

land use classifications

residential land uses

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

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

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

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

low-density residential

character and intent

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

uses

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



Traditional single-family living



Low-Density Residential allows duplex/triplexes



Low-density townhomes

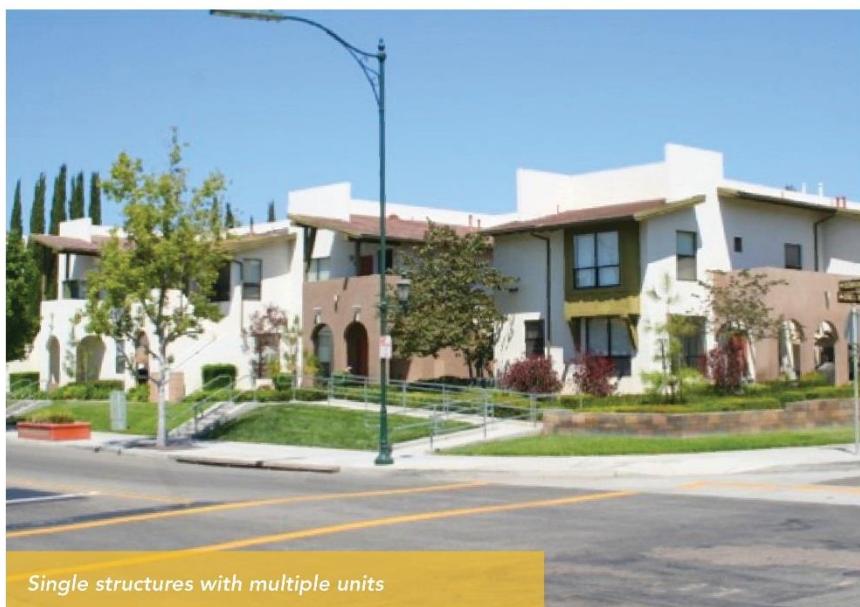
medium-density residential

character and intent

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

uses

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



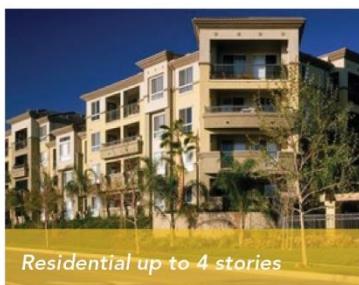
high-density residential

Character and Intent

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

Uses

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



nonresidential and mixed land uses

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

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

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

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

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

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

Table LU-3: General Development Standards, Mixed Use

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

Notes:

*Up to two additional floors with the provision of community benefits and City Council approval

**Up to one additional floor with the provision of community benefits and City Council approval

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

neighborhood commercial

characteristics and intent

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

uses

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



light industrial

character and intent

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

uses

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



innovative industrial

character and intent

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

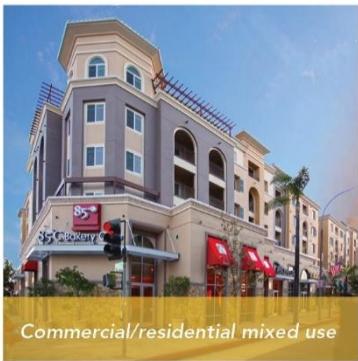
Live/work arrangements allow for residents to operate their art studio or small, sole-proprietor businesses in small-scale units below or in front of their attached housing accommodation. Uses such as brew pubs, coffee roasters, and small-scale restaurants to serve the area's residents are permitted.

uses

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

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

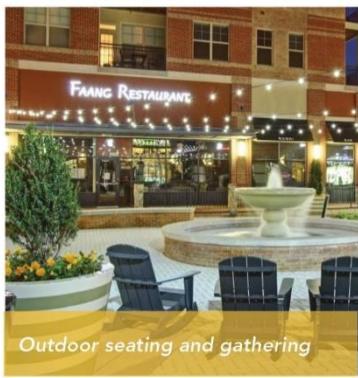




mixed use-commercial

character and intent

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



uses

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



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

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

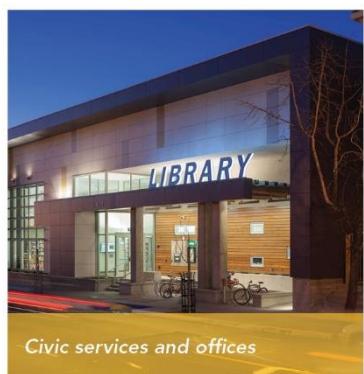
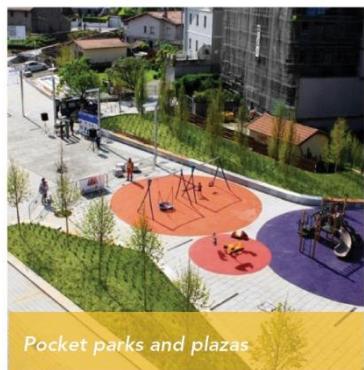
mixed use-civic

character and intent

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

uses

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



entertainment

character and intent

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

uses

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



implications of urban form and land use policy

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

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

Table LU 4: Capacity for Development

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

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

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

goals and policies

GOAL LUE-1:

Complete, integrated, and defined neighborhoods, corridors, and districts

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

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

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



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

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



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



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

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



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



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

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

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



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

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

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

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

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

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

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

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



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

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

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



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

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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Policy LUE 5.8:

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

GOAL LUE-6: Enhanced character in neighborhoods



Policy LUE 6.1:

Ensure neighborhoods are "complete" neighborhoods by integrating schools, childcare centers, community centers, infrastructure, green spaces and parks, and other public amenities into each neighborhood.

Policy LUE 6.2:

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

Policy LUE 6.3:

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

Policy LUE 6.4:

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

Policy LUE 6.5:

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

Policy LUE 6.6:

Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures.



Policy LUE 6.7:

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

GOAL LUE-7: A modernized and adaptable industrial center prepared to react quickly to technological evolution**Policy LUE 7.1:**

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

**Policy LUE 7.2:**

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

Policy LUE 7.3:

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

**Policy LUE 7.4:**

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

**Policy LUE 7.5:**

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

Policy LUE 7.6:

Update land use regulations to allow adaptive reuse of industrial properties.

GOAL LUE-8: Land use strategies that facilitate economic empowerment through business development and homeownership opportunities**Policy LUE 8.1:**

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

**Policy LUE 8.2:**

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

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Policy LUE 8.3:

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

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



Policy LUE 9.1:

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



Policy LUE 9.2:

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



Policy LUE 9.3:

Support the creation of community gardens and community farmers' markets throughout the City.



Policy LUE 9.4

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

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



Policy LUE 10.1:

Develop and standardize a green building program.



Policy LUE 10.2:

Consult with organizations, neighborhoods, developers, and businesses to offer green building educational programs.



Policy LUE 10.3:

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

Policy LUE 10.4:

Ensure, to the extent feasible and as applicable to the urban context and consistent with other goals and

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

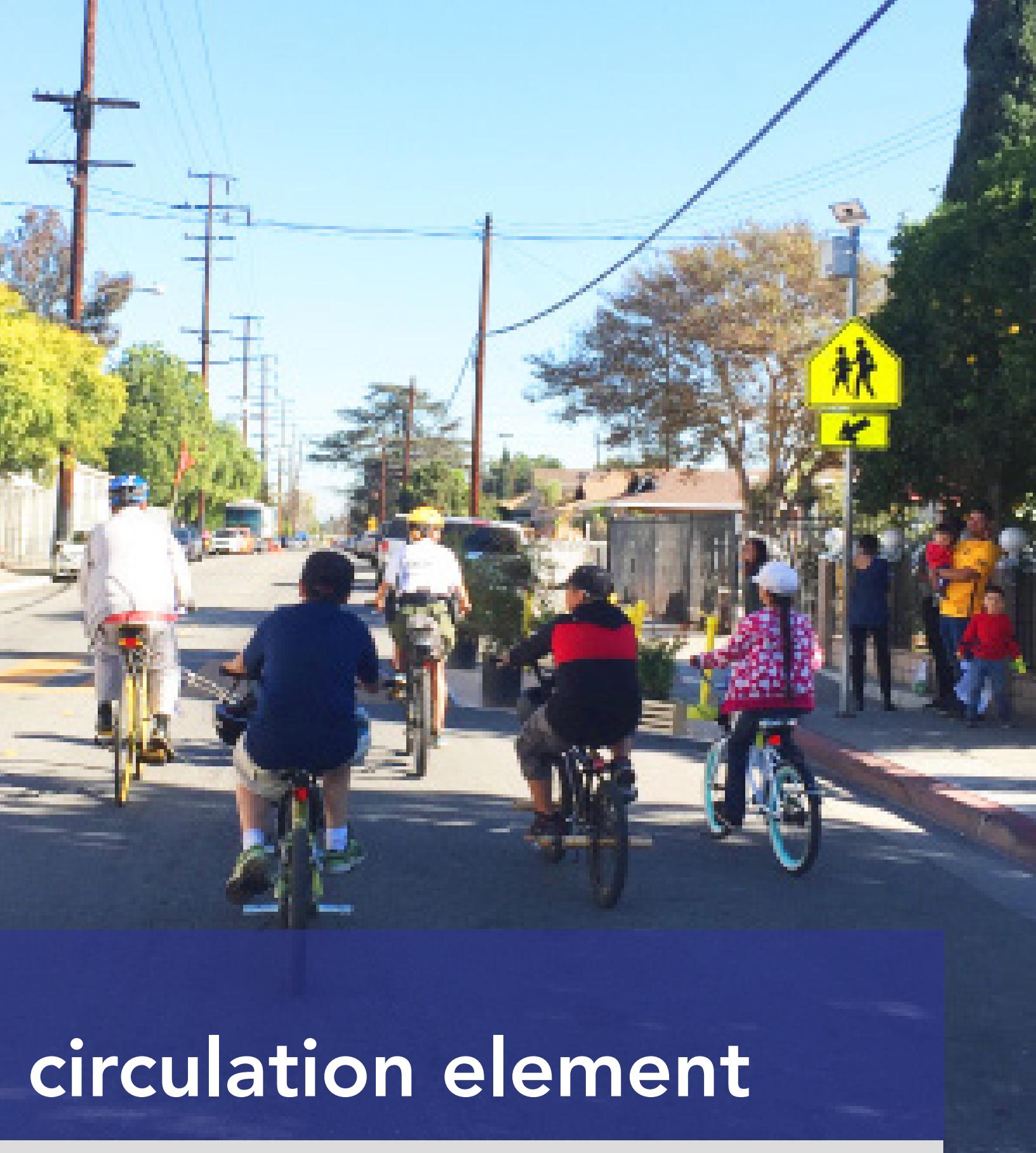


Policy LUE 10.5: Seek energy demand reductions in residential buildings and large industrial and commercial buildings, where reductions by a single user could have a large effect.



Light industrial renovation





circulation element

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introduction

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

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

roadway performance terminology

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

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

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

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

CIRCULATION ELEMENT

Table CE-1: Level of Service Descriptions

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

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

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

¹ California Government Code Sections 65088.1 and 65088.4

baseline issues

roadway system

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

parking

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

bicycle and pedestrian facilities

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

CIRCULATION ELEMENT



Exhibit CE-1:
BASELINE STREETS AND RAIL
CIRCULATION SYSTEM

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

public transportation system

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

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

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

Source: Los Angeles County Metropolitan Transportation Authority, June 2017

freight

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

implications

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



key circulation concepts

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

transportation demand management (TDM)

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

CIRCULATION ELEMENT

streetscape improvements

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



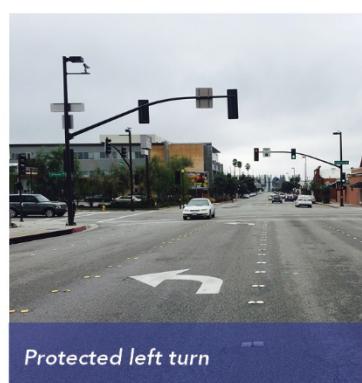
- **Transit amenities** - Provide additional amenities such as bus shelters, seating, shade trees, trash receptacles, and transit information at key bus stops throughout Cudahy but prioritized along Atlantic Avenue.
- **Wayfinding** - Refers to information systems (signs, maps, graphics) that guide people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

complete street treatments

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

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

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



CIRCULATION ELEMENT

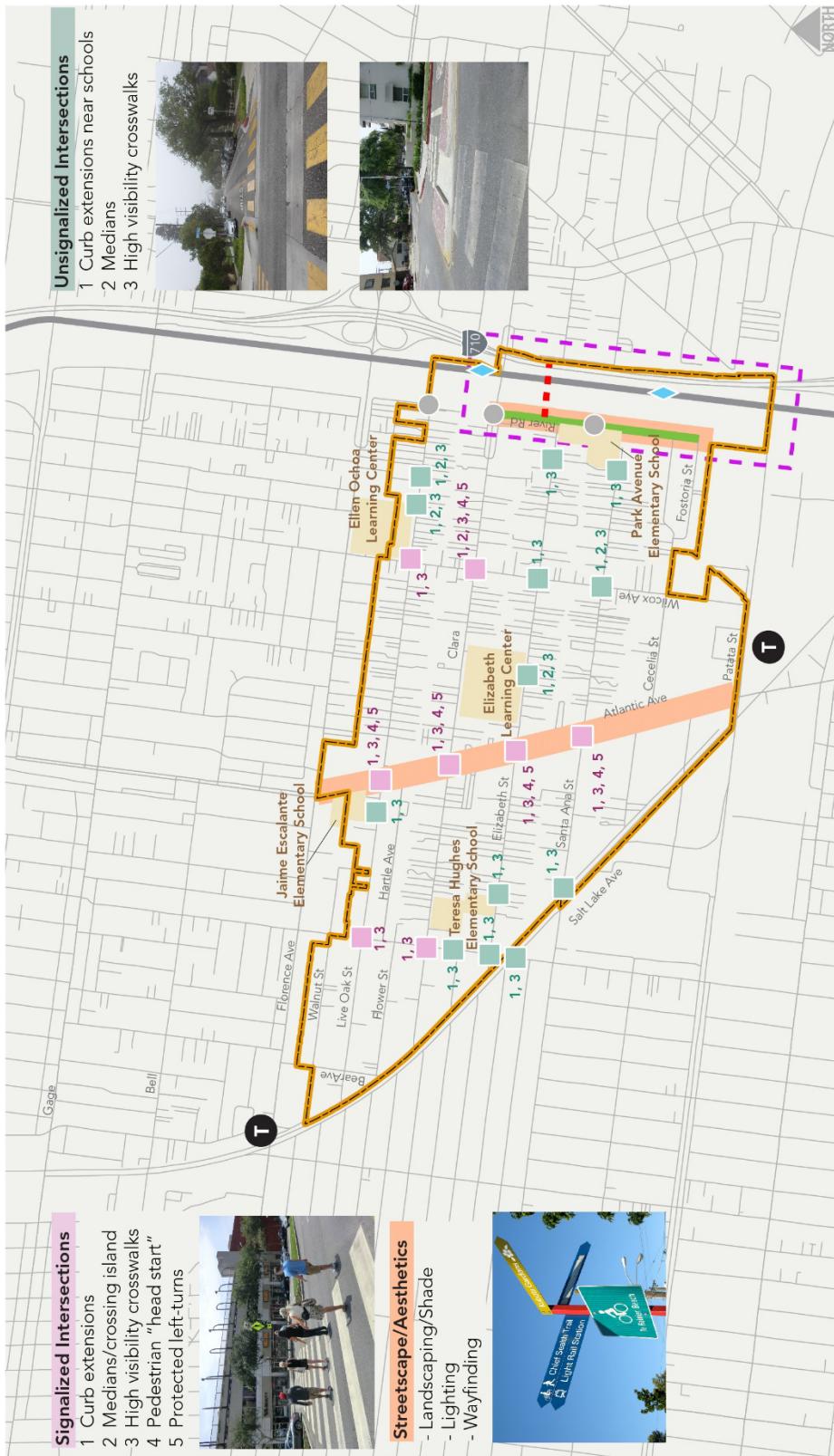


Exhibit CE-2:
STREETSCAPE AND
INTERSECTION IMPROVEMENTS

river road repurposing/green

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

new bicycle facilities

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

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

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

Class I - Bicycle Paths

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

Class I bicycle paths are planned as follows:

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

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Class I: Off road, paved

Class II - Bicycle Lanes

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

Class II bicycle lanes are planned as follows:

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

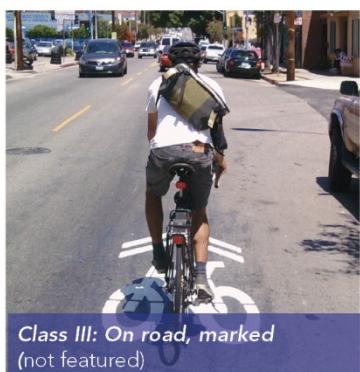


Class II: On road, striped, signed

Class IV - Protected Bicycle Lanes

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

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

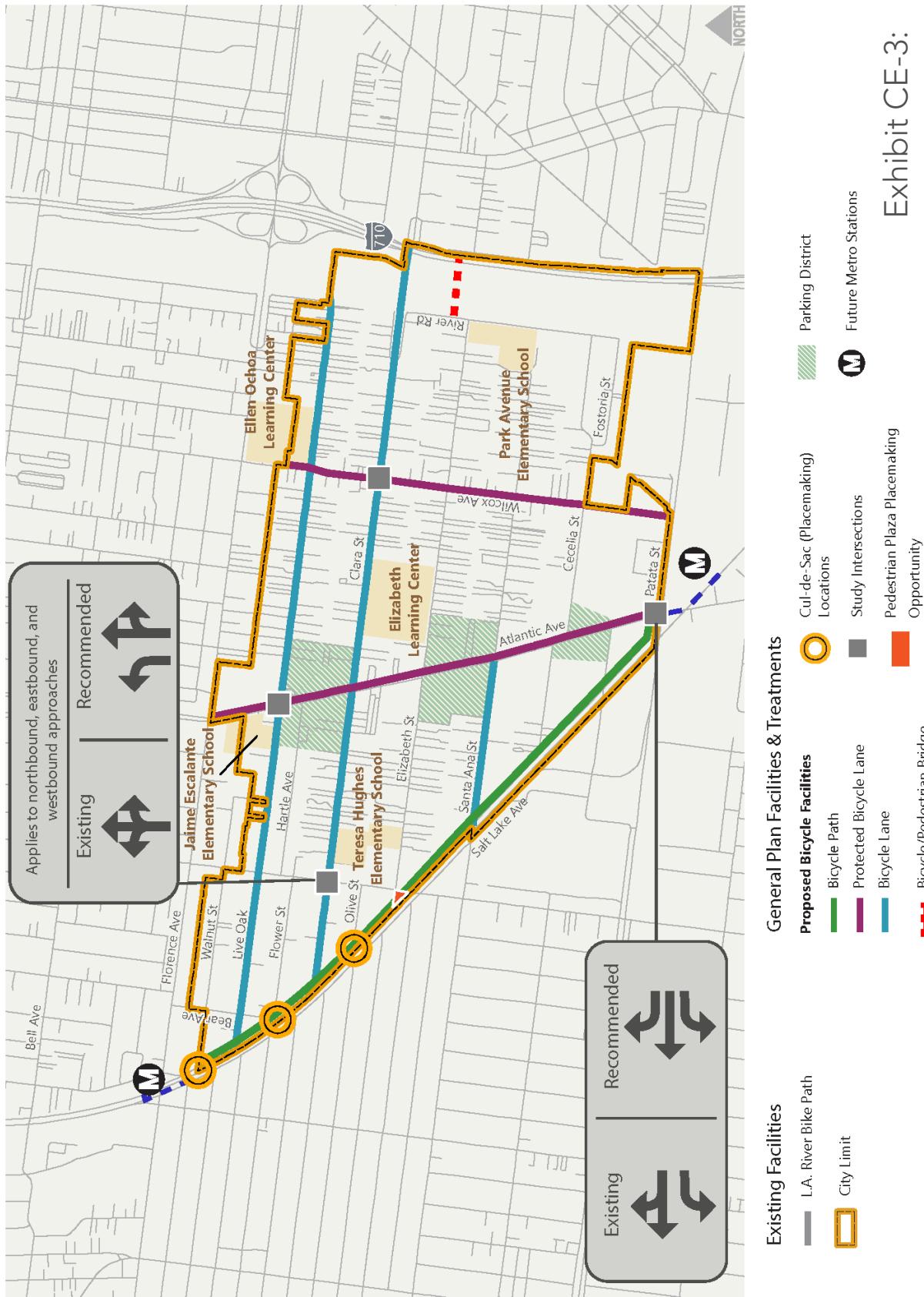


Class III: On road, marked
(not featured)



Class IV: Protected

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parking districts

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



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

intersection improvements



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



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

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

salt lake avenue cul-de-sacs

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

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

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

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

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



Bollards for road closure



Play space in cul-de-sacs



Road closed for cul-de-sac with seating

otis avenue pocket park

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



sb 743 compliance

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

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

goals and policies

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



Policy CE 1.1:

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

Policy CE 1.2:

Ensure vehicular traffic demand generated by new development is balanced with roadway system functionality.



Policy CE 1.3:

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



Policy CE 1.4:

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



Policy CE 1.5:

Encourage carpools/vanpools and telecommuting by implementing citywide Transportation Demand Management policies.

Policy CE 1.6:

Identify and monitor high-collision road segments and intersections to prioritize countermeasures.



Policy CE 1.7:

Ensure city streets meet American with Disabilities Act (ADA) requirements.

Policy CE 1.8:

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

GOAL CE-2:

Improved mobility and safety through roadway, bicycle, and pedestrian facilities enhancements and increased public transit connectivity



Policy CE 2.1: Create, adopt, and implement a Bicycle Master Plan.



Policy CE 2.2: Improve vehicular, pedestrian, and bicyclist traffic flow and safety near schools to fulfill goals in the *Safe Routes to School* plan.



Policy CE 2.3: Evaluate and assess street system performance on an ongoing basis.



Policy CE 2.4: Increase the visibility and quality of public transit stops throughout Cudahy, making public transit use comfortable, accessible, and practical for users of all ages and abilities.



Policy CE 2.5: Require bicycle parking in new and significantly remodeled public and private developments.

GOAL CE-3:

Comprehensive multi-modal transportation routes and facilities that are highly used



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



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



Policy CE 3.3: Encourage the construction and the operation of a regional rail system (Metro Eco-Rapid Transit) and the development of nearby stations in South Gate and Bell.



Policy CE 3.4: Promote and increase access to and availability of fixed route buses by enhancing transit stops and collaborating with Metro on future bus route evaluations.

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Policy CE 3.5:

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



Policy CE 3.6:

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

Policy CE 3.7:

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

GOAL CE-4:

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



Policy CE 4.1:

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

Policy CE 4.2:

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

Policy CE 4.3:

Require parking lots and structures to be designed to:

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

Policy CE 4.4:

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

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to upgrade the facilities to the established design standards.

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

