Los Angeles County financing programs available for low-income rental construction or rehabilitation projects.

Low Vacancy Rates

Based on the most recent SCAG Pre-Certified Local Housing Data, the City of Maywood has a 1.6% vacancy rate. This is much lower than the vacancy rate in Los Angeles County (6.4%, 2019 ACS 5-Year Estimates). The low vacancy rates are due, in part, to the City's high density, location near employment centers and public transportation, and its relative affordability in relation to regional housing costs (though not local incomes). Low vacancy rates represent high demand and contribute to higher housing costs.

2.9.3 Other Constraints

Constraints for Reasonable Accommodation

As indicated previously, disabled persons often have unique and special needs when it comes to housing. Households in this category include elderly persons that may have one or more disabilities. Special interior improvements are often needed to accommodate a disabled tenant or homeowner. For example, door frames must be wider to accommodate wheelchairs, ramps instead of stairs are needed, handrails 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 beyond the reach of those households with lower incomes. Maywood's two affordable housing developments for seniors include handicap-accessible apartments. Senior housing in the R-SA Overlay District is required to have a minimum of 10% of units for disabled persons, as well as accessible design for all facilities.

The lack of such housing is even more pronounced when it comes to market-rate rental units. The real constraints are associated with the housing for families and working-aged adults. The City of Maywood requires that all new residential developments comply with California building standards (Title 24 of the California Code of Regulations) and Federal requirements for accessibility.

The State has removed any City discretion for review of small group homes (six or fewer residents) for persons with disabilities. The City of Maywood does not impose additional zoning, building code, or permitting procedures other than those allowed by State law. The City also allows residential retrofitting to increase the suitability of homes for persons with disabilities in compliance with accessibility requirements. In addition, Maywood works with applicants who need special accommodations in their homes to ensure that the application of building code requirements does not create a constraint. The City implements and enforces Chapter 11 of the California Code. The City provides information to all interested parties regarding accommodations in zoning, permit processes, and application of building codes for housing for persons with disabilities.

The City has not identified any zoning or other land use regulatory practices that could discriminate against persons with disabilities and impede the availability of such housing for these individuals, but it plans to adopt a local reasonable accommodations ordinance during the Planning Period. In 2019, the City revised its Density Bonus ordinance to adopt Chapter 4.3 of the California Planning and Zoning Law, California Government Code Division 1, Title 7.

Environmental Constraints and Opportunities

Many environmental factors must be considered in the planning and development of new housing. The environmental constraints related to seismic risk, flooding risk, and other natural hazards are identified in the Safety Element included in the City of Maywood General Plan Update. In addition, these hazards are shown in the City's adopted Hazard Mitigation Plan. The CalEnviroScreen 4.0 map (2021 update) shows all Maywood census tracts as among the most pollution-burdened of any in California.

- **Hazardous Substances:** Sites that were developed prior to the 1950s and 1970s may include trace amounts of lead and/or asbestos in the soils and any remaining structures. Lead-based paint was commonly used prior to 1950 and is the predominant source of lead contamination in the soils. In 1978, lead-based paint was banned by the federal government. Asbestos containing materials were commonly used in a variety of building construction materials for insulation and as a fire-retardant. Prior to the late 1970s, building products and insulation materials commonly contained asbestos. In 1989, the United States Environmental Protection Agency (US EPA) banned all new uses of asbestos. As a result, any demolition associated with future redevelopment must adhere to requirements governing the investigation and remediation of asbestos-containing materials and lead-based paint.

According to the Cortese List (Hazardous Waste and Substances Sites List from the California Department of Toxic Substances Control), there is one site identified within the City of Maywood known as Pemaco, a former chemical corporation located in property zoned Industrial (M) and adjacent to a residential neighborhood. The site is part of the Federal Superfund cleanup program and is currently incorporated into the Maywood Riverfront Park with a Park General Plan land use designation. Groundwater and soil vapor extraction and treatment systems continue to operate at the site. Vapors are treated to meet all air quality standards before they are discharged to the ambient air. Groundwater and vapor condensate is treated and discharged to the Los Angeles County Sanitary District sewer system. Groundwater is sampled twice a year. Lead agency oversight for the Pemaco site was transferred from the US EPA to California's Department of Toxic Substances Control (DTSC) in 2018. DTSC now manages site monitoring and cleanup activities including operation of the treatment plant. **These conditions will not affect development in the Planning Period.**

- **Seismic Risk:** Major faults in the region include the Whittier Elsinore, Norwalk, Newport Inglewood, Santa Monica, Sierra Madre, Palos Verdes, and San Andreas Faults. According to the Los Angeles County Safety Element, no known or suspected active fault traces pass through or are located near the City of Maywood. There are no designated Alquist-Priolo Special Studies Zones found within Maywood. The City is located within

an area that may be subject to liquefaction hazards. However, the level of risk within the City is no greater than the risk anticipated for the region.

- **Wildfire Risk:** No areas of native or natural vegetation are found within Maywood. The entire City is located outside of any Fire Hazard Severity Zones according to the County of Los Angeles Wildfire Hazard Map, as prepared by California’s Department of Forestry and Fire Protection. At risk zones identified in other areas of the county are designated based on factors such as fuels, terrain, weather, and other factors.
- **Flood Risk:** With the exception of the concrete-lined Los Angeles River channel, there are no lakes or streams within the City. No natural stream channels remain within any of the proposed development sites. The City is not located within a Flood Determination Zone, according to the Federal Emergency Management Agency (FEMA) maps shared by the Los Angeles County Department of Public Works. Historically, the majority of the City was previously located within a FEMA-designated flood hazard area (the “AR zone,” that was assigned to areas where potential flooding may occur until upstream flood control improvements are completed). The AR zone was proposed and adopted after the United States Army Corps of Engineers determined that flood control systems serving the Los Angeles area are no longer sufficient in terms of protecting nearby areas from inundation by the base flood scenario. The Army Corps of Engineers completed the upstream flood control improvements and the AR flood zone designation was removed.
- **Air pollution.** Although it is not an environmental risk on land that directly affects construction except for lead pollution of the land, air pollution is a significant issue in Maywood. The proximity of industry in the adjacent City of Vernon, the I-710 freeway, and intermodal rail yards results in high levels of air pollution in Maywood and other low-income communities in the I-710 corridor. These conditions were among the reasons for recent abandonment of a plan to widen I-710 in this area.

Maywood’s housing programs facilitate environmentally beneficial outcomes by identifying sites for affordable housing along public transportation corridors. Solar energy installations are promoted under the City’s Low Impact Development guidelines. In addition, through the plan check process, the City encourages water conservation through regulations on irrigation, incremental change to low-flow toilets, and similar programs.

Infrastructure Constraints

As discussed earlier, land in Maywood has been previously developed. As a result, any potential housing redevelopment site is already served by basic infrastructure. The City can accommodate infrastructure demand resulting from housing units identified by the RHNA, which called for 53 units during the previous Fifth Cycle (2013 – 2021) planning period and an additional 365 units to accommodate the RHNA for the current Sixth Cycle (2021 – 2029) planning period, making a total of 418 units.

Los Angeles County Sanitation Districts (LACSD) Nos. 1 and 2 provide sewer service to the City of Maywood. The City is located within the service district of Sanitation District No. 1.

Wastewater collected by the LACSD is conveyed to the Joint Water Pollution Control Plant located at 24501 Figueroa Street in Carson. This treatment plant has a design capacity of 385 million gallons per day (mgd) and currently treats 330 mgd, leaving a remaining capacity of 55 mgd for future development in the region.

Potential new residential units are projected to generate 58,400 gallons of effluent daily (assuming 160 gallons of effluent per unit, per day) and are projected to consume 73,000 gallons of water per day (assuming 200 gallons per unit, per day)¹. The more modern and efficient plumbing fixtures typically used in new buildings will result in a further reduction in effluent generation.

Though the development of additional units identified in the RHNA will result in increased water consumption and wastewater generation, the City is obligated under state law to fulfill its RHNA requirements. RHNA growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP. Furthermore, the residential development envisioned as part of the Housing Element's implementation is consistent with those contemplated under the City of Maywood's General Plan. As part of the development review process, the City may require infrastructure improvements to accommodate demand.

The regional storm drains in Maywood are owned and maintained by the Los Angeles County Flood Control District and connect directly to the Los Angeles River. Drainage lines are located on north-south streets and are connected to the Los Angeles River by drainage lines on east-west streets. Local storm drains and catch basins are maintained by the City. While the majority of the proposed development sites are underutilized, the projected runoff may be accommodated by existing storm drain infrastructure. Stormwater runoff is not anticipated to significantly increase with future residential development.

2.10 ASSESSMENT OF FAIR HOUSING

An assessment of fair housing is required in the 6th Cycle Housing Element. California's Department of Housing and Community Development (HCD) defines affirmatively furthering fair housing as "meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics." This requires an assessment of patterns of segregation, significant disparities in housing needs and opportunity, and racial and ethnic concentrations of poverty.

¹ Derived from Orange County Sanitation District rates.

The City of Maywood is a very small jurisdiction located in the midst of a group of Los Angeles County communities located southeast of the City of Los Angeles. All of these communities exhibit similar characteristics: working class, low-income, predominantly Hispanic/Latino, high housing cost burden, and with a high proportion of immigrants. As such, Maywood does not exhibit significant patterns of segregation by race or ethnicity, income, or other characteristics of protected groups. All parts of the city have similar access to opportunities. Housing sizes, types, and density do not exhibit significant disparities in different parts of the city. The city includes single family homes, often with one or more accessory units, and small multi-family properties throughout. There are no concentrated areas of affluence and in some respects, the entire city could be considered closer to a concentrated area of poverty. Maywood's statistical profile includes indicators of a disadvantaged community: ethnic concentration (98% Latino); high poverty rate (approximately 20%); high housing cost burden (over 50% of households); very high proportion of renters (over 70%); and low educational achievement (30% without a high school diploma). Educational, economic, and transportation opportunities are similarly available throughout the small city, and the entire city lies within an area with disproportionate pollution impacts according to CalEnviroScreen 4.0. **The high housing cost burden and high poverty rate do put some Maywood residents at risk of displacement.**

In fact, it is a greater challenge for Maywood to attract investment in market-rate housing for more diverse income groups. City government strives to bring more affordable housing and other opportunities to the city population, but because of the City's small size, location, limited funds, and its role within the regional economy as a residential community for workers in nearby industrial areas, Maywood has little flexibility in creating a more balanced socio-economic community.

The City of Maywood's website describes the City's Fair Housing Program. It provides services including investigation of complaints alleging housing discrimination, unsolicited audits, landlord/tenant counseling and dispute resolution. **Recognizing enforcement capacity issues,** the City contracts with the Los Angeles Housing Rights Center to resolve tenant and landlord conflicts and to investigate and document housing discrimination complaints. The City's program to affirmatively further fair housing is included in the programs for the 6th Cycle Plan.

3.0 HOUSING PLAN

This section provides an evaluation of implementation of the 5th Cycle Housing Element Plan as well as the 6th Cycle housing goals, objectives, and policies. The 6th Cycle plan includes:

- **Housing Goals and Policies:** Maywood's goals and policies that support each of the identified housing goals and will apply for the duration of the Sixth Cycle (2021 – 2029).

- Housing Programs: specific programs that will help conserve affordable housing, encourage the development of new affordable housing, and promote the identification and provision of new sites for residential development, and remove governmental constraints.
- Regional Housing Needs Assessment (RHNA): outlines how Maywood plans to accommodate the housing needs identified in the RHNA.

3.1 Evaluation of Previous Element's Implementation

State General Code Section 65588 requires local governments to "... to evaluate all of the following: (1) the appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal; (2) the effectiveness of the housing element in attainment of the community's housing goals and objectives; (3) the progress of the city, county, or city and county in implementation of the housing element."

As noted earlier, the 5th Cycle Housing Element covered the period 2014-2021. It was adopted by the City in February 2014 and sent to HCD for review. In a comment letter issued May 22, 2014, the State Department of Housing and Community Development (HCD) stated that the Housing Element was not in compliance due to several issues, including identification of adequate sites to fulfill the Regional Housing Needs Allocation (RHNA). The City did not begin a process to amend the adopted Housing Element to bring it into compliance until February 2019. An amended Housing Element was approved by HCD and adopted on January 30, 2020.

During the period that the 5th Cycle Housing Element was out of compliance, city leadership was not focused on housing policy and implementation. As a result, revision and amendment of the 5th Cycle Housing Element did not occur until a change in leadership, starting in late 2018. Therefore, implementation of the 5th Cycle Housing Element did not begin until 2019. Moreover, the COVID-19 pandemic has had significant impacts on the ability of the City, private, and non-profit partners to implement housing policies and programs.

3.1.1 Appropriateness of Goals, Objectives, and Policies

Generally, the policies and programs identified in the previous Housing Element remain applicable and appropriate with minor modifications. As the City amended the 5th Cycle Housing Element for re-submission to HCD, it made progress implementing the identified policies and programs, including amendments to the Zoning Ordinance in October 2019.

Table 20: Status and Evaluation of Amended Fifth Cycle Housing Element Policies

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Housing Element Policy	Implementation and Evaluation during 5 th Cycle Compliance Period	Continue/Modify/ Delete
Policy 1.1: The City will provide a variety of residential development opportunities in Maywood, ranging from single- and multiple-family uses in the R-3 zone, and higher density housing in Specialty Residential and Mixed-Use target areas.	The City continued to encourage and support residential development and redevelopment, accepting residential development, though there was little development activity in this period. The City hired a new planner in September of 2021 to bring renewed professional standards to community development activities in Maywood.	Continue
Policy 1.2: The City will encourage both the private and public sectors to produce or assist in the production of quality housing with a particular emphasis on housing that is affordable to lower income and special needs households.	The City adopted a zoning amendment to allow and encourage affordable and special needs housing on October 23, 2019: R-SA Overlay District for Senior and Affordable Housing.	Continue
Policy 1.3: The City will promote the development of low- and moderate-income housing by continuing to provide developers with density bonuses and other incentives for providing units for low- and moderate-income residents.	The City passed a density bonus zoning amendment on October 23, 2019.	Continue
Policy 1.4: The City will assist residential developers in identifying and preparing land for new housing development.	The City identified properties suitable for mixed-use and residential redevelopment and infill development. In addition, the City re-focused attention on Successor Agency property as an affordable housing opportunity and issued a Notice of Surplus Property Availability in July 2021.	Continue
Policy 1.5: The City will coordinate with the Los Angeles Community Development Commission to take advantage of federal funds.	The City re-focused efforts to work closely with its partners to leverage federal funds.	Continue
Policy 1.6: The City will continue to coordinate with local service providers to address the needs of the homeless population.	On October 23, 2019 the City adopted an Emergency Shelter Overlay District. On January 27, 2021, the City adopted a Homelessness Plan and has begun implementing the plan. The City continues to support the local community with a mobile	Modify

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Housing Element Policy	Implementation and Evaluation during 5 th Cycle Compliance Period	Continue/Modify/ Delete
	food bank and other services provided in partnership with other organizations.	
Policy 1.7: The City will locate higher density residential development in close proximity to public transportation, services, and recreation.	The City has identified sites and rezoning parcels to support higher density development along commercial corridors with public transportation and near recreational resources.	Continue
Policy 2.1: The City will continue to promote rehabilitation programs as a means to provide financial and technical assistance to lower income property owners.	The City promotes local programs and shares information with residents about rehabilitation programs.	Continue
Policy 2.2: The City will continue to utilize the code enforcement program to bring substandard units into compliance with applicable codes to improve overall housing conditions in Maywood.	The City hired an additional part-time code enforcement officer in 2021 to focus on code enforcement for compliance.	Continue
Policy 2.3: The City will minimize the displacement impacts occurring as a result of residential demolition.	During the 5 th Cycle period, there was no significant residential demolition. The City worked with other levels of government to minimize displacement resulting from COVID-19 impacts.	Modify
Policy 2.4: The City will promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.	The City provides information to educate residents and property owners about property maintenance.	Continue
Policy 2.5: The City will encourage room additions by continuing to provide parking variances and rehabilitation assistance as a means of increasing the holding capacity of the existing housing stock.	The City began to focus on a new ADU ordinance that will help regulate overcrowding while providing safe and affordable housing options.	Modify
Policy 3.1: The City will ensure that multiple-family infill development is	Existing PUD and Design Review regulations are intended to implement this policy. They were not used during the 5 th Cycle period.	Modify

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Housing Element Policy	Implementation and Evaluation during 5 th Cycle Compliance Period	Continue/Modify/ Delete
compatible in design with single-family residential areas and is consistent with the existing neighborhood character.		
Policy 3.2: The City will ensure that residential development which fronts on major arterial highways (such as in the (R-3) Specialty Residential Overlay Zone and in Mixed Use areas) incorporate adequate setbacks and buffering.	Existing dimensional requirements were in force. There was little to no residential development on major corridors during the 5 th Cycle compliance period.	Modify
Policy 3.3: The City will accommodate new residential development which is coordinated with the provision of infrastructure and public services in those areas where Mixed-Use developments are encouraged.	The City coordinates the provision of infrastructure and public services between utilities and developers.	Continue
Policy 3.4: The City will provide standards that will allow for adequate off-street parking with safe access to adjacent streets.	The City began a review and revision of its parking standards as a way to balance the parking needs and concerns of residents with opportunities for affordable housing.	Continue
Policy 3.5: The City will create more recreational open space and tot lots in neighborhoods where there is a need.	Maywood's dense development makes the provision of new open space a challenge and the most recent park, Riverfront Park, was opened in 2008. The City always seeks grants to improve open space and to incorporate recreational open space in development projects.	Continue
Policy 4.1: The City will continue to cooperate with the Fair Housing Congress of Southern California through the Long Beach Fair Housing Council to enforce fair housing Laws.	The City dedicated staff time to fair housing issues, working with regional agencies.	Modify
Policy 4.2: The City will prohibit practices which restrict housing choice by arbitrarily directing prospective buyers and renters to certain neighborhoods or types of housing.	The City prohibits housing discrimination.	Continue

3.1.2 Homelessness Plan

In May 2020, the Gateway Cities Council of Governments (GCCOG) entered into a Professional Services Agreement with a consultant to assist the City in creating a homeless plan. This included a comprehensive assessment of homelessness in the City, an assessment of current resources available to address the challenge, and identification of opportunities. The Plan is designed to cover a five-year period from February 2021 to January 2026, with annual reporting, reassessment, and revision, making it responsive to changing conditions and honing the City's efforts.

The City of Maywood's Homelessness Plan contains 5 goals:

1. Prevent Homelessness
2. Increase Access to Affordable Housing
3. Increase Income Opportunities for Those Who Are Experiencing Homelessness or Who Are At Risk Of Homelessness
4. Increase Access to Care Management and Services
5. Create a Coordinated System

As a City with an approved Homelessness Plan submitted to the County and Gateway Cities Council of Governments (GCCOG), Maywood will receive monthly communications from the GCCOG to advise them of services available to implement its plan. Adopted by City Council on January 27, 2021, the Maywood Homelessness Plan identifies the five goals listed above and a variety of actions to support those goals.

The City is actively engaged with other agencies and resources who can support the goals and recommendations identified in the Plan. Maywood's Mayor Pro Tem is a member of the GCCOG Homeless Board of Directors and city staff participate in the Gateway Cities' COG Homelessness Committee. Staff participate at the coalition meetings. As an active member of the GCCOG, the City coordinates with neighboring jurisdictions to address broader concerns.

Maywood's Homelessness Plan calls for the City to partner with the Los Angeles County Coordinated Entry System (CES) providers, the school district, and local service providers including the YMCA and faith leaders. Homeless persons are referred to LAHOP, the county's homelessness service portal, for assistance accessing services. The City has regular collaborative meetings with Maywood businesses through Business Watch meetings and the school district's principals through the Principals' Roundtable. Maywood anticipates facilitating a strong working relationship between the schools and the CES family provider.

3.1.3 Effectiveness of Programs

As described previously, the time out of compliance and the impacts of the COVID-19 pandemic significantly affected Maywood's ability to achieve goals and implement housing programs during the 5th Cycle Planning Period. In addition to limited capacity to implement programs while focusing on the public health crisis, many public and non-profit programs were put on hold during the pandemic. Many goals and programs remain valid and appropriate and have been carried forward into this Sixth Cycle Housing Element. The City has worked hard during the pandemic to advance the implementation of the recommended programs and participate with local non-profits and other governmental bodies to ensure Maywood residents are aware and making use of programs and services.

A number of actions were taken to support the housing needs of special needs populations. Some of the activities identified in the Fifth Cycle Planning Period to address the housing needs of special populations are ongoing and/or were delayed by emergency activities the City needed to undertake to address the COVID-19 Pandemic. While many of the goals, policies, and related actions identified in the Fifth Cycle Housing Element generally support the needs of special needs populations, there were specific goals, policies, and actions directly targeted to support the needs of special needs populations. For example, the City created the R-SA zoning overlay (Residential – Senior and Affordable Housing Overlay) to make it easier for new projects to provide housing for senior residents. The City continues to promote renovations that provide reasonable accommodations for residents with disabilities. While no programs identified in the Fifth Cycle Housing Element provide direct support of housing needs for large households, the Sixth Cycle Housing Element identifies a number of programs that will support the development of housing for large households. Expanding access to Accessory Dwelling Units (ADUs), providing density bonuses to allow more housing units, rezoning (R-SA), and the Equal Housing Program all support female-headed households and farmworkers. Additionally, the Single-Room Occupancy Program supports the particular needs of farmworkers who are often living separate from their families. The Emergency Shelter Overlay, Transitional Housing, and Supportive Housing programs all provide services and meet the needs of the City's population experiencing homelessness. The effectiveness of each of the programs identified in the Fifth Cycle Housing Element is shown in the table below, these impacts extend to each of the populations with special housing needs.

Fifth Cycle Program	Evaluation
Density Bonus Program	The City is pursuing two affordable housing projects on Successor Agency-owned properties. This exceeds the objective of pursing one affordable housing project on a

	Successor Agency-owned property.
Accessory Dwelling Unit (ADU) Program	The City permitted 13 ADUs in 2020 and 2021. This exceeds the objective of permitting one ADU per year. Additionally, the City is working to bring unpermitted ADUs into compliance.
Single-Room Occupancy (SRO) Housing Program	The City did not permit any SRO units during the planning period. This was primarily due to the COVID-19 Pandemic taking City resources and attention. This program is being carried forward into the Sixth Cycle Housing Element.
Rehabilitation Programs	The City has continued to implement the rehabilitation programs, but this effort was delayed by the COVID-19 Pandemic. The City continues to seek grants and partner organizations to continue this program. It has been carried forward with minimal changes as the pandemic was a key factor in stalling the effectiveness of this program.
Residential – Senior and Affordable Housing Overlay	The City amended the Zoning Ordinance to create a R-SA (Residential – Senior and Affordable Housing Overlay) on October 23, 2019 and is encouraging the use of the R-SA Overlay for redevelopment projects.
CM Zone Residential Infill Program	The City amended the Zoning Ordinance to create a R-SA (Residential – Senior and

	Affordable Housing Overlay) on October 23, 2019 and is encouraging the use of the R-SA Overlay for redevelopment projects.
Emergency Shelter Program	The City amended the Zoning Ordinance to provide an Emergency Shelter (ES) Overlay District on October 23, 2019.
Transitional Housing Program	The City complies with State Law (Gov. Code § 65583, subd. (a)(5).), requiring that transitional housing is a permitted use where multi-family housing is permitted.
Supportive Housing Program	The City complies with State Law (Gov. Code § 65583, subd. (a)(5).), requiring that supportive housing is a permitted use where multi-family housing is permitted.
Equal Housing Program	The City has continued working with the Long Beach Fair Housing Administration to administer the existing program and has met its objective of making referrals to the Long Beach Fair Housing Administration.
Energy Conservation Program	The City has continued their energy conservation programs and maintains updated information on its website.
Reasonable Accommodation Program	The City had to turn its attention to combating the COVID-19 Pandemic and plans to adopt a reasonable accommodation ordinance during the Sixth Cycle planning period. City staff continue to

	support applicants to retrofit their homes.
--	---

3.2 HOUSING GOALS AND POLICIES

Maywood's housing goals and policies for the Sixth Cycle (2021 – 2029) are:

Goal 1: The City will encourage a range of housing types of new residential construction to meet diverse existing and future needs of Maywood area residents.

The City will provide for a wide range of housing types to meet the existing and future needs of Maywood area residents.

Policy 1.1: The City will provide for a variety of residential development opportunities in Maywood, ranging from single and multi-family units in the R-3 zone to higher density housing in Mixed Use (CM and R-SA) target areas.

Policy 1.2: The City will encourage both the private and public sectors to produce or assist in the production of quality housing with a particular emphasis on housing that is affordable to extremely low-income, low-income, and special needs households.

Policy 1.3: The City will promote the development of low- and moderate-income housing by continuing to provide developers with density bonuses and other incentives for providing units for low- and moderate-income residents.

Policy 1.4: The City will assist residential developers in identifying and preparing locations for new housing development.

Policy 1.5: The City will coordinate with the Los Angeles County Development Authority to take advantage of federal funds.

Policy 1.6: The City will continue to coordinate with local social service providers to address the needs of the homeless population. These efforts will build on the Homelessness Plan adopted in January 2021.

Policy 1.7: The City will locate higher density residential development in close proximity to public transportation, services, and recreation.

Goal 2: The City will enhance the quality of existing residential housing stock in Maywood neighborhoods.

The goal of housing preservation is to protect the existing quality and investment in housing and to avoid a degree of physical decline that will require a larger rehabilitation effort to restore quality and value. Maywood has experienced significant private-initiated housing rehabilitation in recent years related to the substantial increase in home values and the reinvestment of the home equity into property maintenance. The City will continue to foster this upgrading, as well as providing financial assistance as available.

Policy 2.1: The City will continue to promote rehabilitation programs that provide financial and technical assistance to lower-income property owners.

Policy 2.2: The City will continue to use the code enforcement program to bring substandard units into compliance with applicable codes and to improve overall housing conditions in Maywood.

Policy 2.3: The City will minimize displacement impacts occurring as a result of residential demolition, an increase in housing costs, or action by public agencies through housing assistance programs, tenant protections, and other programs.

Policy 2.4: The City will promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.

Policy 2.5: The City will encourage housing improvements that mitigate overcrowding, such as through room additions, provision of parking variances, and provision of rehabilitation assistance as a means of increasing the holding capacity of the existing housing stock.

Policy 2.6: The City will develop and adopt an ordinance for reconfiguring existing housing structures to Accessory Dwelling Units (ADUs) that complies with State law, incorporates best practices, and contributes to neighborhood character.

Goal 3: The City will ensure that new and renovated housing is sensitive to existing and planned neighborhood character and the existing context and conditions.

As a highly urbanized environment, varying land uses in Maywood are developed in close proximity to one another. It is an ongoing goal in the City to ensure that residential growth is sensitive to existing conditions and any planned improvements. The City will continue to encourage development that is designed to minimize negative impacts on the surrounding neighborhood.

Policy 3.1: The City will ensure that new and renovated housing is sensitive to existing and planned neighborhood character, context, and conditions in order to minimize negative impacts on the surrounding neighborhood.

Policy 3.2: The City will ensure that the design of residential development which fronts on major arterial highways (such as in the R-3 zone, R-SA Overlay District and CM Mixed Use target areas) will not adversely affect the use or character of adjacent properties, especially properties to the rear.

Policy 3.3: The City will accommodate new residential development which is coordinated with the provision of infrastructure and public services in those areas where Mixed-Use developments are encouraged.

Policy 3.4: The City will provide standards that will allow for adequate off-street parking with safe access to adjacent streets, while adjusting parking requirements to the needs of residents of multi-family housing with access to public transportation.

Policy 3.5: The City will seek to create more recreational open space and tot lots in neighborhoods where there is a need to serve existing and new residents.

Goal 4: The City will continue to promote and affirmatively further fair housing opportunities throughout the community for all residents, especially protected classes, as required under AB 686.

As noted in earlier sections on community and housing characteristics, Maywood is overwhelmingly a Hispanic/Latino and low-income community, so it does not demonstrate patterns of housing segregation by race, ethnicity, income, or other protected characteristics that may be found in higher-income locations. The City is committed to making adequate provision for the housing needs of all economic segments of the community, and will ensure equal and fair housing opportunities are available to all residents.

Policy 4.1: The City will continue to contract with the Los Angeles Housing Rights Center and other organizations to resolve tenant and landlord conflicts and to investigate and document housing discrimination complaints and enforce Federal and State laws that prohibit discrimination in the sale, rental, leasing, negotiation, advertising, and financing of housing based on the following characteristics:

Federal: Race, Color, National Origin, Disability (Mental & Physical), Religion, Sex, Familial Status

California: Marital Status, Ancestry, Source of Income, Sexual Orientation, Age, Arbitrary Physical Characteristics, Gender Identity/Gender Expression, Citizenship, Primary Language, Immigration Status, Veteran or Military Status, Genetic Information

Policy 4.2: The City promotes fair housing and prohibits practices which restrict housing choice by arbitrarily directing prospective buyers and renters to certain neighborhoods or types of housing.

Policy 4.3: The City will adopt strategies to protect existing residents from displacement.

Policy 4.4: The City will work with partner organizations and/or develop materials to improve landlord education and outreach on source of income discrimination and voucher programs.

Goal 5: The City will improve and update its housing data collection and organization.

The City of Maywood has emerged from a tumultuous period and is undertaking a review of its policies and procedures; part of this effort is improving its housing data collection and organization processes.

Policy 5.1: The City will improve administrative procedures and record-keeping to ensure that data and information on the City's housing stock is as accurate as possible and kept up-to-date.

Policy 5.2: The City will seek funding and assistance to improve data collection and record-keeping.

Policy 5.3: The City will digitize Building and Planning Commission records to facilitate easier access to data.

3.3 HOUSING PROGRAMS

This section describes the housing initiatives that Maywood plans to support and/or implement during the Sixth Cycle (2021 – 2029). Programs are organized into the following categories:

- New and Affordable Housing
- Housing Conservation
- Emergency Housing
- Affirmatively Furthering Fair Housing
- Reasonable Accommodation

The loss of redevelopment set-aside funds was a significant blow to the City's ability to directly intervene (through lot assembly and financial assistance) in facilitating new housing development. While funding sources have been identified for each of the programs in the tables

below, Maywood may be able to use Federal Recovery Act funding to support some of these programs.

3.3.1 New and Affordable Housing Programs

Program	Responsible Agency	Funding Source(s)	Implementation Timing	Metrics
Accessory Dwelling Units <i>Adopt an ADU ordinance consistent with state law and monitor ADU trends annually to ensure production is consistent with the estimate provided in the 6th Cycle Housing Element.</i>	Building and Planning Department	General Fund	Zoning amendment to be completed in Winter 2022/2023	Permit at least 6 new ADU per year during the Planning Period for a total of at least 60 new ADUs. See Section 3.6. If ADU construction is not meeting the projected goals, the City will amend the Housing Element to adjust development assumptions in compliance with California's "no net loss" provision.
Accessory Dwelling Units <i>Develop a brochure to assist property owners in permitting their ADUs</i>	Building and Planning Department	General Fund	Brochure to be developed in 2023	Distribute fliers to each property owner who inquires about constructing an ADU.
Single-Room Occupancy Housing <i>Amend zoning to permit creation of Single Room Only (SRO) units in the City's (R-SA) Residential – Senior and Affordable Housing Overlay zone as well as in Mixed Use target areas of CM zones.</i>	Planning Division	General Fund and other funding. Seek a nonprofit partner, identify sites and apply for HOME funds to create an SRO at least twice during the Planning Period.	Zoning amendment to be completed in 2022. The City will seek a nonprofit developer to redevelop city-owned property on Slauson Ave into an SRO for extremely low-income renters.	Seek to permit 2 SRO buildings of 5 or more units during the Planning Period for a total of at least 10 units.
Residential Zoning – Senior and Affordable Housing Overlay	Planning Division	General Fund for city staff time	By 2024, review the R-SA Overlay District.	Produce the maximum permitted units (including density bonus) for

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Program	Responsible Agency	Funding Source(s)	Implementation Timing	Metrics
<p><i>Expand R-SA Overlay District to additional properties along Atlantic Boulevard and Slauson Avenue.</i></p> <p><i>Amend the text of R-SA to establish a minimum density of 20 units/acres. (Current text includes maximum densities plus density bonus opportunity.)</i></p> <p><i>Promote density bonus opportunities in discussions with residential developers in order to increase the inventory of affordable housing.</i></p>		<p>Layered subsidies such as:</p> <ul style="list-style-type: none"> • Layered subsidies for projects such as LIHTC • County HOME and Vouchers • State Prop 41 • Deferred Developer Fee • City Land Note Loan or Long Term Lease • Conventional Loan 	<p>for expansion and amend zoning text for 20 d.u./acre minimum density.</p> <p>City staff to monitor properties in the R-SA zone and CM zone target area monthly for sales, leases, etc.</p> <p>City staff to pursue partnerships with affordable housing providers.</p>	<p>groups including very low income, low-income, and special needs groups on Successor Agency-owned property at 5102-5110 District Boulevard.</p> <p>By 2029, facilitate at least one additional project using density bonuses for very low income and low-income seniors or families.</p> <p>Work with property owners in R-SA zone and CM zone targets to identify and pursue opportunities.</p>
<p>CM Zone Residential Infill Program</p> <p><i>Work with property owners of identified target areas in the CM zone along Slauson Ave and Atlantic Ave to develop or to market properties by applying for a zone change to R-SA Overlay. This will make those properties eligible for affordable projects at a substantially higher density than 20 units per acre via PUD.</i></p>	Planning Division	General Fund	Update and expand the target areas for the R-SA Overlay. By 2023, market the opportunity to apply for the zoning change to owners of the identified properties.	Zoning updated to accommodate the increased densities required.
<p>Comprehensive Zoning Update</p> <p><i>Prepare a comprehensive zoning review and update to modify or remove any requirements that constrain housing development, such as current parking</i></p>	Planning Division	General Fund Seek grant for zoning update.	By 2025, review and revise the multi-family parking requirements, design review,	Streamline requirements for affordable housing to facilitate development while protecting the public interest.

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Program	Responsible Agency	Funding Source(s)	Implementation Timing	Metrics
<p>requirements, PUD, design review and site plan review requirements. Replace parking and design requirements as needed to provide parking for new residents (depending on likely car ownership of new residents), and design standards appropriate to the location of the new housing development (e.g. major corridor/mixed use design to be different from an interior residential street).</p> <p>Include best-practice design standards for affordable housing in the zoning update.</p> <p><i>This will include a review of requirements for group homes and community care facilities.</i></p> <p><i>Maywood will ensure that State-licensed residential group care homes serving no more than six residents are permitted by-right in all residential zoning districts and State-licensed community care facilities serving seven or more persons (including 24-hour Foster Family Homes) are also permitted by-right in all residential zoning districts.</i></p>			<p>and site plan review as part of a comprehensive zoning update to be completed by the end of 2026.</p>	
<p>Replacement Housing Requirement</p> <p><i>Development on nonvacant sites with existing residential units is subject to the replacement requirement (pursuant to AB 1397). The City will amend its Zoning Code to require the replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site consistent with</i></p>	Planning Division	General Fund	<p>Likely to be completed as part of the comprehensive zoning update.</p>	<p>Zoning updated to require replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site.</p>

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Program	Responsible Agency	Funding Source(s)	Implementation Timing	Metrics
<i>those requirements as set forth in the State Density Bonus Law</i>				
By-Right Approval of Projects with 20% Affordable Units on "Reuse" Housing Element Sites <i>Pursuant to AB 1397, the City will amend the Zoning Code to require by-right approval of housing developments that include at least 20% of the units as housing affordable to lower-income households on sites being used to meet the 6th Cycle RHNA that represent "reuse sites" identified in the previous Housing Element.</i>	Planning Division	General Fund	First three years of the Planning Cycle	Zoning updated to provide for by-right approval of projects meting the 20% affordable requirements on Housing Element "reuse sites."
Employee Housing Act <i>Amend the Zoning Code to allow housing for up to six employees, including farmworkers, to be treated as a single-family structure and permitted in the same manner as other dwellings of the same type in the same zoning district.</i>	Planning Division	General Fund	Concurrent with the comprehensive zoning update.	Update the Zoning Code to treat employee housing for up to six employees to be treated as a single-family structure and permitted in the same manner as other dwellings of the same type in the same zoning district.
City Owned Sites <i>Ensure compliance with all applicable Surplus Lands Act provisions</i>	Planning Division	General Fund	Prior to development of the Housing Successor Agency-Owned Parcels	Disposition of the Housing Successor Agency-Owned Parcels is consistent with all applicable Surplus Land Act provisions.

3.3.2 Housing Conservation Programs

Program	Responsible Agency	Funding Source(s)	Implementation Timing	Metrics
---------	--------------------	-------------------	-----------------------	---------

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

Rehabilitation <i>Continue to seek funding for a rehabilitation program. The City lacks the resources in its General Fund to finance new development.</i>	City of Maywood	Seek a partnership with a bank to provide low- or no-interest rehab loans to income-eligible homeowners as part of CRA bank activities – possibly with a neighboring city.	2021-2025 seek a CRA bank partnership.	Rehabilitate 5 -10 units during the Planning Period.
Energy and Water Conservation <i>Water Conservation: Continue regulating the time and duration of irrigation. Continue requirements for sprinklers, timers, and rain and moisture sensors in existing and future multi-family developments. Continue transition to low-flow toilets through the plan check process. Encourage use of drought tolerant landscaping through the plan check process.</i> <i>Renewable Energy. As part of the zoning code update process, ensure that there are no restrictions on solar powered equipment in zoning or other development standards. Provide incentives for the installation of photovoltaic/solar and solar water heating systems on residential projects that are new or constitute 50% or more of the structure.</i> <i>Update the City's website to include a discussion of water and energy conservation measures and devices that, in addition to saving energy, will also save the homeowner or renter money.</i>	Planning Division	General Fund Seek State and other funding annually to provide incentives for programs to support reductions in greenhouse gas emissions from buildings and cars through renewable energy.	By 2023, create an Energy and Water Conservation page on the City website with programs to save money while conserving. Make this information available to property owners at the Building Department. Update the City website annually at a minimum.	100 referrals
Preserve At-Risk Units	City of Maywood	General Fund	Ongoing	Preservation of affordable

<i>The City and its partners will continue to monitor and facilitate the preservation of at-risk affordable housing units.</i>				housing units at-risk of conversion to market rate.
--	--	--	--	---

Rehabilitation

A variety of funds may be available to support housing rehabilitation programs. Maywood is a participating city in the LA County Community Development Commission (LA County CDC) and receives Community Development Block Grant (CDBG) funds through this participation. The Federal HOME Program represents a major source of funds available to jurisdictions to assist affordable rental or homeownership housing through rehabilitation, reconstruction, construction and/or acquisition. The LA County CDC funds its Affordable Housing Programs with HOME funds to “provide financial and technical assistance to acquire sites and develop affordable housing or mixed-use projects through the provision of gap financing and other relevant subsidies.” In addition, the County offers the Affordable Homeownership Program and Rental Rehabilitation Loan Program. The City can negotiate with local banks to provide low- or no-interest rehabilitation loans to income-eligible homeowners as part of the banks’ Community Reinvestment Act (CRA) activities.

Energy and Water Conservation

An important element of any energy conservation measure will be to identify strategies for retrofitting energy conserving devices in both new residential development and in the rehabilitation of existing development. There are a number of programs that, in addition to providing for new opportunities for housing, also have the added benefit of promoting resource conservation. For example, the areas that have been identified for new infill residential development are located near arterial roadways that are currently serviced by public infrastructure. In addition, these sites are well-served by public transit, which could further reduce the use of single-occupant vehicles and potentially the overall annual vehicle miles traveled in the City. The City currently prioritizes permitting of renewable energy options and encourages property owners to install solar panels during housing rehabilitation or new construction.

3.3.3 Emergency Housing Programs

In May 2020, the Gateway Cities Council of Governments (GCCOG) entered into a Professional Services Agreement with a consultant to assist the City of Maywood in creating a homeless plan. This included a comprehensive assessment of homelessness in the City, an assessment of current resources available to address the challenge, and identification of opportunities. The Plan is designed to cover a five-year period from February 2021 to January 2026, with annual

CITY OF MAYWOOD - 6TH CYCLE 2021-2029 HOUSING ELEMENT –REVIEW DRAFT

reporting, reassessment and revision, making it responsive to changing conditions and honing the City's efforts. See Section 3.1.2 for more information.

Program	Responsible Agency	Funding Source(s)	Implementation Timing	Metrics
Homelessness Plan Implementation <i>Implement the Plan to Address and Prevent Homelessness (Homeless Plan) which includes actions to prevent homelessness; subsidize housing; increase income; provide case management and services; create a coordinated system; increase affordable and homeless housing.</i>	Planning Division	General Fund Apply annually for CDBG and/or other funding sources as identified in the Homeless Plan. Local fundraising.	Implement the Plan between 2021 and 2026.	Prepare annual Reports on implementation progress.
Transitional Housing <i>Amend zoning text to comply with State law regarding the provision of transitional housing so that transitional housing is considered a residential use in all zones that allow residential uses and subject only to those restrictions that are applicable to the other residential uses of the same type in the same zone.</i>	Planning Division	General Fund	Zoning text amendment to be completed and adopted in 2024	Text Amendment to Zoning Ordinance.
Supportive Housing <i>Amend zoning text to comply with State law regarding the provision of supportive housing (as defined in Section 65650) so that supportive housing is considered a residential use in all zones that allow residential uses and subject only to those restrictions that are applicable to the other residential uses of the same type in the same zone.</i>	Planning Division	General Fund	Zoning text amendment to be completed and adopted in 2024	Text amendment to zoning.
Low Barrier Navigation Centers	Planning Division	General Fund	Zoning text amendment to	Update Zoning Code to allow for Low

<i>Amend zoning text to allow for Low Barrier Navigation Centers as by right uses in mixed use and nonresidential zones permitting multifamily units, consistent with AB 101.</i>			<i>be completed as part of comprehensive zoning update.</i>	<i>Barrier Navigation Centers as by right uses in mixed use and nonresidential zones permitting multifamily units.</i>
---	--	--	---	--

3.3.4 Affirmatively Furthering Fair Housing Program

California's Department of Housing and Community Development (HCD) defines affirmatively furthering fair housing as "meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. The duty to affirmatively further fair housing extends to all of a public agency's activities and programs relating to housing and community development."

The City of Maywood has a Fair Housing Program to provide services that include investigating complaints alleging housing discrimination, completing unsolicited audits, and providing landlord/tenant counseling and dispute resolution. The City utilizes the Los Angeles Housing Rights Center to resolve tenant and landlord conflicts and to investigate and document housing discrimination complaints. The Housing Rights Center provides several opportunities to educate individual residents and groups through a range of housing services, including:

- A monthly listing identifying available opportunities for affordable housing, senior housing, and veteran housing throughout Los Angeles County
- Online workshops offered weekly in English or Spanish on fair housing rights, fair housing law certification for landlords, and weekly updates on laws pertaining to COVID-19 tenant protection.
- Appointments available with Housing Counselors to confidentially discuss solutions relating to tenant-landlord rights and obligations, including topics like security deposits, evictions, repairs, rent increases, and harassment.

- Case Analysts to investigate allegations of housing discrimination and help victims of discrimination enforce their Fair Housing rights, including for tenants with disabilities asserting their right to request home accommodations.
- Annual Housing Summit (conducted online in 2021)

The City will continue to use the Housing Rights Center for referral assistance and education programs. The City's AFFH Program includes:

- *Outreach and enforcement:* The City posts information on its Fair Housing Program on the City website. The City will place brochures and flyers prepared by the Housing Rights Center in the City Hall lobby, the library, and at the Maywood YMCA Center. The City may also post this information in other locations. Enforcement actions will occur through the City's contract with the Housing Rights Center. **The City will expand outreach and education to landlords on source of income discrimination and voucher programs as well as other fair housing concerns.**
- *Segregation and Integration:* The City will continue to ensure that no local regulations or other conditions promote segregation and that City actions continue to support integration.
- *Racially/Ethnically Concentrated Areas of Poverty and Access to Opportunity:* The City will continue to endeavor to make opportunities equitably available to residents in all parts of the city.
- *Disproportionate Housing Needs:* City housing programs will continue to focus on expanding the inventory of affordable housing for extremely low-income and low-income residents, and for special needs groups.

3.3.5 Reasonable Accommodation Program

This program was a new program introduced during the Fifth Cycle. As mentioned previously, many households in Maywood include at least one member that has a disability. Not all of the disability categories require physical alterations to the housing unit to better accommodate the disabled resident(s). However, many residents could benefit from specific improvements to their homes to better accommodate a disabled person.

An amendment to the zoning ordinance will be adopted for reasonable accommodations for disabilities. The procedures related to the program's implementation will be ministerial in nature with minimal or no processing fee. Improvements may be approved by the Building and Planning Director as long as a number of criteria are met: 1) the request for reasonable accommodation must be used by an individual with a disability protected under fair housing laws; 2) the requested accommodation is necessary to make housing available to an individual

with a disability protected under fair housing laws; 3) the requested accommodation would not impose an undue financial or administrative burden on the City; and 4) the requested accommodation would not require a fundamental alteration in the nature of the City's General Plan and Zoning Ordinance.

Program	Responsible Agency	Funding Source(s)	Implementation Timing	Metrics
Reasonable Accommodation <i>Adopt a reasonable accommodation ordinance to provide exception in zoning and land use regulations for housing for persons with disabilities.</i>	Planning Division	General Fund	Ordinance to be completed in 2023.	Availability of reasonable accommodation on request for those who meet criteria.

3.4 QUANTIFIED PROGRAM OBJECTIVES

The goals, objectives, and programs of this Housing Element focus on affordable housing, housing rehabilitation programs, housing sites programs, affirmatively furthering fair housing, removing governmental constraints, and equal housing and energy conservation programs.

Table 16 provides a quantification of the program objectives that are envisioned as part of this Housing Element's implementation.

Table 16: Quantified Objectives of Maywood Housing Programs

Program	Extremely Low Income	Very Low Income	Low Income	Moderate Income	Above Moderate Income
6 th Cycle RHNA	27	27	47	55	209
New Construction	--	--	28	--	149
Accessory Dwelling Units	--	--	--	55	60
Conservation / Preservation	47	47	14	--	--
Rehabilitation	--	--	5	--	--

3.5 REGIONAL HOUSING NEEDS

The Southern California Association of Governments (SCAG) has the responsibility and authority to determine housing needs for the various income groups for cities within Southern California pursuant to Section 65584 of the Government Codes. Housing needs are categorized as follows:

- **Very Low Income** households are those whose income does not exceed 50% of the Area Median Income (AMI) for the greater Los Angeles area
- **Low Income** households are those whose income is greater than 50% of AMI but less than 80% of AMI for the greater Los Angeles area
- **Moderate Income** households are those whose income is greater than 80% of AMI but less than 120% of AMI for the greater Los Angeles area
- **Above Moderate-Income** households are those whose income is greater than 120% of AMI for the greater Los Angeles area

The SCAG Regional Housing Needs Assessment (RHNA) for the Fourth Cycle was 22 units and the Fifth Cycle was 53 units. The Sixth (current) Cycle reflects a more than six-fold increase to 365 units (refer to Table 17). The housing needs for the selected income groups are shown on both tables. The planning periods for the three most recent RHNA cycles are as follows: Fourth Cycle (2006 - 2013), Fifth Cycle (2014 – 2021), and the current Sixth Cycle (2021 – 2029). Table 17 summarizes the City's RHNA by income threshold for each of the three most recent cycles.

Table 17: City of Maywood's RHNA Housing Allocation by Income Threshold

Income Category	Fourth Cycle (2006-2013)	Fifth Cycle (2014-2021)	Sixth Cycle (2021-2029)
Extremely Low-Income Households	n/a	n/a	27 units
Very Low-Income Households	5 units	13 units	27 units
Low Income Households	3 units	8 units	47 units
Moderate Income Households	4 units	9 units	55 units
Above Moderate-Income Households	10 units	23 units	209 units
Total Need – Future Housing	22 units	53 units	365 units

Source: Southern California Association of Governments

3.5.1 1233 RHNA Carryover

Section 65504.09 of the Government Code (implementing AB 1233) states that cities that failed to implement the adequate sites programs to make sites available in the planning period and failed to identify and make available adequate sites to accommodate a portion of the regional housing need must zone or rezone adequate sites to address the unaccommodated housing need, by income level, within the first year of the new planning period.

Table 18: Unmet RHNA 2014-2021 Planning Period

Income Category	RHNA 2014-2021	Units Provided	Remaining Need
-----------------	----------------	----------------	----------------

Extremely Low	6 units	0 units	6 units
Very Low Income Households	7 units	0 units	7 units
Low Income Households	8 units	0 units	8 units
Moderate Income Households	9 units	9 units	0 units
Above Moderate Income Households	23 units	2 units	21 units
Total Need – Future Housing	53 units	11 units	42 units

As explained below, during the brief period at the end of the 5th Cycle when Maywood was working to get in compliance, the City amended zoning in October 2019 to make a large number of sites available for housing to meet the 5th Cycle RHNA.

3.5.2 Credits Toward the Sixth Cycle RHNA

Maywood adopted zoning overlays in October 2019 to provide significant opportunities for additional housing development. The 76 identified sites could potentially provide an estimated 461 units, a number that far exceeds the number of units required to meet the Fifth and Sixth Cycle RHNA. One reason that so many sites with multiple owners were rezoned was in recognition of the fact that the City is essentially built out on relatively small lots, making redevelopment the only option for creation of new housing, but the City cannot predict exactly which privately-owned sites will ultimately be redeveloped. Except for several City-owned parcels which the City has been marketing for affordable housing development, redevelopment for new housing will depend to some degree on motivating private owners to consolidate sites and redevelop their properties. The City has now created a regulatory framework that permits the desired redevelopment and the City can encourage and incentivize this redevelopment. See Section 3.6 Available Housing Sites for New Residential Development and Table 19: Residential Sites Inventory for more information.

3.6 AVAILABLE HOUSING SITES FOR NEW RESIDENTIAL DEVELOPMENT

The lack of developable land and the market forces that affect housing construction in Maywood both impact the City's ability to accommodate RHNA. The City will revise the current General Plan and Zoning Land Use Designations (as amended in 2019) that are applicable to the residential neighborhoods. According to the General Plan, approximately fifty-seven (57) percent of the City's land area is designated for residential development. Concurrent with preparation of the 2019 Amendment to the Fifth Cycle Housing Element, the City adopted zoning measures to accommodate housing need.

It is important to recognize that Maywood does not have vacant land nor options for redevelopment that are more favorable than the parcels in these overlay districts. These properties are located on or very near the city's major corridors and bus lines, as well as walking distance to the city's core commercial district, which includes a supermarket. **These sites have been selected for rezoning and identification as future redevelopment opportunities because they are currently underutilized or vacant buildings.** Maywood is built-out, so any and all additional housing units will be provided on currently nonvacant sites. The City works closely with project proponents to encourage mixed-use development that incorporates commercial spaces since most interest comes from proponents considering all-residential development. The existing uses are not an impediment to additional residential development because many have already been discontinued or are expected to be discontinued during the planning cycle. Interest is high in developing additional residential units in Maywood and the market supports residential development. As stated previously, there are no vacant sites within the City so all **additional housing units (at all income levels) will be provided on currently nonvacant sites.**

Redevelopment of privately-owned properties in the R-SA overlay zone parcels and target CM-zone for mixed use or affordable housing residential uses will require extra effort on the part of the City to communicate with property owners and monitor these parcels for opportunities. It is possible that proposed improvements linked to the Lower Los Angeles River Plan, such as Complete Streets redesign of Atlantic Avenue and improvements to Riverfront Park and Maywood Park, which are located in the eastern part of Maywood, could result in some new investment in this area accompanied by higher prices. Affordable housing projects put in place during the 6th Cycle Planning Period could dampen potential displacement by securing affordability in some locations.

The City of Maywood is comprised of small parcels. The most recent development has all occurred on small parcels. Maywood Villas is a mixed-use senior affordable housing development that was constructed in 2007 on a 0.48 acre lot and the City is currently working with developers to provide affordable housing on the Housing Successor Agency-Owned lots which are each less than 0.3 acres. Since very few parcels larger than a half-acre exist in the City, it is routine for redevelopment projects to occur and provide affordable housing units on parcels less than a half acre.

Senior and Affordable Housing Overlay (R-SA): The City amended the Zoning Code in 2019 to modify the then Specialty Housing Overlay (R-S) to become the Senior and Affordable Housing Overlay District (R-SA) with increased density. Three Housing Successor Agency-owned parcels (6313-001-900, 6313-001-901, and 6313-001-902) at 5102 – 5110 District Boulevard were designated as R-SA with higher densities, including potential density bonuses, as noted earlier. Combined, these three parcels total 0.56 acres. In addition, 12 parcels along 58th Street between Heliotrope and Woodlawn are also designated as Senior and Affordable Housing Overlay (R-SA). These parcels total 1.93 acres and could potentially accommodate 91 units.

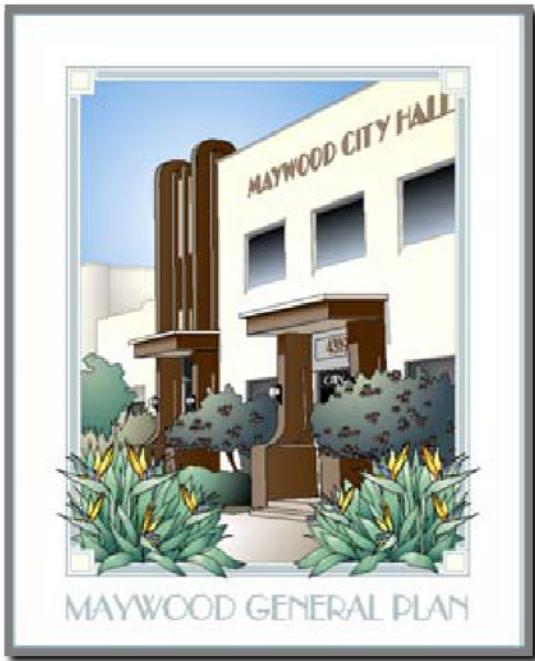
- **City-Owned Properties:** The City has made the District Boulevard parcels and a city-owned parcel at 4801 Slauson Avenue available for affordable housing development. The City issued a Notice of Availability to solicit proposals with a declared preference for affordable housing development on July 2, 2021 for these sites. Four developers inquired about the properties. In Spring 2022, the City began negotiations with one of the respondents for development of an affordable housing project on the District Boulevard properties.

The City-owned 4801 Slauson Avenue at the corner of Heliotrope has a light manufacturing use in a building that could be renovated or replaced. The property is listed for sale or lease but has not yet attracted developer interest. The City is interested in the potential for a SRO project there and plans to solicit interest from groups that develop SROs for veterans.

- **Mixed-Use Development:** Selected properties along the Atlantic Boulevard and Slauson Avenue commercial corridors have been identified for mixed-use development. The mixed-use development could take several forms: stand-alone infill residential development or a combination of commercial and residential uses within the same parcel and/or structure. These areas are noted in Figure 22. A total of 52 parcels totaling 9.5 acres zoned CM have been identified as candidates for mixed-use development. These parcels are characterized by aging structures (the median year of construction is 1953). Most parcels also have a low Improvement to Land Value Ratio (ILR). Individually, some parcels are small and contain existing residential units and therefore may not appear to be viable properties for residential development. However, many parcels are contiguous and some have common ownership, making lot consolidation possible. If developed as mixed-use residential or stand-alone residential units, the maximum density is 20 units per acre. These parcels can accommodate 149 units (assuming development at 80% of the allowable density and excluding parcels that would not yield a net increase in units). **Given Maywood's existing density (many residential neighborhoods have between 14 and 19 units per acre in single-family neighborhoods), redevelopment at 80% of allowable density is reasonable given redevelopment patterns in the community.** The most recent large-scale, mixed-use development at 5601 and 5609 Atlantic Boulevard provides 100% of the maximum achievable density. Maywood Villas is all-affordable senior housing constructed above commercial space. This building provides 54 units of senior housing on just shy of 0.5 acres). Given preliminary conversations with potential developers and nonprofit partners, redevelopment projects are likely to propose at least 80% of maximum allowable density to make the projects feasible. Development trends in Maywood indicate that commercial parcels are likely to convert to residential uses. The City actively works with project proponents to encourage mixed-use development that provides first-floor commercial space with residential units above. This is consistent with large-scale projects that have occurred in the City to date.

During the Sixth Cycle Planning Period, the City will review the potential for expanding the R-SA Overlay District to include more properties for potential mixed-use renovation or redevelopment.

- **Accessory Dwelling Units (ADUs):** The potential for new ADUs is considerable given changes in State law, which require approval of most ADUs. As noted earlier, Accessory Dwelling Unit is a very common housing unit type in Maywood. In 2020 and 2021 (during the height of the Pandemic), the City permitted 13 ADUs. As of Spring 2022, the City has received and approved many new applications for ADUs and continues to receive 1-2 applications per week and work to bring existing, illegally-built ADUs into compliance. Based on this experience and the number of ADUs permitted in 2020 and 2021, the City's planner expects that a quantified planning objective for an additional 60 ADUs during the Sixth Cycle Planning Period can be achieved.



Economic Development Element



SECTION 8
ECONOMIC DEVELOPMENT ELEMENT

8.1 INTRODUCTION

8.1.1 SCOPE OF ELEMENT

The economic development element is not a mandatory element as are the previous elements and their components. Section 65303 of the government code states that cities and counties may incorporate optional elements to complement those elements required under state law. The number and type of additional issues that may be addressed in these optional elements are left to the discretion of the city or county preparing and adopting the optional element or elements.

The government code does state that once an optional element has been adopted, the optional element has the same force and authority as the mandatory elements. The optional elements can significantly expand the authority of the local government over a particular issue area that is unique to that particular jurisdiction and not adequately covered in the required elements. The other state requirements that pertain to the mandatory elements, such as internal consistency, apply also to optional elements as well.

The economic development element for the City of Maywood General Plan is specifically concerned with the identification of a development strategy which will address development potentials that will broaden and stabilize the city's economic base. The goals and policies contained in this element have been formulated for the city so that it may utilize existing programs whenever possible and to provide a continuity with implemented policies of the previous general plan.

8.1.2 ISSUES

The background report documents past and current economic trends in the City of Maywood. A number of emerging issues and trends which have occurred in recent years are the focus of this element:

- Commercial development in Maywood is generally spread out along the two major arterials that traverse the city. A number of undeveloped parcels and vacant buildings are located along this arterial.
- There is a commercial center that has been created at the Atlantic/Slauson intersection through the efforts of redevelopment. New shopping centers occupy three of the four corners of this intersection and the greatest concentration of retail floor space is located at this intersection.
- Industrial development is located along the periphery of the city adjacent to residential neighborhoods. Currently, new industrial growth has occurred through redevelopment.

8.2 GOALS AND POLICIES

8.2.1 ISSUE: COMMERCIAL AND INDUSTRIAL DEVELOPMENT

The following goals and policies focus on promoting new commercial and employment generating uses in the city.

GOAL 1 Encourage businesses to locate in Maywood.

Policies

- 1.1 Encourage businesses that will increase sales tax revenue in the city.
- 1.2 Establish enterprise zones to attract new business to the city.

GOAL 2 Promote Maywood's location in Southern California as an ideal place for businesses.

Policies

- 2.1 Promote Maywood's proximity to downtown Los Angeles and transportation accessibility as attributes for business location.

8.3 ECONOMIC DEVELOPMENT PROGRAM

The economic development element addresses issues that are common to other elements of the General Plan, such as the land use element. The economic development element is especially concerned with commercial and employment generating development provided by industrial, research and development, and office activities.

Commercial development in Maywood is primarily located along Slauson Avenue and Atlantic Boulevard. Growth and renewal in these areas has been achieved in recent years promoting revitalization through redevelopment. As a result, new commercial activity occurred in key commercial areas of the city. New development located at the intersection of Slauson Avenue and Atlantic Boulevard is an example of this redevelopment effort.

The land use policy map promotes continued industrial development in the city. New industrial activity is currently occurring along Maywood Avenue in the western section of the city. Land in the eastern section along Walker Avenue and 59th Place is currently designated industrial. Fruitland Avenue and portions of 52nd Street in the northern section of the city also contain industrial activity.

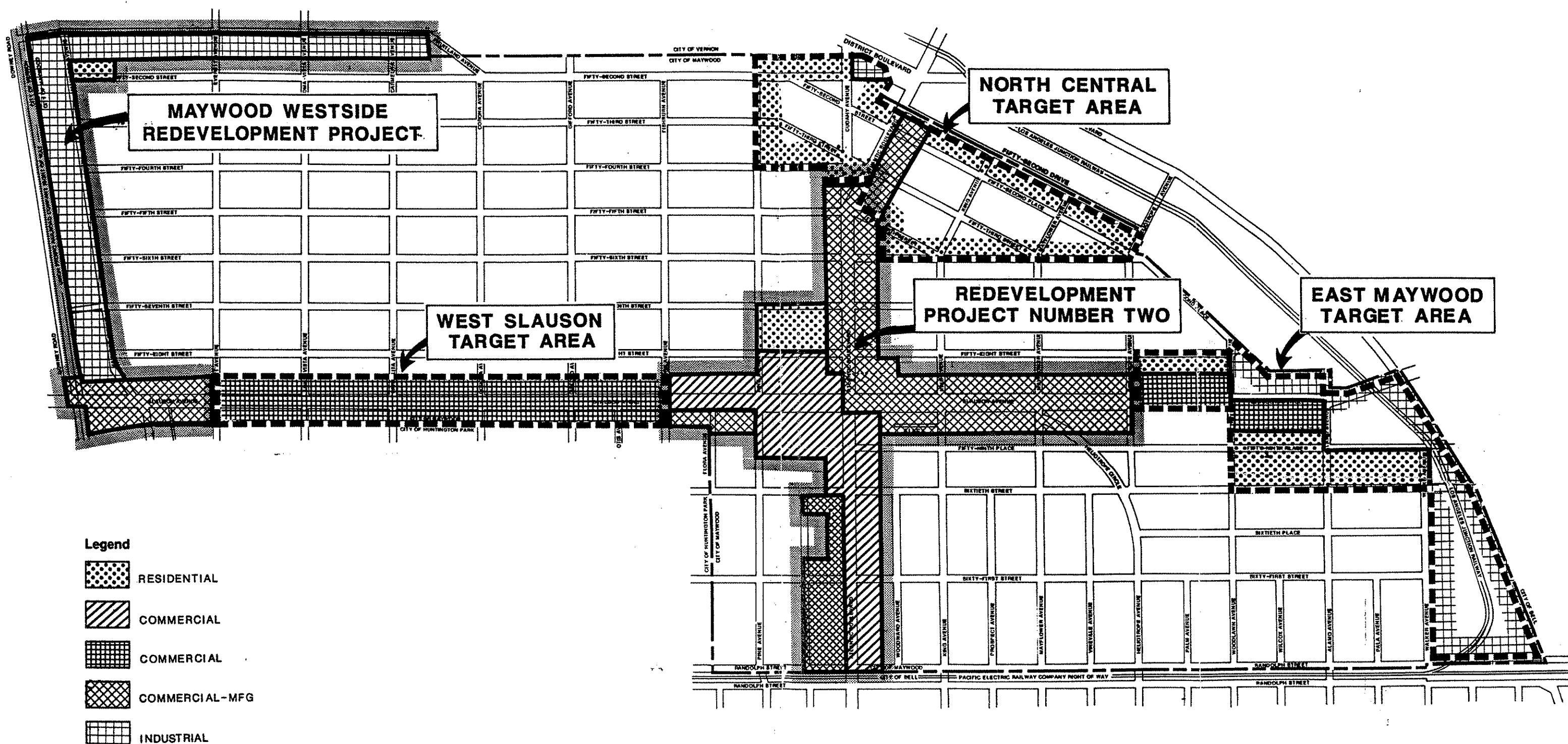
Redevelopment

Currently, there are two redevelopment project areas in the city: Maywood Westside Redevelopment Project and Redevelopment Project Area No. 2 (see Exhibit 8-1). The economic development element allows for expansion of redevelopment activities into other areas in the city. These areas include: West Slauson Target Area; North Central Target Area and East Maywood Target Area (see Exhibit 8-1).

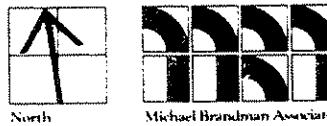
West Slauson Target Area connects the two existing redevelopment project areas along the western corridor of Slauson Avenue. The primary focus of this target area includes general commercial activity which corresponds to the land use designated by the land use element policy map.

North Central Target Area extends north of the Redevelopment Project Area No. 2 to the city limits along Atlantic Boulevard. The target area encompasses the residential neighborhoods on the west side of Atlantic to Pine Avenue and on the east side between 52nd Drive to 56th Street. The impetus for creating this target area is to provide funds for residential property owners to fix up existing residential uses in the area.

East Maywood Target Area extends east from redevelopment project area along Slauson Avenue to the city limits. This area includes the existing industrial uses along Walker Avenue, as well as the residential uses between Slauson Avenue south



Redevelopment Maywood General Plan



નુંબા

Michael Brandman Associates

Exhibit 8-1

to 60th Street ending at Woodlawn Avenue. The idea of creating this target area is to expand existing industrial uses and create new commercial opportunities.

Economic Development Element

Background Report

MAYWOOD GENERAL PLAN

ECONOMIC DEVELOPMENT ELEMENT BACKGROUND REPORT

8.4 INTRODUCTION

This background report documents past and current trends for the City of Maywood. Most of this discussion focuses on commercial and industrial development in the city. A number of emerging issues and trends which have occurred in recent years are summarized below:

- Commercial development in Maywood is generally spread out along the two major arterials that traverse the city. A number of underdeveloped parcels and vacant buildings are located along this arterial.
- There is a commercial center that has been created at the Atlantic/Slauson intersection through the efforts of redevelopment. New shopping centers occupy three of the four corners of this intersection and the greatest concentration of retail floor space is located at this intersection. City has agreement for development of 4th corner.
- Industrial development is located along the periphery of the city adjacent to residential neighborhoods. Currently, new industrial growth has occurred through redevelopment.

8.5 ECONOMIC DEVELOPMENT IN THE CITY

In 1978, the Redevelopment Agency was established to eliminate blighted and deteriorated areas within designated sections of the city. The agency created two project areas--Project Area Number One, established in 1978, and Project Area Number Two, established in 1982.

8.5.1 PROJECT AREA NUMBER ONE

Boundaries of Project Area Number One of the Maywood Westside Redevelopment Project include the western and northwestern fringes of the city, as indicated in Exhibit 2-5.

Existing land uses within the project area include a mix of commercial, industrial, and residential uses. Industrial uses include manufacturing, warehousing, distribution, and research and development facilities, along with compatible service and office uses.

While the existing land use of the western area starting south of Slauson to Fruitland Avenue is a mixture of industrial and residential uses, the redevelopment plan provides for only industrial development. The portion of the project area along Slauson Avenue from Maywood Avenue to Everett Avenue is designated for commercial uses only.

The northwestern project area along Fruitland Avenue from Maywood Avenue to one-half block west of Carmelita Avenue is designated as industrial. Three parcels starting at the corner of Maywood Avenue and 52nd Street on the north side of the street are designated for a mix of residential and industrial uses; these parcels are currently residential.

8.5.2 PROJECT AREA NUMBER TWO

Project Area Number Two encompasses the city's central business district which includes Slauson Avenue from Fishburn to Heliotrope Avenues and Atlantic Boulevard from Randolph Street to the intersection of Atlantic Boulevard and Cudahy Avenue. This project area was established in 1982 to redevelop scattered blighted sites and properties within the designated project area.

The redevelopment plan divided Slauson Avenue commercial district into two categories--medium commercial and commercial manufacturing. The areas designated as commercial-manufacturing include an area south of Slauson Avenue between Fishburn Avenue to Pine Avenue and east of Atlantic Boulevard to Heliotrope Avenue. Light commercial is designated on the north side of the street at Fishburn to one parcel west of Atlantic and on the southside from Flora Avenue to Atlantic Boulevard.

8.6 ECONOMIC CHARACTERISTICS

Maywood's economic base is one of the smallest compared to the other surrounding and unincorporated districts in the study area, with an estimated 2,040 persons employed in the city according to 1984 estimates prepared by the Private Industry Council of Los Angeles. Of this number, 597 persons were employed in manufacturing activities at 43 worksites. The next largest sectors in terms of

employment are retail trade, services, wholesale trade, transportation, communication, and utilities, with employment numbering 447, 358, 355, and 241 persons, respectively. Overall, the city's economic base between 1976 and 1984 changed slightly, with an increase in the employment population of 252 persons and 13 worksites. Table 8-1 summarizes employment statistics for the city for 1976 and 1984.

TABLE 8-1

**CITY OF MAYWOOD
CHANGE IN EMPLOYMENT: 1976 - 1984**

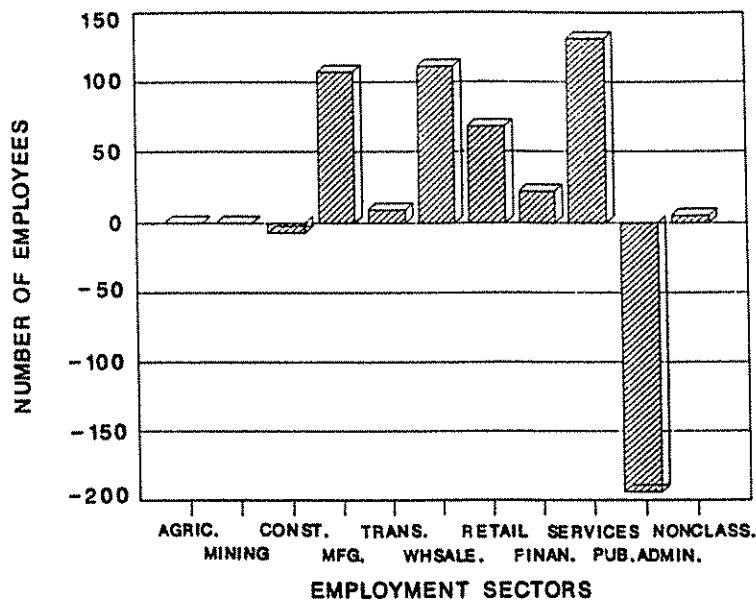
Employment Sector	1976 Employment		1984 Employment		1976-1984 Employment	
	Number	Percent	Number	Percent	Number	Percent
Agriculture	21	1.0	21	0.9	0	0.0
Mining	0	0.0	0	0.0	0	--
Construction	98	4.8	91	4.0	-7	-7.1
Manufacturing	490	24.0	597	26.0	107	21.8
Transportation	232	11.4	241	10.5	9	3.9
Wholesale Trade	244	12.0	355	15.5	111	45.5
Retail Trade	379	18.6	447	19.5	68	17.9
Financial	76	3.7	98	4.3	22	28.9
Services	227	11.1	358	15.6	131	57.7
Public Admin.	258	12.6	64	2.8	-194	75.2
Nonclassified	<u>15</u>	<u>0.7</u>	<u>20</u>	<u>0.9</u>	<u>5</u>	<u>33.3</u>
Total	2,040	99.9	2,292	100.0	252	12.4

Source: Private Industry Council, 1976, 1984.

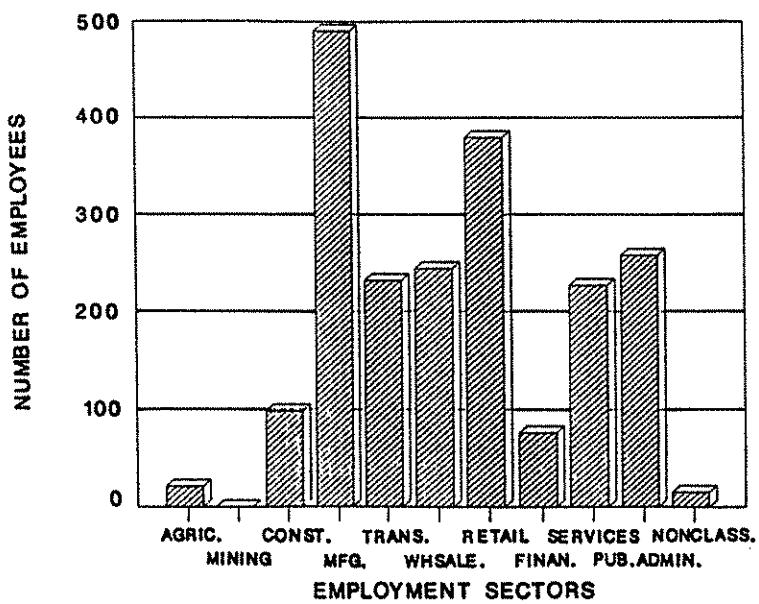
The fastest growing sectors of the local economy between 1976 and 1984 included the wholesale trade, services, and manufacturing sectors as indicated in Table 8-1. Employment characteristics and the change in employment between 1976 and 1984 is depicted in Exhibit 8-2.

Most of the recent commercial and industrial construction has occurred within the redevelopment project areas. Since 1983, over 140,000 square feet of retail floor space has been built in the city. In 1988, construction started on a number of light industrial buildings west of Maywood Avenue within the redevelopment project area.

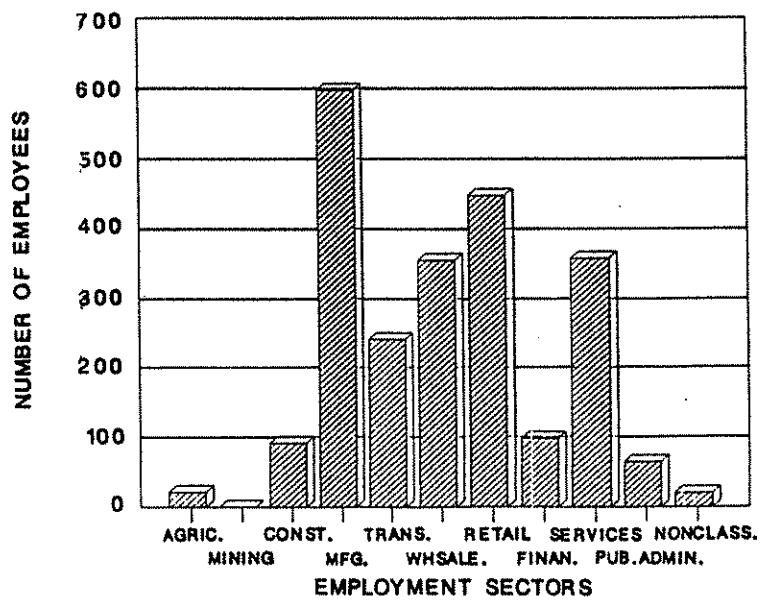
CHANGE IN EMPLOYMENT 1976-1984



EMPLOYMENT - 1976



EMPLOYMENT - 1984



Employment 1976 - 1984
Maywood General Plan

A major factor in the city's small employment base compared to that of cities in the surrounding region is the distribution of land uses within the city. The majority of land in the city is developed as residential with limited area devoted to commercial and industrial uses. This largely results from historic development patterns in the region in which industrial activities were concentrated in the cities of Vernon and Commerce and workers lived in the predominantly residential communities located next to the industrial districts.

In Table 8-2, the distribution of land use in Maywood is compared to similar categories for the east central region of the Los Angeles County (which includes Maywood, adjacent cities, South Gate, Montebello, and parts of Los Angeles) and to the urbanized area of Los Angeles County as a whole. While the city's proportion of commercial land use compares favorably with the region and county, the city's share of industry is substantially less than that found in both the region and the county. Comparisons like the ones shown in Table 8-2 may be misleading since the comparison is based solely on land area and not population. Because the city's population density is much higher than the average for the county, its share of commercial and industrial land uses should be considerably greater than that shown in Table 8-2.

TABLE 8-2
LAND USE BY USE TYPE

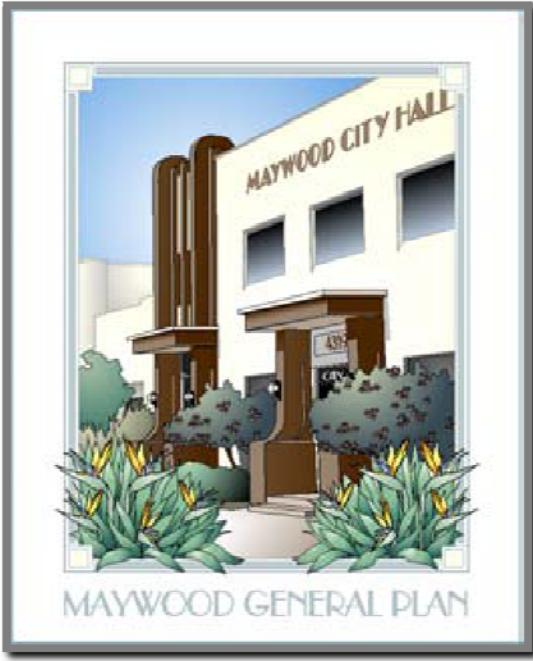
	<u>Maywood</u>		<u>East Central Region^a</u>		<u>Urban L.A. County</u>	
	<u>Acres</u>	<u>Percent</u>	<u>Acres</u>	<u>Percent</u>	<u>Acres</u>	<u>Percent</u>
Residential	427	72.9	15,395	49.8	407,579	61.8
Institutional	31	5.3	1,390	4.5	41,720	6.3
Parks and Open Space	10	1.7	659	2.1	73,356	11.1
Utilities	2	0.1	1,226	4.0	26,069	4.0
Commercial	45	7.7	2,380	7.7	45,090	6.8
Industrial	<u>71</u>	<u>12.1</u>	<u>9,852</u>	<u>31.9</u>	<u>65,893</u>	<u>10.0</u>
Total ^b	586	99.8	30,902	100.0	659,707	100.0

a East Central Regional includes Maywood, the adjacent cities of South Gate and Montebello, and parts of Los Angeles.

b Totals do not include streets, easements, etc.

Note: Figures for county and east central area excludes agriculture, mining, and wilderness areas.

Source: Los Angeles Regional Planning Commission and Maywood General Plan.



MAYWOOD GENERAL PLAN

Open Space Element



SECTION 4

OPEN SPACE ELEMENT

4.1 INTRODUCTION

4.1.1 SCOPE OF ELEMENT

The state requires every general plan to have an open space element (Section 65302(e)). The open space element must include an inventory of private and public open space. In addition, the open space element must identify goals and policies for managing these open space areas, and specific measures to implement them as defined in the general plan.

The purpose of the open space element is to guide and set a policy framework for the existing and future open space uses within the City of Maywood. Open space is intended to encourage and contribute to economic, social and physical health, safety, and welfare of the city's residents. Open space should provide a variety of amenities by adding aesthetic relief to developed areas in addition to providing areas for active and passive recreation.

4.1.2 ISSUES

The city is completely urbanized with little open space remaining in the city. Recognizing that open space in the city is a premium, the community has emphasized the need to preserve existing open space used for recreation and to expand open space opportunities where this is feasible. The open space element and the policies contained herein are sensitive to the following issues:

- There are no large undeveloped parcels of land remaining in the city that could be used for groundwater recharge, wildlife reserves, or new park development.
- Existing parks in the city include Maywood City Park and Pixley Park which have a combined land area of 5.8 acres. The three elementary schools do have recreational facilities that are used by school children after hours under supervision.
- The city would need over 61 acres of park land to meet nationally recognized standards that evaluate needed park area for a given population.

4.2 GOALS AND POLICIES

4.2.1 ISSUE: OPEN SPACE RESOURCES

The following goal recognizes the importance of open space resources in an urban environment. A major goal in ensuring that open space is available is so residents and visitors are provided an opportunity to participate in outdoor recreation in the city. Open space does not only refer to recreational opportunities but aesthetic enhancement of the community as well. The following policies focus on the provision of new parks in the city, improving the appearance of roadways with landscaped parkways and medians, and emphasizing landscaping and open space in new commercial and industrial developments.

GOAL 1: Continue to provide open space to improve the quality of the environment.

Policies

- 1.1 Develop mini parks, where appropriate, on land acquired or donated to the city.
- 1.2 Improve the city image by planting and maintaining street trees.
- 1.3 Require tree planting and landscaping in all commercial areas, including restaurants, and in industrial parking areas on a ratio of one 16-gallon size tree or greater for every 10 parking spaces or one tree for each 20 parking spaces for a continuous double row of parking.
- 1.4 All commercial street perimeters shall have minimum 5-foot wide planting borders, planted with trees not over 40 feet apart, with low shrub and ground cover. All will have automatic irrigation system. All will be a minimum of 2 percent of total land area of property.
- 1.5 All median strips, islands, etc., shall be landscaped.
- 1.6 Develop a park of adequate size on the central to west end of the city providing recreational facilities with adequate off-street parking.
- 1.7 All new residential development shall have permanent landscaping in the front setback area, and at entry side of buildings, and must include a 15-gallon size tree at the minimum.

4.2.2 ISSUE: LANDSCAPING STANDARDS

The following goal and supporting policies respond to the community's desire to improve the appearance of the city. The policies following this goal are specific measures directed to new development establishing landscape standards.

GOAL 2: Provide open space to meet the specific needs of the citizens of the City of Maywood.

Policies

- 2.1 Require all developers to landscape all frontages and interior courts, open spaces, and boundary areas with appropriate trees and landscaping.
- 2.2 Enforce maintenance of existing landscaping plantings in commercial and industrial development.

4.3 OPEN SPACE PLAN

Parks and recreational facilities, in general, provide relief from the harsh urban environment and enhance the livability of a city. The preceding goals and policies recognize the importance of open space and establish the policy framework to guide existing and future park services and facilities. This section of the open space element establishes open space and park development standards and long-range strategies for the development of new parks in Maywood.

4.3.1 PARK STANDARDS

The National Recreation and Parks Association (NPRA) has prepared a classification system that has categorized parks by location, spatial requirements, and facilities. The following park standards contained in this element are specific to the City of Maywood and apply to both existing and future park land.

Miniparks. Miniparks are small parks under 1 acre in size and generally designed to serve preschool aged children. The service area is generally less than one-quarter mile in radius. Pixley Park is the only existing park in this category in the City of Maywood.

Neighborhood Parks. Neighborhood parks are designed to promote active recreation at the neighborhood level and include a variety of facilities, including playground equipment, picnic areas, open courts, and athletic fields. Neighborhood park area standards establish a minimum land area of 5 acres. This type of park will have a service area of one-quarter to one-half mile. Maywood City Park is included in this category.

School Playgrounds. This category recognizes the important role schools have and will continue to have in providing recreational facilities for local youth.

4.3.2 SITE SELECTION FOR NEW PARKS

A major issue of the open space element concerns the availability of open space and park land for residents of the city. It is difficult to anticipate future costs of parkland acquisition and development. Costs may vary widely depending upon the site location, type of facility, size of the proposed project, as well as the availability of financial resources to purchase land and construct improvements.

In order to ensure that city residents now, and in the future, are provided with sufficient park land to meet recreational needs, the city has established a standard to acquire parcels of land, when they are available, for construction of miniparks in the parkland development zones. It is also the intent of the open space plan to encourage the continuation of the shared use of school sites for recreational purposes and to expand services and facilities, as needed, at the existing parks.

The City of Maywood is a mature urban city with limited opportunities for open space expansion. The city has identified areas of the community in need of park facilities and has included these areas in parkland development zones indicated in Exhibit 4-1. The intent of the zones is to indicate areas where land is to be acquired and developed for park and recreational use in the future.

The parkland development zone serves as an overlay zone in a fashion similar to a floating zone in some zoning ordinances. This designation functions as a floating zone in that it does not specify a particular location, parcel, or property on the zoning map for the prescribed use. Instead, it indicates a general area or district in which a future park development will occur at some point during the lifespan of the General Plan.

The goals and policies of this element recommend that parks of sufficient size be located in the two areas of the city. The area west of Atlantic Boulevard and north of Slauson Avenue has been identified as a park development overlay zone so that a minipark can be located somewhere in this area sometime during the planning period. The area south of Slauson and east of Atlantic Boulevard has also been selected as a parkland development zone.

4.3.3 OPEN SPACE STANDARDS

The goals and supporting policies of this General Plan establish a policy framework that relates to open space and landscaping in the city. Table 4-1 indicates the policies and the elements in which they are located that relate to open space and/or landscaping.

A number of open space policies are quite specific concerning the landscaping and open space requirements that will apply to development in the city. These standards are summarized in Table 4-2 and the corresponding implementing policy is identified.

TABLE 4-1
OPEN SPACE LANDSCAPING POLICY MATRIX

<u>Element/Policy</u>	<u>Parks</u>	<u>Open Space</u>	<u>Landscape</u>	<u>Measure</u>
Land Use: 3.4	x			New park development
Land Use: 5.3		x		Develop and implement landscape standards
Land Use: 6.8		x		Landscape required in industrial development
Land Use: 7.6	x			Expand recreational facilities in west and central Maywood
Open Space: 1.1	x			Develop mini parks
Open Space: 1.2		x		Plant and maintain street trees
Open Space: 1.3		x		Landscape requirement in commercial areas
Open Space: 1.4		x		Street tree standards
Open Space: 1.5		x		Median landscaping
Open Space: 1.6	x			New park development
Open Space: 1.7		x		Landscape requirements for residential
Open Space: 2.1		x		Landscape standards
Open Space: 2.2		x		Landscape requirements for commercial
Conservation: 1.1		x		Require landscaping
Conservation: 3.3		x		Require drought resistant landscaping

Source: Michael Brandman Associates, 1989.

TABLE 4-2
LANDSCAPING STANDARDS

<u>General Plan Policy</u>	<u>Use</u>	<u>Standard</u>
Open Space: 1.3	Industrial and commercial landscaping	Landscaping in parking areas: One 16-gal tree per 10 parking spaces or one 16-gallon tree per 20 parking spaces in a continuous double row
Open Space: 1.4	Industrial and commercial landscaping	All street perimeters must have: minimum 5-foot wide planting borders; trees must not be over 40 feet apart; low shrub and groundcover must be provided; automatic irrigation system must be provided; and landscaped area must be a minimum of 2 percent of the total land area
Open Space: 1.7	Residential landscaping	Permanent landscaping must be provided in front setback area and at entry side of structure; landscaping must include at least a 15-gallon sized tree
Open Space: 2.1	All development	All frontages, interior courts, open space areas, and boundary areas must be landscaped
Open Space: 2.2	Commercial and industrial development	All existing landscaped areas must be maintained
Conservation: 3.3	Commercial and industrial development	Drought-resistant trees and landscaping required

Source: Michael Brandman Associates, 1989.

Public Safety Element Background Report

MAYWOOD GENERAL PLAN

OPEN SPACE ELEMENT BACKGROUND REPORT

4.4 INTRODUCTION

This section of the City of Maywood General Plan Background Report serves as the technical appendix to the Open Space Element. State law requires that open space elements focus on land used for natural resource preservation, scenic areas, open space used for groundwater recharge and watershed protection, agricultural land, wilderness areas set aside for habitat protection, and open space used for recreation. Only the latter category of open space applies to the City of Maywood since the city is completely urban in character.

The following issues and trends related to open space apply to the city:

- There are no remaining parcels of land in the city which serve to protect watersheds, provide habitats for wildlife, or are used for agricultural purposes. The amount of open space remaining in Maywood is limited because the city is entirely developed. As a result, there are no large, undeveloped areas or parcels remaining of the city.
- Open space in the city used for public recreation is limited to the two existing parks (Maywood City Park and Pixley Park). Maywood City Park consists of 5.5 acres and Pixley Park has an area of 0.3 acre.
- Aside from the two parks located in Maywood, the only other primary sources of recreational open space are provided by the local schools. Loma Vista, Fishburn, and Heliotrope Elementary schools have approximately 7.25 acres of playground area, though these are paved.
- The city would need over 61 acres of parkland to meet commonly used open space standards established by the National Recreation and Parks Association. These standards may not be applicable to urbanized areas similar to Maywood. However, the city's residents would clearly benefit from new park development and/or recreational opportunities.

4.5 PARKS AND RECREATION

4.5.1 DESCRIPTION OF EXISTING FACILITIES

The City of Maywood Parks and Recreation Department operates Maywood City Park and Pixley Park. The combined area of the two parks is 5.8 acres.

Maywood City Park. This park consists of 5.5 acres and is located on the eastern portion of the city. The facilities located in this park include a baseball diamond softball field, picnic facilities, playground equipment, and a recreational building. Park-sponsored programs and community activities are available at the community building. A wide range of activities include scout meetings, craft classes, and senior citizen gatherings.

Pixley Park. This small park, located in the western portion of the city, has an area of approximately 0.3 acre. This park serves the immediate neighborhood and includes playground equipment for small children with swings, slides, a merry-go-round, and climbers. Summer park activity programs are also conducted at this park. Picnic and barbecue facilities are available.

In addition to the two parks, the three public elementary schools in Maywood have playgrounds that are available to the community when school is not in session. Playgrounds are open after school until dark during the winter, and until 6 p.m. during other months.

The usable open space available at the two parks and these elementary school playgrounds are summarized in Table 4-3

TABLE 4-3
RECREATIONAL LAND USES

<u>Parks</u>	<u>Acreage</u>
Maywood City Park and Community Center	5.5
Pixley Park	0.3
Total Parks	<u>5.8</u>
<u>School Playgrounds</u>	
Loma Vista Elementary	0.75
Fishburn Elementary	0.50
Heliotrope Elementary	0.50
Total School Playgrounds	<u>1.75</u>
Grand Total	<u>7.55</u>

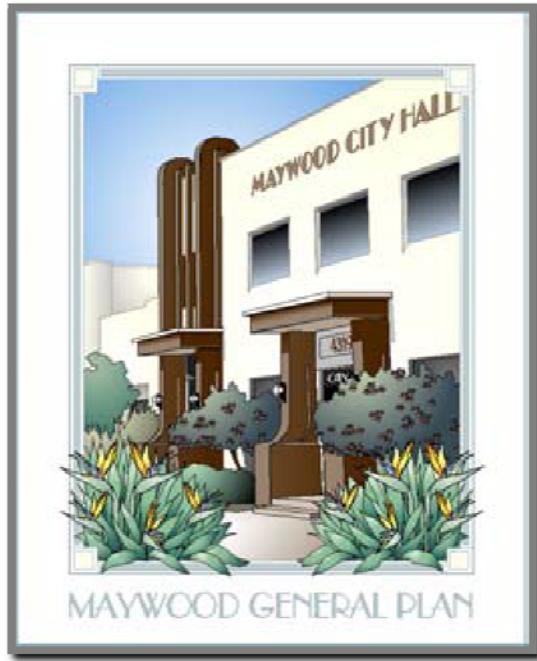
Source: City of Maywood Parks and Recreation Department, 1988.

The National Parks and Recreation Association (NRPA) established standards indicating the amount of recreational open space that should be available for any given population. These standards indicate that at least 2.5 acres of parkland should be provided for every 1,000 persons living in a city. According to this criteria, Maywood would need approximately 61.5 acres of parkland to meet the recreation needs of the 24,600 persons living in the city. The city is deficient by at least 56 acres in the required acreage that would enable the city to meet the NRP open space standards.

The City of Maywood will not be able to achieve the NRPA open space standards since there are limited opportunities for new park development. Open space is at a premium and the few vacant parcels that do exist in the city are too small or too expensive to develop as larger parks. Furthermore, it is unlikely that land presently occupied by structures would be converted to parks. Such a conversion would be very expensive due to costs associated with land acquisition and demolition of existing structures, in addition to the expense of actually developing the park.

Another factor that needs to be considered is the location of the two existing city parks in relation to the neighborhoods where the parks are located. The larger of the two parks, Maywood City Park, is located in the northeastern quadrant of the city while the smaller Pixley Park is located in the western portion of the city. The one-half mile service area radius of Maywood City Park covers over half of the city. Virtually all of Maywood is located within 1 mile of the park so that most of the residents are relatively close to the larger park.

There are few available recreation facilities located near the city and all of these are neighborhood and community parks located in adjacent jurisdictions. These include Corona Park in Huntington Park and Al Treder Park in the City of Bell.



MAYWOOD GENERAL PLAN

Conservation Element



SECTION 5

CONSERVATION ELEMENT

5.1 INTRODUCTION

5.1.1 SCOPE OF ELEMENT

The state requires every local general plan to have a conservation element (Section 65302(d)) that focuses on the protection and maintenance of the state's natural resources and prevents their wasteful exploitation and destruction.

The conservation element also must include an analysis of the natural environment. Maywood's natural resources are limited and as a result, there is little to conserve. This is attributed to the growth of the city which altered the natural setting from an open grassland area to a built urban environment.

5.1.2 ISSUES

Maywood is primarily a residential community with most of its land zoned for multiple-family detached units. The city is completely urbanized, except for scattered vacant lots. In addition, Maywood is surrounded by other incorporated cities that are urbanized to the same degree as Maywood.

The vegetation and wildlife species that exist in Maywood are for the most part supported by people. The groundwater is utilized by people for urban uses. The air is contaminated by transportation and industrial emissions, both within and outside the city limits.

As a city within the larger Los Angeles metropolitan region, the focus of this element is Maywood's role in this region as an active participant in dealing with regional issues, such as water and air quality. The goals and policies stated in this element refer to the city's commitment to conserving the resources that have been impacted by urbanization.

In addition to addressing natural resources, this element discusses the city's cultural resources that have been identified in the background report of this document. Since

little is known about the prehistory of the area due to the extent of urbanization that has taken place, cultural resources focus on the historical development of Maywood.

5.2 GOALS AND POLICIES

5.2.1 ISSUE: PRESERVING NATURAL RESOURCES

The natural environment of Maywood has been altered by urbanization. The following goal requests that a balance between the natural and urban environment be created to prevent further deterioration of both environments. To accomplish this task, the policies following the goal require more vegetation to be planted that not only provide sources of clean air but provide habitats for small wildlife species. These policies also require air pollution control.

GOAL 1: Provide a sensitive integration of natural and urban environments.

Policies

- 1.1 Require landscaping and vegetative cover for its own value and for its value as wildlife habitat.
- 1.2 Require the lowest pollutant emissions from the city's own vehicle pool and equipment used for government purposes.

5.2.2 ISSUE: REGIONAL COOPERATION IMPROVING THE ENVIRONMENT

The following goal and subsequent policies pertain to the city's role in the region by actively participating and adhering to programs established by regional agencies.

GOAL 2: Promote cooperation between the city and other agencies and local governments to improve the environment.

Policies

- 2.1 Continue cooperation and coordination between jurisdictions pertaining to regional environmental quality.
- 2.2 Support all actions and/or programs that will result in the development of a comprehensive regional mass transit system.

5.2.3 ISSUE: IMPROVING AIR AND WATER QUALITY IN THE REGION

The following goal recognizes that the only way to ensure that natural resources, such as air and water, are preserved in the future is through established supervision. The following policies also establish criteria for better air and water quality through conservation methods.

GOAL 3: Provide for the proper management of natural resources both in the city and region are so that they may be protected for the benefit of present and future residents.

Policies

- 3.1 Develop and enforce local criteria of air and water quality so that the city may reduce its share of these regional problems.
- 3.2 Promote a water conservation program so the city may reduce its share of regional water consumption.
- 3.3 Require drought resistant trees and plants for all new landscaping for commercial and industrial development.
- 3.4 Encourage water conservation in residential, commercial, and industrial developments through the use of water saving irrigation systems.

5.3 NATURAL RESOURCES PROGRAM

The natural resources plan addresses three issue areas: air quality, water resources, and plant and wildlife resources.

5.3.1 AIR QUALITY

Maywood is located in the South Coast Air Basin (SCAB), and is regulated by the South Coast Air Quality Management District (SCAQMD). The conservation element goals and policies require the city to continue working with the SCAQMD to enforce regional air quality plans and policies. The SCAQMD has been responsible for regulating pollutant emissions in the SCAB and has adopted an Air Quality Management Plan (AQMP) pursuant to the requirements of the Federal Clean Air Act.

The plan, titled "Long-Range Strategies for Improving Air Quality," has established regulatory programs designed to reduce pollutant emissions from stationary sources (industry and commercial businesses) and mobile sources (cars, trucks, construction vehicles, etc.).

New industries establishing businesses in the city will have to comply with the AQMP and will need to install new pollution control devices, as well as comply with strict emission restrictions. Cleaner burning fuels, such as natural gas and methanol, are encouraged by the plan. Maywood can ensure that industries comply with SCAQMD requirements through business license issuance process.

A significant proportion of pollutant emissions in the basin are emitted by motor vehicles. The SCAQMD recommends a reduction in the total miles traveled that will reduce the level of pollutants emitted in the air. The AQMP recommends several options to be used to reduce the level of vehicle emissions. These options include the use of public transportation, the establishment of transportation management systems, and staggered work hours.

5.3.2 WATER RESOURCES

Maywood relies on three water companies that depend on groundwater resources for supply. The conservation element goals and policies recommend a water conservation program to reduce water consumption in the city. This program will require new landscaping standards set by the city that include drought resistant trees and plants for all new landscaping projects. The city may, also, encourage water-saving irrigation systems. The city will cooperate with other regional water conservation programs to the greatest extent possible.

5.3.3 VEGETATION AND WILDLIFE RESOURCES

The native landscape of Maywood, as noted before, has been radically altered by urbanization. What was once California prairie grassland has been paved, built upon, and planted with ornamental trees, shrubs, and grasses. The native wildlife population has been substantially reduced as a result of the urbanization as well. Most species have either migrated to other regions of southern California, or have been exterminated.

The goals and policies of this element pertaining to vegetation and wildlife establish new standards for landscaping or street median, parkways, and new development. This provides more vegetation in the city and hence habitat for small wildlife species which are commonly found in urbanized areas.

5.4 CULTURAL RESOURCES PROGRAM

The background report (Section 5) identifies four structures in the city that have some historic significance to the community. These include Loma Vista School, the Primasing Home, Maywood Post Office, and Maywood City Hall. The city may wish to designate these structures as being historically significant to the community, either locally or through the State Office of Historic Preservation. In addition, the city may request the assistance of interested community volunteers or students in conducting a citywide historic survey.

Conservation Element Background Report

MAYWOOD GENERAL PLAN

CONSERVATION ELEMENT BACKGROUND REPORT

5.5 INTRODUCTION

The State of California requires every city and county to take steps to protect and preserve natural and cultural resources within the community. While the state's natural resources continue to dwindle, its population continues to grow at a phenomenal rate; consequently, resource demand increases.

Natural resources available in Maywood are limited due to the mature urban environment. This background report will concentrate on describing remaining natural and cultural resources. The city's cultural resources include sites important in the city's historic development. The discussion on natural resources will focus on air and water quality, as well as energy and resource conservation. The following are considered in this report:

- The native natural environment of the city has been virtually replaced by urban development.
- Water bearing sediments underlie the city and serve as a principal source of water. Efforts need to be taken to ensure that this resource is not contaminated or depleted.
- The city's air quality is generally low, as is the quality of the rest of the South Coast Air Basin airshed. The SCAQMD and SCAG intend to implement a strategy through which clean air standards will be met by the year 2010.
- Native vegetation and wildlife have been supplanted by other species of plants and animals introduced and maintained by humans, and include species commonly found in an urban setting.
- The region has a long history of human occupation; the remaining cultural resources are limited to a number of historic buildings and sites located in the community.

5.6 DESCRIPTION OF NATURAL RESOURCES

The description of natural resources will focus on those resources that remain in the city that may be impacted by man's activities both within the city and in the surrounding region. The remaining natural resources important to the city include air, water, and plant life.

5.6.1 AIR QUALITY

Regional Air Quality

The South Coast Air Basin of California, which includes Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties, experiences some of the worst air quality in the United States. Although federal law required all areas of the nation to meet all air quality standards set to protect public health by December 31, 1987, peak readings in the basin in 1987 were three times the standard for ozone, twice the standard for carbon monoxide and 80 percent of the standard for fine particulates. Nitrogen dioxide levels were exceeded only in Los Angeles County and nowhere else in the nation.

Climate and topography affect the basin's air quality. During the summer months, a warm air mass frequently descends over the basin, inhibiting the dispersion of pollutants. Weak summer breezes also slow dispersal, allowing pollutant concentrations to build up. Strong sunlight, needed for the photochemical process which produces ozone, is also abundant in summer. Inversion layers also occur in winter, resulting in high concentrations of nitrogen dioxide and carbon monoxide. Sunlight is not sufficiently intense in winter to produce high levels of ozone. Rainfall is infrequent in summer and is usually limited to occasional storm systems in winter, most often from December through February.

Primary responsibility for monitoring and controlling pollution in the basin resides with the South Coast Air Quality Management District (SCAQMD). The California Air Resources Board (CARB) is responsible for regulating motor vehicle emissions, and both the CARB and EPA have some oversight authority over the SCAQMD.

Air Quality in Maywood

Due to its location within the center of Los Angeles County, Maywood shares many of the air quality problems associated with the urbanized core of the South Coast Air Basin. Emissions from industrial sources and from automobiles account for most of the region's air pollution. Cities that are downwind of coastal industrial sources and which are within the densely populated, heavily travelled central core of the Los

Angeles Metropolitan basin experience higher levels of pollution than do cities along the coast. Although cities farther inland have higher levels of ozone, these cities do not experience levels of automobile-related primary pollutants, principally nitrogen dioxide and carbon monoxide, as high as those in the central core cities.

The SCAQMD monitors air quality at 29 stations in the basin. The closest station to Maywood is in Lynwood. The maximum readings for the years 1983-1987 are shown on Table 5-1, and the number of days air quality standards were exceeded during this period are shown on Table 5-2

TABLE 5-1
MAXIMUM READING FOR 1983-1987
LYNWOOD STATION

Pollutant Standard	Maximum Reading For Each Year				
	1983	1984	1985	1986	1987
Ozone Maximum 1 hr (ppm)	0.23	0.27	0.21	0.20	0.24
Carbon Monoxide Maximum 1 hr (ppm)	24	29	33	27	26
Nitrogen Dioxide Maximum 1 hr (ppm)	0.27	0.27	0.31	0.26	0.26
Sulfur Dioxide Maximum 1 hr (ppm)	0.06	0.07	0.06	0.13	0.06
Particulates Maximum 24 hr (ug/m ³)	232	199	290	262	221

Source: South Coast Air Quality Management District, Air Quality Data, 1983-1987.

TABLE 5-2
ANNUAL SUMMARY OF AIR QUALITY STANDARDS VIOLATIONS
LYNWOOD STATION

<u>Pollutant Standard</u>	<u>Number of Days Standards Exceeded</u>				
	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
Ozone					
1 hr \geq 0.10 ppm (state)	57	49	41	46	24
1 hr \geq 0.12 ppm (federal)	27	22	16	16	11
Carbon Monoxide					
1 hr \geq 20 ppm (state)	5	11	12	11	10
8 hr \geq 9.5 ppm (federal)	31	51	36	41	40
Nitrogen Dioxide					
1 hr \geq 0.25 ppm (state)	1	2	1	3	1
Sulfur Dioxide					
24 hr \geq 0.05 ppm (state)	0	0	0	0	0
Suspended Particulates (PM10) 150 ug/m ³ (fed.)	NM	NM	NM	NM	NM

Source: South Coast Air Quality Management District, Air Quality Data. 1983 through 1987.

Air Quality Management Plan

The Southern California Association of Governments and the SCAQMD have been designated to prepare plans that set forth a strategy to attain federal and state air quality standards consistent with federal law (1977 Clean Air Act Amendments) and state law (Lewis-Presley Air Quality Management Act). The agencies developed plans in 1979 and 1982, but were unable to demonstrate compliance by the 1987 federal deadline. In 1988 a federal court disallowed the 1982 Air Quality Management Plan (AQMP) for the South Coast Basin because it did not meet this deadline requirement.

The two agencies have prepared a plan revision that would meet the standards in 20 years. At present, the federal deadline is still 1987. However, in 1988, congress considered, but did not adopt, a Clear Air Act Revision which would have extended the deadline by 20 years for severely impacted areas. The California Legislature in

1988 adopted a state Clean Air Act (SB 2598) which mandates an annual 5 percent reduction in emissions for the region.

Other state legislation (SB 151-1987) gave the SCAQMD broad new authority to regulate indirect sources of emissions--sources that do not directly emit pollutants themselves but which attract vehicular sources of emissions.

AQMP Conformity Requirements

The federal Clean Air Act specifies that all federal actions are required to conform to the local AQMP, and prohibits the local metropolitan planning organization from approving any federal actions that do not conform. The Act specifically empowers the EPA Administrator to withhold, condition, or restrict grants for wastewater treatment facilities that may contribute directly or indirectly to an increase in emissions of any pollutants that would continue or cause a violation of the national air quality standards. In 1981, the EPA published criteria requiring that transportation plans, programs, and projects also conform with the AQMP.

The 1979 and 1982 AQMP asked local governments to participate in a number of activities, such as energy conservation, street light synchronization, and voluntary transportation management. City actions were considered to be in conformity if they were within the growth forecasts in the AQMP and consistent with actions agreed to by the local jurisdiction.

The 1988 AQMP would extend conformity demonstration to all projects considered to be of regional significance regarding review by SCAQMD. Conformity would be demonstrated through showing consistency with the adopted AQMP job/housing balance forecast for the subregion and demonstrating that feasible land use, transportation, and energy conservation mitigation measures were incorporated.

Air Quality Elements

Although air quality elements are not required as part of a general plan, the boards of both the SCAQMD and the Bay Area AQMD in Northern California have requested that cities and counties within their jurisdictional areas prepare air quality elements. These elements would be directed at reducing local sources of emissions

that result from automobile use, energy consumption, and use of polluting materials in homes, offices, and other workplaces. The elements would set forth local strategies to reduce traffic congestion, promote energy efficiency, and establish design standards that result in fewer trips and lowered usage of polluting materials, such as certain types of architectural coatings.

The 1988 AQMP revision calls for each city and county within the South Coast Air Basin to develop and adopt an air quality element by July 1, 1990 that would:

- Restrict local parking (suggested methods include: increasing parking fees, eliminating on-street parking, restricting parking in residential zones, establishing park and ride lots, etc.)
- Restrict parking at special event centers
- Restrict truck deliveries
- Establish programs to implement the job/housing balance goals of the AQMP
- Establish energy conservation programs
- Establish a program of telecommunications strategies

5.6.2 WATER QUALITY

Three separate water companies supply water to city residences and businesses: Maywood Water Company Number 1, Maywood Water Company Number 2, and Maywood Water Company Number 3.

The three mutual water companies rely on groundwater resources to supply the city's water demands. Analysis of groundwater levels in the area by the State Department of Water Resources shows that the elevation of the groundwater averages 65 feet below sea level and that the average distance between the surface of the ground and the surface of the water is 230 feet. The water is hard, averaging 400 milligrams of total dissolved solids per liter. The public health standards for water used for domestic and municipal purposes have long defined the permitted level of total dissolved solids as 1,000 milligrams/liter and the recommended level as 500 miligrams.

Maywood's water supply meets the recommended standard for water quality by a safe margin. Analysis of the groundwater for pesticides has detected no presence of chlorinated pesticides in the water.

The quality of water available from local groundwater basins is a critical component of the region's overall water supply picture. Groundwater currently provides about 33 percent of the region's water supply, and is used for both agricultural irrigation and for urban consumption. Groundwater basins around the region, including the one supplying Maywood, are being threatened by continuing overdraft, increasing levels of salinity and mineralization, and, most recently, by contamination by hazardous substances.

Efficient use of existing water supplies through water conservation is an inherent component of all of the above water issues. Water conservation measures contribute to the availability of water through reduction of demand. Full realization of potential conservation activities would be particularly beneficial during drought periods. In addition, all medium to large urban water suppliers were to have prepared, by December 31, 1985, Urban Water Management Plans that consider water conservation.

5.6.3 VEGETATION AND WILDLIFE

The impacts of urbanization have greatly affected the Maywood environment. Today, Maywood is completely urbanized except for scattered vacant lots and some parkland open space. Over the years, the Maywood area has changed from being an open grasslands environment with a variety of vegetation and wildlife species, to an environment completely dominated by man. Many species of wildlife have either migrated to another area or have simply disappeared from the local ecosystem. Urbanization has limited the variety of wildlife and vegetation to those species that have either adapted to life with man and are somewhat dependent on him, or simply tolerate man, while also taking advantage of man's agriculture and gardens.

Maywood does, however, have a variety of flora and fauna that enhance the city's environment considerably. The vegetation growing in the city may be thought of in four categories: (1) the interstitial forest consisting of trees growing between buildings and streets; (2) parks and green zones; (3) gardens of ornamental and food

plants; and (4) lawns or interstitial grassland. In the mid 1970s, the street tree population numbered approximately 2,580. There are about 50 more trees in Maywood City Park.

Additional trees grow on private property. The predominant species include carobs, camphors, carolina cherries, jacorandas, ashes, crepe myrtles, and evergreen elms.

The wildlife that lives in the relatively small habitats usually found in an urban area, such as Maywood. These species that have adapted to life with humans and are at least partly dependent on them for food and cover, or tolerate humans and occasionally take advantage of their agriculture and gardens. The most common types of urban wildlife in Maywood include a wide variety of rodents, birds, amphibians, insects, and domestic dogs and cats.

5.7 CULTURAL RESOURCES

The city is located in an area that may have been visited by prehistoric peoples from time to time. While little is known about the local prehistory, the city's proximity to the Los Angeles River makes it likely that such visits did occur. Maywood is located in an area close to a transition zone between the Chumash and Gabrielino peoples who occupied the region at the time of European contact.

While prehistoric sites or artifacts could be discovered in the course of construction activities in the city, it is likely that any archaeological site on the surface would have been destroyed during past urbanization. For this reason, the cultural resources especially important to local residents include schools, the library, and significant historic structures.

5.7.1 SCHOOLS

Primary education for Maywood students is provided by three elementary schools located in the city. For secondary education, Maywood students attend a junior high school in Huntington Park and a high school located in Bell. Los Angeles Unified School District administers all the elementary, junior high, and senior high schools. Table 5-3 summarizes the enrollment characteristics for those schools which serve Maywood residents.

TABLE 5-3
PRIMARY AND SECONDARY EDUCATIONAL FACILITIES

<u>School Location</u>	<u>1988-89 Enrollment</u>	<u>Capacity</u>	<u>Grade Level</u>
Loma Vista Elementary 3629 E. 58th Street	1,586	1,586	K-5
Fishburn Elementary 5701 Fishburn	1,162	1,180	K-5
Heliotrope Elementary 5911 Woodlawn	1,272	1,285	K-5
Nimitz Junior High 6021 Carmelita Huntington Park	3,677	3,663	6-8
Bell High School 4328 Bell Avenue Bell	3,825	3,600	9-12

All of the above schools bus children out of the school service area to relieve overcrowding.

Source: Los Angeles Unified School District

5.7.2 LIBRARY

The City of Maywood is served by a single library facility located adjacent to City Hall on Slauson Avenue. This library is staffed and operated by the County of Los Angeles.

5.7.3 HISTORIC SITES

The area in which Maywood is located was historically Indian land that was passed to the Spanish Crown in 1781. For the next century, the area remained largely undeveloped.

By 1917, the area was part of a 2,300 acre ranch that was owned by a land development corporation. The ranch was used primarily to grow produce sold to markets in Los Angeles. The ranch was eventually subdivided to develop a

community that selected the name Maywood. According to historical records, the name derived from a young woman who worked for the corporation. Christening of the town took place on May 4, 1919.

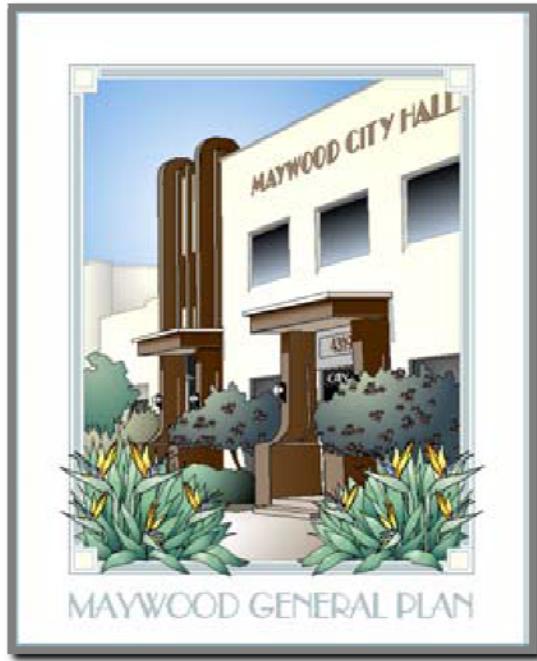
Shortly after the establishment of the town, the first elementary school, called Washington (later renamed Loma Vista), was built in 1920. The other two schools were built soon after Loma Vista. The first structure in Maywood was a house at the corner of Slauson and Everett that was built in 1913. A number of other important historic structures and sites are indicated in Table 5-4

TABLE 5-4
HISTORIC SITES IN MAYWOOD

<u>Historic Site/Structure</u>	<u>Description</u>
Loma Vista School	Maywood's first school (originally called Washington) built in 1920
Primasing Home	First home in Maywood, built in 1913
Maywood Post Office	Constructed in 1938
Maywood City Hall	Constructed in 1938

Source: Michael Brandman Associates, 1988.

Maywood was incorporated on September 2, 1924. One year after incorporation, a group of disenchanted citizens set out to disincorporate Maywood. The issue was put to a vote and the City of Maywood survived.



MAYWOOD GENERAL PLAN

Noise Element



SECTION 7

NOISE ELEMENT

7.1 INTRODUCTION

7.1.1 SCOPE OF ELEMENT

The state requirements governing noise elements are the most specific in terms of required content and the methods used in the analysis and preparation. Noise elements must contain a thorough analysis of the existing noise environment and project future noise levels based on buildup. Finally, the goals and policies contained in the noise element are concerned with protecting residents from noise that might affect their health and welfare.

This noise element includes a comprehensive program for including noise control and related concerns in the planning process. This element will be used by planners to achieve and maintain land use compatibility with environmental noise levels. The noise element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that Maywood residents will be protected from excessive noise intrusion. In addition, the noise element requires the consideration of any possible adverse impacts related to noise in future decision-making concerning future development. For this reason, the goals and policies in the noise element must be considered when implementing policies outlined in the land use element.

The noise element follows the recently revised state guidelines in the State Government Code Section 65302.1(f) and Section 46050.1 of the Health and Safety Code. Government Code, Section 65302.1(f) states that a noise element should be prepared according to guidelines established by the Office of Noise Control in the State Department of Health Services. The government code further requires that the noise element contain an analysis and quantification "to the extent practicable," of existing and projected noise levels for the following:

- Highways and freeways.
- Primary arterials and major local streets.
- Passenger and freight on-line railroad operations and ground rapid transit systems.
- Commercial, general aviation, helicopter, and military airport operations; aircraft overflights; jet engine test stands; and all other ground facilities and maintenance functions related to airport operation.

- Local industrial plants, including, but not limited to, railroad classification yards.
- Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

In addition, the government code, as amended January 1, 1986, provides some specific direction in the preparation of noise elements. Section 65302.1(f) states:

"Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs 1 to 6, inclusive.

"The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

"The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guidelines for compliance with the state's noise insulation standards."

7.1.2 ISSUES

A number of major issues related to noise in the city are identified in the background report and are the focus of noise mitigation policy and programs:

- The major mobile noise sources include vehicles operating on the two major arterials that serve the city: Atlantic Boulevard and Slauson Avenue. Noise levels along these streets are much greater during daytime hours due to the number of trucks that use these roadways.
- The Long Beach Freeway at its closest point to the city (1/4 mile) is elevated and contributes to ambient noise levels in the city.
- Residential areas located near Atlantic and Slauson avenues and near the industrial areas are exposed to traffic noise that exceeds 60 dBA in many areas.
- In those areas where industrial operations are located in close proximity to homes, there is a potential for noise impacts from machinery, work activities, and truck traffic.

7.2 GOALS AND POLICIES

7.2.1 ISSUE: NOISE CONTROL

The city has established one general goal for the noise element that is directed toward protecting the public from excessive and offensive noises. The policies reinforce the city's noise ordinance as the main implementation measure of the noise element goal. The city also encourages Caltrans to build sound walls to help reduce excessive noise levels from vehicles on the nearby freeway.

GOAL 1: Prohibit any unnecessary, excessive, offensive noises, or increase in noise levels over acceptable levels, which are detrimental to the public health and welfare.

Policies

- 1.1** Implement criteria and guidelines established in this noise element for use in setting standards for the control and abatement of noise emission, transmission, and exposure as set forth in the noise element.
- 1.2** Control any sounds which exceed community accepted levels at their source through enforcement.
- 1.3** Provide assistance to all persons, groups, or organizations engaged in developing and implementing noise abatement procedures and/or programs.
- 1.4** Prevent any increase in acceptable ambient levels of sound in the residential areas of the community by implementing local noise standards.
- 1.5** Where appropriate, require sound attenuation walls to separate commercial and industrial uses from noise-sensitive land uses, such as schools and homes.
- 1.6** Encourage Caltrans to build a sound wall along the Long Beach Freeway.
- 1.7** Control the following noise sources through increased enforcement: (1) excessive amplification of stereo and radios; (2) car alarms; (3) autobody and other similar fabrication; (4) some industrial activities related to residential areas. This problem shall be controlled by local authority.

7.3

NOISE MITIGATION PROGRAM

The primary source of noise in Maywood are the two main arterial roadways, Slauson Avenue and Atlantic Boulevard, that traverse the city. Another noise source for Maywood is the I-710 (Long Beach Freeway) located northeast of the city.

The roadway and freeway traffic noise represents relatively steady constant noise sources. Another noise source is train traffic which presents periodic sources of noise for Maywood. In addition, there are short-term irritant noise generated by loud playing stereos, the operation of motorized garden equipment, and shrill sounds of a school yard full of school children.

There are local and state laws established to regulate noise sources. The Maywood Noise Ordinance is used to mitigate and protect residents from excessive noise. The California State Government has established noise insulation standards to protect multiple-family residential dwelling units from excessive and unnecessary noise.

7.3.1 NOISE AND LAND USE COMPATIBILITY STANDARDS

It has been established in this noise element the goal to protect the residents from excessive or irritating noise. The impacts from noise can be decreased through regulatory noise controls, and land use planning. These standards are used to create a more healthful environment for residents.

Several federal and state agencies have developed guidelines relative to land use and noise. These agencies include the Environmental Protection Agency, Federal Highway Administration, Department of Housing and Urban Development, American National Standards Institute, and the State of California.

These agencies standards are based upon cumulative noise criteria, such as the Community Equivalent Level (CNEL) and Day-Night Average (Ldn). These guidelines represent weighted averages of twenty-four 1-hour Leq measurements, with decibel weights assigned to the evening, night, and early morning hours.

In 1976, the California Department of Health established noise element guidelines that contained a recommended noise/land use compatibility matrix. The matrix, Exhibit 7-1, outlines acceptable levels of noise for different land uses. The matrix is a good guide for noise responsive land use planning. These standards displayed in the matrix for conditionally acceptable uses are relevant to Maywood.

7.3.2 PROGRAM IMPLEMENTATION

The primary mechanism used to implement noise policy will be the noise ordinance. The ordinance gives the city the authority to regulate noise at its source and, thereby, protect

noise sensitive land uses.

Having an established land use pattern prevents the city from using wide scale land use planning as a tool to minimize noise impacts. However, there are other noise reduction strategies that can be used to achieve acceptable noise environments for existing and new developments.

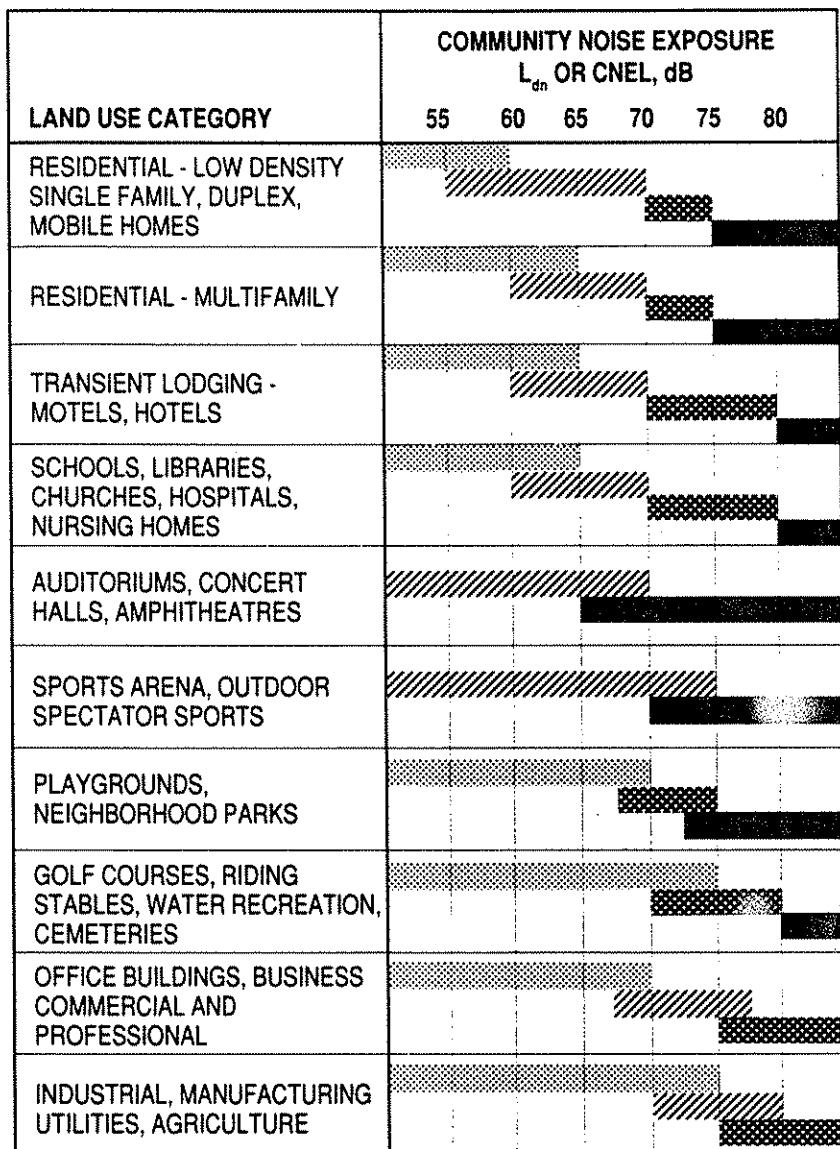
Noise reduction barriers can be constructed between noise sensitive land uses, such as residential development and incompatible land uses. For example, noise reduction barriers can reduce the exposure of residential neighborhoods to industrial noise; thus reducing the noise impact on adjacent residential developments.

The city can require new residential development to use new construction techniques and materials to achieve state standards for interior ambient noise levels. Also, the city can encourage Caltrans to install sound walls along the 1-710 Freeway near Maywood to reduce the noise generated by freeway traffic.

7.3.3 IMPLICATIONS FOR LAND USE

As discussed, the primary sources of noise in Maywood are Atlantic Boulevard and Slauson Avenue, as well as the 1-710 Freeway. These noise sources impact the land uses located along these transportation routes. Residential development will contain noise sensitive uses that include senior housing. This type of use will not be a great contributor to greater noise but will be sensitive due to the type of users, as well as potential locations along Atlantic Boulevard and Slauson Avenue.

Increased traffic anticipated for Slauson Avenue and Atlantic Boulevard will result in increased noise levels along these roadway segments. Noise levels are projected to increase by 0.67 dB CNEL along Atlantic Boulevard and by 1.09 dB CNEL along Slauson Avenue. This projected increase in noise is not expected to be discernible by residents in the area. Table 7-1 indicates the distance from the roadway centerline to the noise level contours depicted in Exhibit 7-2. New development located in areas subject to high noise levels should implement mitigation measures to reduce interior noise to acceptable levels (see Exhibit 7-1).



LEGEND



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn} . Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn} .

residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act,

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or L_{dn} . This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Source: California Department of Health, Guidelines for the Preparation and Content of Noise Elements of The General Plan, February, 1976

Noise Compatibility Maywood General Plan



Michael Brandman Associates

Exhibit 7-1

TABLE 7-1
FUTURE ROADWAY NOISE LEVELS

Distance (in feet) to CNEL From Roadway Centerline^a

<u>Roadway</u>	<u>70 CNEL</u>	<u>65 CNEL</u>	<u>60 CNEL</u>	<u>55 CNEL</u>	<u>CNEL at 50 Feet^b</u>
Atlantic	61.3	180.1	564.8	1,784.3	69.07
Slauson	61.2	179.6	563.2	1,779.4	69.05

a Noise model does not consider any barriers or obstructions to the noise path.
b CNEL measured in feet from centerline to near travel lane.

Note: Computer worksheets calculating noise levels are included in Appendix B of the EIR.

Source: Michael Brandman Associates, Inc., 1989.

Noise Element Background Report

MAYWOOD GENERAL PLAN

NOISE ELEMENT BACKGROUND REPORT

7.4

INTRODUCTION

Maywood residents are exposed to a wide range of noise levels that are common to such an environment. Major mobile noise sources in the city include automobiles, trucks, and trains. Much of this traffic noise comes from the two major arterials that traverse the city. Automobile and truck noise from the nearby Long Beach Freeway is also apparent in the city. Noise from trains also affects those areas located along the northern, western, and eastern margins of the city. In addition, stationary noise sources within Maywood also generate noise that affects noise-sensitive uses located nearby. These stationary noise sources include a wide range of recreational, commercial, and business activities.

A number of major issues related to noise in the city are identified in this Background Report:

- The major mobile noise sources include vehicles operating on the two major arterials that serve the city: Atlantic Boulevard and Slauson Avenue. Noise levels along these streets are much greater during daytime hours due to the number of trucks that use these roadways.
- The Long Beach Freeway at its closest point to the city (1/4 mile) is elevated and contributes to ambient noise levels in the city.
- Residential areas located near Atlantic Boulevard and Slauson Avenue and near the industrial area are exposed to traffic noise that exceeds 60 dBA in many areas.
- In those areas where industrial operations are located in close proximity to homes, there is a potential for noise impacts from machinery, work activities, and truck traffic.

7.5

CHARACTERISTICS OF SOUND

Before the existing noise environment can be described, there are a number of terms that need to be explained. In addition, there are a number of methods used to evaluate the loudness of a particular noise. The most commonly used units for measuring the level of noise are decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL).

A decibel is a unit used for measuring the intensity of sound. A scale of 0 to 140 is used in which zero represents the lowest sound that can be heard by humans and 140 is the rupture point of the eardrum. The Leq measure represents the average of the sound level energy for a 1-hour period and employs an A-weighted decibel correction which corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 1-hour Leq measurements. The average noise levels for the late evening and early morning hours (the period between 10 p.m. and 7 a.m.) are weighted 10 decibels.

Intermittent or occasional noise, such as noise associated with stationary noise sources, is not of sufficient volume to exceed community noise standards, based on a time averaged scale such as the CNEL scale. The Percent-Noise Level (L percent) method is used to characterize and evaluate intermittent noise. This method gauges the percentage of time that intermittent noise exceeds the average decibel level during the measurement period.

Noise ordinances are typically specified in terms of the percent noise levels. These ordinances are designed to protect people from non-transportation-related noise sources such as music, machinery, and traffic on private property. Noise ordinances do not apply to motor vehicle noise on public streets or other transportation-related noise sources that are preempted by the state or federal governments.

7.5.1

NOISE AND LAND USE COMPATIBILITY

Noise/land use guidelines have been produced by a number of state and federal agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute, and the State of California. These guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as Leq, Ldn, or CNEL.

- **Environmental Protection Agency (EPA)**. In March 1974, the EPA published a very important document entitled "Information on Levels of Environmental Noise Required to Protect Public Health and Welfare with an Adequate Margin of Safety" (EPA 550/9-74-004). According to this publication 55 LDN is described on the required level with an adequate margin of safety for areas with outdoor uses including residences and recreational areas. The EPA "levels document" does not contribute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without

consideration for economic cost for achieving these levels.

- **Federal Highway Administration (FHWA).** The FHWA has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open can achieve 10 dB noise reduction with windows closed.
- **State of California.** The state requires every city and county to adopt noise elements as part of their general plans. Such noise elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements and the General Plan," (Office of Noise Control, California Department of Health, February 1976).

7.6

ANALYSIS OF EXISTING NOISE ENVIRONMENT

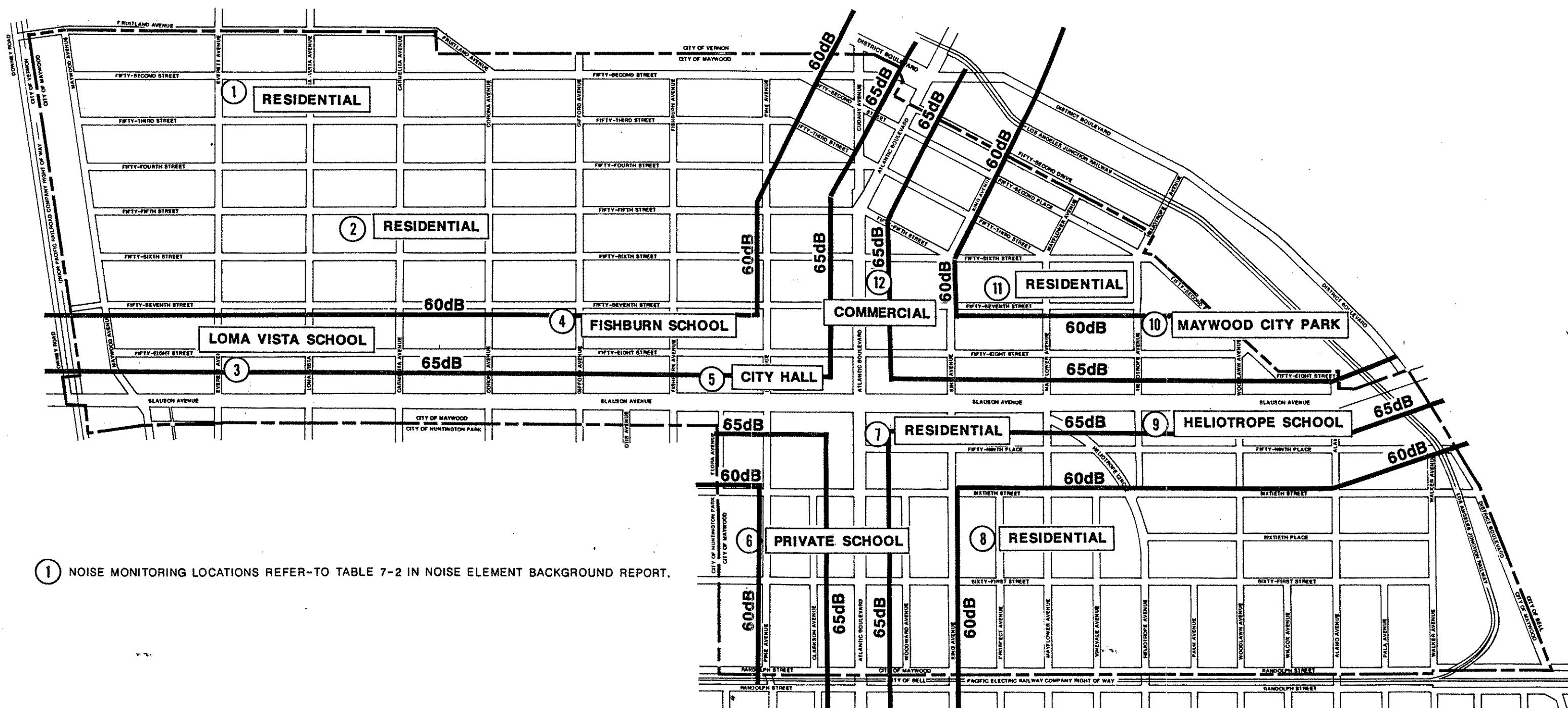
This general plan considers a wide range of land use and development types as noise sensitive. Noise sensitive land uses include residences, both single- and multi-family, schools, medical facilities, and certain types of businesses that use precision equipment that could be impacted by excessive noise and vibration.

7.6.1

RESULTS OF NOISE SURVEY

A noise study was conducted by Michael Brandman Associates, Inc. (MBA) in December 1988, to document the existing noise environment in the city. This analysis consisted of three primary tasks: (1) identification of noise sensitive land uses such as schools; (2) measuring noise levels at selected locations in the city; and (3) computerized modeling of ambient traffic noise levels along major roadways in the city.

The noise measurement program was conducted in December 1988 at 12 locations throughout the city. The results are depicted in Table 7-2. Each site was monitored for a minimum of 15 minutes. The locations are indicated in Exhibit 7-3. The quantities measured were the CEQ and the L percent. L percent is a method used to characterize ambient noise. For example, L90 is the noise level exceeded 90 percent, L50 is the level exceeded 50 percent, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels.



Existing Noise Environment
Maywood General Plan



Michael Brandman Associates



North



0 250 500 FEET

Exhibit 7-3

TABLE 7-2
NOISE MEASUREMENT SURVEY RESULTS

	<u>Location</u>	<u>LEQ</u>	<u>LMAX</u>	<u>L10</u>	<u>L50</u>	<u>L90</u>
1.	Southeast corner of Everett and 52nd Street	58.0	83.0	62.5	51.5	470
2.	Between Loma Vista and Carmelita on 55th Street	49.0	77.5	62.0	50.0	440
3.	Southeast corner of Everett and 58th Street	44.0	74.5	61.5	52.5	480
4.	Southwest corner of Gifford and 57th Street	46.5	72.5	62.0	55.0	515
5.	4319 Slauson (Maywood City Hall) northside between Fishburn and Pine	74.0	94.5	77.0	69.0	610
6.	6019 Pine (west side) between 69th and 61st Streets	54.0	81.5	64.5	52.0	465
7.	Eastside of Atlantic between Slauson and 59th Place	66.5	87.5	73.5	68.0	640
8.	6035 Prospect (west side) between 60th and 61st Streets	74.5	56.5	49.5	46.5	
9.	Heliotrope School - southeast corner of Heliotrope and Slauson	71.5	86.5	77.0	69.0	605
10.	Maywood Park, 57th and Heliotrope northside of Heliotrope	47.5	74.0	59.0	54.0	575
11.	Northside of 57th Street 4637 East 57th Street between King and Mayflower	41.0	71.0	53.5	46.5	445
12.	Atlantic and 56th Street east of mid-block	67.0	84.0	74.5	69.0	620

Source: Michael Brandman Associates, 1988.

In general, commercial land uses predominate along both Atlantic Boulevard and Slauson Avenue; however, a few residential homes and apartments are located along Slauson Avenue. The noise survey table indicates that the noise measurement sites on these major streets contained Leq readings above 65 dB.

For residential land uses, the noise level of 65 dB is generally used by a number of federal agencies as the dividing line between acceptable and unacceptable noise environment. For many noise sensitive land uses, such as schools, churches, hospitals, etc., 65 dB is also used as the dividing line between acceptable and unacceptable noise environment. The residents located along Slauson Avenue are exposed to noise levels greater than the acceptable noise environment. Noise measurement sites located within residential areas contained Leq calculations lower than 65 dB.

Two of the three public elementary school sites contained Leq measurements lower than 65 dB. These schools, Fishburn Elementary and Loma Vista Elementary, are located within residential neighborhoods away from the major roadways. Heliotrope Elementary School, however, is located along Slauson Avenue and is exposed to a high Leq measurement of 75 dB. The three private elementary schools are all located in residential neighborhoods with acceptable noise levels.

Pinecrest Convalescent Hospital located on Pine Avenue between 60th Street and 61st Street is another noise-sensitive location. This site contained an Leq measurement of 54 dB, which is an acceptable noise level.

7.6.2 ROADWAY NOISE STUDY

The dominant noise source in Maywood is roadway traffic from Atlantic Boulevard (north-south street) and Slauson Avenue (east/west street). Additional noise sources include adjacent rail lines that surround the city along the western, southern, eastern, and northeastern sections of the city. The I-710 (the Long Beach Freeway) located to the northeast and east of the city in close proximity, is also a noise source for Maywood.

Noise levels along Atlantic Boulevard and Slauson Avenue are affected by a number of traffic characteristics. These factors include the average daily traffic, the percentage of trucks, vehicle speed, the time distribution of traffic, and the gradient of the road. Both Atlantic Boulevard and Slauson Avenue contain a significant volume of truck traffic traveling through the city. This is due in part to the intense industrial uses located in neighboring jurisdictions. Additionally, these roadways provide direct access for the industries to the I-710 Freeway and the I-5 (the Santa Ana Freeway) in Commerce.

Existing traffic noise along the major roadways was calculated using the Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD-77-108), December 1978. This model was modified to general CNEL values. Model input data was derived from the traffic consultant and field observations, which included average daily traffic levels,

day/night percentages of autos, medium and heavy trucks, vehicle speeds, ground attenuation factors, and roadway widths.

The distances from existing roadway centerlines to the 55, 60, 65, and 70 dB CNEL contour lines and the CNEL at 50 feet from the centerline of the near travel lane are provided in Table 7-3 and depicted in Exhibit 7-3. The noise contour distances describe worst-case conditions since they do not take into account any obstructions to the noise path (i.e., walls, buildings, etc.). The roadways that were analyzed include Slauson Avenue, Atlantic Boulevard, Maywood Avenue, Fruitland Avenue, and Randolph Street.

TABLE 7-3
EXISTING ROADWAY NOISE LEVELS

Distance (in Feet) to CNEL From
Roadway Centerline^a

<u>Roadway Segment</u>	<u>70 CNEL</u>	<u>65 CNEL</u>	<u>60 CNEL</u>	<u>55 CNEL</u>	<u>CNEL at 50 Feet^b</u>
Atlantic Boulevard	0.0	154.8	484.3	1,529.6	68.40
Slauson Avenue	0.0	140.3	437.8	1,382.6	67.96

a Does not consider any obstructions to the noise path.

b CNEL measured in feet from centerline of near travel lane.

Note: Computer worksheets calculating noise levels are included in Appendix B of the EIR.

Source: Michael Brandman Associates, 1989.