

Sustainable & Stable Slauson Plan (SSSP)



T.R.U.S.T.
SOUTH LA

TENEMOS QUE RECLAMAR Y UNIDOS SALVAR LA TIERRA

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EXECUTIVE SUMMARY

TRUST South LA is a Community Land Trust serving to create and preserve affordable housing for the low-income residents of South Los Angeles, promoting an elevated quality of life for the community. The Sustainable Stable Slauson plan highlights over a decade long history of community building.

Founded in 2005, T.R.U.S.T. South LA – *Tenemos que Reclamar y Unidos Salvar la Tierra* - South LA – is a community-controlled land trust established as a democratic and permanent steward of land to ensure that the land will never be subject to speculative real estate activities, industrial practices that compromise health, or slum housing practices. As one of the poorest communities in Los Angeles, overwhelmingly Black and Brown South LA residents depend on biking, walking and public transportation to get to jobs, school, everyday errands, and to greater opportunity. T.R.U.S.T. leads transportation and recreation work in South LA because better streets are essential to greenhouse gas reduction, public health, safety, economic opportunity, stopping displacement and to bring diverse residents together for community-serving infrastructure investment in South Los Angeles.

T.R.U.S.T. South LA's Sustainable and Stable Slauson Plan (SSSP) advances a community vision for environmental transformation of South Central LA by leveraging incoming housing, open space, and transportation investments. The plan focuses on a 2-square mile neighborhood bounded by 110 Freeway on the west, 54th Street on the north, Metro's Blue Line on the east, and Gage on the south. Slauson Avenue is at the peak of major investments, gentrification, and potential displacement. With much attention on Metro's Rail to River project, a 6 mile bike and pedestrian path, and LA River's revitalization initiatives, it is important that T.R.U.S.T.'s Community Land Trust is positioned as a permanent anti-displacement solution.

Our work is anchored to our Community Land Trust Work and our innovative Slauson & Wall Village development which efforts seek to combine community control, housing affordability in perpetuity, and be connected to multimodal transit option and other sustainability features to address climate change impacts in South LA --- i.e. parks and multibenefit water projects. T.R.U.S.T.'s community work has neighborhood scaled impacts for the community in stabilizing very low- to low income residents by providing a pathway to homeownership through a democratic process.

EXECUTIVE SUMMARY

Vision

The Sustainable & Stable Slauson Plan envisions community led climate justice and sustainable development anchored on anti-displacement, community building, and leadership development of local South LA residents.

The Sustainable and Stable Slauson Plan is a community driven planning document meant to highlight a community vision anchored on anti-displacement and environmental justice strategies to ensure residents live in South Central LA through future investment and gentrification. The plan's goals highlight Green Zones and Climate Justice Strategies through resident informed green infrastructure with multiple benefits for the community. It identifies issues and opportunities of land uses, mobility and active transportation, as well as housing affordability. The document memorializes a resident driven vision and serves as a blueprint for future community development. We also highlight our partnerships as a model for coalition building to achieve authentic and meaningful community engagement for climate justice.

T.R.U.S.T. South LA leverages existing relationships in social justice coalitions to steer our community engagement process and create popular education tools for our participatory planning efforts. In this process, we established a relationship with Global Green to complement and support the proposed strategies with a LEED Neighborhood Development Analysis of the neighborhood. Additionally, the plan proposes innovative strategies for water conservation, land uses, as well as bike/ pedestrian and transit access and uses our 4 acre park and 3 acre affordable housing vision for Slauson and Wall Village as an anchor for resilient infrastructure.

ACKNOWLEDGEMENTS

This work would not have been possible without the financial support from Enterprise Community Partners via the Housing and Urban Development's Section 4 Grant and guidance and support from our multi-stakeholder partners.

We are grateful for the technical support from Global Green's staff Walker Wells, Stanford Caldera, and Krista Frank. We give very special recognition to the Los Angeles Equity Alliance (LAEA) Community Based Organizations (CBOs) for their commitment to bring equitable development to South LA and for their support in our joint application to bring Climate Investments to South LA via the Transformative Climate Communities (TCC) program. The LAEA CBOs that participated in the TCC application are the Strategic Concepts in Organizing and Policy Education (SCOPE), Los Angeles Neighborhood Land Trust (Neighborhood Land Trust), Strategic Action for a Just Economy (SAJE). The LAEA coalition strengthened our relationships with multi-stakeholder partners like the South LA Transportation Empowerment Zone (SLATE Z), Brotherhood Crusade, the City of LA and the Los Angeles County Metropolitan Transportation Authority (Metro).

T.R.U.S.T. South LA's resident led Slauson and Wall Neighborhood Organizing Committee (NOC) was a vital support to our Sustainable and Stable Slauson plan community engagement process. T.R.U.S.T. South LA's Slauson and Wall NOC participated and led the planning for the "Welcome to Our Neighborhood Dream" street festival. We also have special gratitude to our partners at Brotherhood Crusade for hosting our community events!

During the creation of the Sustainable and Stable Slauson plan, T.R.U.S.T.'s staff and members also attended and received monthly workshops by the Physicians for Social Responsibility (PSR). During the PSR workshops, we received research assistance from USC Professor Spivack's Policy Class Fall 2017 on Slauson and Wall's Goodyear Industrial Tract.

Thank you all for the continued support,

Sincerely,

T.R.U.S.T. South LA Team

TRUST SOUTH LA ENVIRONMENTAL JUSTICE PRINCIPLES FOR CLIMATE RESILIENCY

TRUST South LA's Vision and Principles outline a multigenerational approach to build consciousness and work together to create a local economy and community control over land while taking responsibility to take care of the earth (See TRUST's Principles adopted in November 2010). The Sustainable and Stable Slauson (SSS) Plan is consistent with our principles by addressing disproportionate environmental impacts, dangerous streets, and bridging access to affordable housing.

The Sustainable and Stable Slauson plan envisions community led climate justice and sustainable development actions anchored on anti-displacement strategies, grassroots community engagement, and leadership development of local South LA residents.

The Sustainable Stable Slauson plan recognizes:

- The South and Southeast LA Community Plans to leverage existing policies for implementation of the Sustainable and Stable Slauson Plan.
- The importance of our coalitions to ensure the success of climate justice and anti-displacement strategies, which are integral to our vision.
- The catalyst projects, namely TRUST South LA's Community Land Trust, Mosaic Acquisition Rehab pilot projects, and Slauson & Wall Village affordable housing and park joint development to create and preserve affordable housing in an area that is experiencing rapid gentrification and displacement.
- The project area will also have multi-benefit mobility infrastructure such as Metro's Rail to River and community benefiting water projects from the LA River's Revitalization project in adjacent LA County Cities and unincorporated neighborhoods.
- Intergenerational Environmental impacts have external and internal consequences on vulnerable populations.

- Educating and developing our consciousness, skills, and experience individually and collectively. We take responsibility to understand the context of the community, and our environment and together create a strategic plan.
- Developing a new generation of leadership through sharing tools, knowledge and creating opportunities for youth. Intentionally take a step back to allow for youth and young adults to step in and take ownership of their learning and participation.
- Working together to create a local economy and a community that has control over the use of the land.
- Taking responsibility to take care of the earth, minimize what we take from her, and help heal what has been harmed.
- Taking responsibility to delegate work in an ethical and responsible manner. Share knowledge and skills with others.
- Maintaining our minds and hearts open and have flexibility to adapt to changes. Be curious and experiment with new ideas.
- Maintaining credibility through transparent structures of communication and access to information such as: decision making processes, resources, funding, alliances, challenges, and successes.
- The inclusion of all people, regardless of gender race, class, sexual orientation, nation of origin, immigration status, physical ability, religious and spiritual beliefs, etc.
- Creating a structure in which we can make collective decisions.

TRUST SOUTH LA STATEMENT OF PRINCIPLES

Statement of Principles

In 2010, T.R.U.S.T. South LA Members, Board and staff worked together through a dynamic, collaborative process to establish our organizational principles. Our process included 10 study sessions with 35 participants, through which we learned about social justice struggles in other parts of the nation and world, and reflected on the lessons learned and implications for our organization's work. Through this process, we crafted a Statement of Principles which was approved by our Membership on January 28th, 2011. T.R.U.S.T. South LA's Principles guide our organizing strategies, our vision and our strategic planning process.

HISTORICAL CONTEXT



The history of the planning area – bounded by 54th Street to the north, the 110 Freeway to the west, Gage Avenue to the south, and the Metro Blue Line to the east – belongs to a larger historical context of the infrastructural development of Southeast and South Los Angeles.

INDUSTRIAL CENTER

In the early 20th century, Southeast Los Angeles experienced rapid and significant development. Large, national companies built their west coast flagships in the area, creating a concentration of industry and manufacturing that was unparalleled in the City. In 1920, the Goodyear Tire and Rubber Company opened what would become their largest complex west of the Mississippi on Gage and Central. Other companies that opened factories and plants in Southeast Los Angeles during this period include Firestone Tire and Rubber Company and Bethlehem Steel Corporation. Workers and their families began to settle in the area, lured by the developing industrial center of Southeast Los Angeles. Soon, 130,000 new homes would be built within a 3-mile radius of the industrial center to accommodate the influx of people into the area.

Union contracts provided some amount of stability for industrial workers. This allowed neighborhoods the freedom and security to expand naturally, creating communities. The dependence of these communities on manufacturing and industry would prove detrimental in the era to come, but, in the mid-century boom, the profitability of industry meant the success of working-class families. Southeast Los Angeles had become a bustling manufacturing center.

“The region became predominantly African-American during industrial boom of World War II, when more jobs were available and redlining practices in real estate led to concentrated residential segregation.”¹

Goodyear Industrial Tract

In 1919, the Goodyear Tire and Rubber Company began building a new factory on the corner of Gage and Central. In 1920, the year the factory opened, the Goodyear Company built 45 single-family homes on the corner of 59th Street for its workers. The site, by then a collection of factories and called the Goodyear Industrial Tract, closed in 1979. During its 60 year run, the Goodyear Industrial Tract spurred economic activity in the area, built its own roads and fire stations, and eventually expanded to cover 74 acres of land in South LA. Today, the old Goodyear land functions as a processing and distribution center for the USPS and is known as the South Los Angeles Industrial Tract.

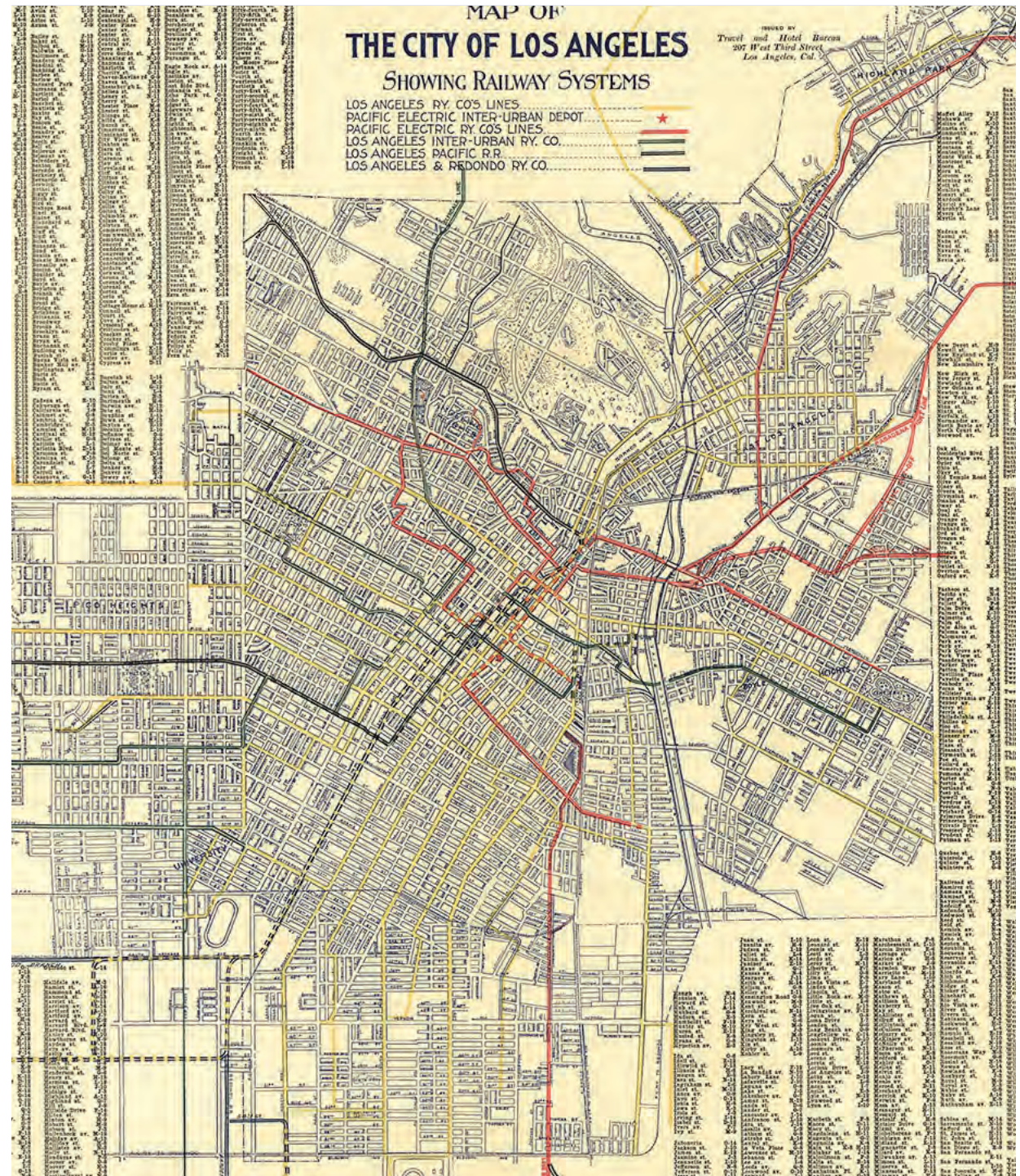


PACIFIC ELECTRIC & LOS ANGELES URBAN RAILWAY

Los Angeles Railway

The Los Angeles Railway (LArY) was the city's local streetcar system. The streetcars used a yellow paint scheme, so they became known as the Yellow Cars. Guided by real estate and utility tycoon Henry Huntington, the system grew rapidly through the first decade of the 20th century, when the population of Los Angeles more than tripled. After Huntington's death in 1927, LArY was owned by the Huntington Estate until its sale to National City Lines in 1944. To help its new owners de-emphasize the use of rail equipment, it was renamed Los Angeles Transit Lines (LATL).

During the 1940s about a million people lived within about a half mile of the bus and streetcar lines of LArY/LATL. By 1950 some LATL bus lines penetrated as far as Beverly Hills on the westside, and the 5 streetcar line – the longest line – reached 13 miles south to Hawthorne. But for the most part Yellow Car services were concentrated in the area that today would be called central Los Angeles, and it covered this area fairly intensively.²



Los Angeles Railway [continued]

Ridership declined significantly in the years following World War II. The public increasingly saw the private automobile and the expanding freeway system as the preferred method of travel. In 1958 LATL was sold to the newly formed Los Angeles MTA, which instituted a program of replacing the streetcars with buses. The final five streetcar routes were converted to bus in 1963, ending an era of more than 65 years of electric railway transportation within the city. Despite questionable conditions and reliability, many blacks, Latinos, and whites in places like Watts and South Central continued to utilize the P.E. until its ultimate demise in 1961.

Pacific Electric Railroad

For many working and middle class peoples, the P.E. promised opportunities that had previously eluded them. The ultimate effect of these lines was “decentralized urbanization,” which many Los Angeles Progressive reformers welcomed in pursuit of the suburban ideal they touted. The “V” line from Watts enabled the jazz and blues clubs on Central Avenue to thrive, as the P.E. drew a diverse clientele from different parts of the city. “At a time when racially exclusionary policies prevented blacks from entering clubs on the west side like the Swanee Inn on Westwood Boulevard,” writes George Lipsitz, “Central Avenue became one of the few areas where whites and blacks could mix socially.”

Regional Mobility Decline

L.A.’s car culture resulted in a more dispersed metropolis with no real downtown focal point. As employment spread across L.A. County, racial and class differences widened as a result of lower income residents having to travel longer distances to work. While Los Angeles County’s levels of car ownership boomed during these years, many Black and Latino residents found purchasing a car beyond their means. Public transit continued to represent the best option for getting around the city. Despite questionable conditions and reliability, many blacks, Latinos, and whites in places like Watts and South Central continued to utilize the P.E. until its ultimate demise in 1961.

The dearth of transportation options did not go unnoticed. The Los Angeles Public Board of Utilities granted dozens of new, smaller bus companies contracts to meet demand. However, many were fly by night affairs. Bus shelters were rarely provided; routes lacked consistency and seemed to have been planned half-hazardly; no set schedule for arrivals and departures existed. African Americans, already limited, shrank further. For those residents working beyond the Alameda industrial sector, commutes became oppressive. Taking the bus from Watts to Santa Monica now took two hours and required several transfers.³



SOUTH LOS ANGELES



History: Mobility & Economic Development

While the system helped to secure power and wealth for regional elites, it also expanded employment, housing, and leisure opportunities for working class Angelenoes of all ethnicities and races. While the Yellow Cars actually averaged greater ridership numbers due to the fact they serviced more densely populated working class neighborhoods in and around Central L.A. like Echo Park and Boyle Heights, the combined streetcar system gave all Angelenoes greater access to the region's cultural attractions whether in the city's core or its burgeoning suburban areas. Streetcars helped to secure power and wealth for regional elites, but they also expanded employment, housing, and leisure opportunities for working class Angelenoes of all ethnicities and races.³

DE-INDUSTRIALIZATION

“A decline in industrial production after the war led to a dramatic decrease in job opportunities for African Americans as the economy shifted to different industries and job centers geographically.”⁴

Deindustrialization began in the mid-to-late 1970's and continued well into the 1980's. Companies closed, moved their business, factories, and production overseas, or became reliant on automated machinery.

he jobs that had allowed a stable, working-class community to develop in Southeast Los Angeles were rapidly disappearing. Workers and their families left Southeast Los Angeles, and Los Angeles itself, in search of job opportunities, leaving entire neighborhoods nearly or wholly empty.

Around this time, the demographics of the neighborhood began to change dramatically in the mostly African American community. Mexican and Central American immigrants began settling in the neighborhood in larger numbers, lured by the newly available housing and the manufacturing and industry jobs that remained. As recent, often undocumented, immigrants, these populations were likely to work for below-average wages, and they quickly found work in the factories that remained. Today, Latinos account for about eighty percent of the population of the neighborhoods that comprise the planning area.

As the industrial might and demographics of the neighborhood changed in the 1970's and 80's, the planning area fell victim to disinterest and disinvestment, like much of South Los Angeles. Communities, neighborhoods, and families were largely left to deal with the consequences of their community's industrial past and it's dangerous present. Abandoned factories stretched out across major streets, there was little recreation space available to the community, and communities were ignored, except for the constant presence of police. Community organizers and organizations were essential to the wellbeing of communities, stepping into the role that the City should have occupied.



ACTIVISM & COMMUNITY ORGANIZATIONS

In consequence of the planning area's physical makeup, there has been a lot of activism in the community. Below are a few prominent figures and community-based organizations from the planning area.

JUANITA TATE

Juanita Tate was an African-American community organizer originally from Pennsylvania. When Juanita arrived in Los Angeles, she was appalled by the conditions of South Los Angeles communities. Until her death in 2004, Ms. Tate was dedicated to improving the lives of South Los Angeles residents. Her work focused on housing and green space. An elementary school on Slauson and Main now bares her name, as does a commercial development on the corner of Slauson and Central.



BROTHERHOOD CRUSADE

Brotherhood Crusade is a community organization dedicated to removing and/or mitigating institutional barriers for the marginalized communities of South Los Angeles. Since 1968, Brotherhood Crusade has offered many supportive programs and resources for the community, focusing on economic and personal development and youth and community engagement. They are headquartered on the corner of Slauson and Wall.



SAJE

Strategic Actions for a Just Economy is a community organization operating primarily in the Figueroa Corridor, and, more generally, South Los Angeles. Since 1996, SAJE is committed to bettering the lives of South Los Angeles residents through economic justice, focusing on tenant's right, housing, and equitable development.



T.R.U.S.T SOUTH LA

Tememos que Reclamar y Unidos Salvar la Tierra is a community land trust serving South Los Angeles, including the planning area. TRUST South LA seeks to preserve land through acquisition, rehabilitation, and development, in order to ensure land continues to serve the community. Since 2005, T.R.U.S.T. South LA has been committed to developing leaders within the community, and advocating for mobility justice in South Los Angeles.



ESPERANZA COMMUNITY HOUSING

Esperanza Community Housing is a community organization focusing on the creation of affordable housing, leadership development, and health in South Los Angeles. Since 1989, Esperanza Community Housing has developed affordable housing across South Los Angeles, and developed the nationally recognized community health Promotoras model.



COALITION FOR RESPONSIBLE COMMUNITY DEVELOPMENT

Coalition for Responsible Community Development (CRCD) is a community organization located in the planning area focusing on youth and job development in South Los Angeles. Since 2005, CRCD has offered many community resources including a high-school program partnered with LATTC, a social enterprise, and affordable housing.



Community Profile & Existing Conditions

Today, the planning area still hosts a significant amount of industry and light manufacturing. Most of these jobs are in the food industry and in textiles. The area is still home to many reminders of its heavy manufacturing past. Railroads used to bring in material for factories can still be seen along Gage, and the railroads that ran through Slauson have only begun to be removed in preparation for Metro's Rail to River project, a project to remove over 6 miles of unused railway to install bike and pedestrian path, green spaces, and other traffic calming infrastructure.

Metro's Rail to River project is only one example of the redevelopment coming to the project area. In 2014, the South LA Wetlands officially opened to the public. The Wetlands serve as both a water treatment facility and a public park, and soon LACMA will open a South Los Angeles campus across from the park. Commercial development has come in the form of a large retail plaza on the corner of Slauson and Central.

More important than development and industry, however, is community. Today, the planning area is home to a working-class community of color of 44,000 people. Approximately 80% of the population in the planning area is Latino, 18% are African American, and Less than 1% are White. The median income in the planning area is \$32,061, while the median for the City is \$62,216. The community has faced and is continuing to face many problems that require innovative community-based approaches*.

Environment

The industrial and manufacturing history of the planning area have had material consequences on the land. The large number of toxic and dangerous materials used during the heavier industrial uses of the planning area has resulted in a high concentration of brownfields.

Brownfields are plots of vacated and underutilized land previously used for manufacturing purposes that have contaminated soil. Before the land receives approval for redevelopment, the soil must undergo intensive rehabilitation. Because of this, development of housing and other community-serving resources is stalled, if not halted. While the manufacturing that occurs in the neighborhood has been drastically reduced, manufacturing still happens in the planning area.

The City of Los Angeles has zoned the planning area to allow manufacturing uses next to and/or near residential uses. This means area residents are being exposed to disproportionate amounts of pollutants in the air as compared to other more affluent communities in Los Angeles. Increased exposure to pollutants can result in health problems, such as cancer and asthma. According to data from the CalEnvironment Screen 3.0 tool, the planning area's pollution burden average is 92.3. This aggregate score measures ozone, particulate matter 2.5, diesel particulate matter, water contaminants, pesticide, toxic releases from facilities, and traffic density.

Even among these harsh land uses, there have been attempts to bring open green space to the planning area. These green spaces, often in the form of pocket parks, provide necessary recreation and community space. Unexpectedly, the planning area is home to two large parks.

The environmental health of a neighborhood is essential to its stability. The environmental health of the planning area, with its past as an industrial and manufacturing center, is particularly important to the planning area. Intentional community engagement and planning is needed to account for the decades for unhealthy land uses and residential segregation when striving for sustainable and stable neighborhoods.

*Opportunity 360 by Enterprise Community Partners

Slauson & Wall Village



(A) Paradise Creek affordable housing project in National City, CA



(B) Las Alturas, Works proposal for Lincoln Heights



(C) Slauson & Wall Village Site

SLAUSON AND WALL VILLAGE

The Slauson & Wall site is a perfect example of incompatible land use; the parcels have been used for decades by industrial uses, but is surrounded by a residential neighborhood. The City of LA completed their purchase of the Brownfields site in 2010, including an investment of \$2 million of land trust equity in the acquisition. This plot is slated to host a large affordable housing complex and a 4-acre park designed in collaboration with the community and Los Angeles Council District 9. The project will envision water reclamation and energy saving infrastructure as well as shared mobility stations.

South LA Wetlands



SOUTH LA WETLANDS

The South Los Angeles Wetlands occupies 4.5 acres on the corner of 54th and Avalon. The Wetlands function as a community park and as a water treatment facility for the city. It features a running track along the wetlands, as well as scenic views. LACMA intends to open a South Los Angeles campus next to the Wetlands⁴. "The South Los Angeles Wetland Park is equipped with public nature park and sustainable stormwater treatment wetland constructed on a former MTA Brownfield redevelopment site. The multi-benefit project includes riparian habitat, trails, boardwalks, viewing platforms, outdoor classroom, education signage, passive recreational space, and picnic benches."⁵



Augustus F. Hawkins Park



AUGUSTUS HAWKINS PARK

Augustus F. Hawkins Natural Park is a large 8.5-acre open space park on the corner of Slauson and Compton, about a block away from the Blue Line's Slauson station. It is one of two natural parks in the project area, the other being the South Los Angeles Wetlands. It features hiking and running trails, lined with native grasses and shrubs. There is also a large lake habitat in the park, and a learning center.

Metro West Santa Ana Branch Rail Line



METRO WEST SANTA ANA BRANCH RAIL LINE

Metro is evaluating a new light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of downtown Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The project's name originates from the southern portion of the route south of the Metro Green Line that follows the old Pacific Electric streetcar alignment known as the West Santa Ana Branch Corridor.

The project area is home to 1.2 million residents and a job center to approximately 584,000 employees. Projections show the resident population increasing to 1.5 million and jobs increasing to 670,000 by 2040. Population and employment densities are five times higher than the LA County average. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line, Metro Blue Line and the LA County regional transit network. Per the Measure M Expenditure Plan, the project is anticipated to break ground in 2022.

ZONING & LAND USE

The City of Los Angeles has zoned the planning area for three distinct uses.

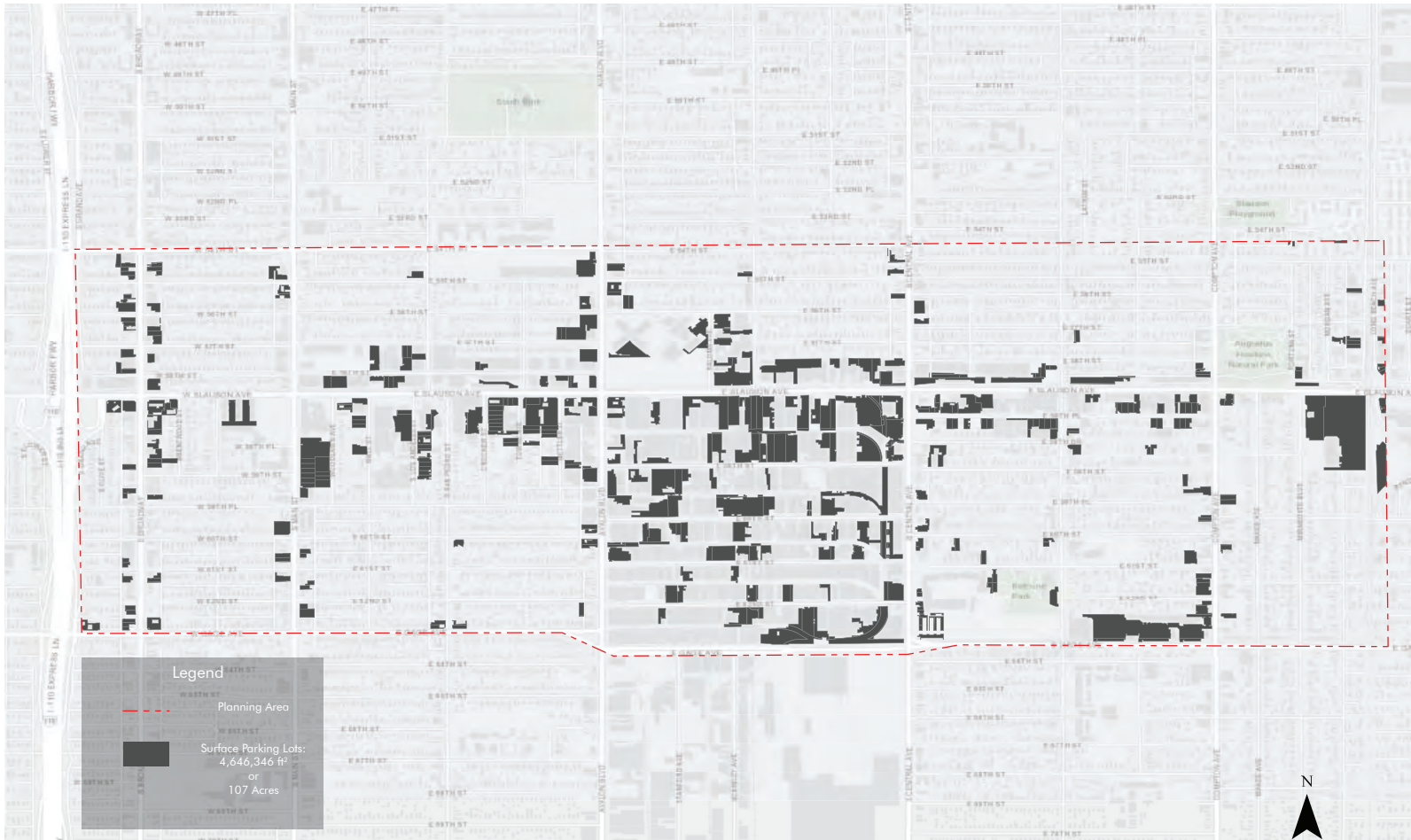
1. Industrial (Purple): Considering the history of the planning area, this is hardly surprising. Factories dominate long stretches of both Slauson and Gage Avenue, and the project area is still heavily involved in manufacturing and industry. Most of the industries in the area have shifted from heavy uses to production and packaging.

2. Commercial (Red): Several local and chain businesses are located on major streets and intersections of the planning area. The Juanita Tate Marketplace on the corner of Slauson and Central has become a commercial hub for an area previously lacking one.

3. Housing (Green): The smaller streets that run in between the major streets of the planning area are primarily zoned for multi-family housing.

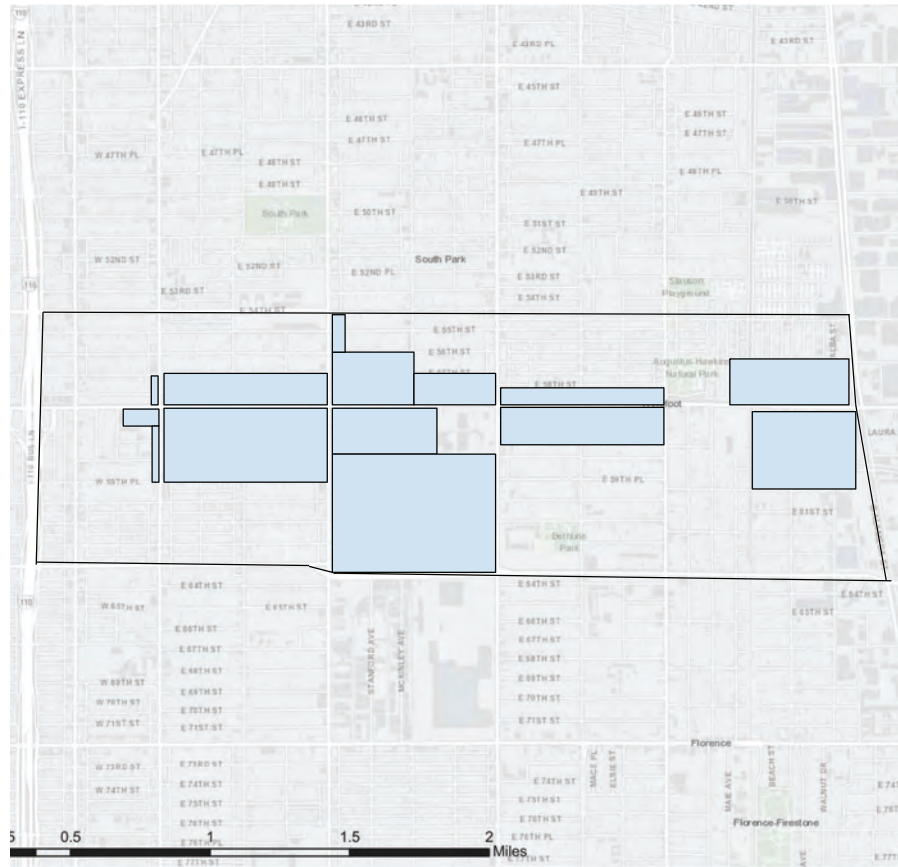


OPPORTUNITY SITES: PARKING LOTS

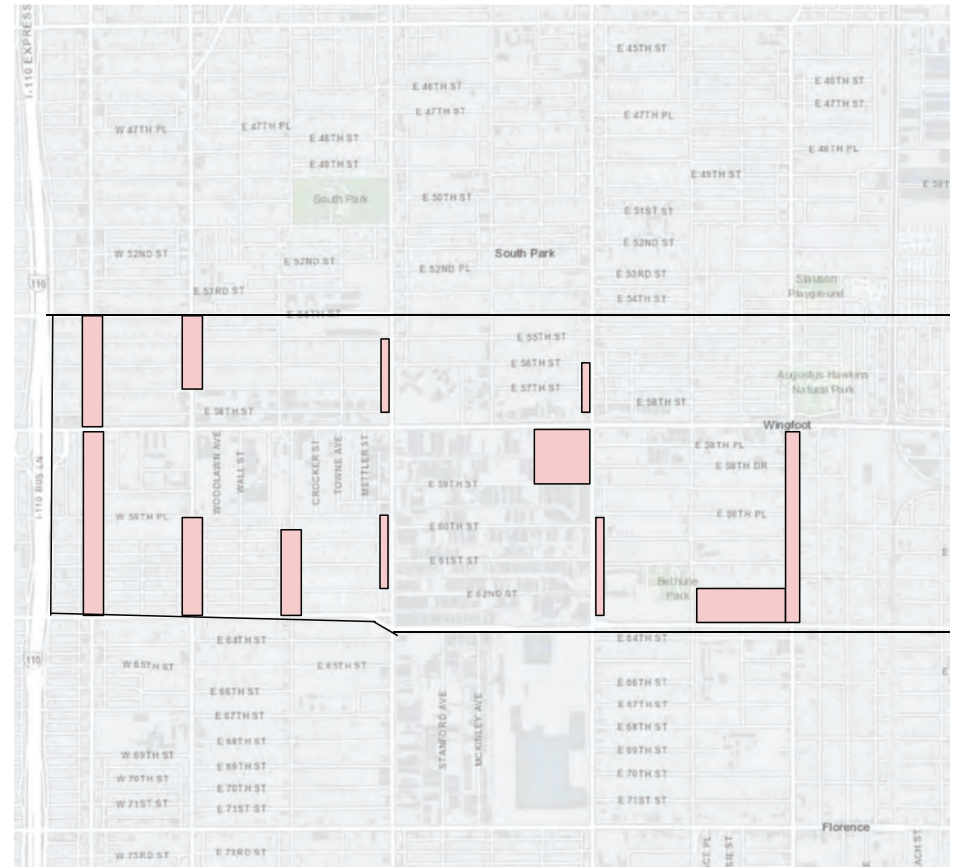


SITE SPECIFIC ACTIVITIES

Industrial Uses

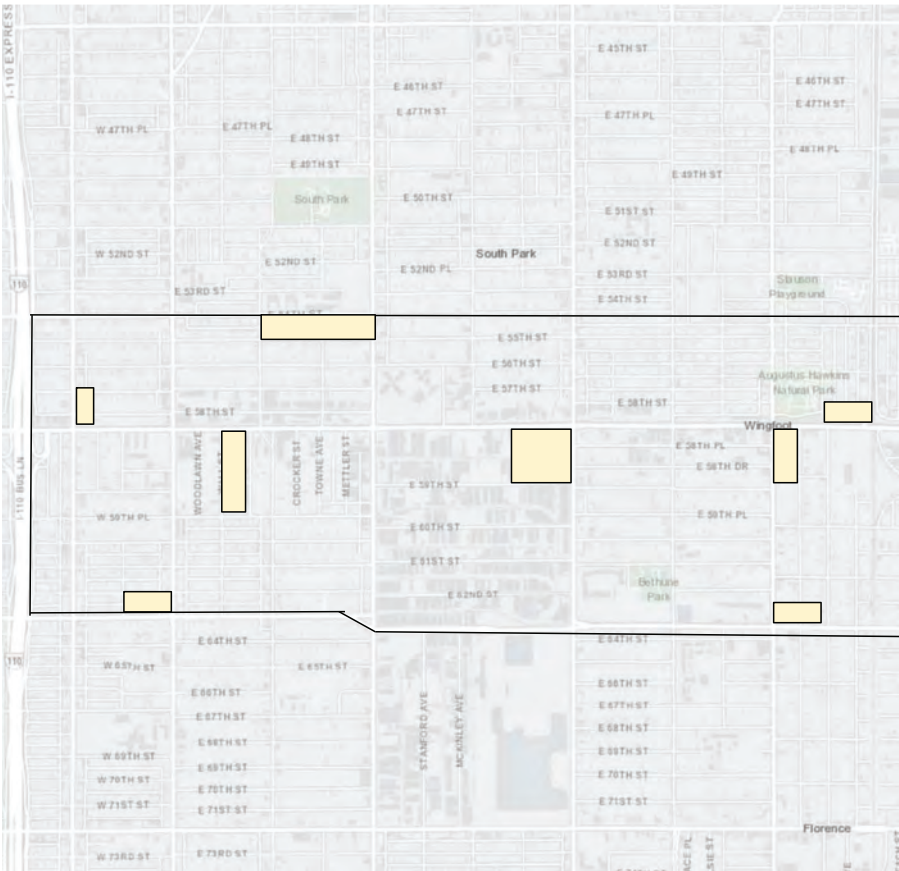


Economic Development



SITE SPECIFIC ACTIVITIES

Potential sites: Blue LA Electric Car Share Stations



Green Space*



*Dark Green = Existing
*Light Green = Opportunity Sites

Housing Conditions

Multi-family housing denotes apartment buildings and apartment complexes within larger structures. The neighborhoods that comprise the planning area and the areas surrounding it have been found to have an average of 75 percent renters to 25 percent owners. Forty six percent of the residents in the planning area are also cost burdened, and 35 percent are living in overcrowded units, a result of many individuals cost burdened and large quantity of multi-family housing units. Additionally, mortgage rates are high and there are fewer opportunities to acquire single-family housing, thus residents have limited options if they would like to buy or invest in property in the area.

The residents are relative newcomers to the area. In 2010, approximately 35 percent of residents had arrived in the 1990's. Approximately 36 percent of residents moved into the planning area between 2010 and 2014. Thus, the planning area has had a high rate of turnover, and a significant amount of residents have only been in the area for a short time. Only 9 percent of current residents lived in the planning area before 1990.

Another issue with housing in the planning area has to do with the land itself. Apartment buildings and complexes are built on land that is often contaminated from the area's previous uses. Contaminated land can cause a series of problems, both long and short term, for residents.

From 2010 to 2016, the average rent price in the planning area increased by \$134. As Metro invests more heavily in the area with its Rail to River project, and further economic development comes to the area, there will be a push to move working-class residents out of their homes. Property owners will look to rent at higher prices to those lured by the redevelopment that is beginning in the area. Thus, securing the rights of tenants and turning to alternative approaches to multi-family housing like the Community Land Trust is necessary to maintain community in the planning area.



MOBILITY

PUBLIC TRANSPORTATION

Metro operates many bus lines in the planning area. The Metro Local 108 runs through Slauson, stopping at both major and residential streets. The Metro Local 110 runs through Gage. Metro Locals 45, 48, 53, and 55 run along Main, Broadway, Central, and Compton respectively. Several of these bus lines have corresponding Metro Rapid bus routes. There is one major light-rail train stop in the planning area, Metro Blue Line's Slauson station, and a Silver Line bus stop on the 110 freeway and Slauson. All of these are heavily trafficked bus routes and help connect the residents of the planning area to other parts of the city and county, including Downtown, Culver City, and Long Beach.

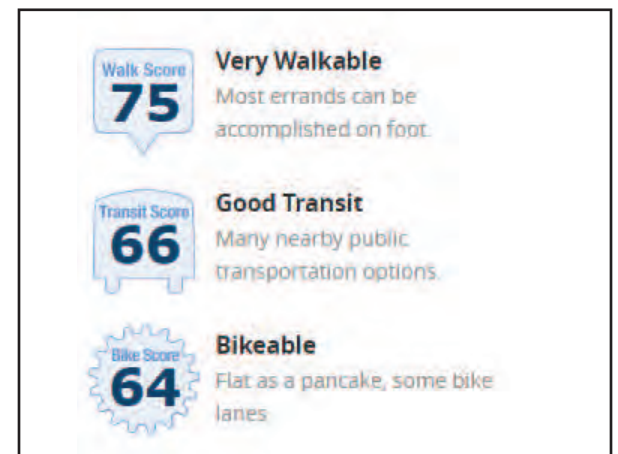
Walking and Biking

One of the most common complaints received by T.R.U.S.T. South LA and Global Green during the mapping activity concerned the walkability and general quality of the major streets and sidewalks in the planning area. Sidewalks are often not suitable for biking or walking. Factory driveways and decks raise safety issues, and sidewalk concrete is pulled up by tree trunks, or wholly nonexistent for certain stretches.

Residents were concerned about the cracks, dips, and holes in sidewalks. They described sometimes having to walk on the street because of the sidewalk conditions. When residents wait for busses, they must do so without canopy or seating. Often, bus stops along Slauson lack sidewalks, and pedestrians are forced to walk or wait for their busses on rubble.

These conditions make it difficult to bike in the planning area. The sidewalk, with its various structural issues, is not a safe option. The street does not fare much better. The major streets in the area are heavily trafficked, and none have dedicated bike lanes in the project area. This means bicyclists are forced to compete for the road with cars.

Walking or biking through the neighborhood is difficult, but for many it is the only option available. Approximately 17 percent of households in the area lack a car. Because the planning area is so primarily industrial, and the jobs available are limited, people must travel from their neighborhoods for jobs, schools, and other services and resources. This often means taking public transportation. Sixteen percent of the planning area residents use public transportation to get to work, and for 12 percent, that trip takes more than an hour.



Mobility Network



SAFETY

Residents were concerned about the distances between stop lights, as well as the distances between bus stops. Jaywalking is very frequent and the lack of a crosswalk at the Blue Line Slauson station was identified as an example of the poor planning that could be seen in the neighborhood. Residents also took issue with the remote nature of a number of bus stops, which are often in the middle of large factory complexes that are empty and dangerous.

Residents were concerned with the lack of lighting and security at night. Along the stretches of abandoned factories and industrial yards, there is little light and little protection from robbery, assault, etc. The South Los Angeles Wetlands, a natural park in the planning area, were often cited as a good idea with poor follow through because was not patrolled at night, and it was difficult to feel safe after a many robberies occurred at the park. Each of these things, the residents said, made it harder to walk the streets of their own community.

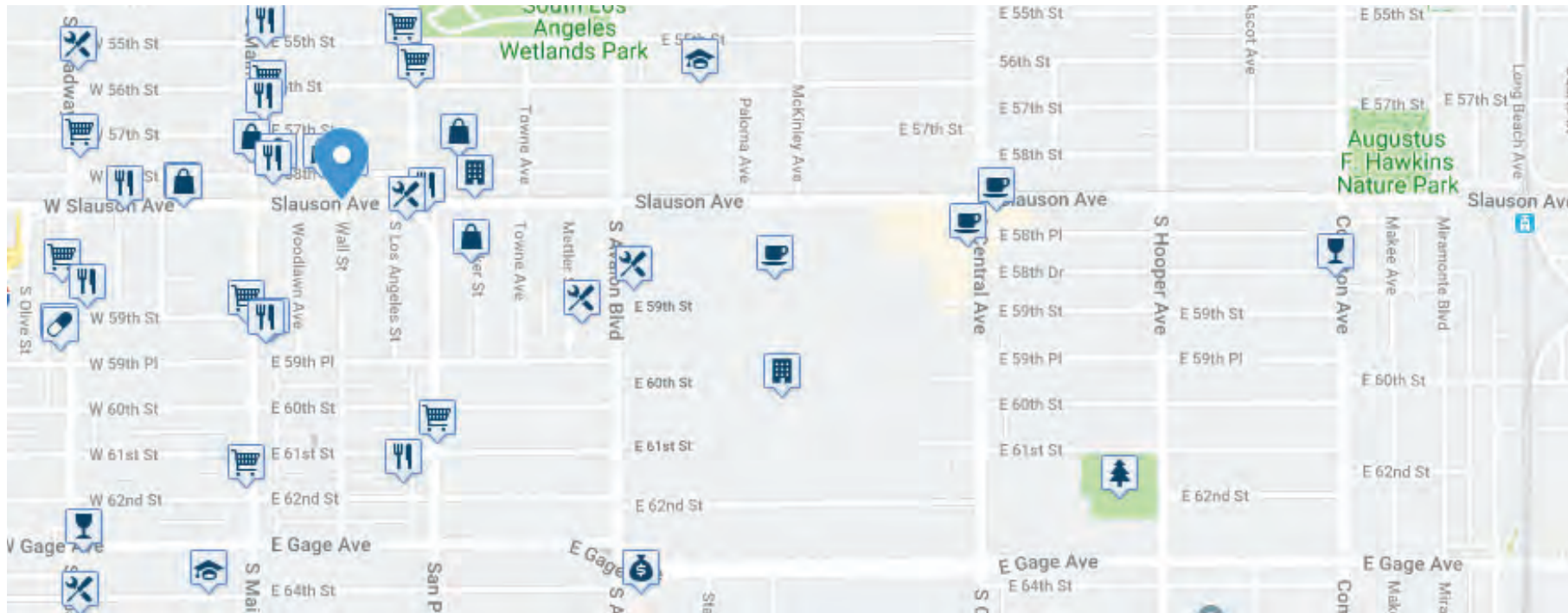


“South LA Residents and Worker crossing a busy intersection without pedestrian signal lights or sidewalks to use the Metro Blue Line Station”

Pedestrian High Injury Network



Walkscore



Very Walkable
Most errands can be accomplished on foot.



Good Transit
Many nearby public transportation options.



Bikeable
Flat as a pancake, some bike lanes.

ECONOMIC DEVELOPMENT

The average annual income in the planning area is about half of the annual income in the city of Los Angeles, \$31,155 and \$62,2016 respectively. As a working class community of color, the planning area does not have access to the same resources as other parts of the city. Approximately 37 percent of the residents of the planning area live in poverty, and 10 percent are unemployed. The local economy is upheld by local businesses, which are more common than chain or franchise stores in the planning area. (Opportunity 360)

Along major streets, namely Slauson, Gage, Main, Broadway, and Central, the planning area is zoned for commercial use. Small, local storefronts dominate the avenues, with the occasional chain store. Local owners have opened convenience stores, clothing stores, party supply stores, restaurants, and other businesses. These businesses have anchored the community, providing necessary goods and services to an area of the City that, until recently, had little in the way of commercial centers.

Before the opening of the Juanita Tate Marketplace, there was a lack of concentrated retail options in the area. During one of our mapping activities, residents praised the development. They were happy to be able to more easily access a supermarket and pharmacy. The development of these large-scale, commercial plazas, however, could signal a level of development that threatens locally owned businesses.

Light manufacturing and industry are still prevalent in the planning area and are much more prevalent than in other parts of the city. Factories package meats and other foods, and there is some textile manufacturing still taking place in and around the planning area. Some residents hold jobs in these factories, and others travel to other parts of the city for work.

Like renters, local-businesses are in danger of displacement in favor of wealthier businesses. Metro's investment in the planning area is bound to increase interest from other investors, signaling a new phase of development. Action must be taken to ensure that residents and local businesses, who invested in the community before this new development, remain in the area.

THE JUANITA TATE MARKETPLACE

The Juanita Tate Marketplace is the most extensive recent commercial development in the project area. Covering 7 acres on the corner of Slauson and Central, the marketplace features a number of chain stores, including a market, a pharmacy, and dining options. It opened in 2014, and was named after Juanita Tate, a community activist who had been active in South Los Angeles from the early eighties until her death in two thousand four. It was built on a brownfield site, and had previously been used as a scrapyard and a recycling facility.



RAIL-TO-RIVER

Metro's new Rail to River project is expected to revitalize a significant portion of the commercial corridor in the planning area. Running along one of the planning area's busiest streets, Slauson, the project would bring a much needed 6-mile long active transportation corridor to the community, connecting it to other neighborhoods in South Los Angeles, and to public transportation to reach much of the city.

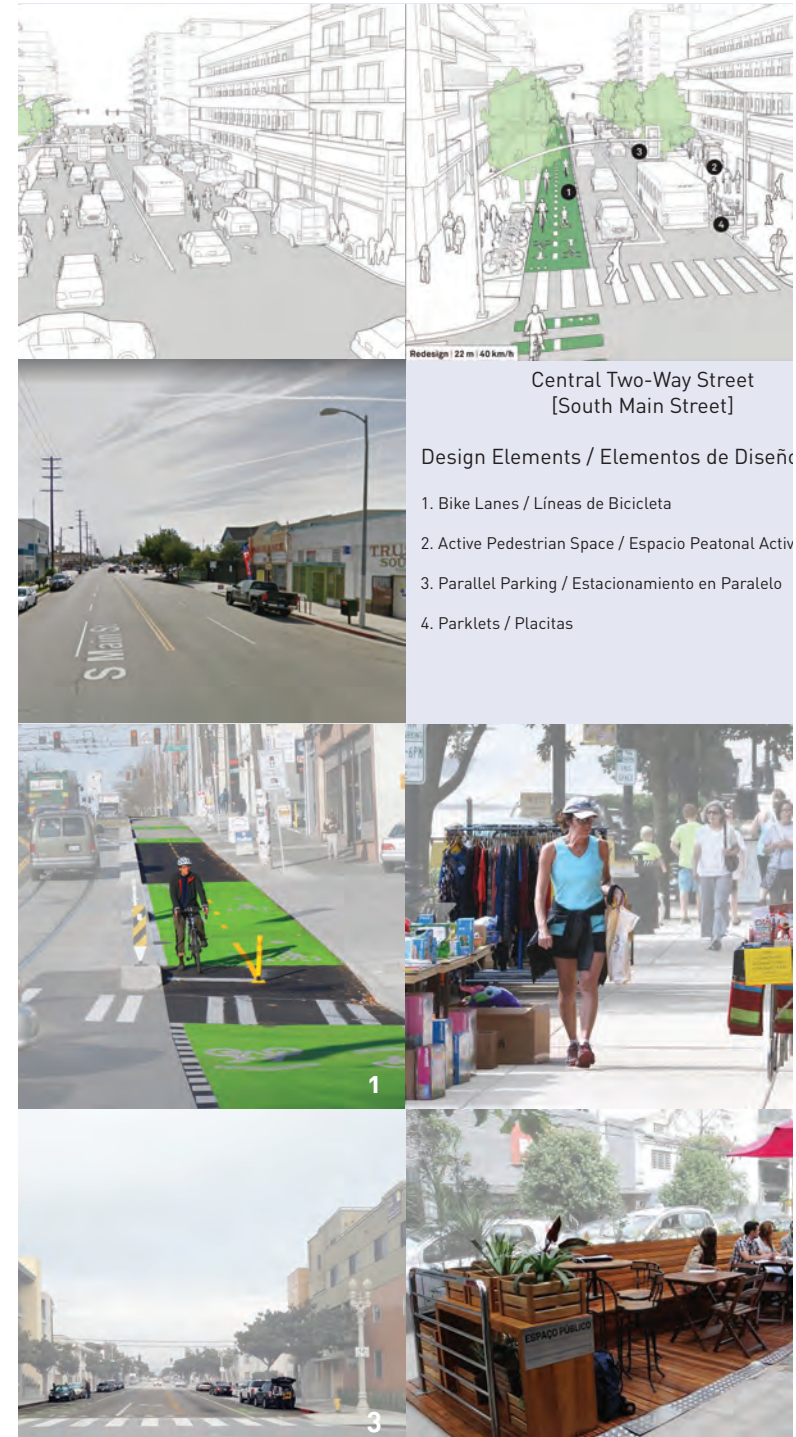


Analysis Tools

LEED ND

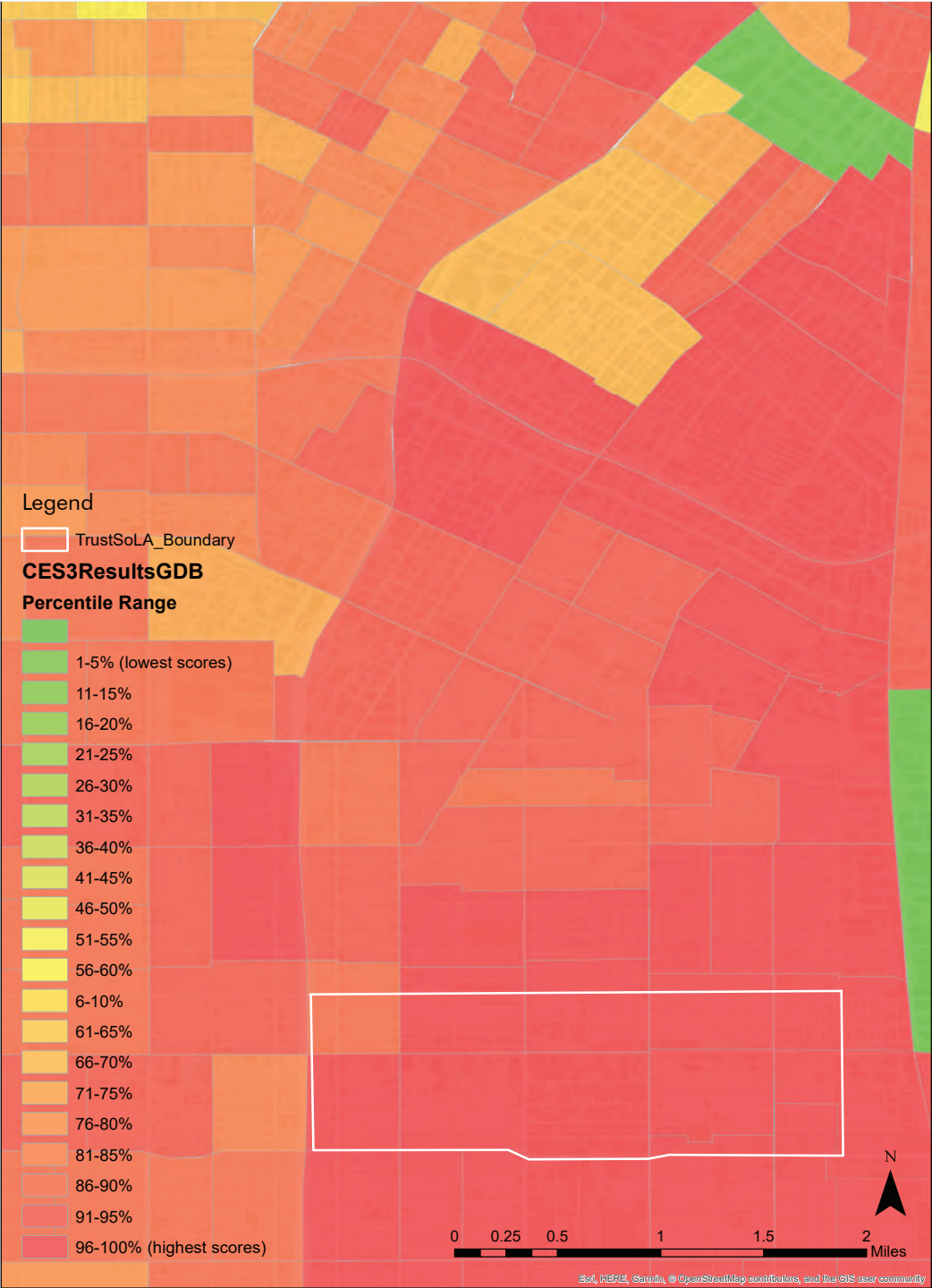
Public officials and local government staff are using the Leadership in Energy & Environmental Design for Neighborhood Development (LEED-ND) rating system to determine ways for future development in their communities to achieve high levels of environmental, economic, and social sustainability. LEED-ND integrates the principles of smart growth, walkable urbanism and green building into the first national rating system for neighborhood design. In South Los Angeles, Global Green used the tool as a means to evaluate existing conditions and plans for the [Slauson Corridor], in order to identify opportunities to augment current revitalization efforts and develop recommendations to increase the neighborhood's overall level of sustainability.

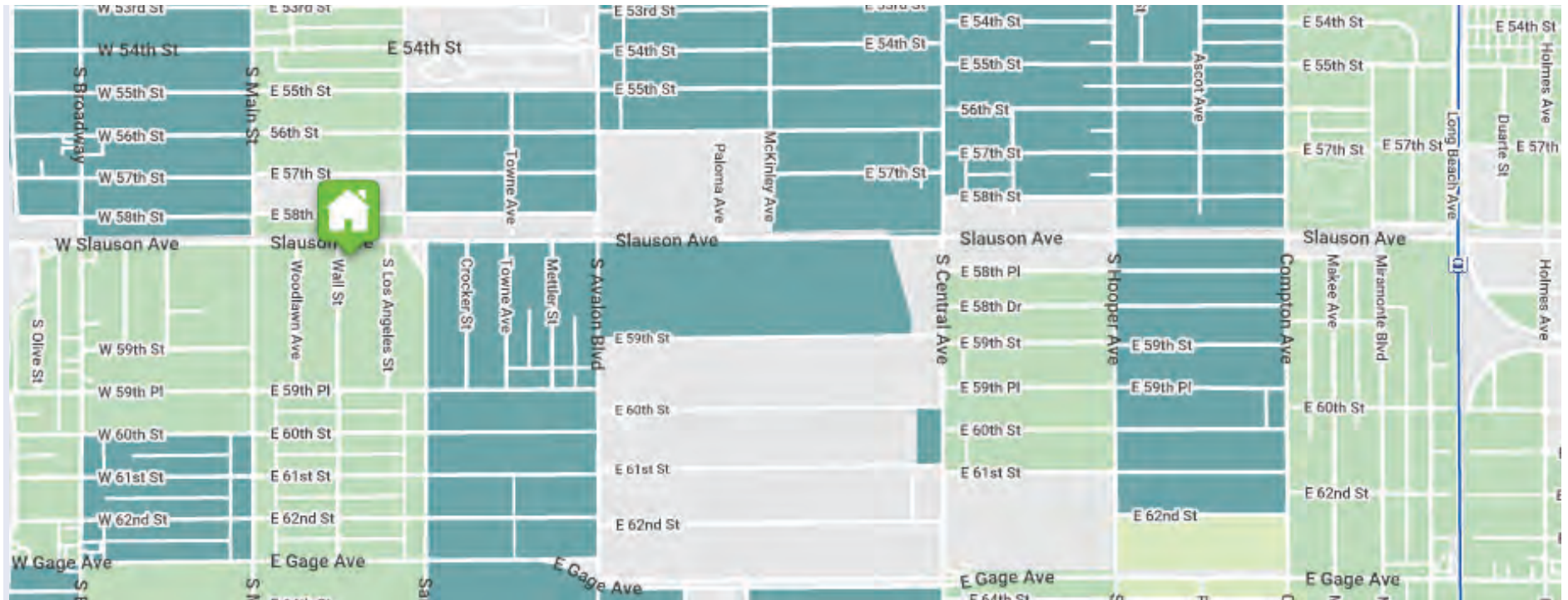
The goal of the analysis process is to identify topical and physical focus areas where policy or planning/design changes can promote sustainable urban neighborhoods over the short and long term. These interventions can improve the neighborhood's day-to-day sustainability as well as increase its resilience during extreme weather events and conditions. Some of the defining characteristics of a sustainable neighborhood include focusing development in previously developed areas with high transit connectivity, avoiding building on habitat, agricultural land or wetlands, an urban form that encourages walking and cycling, access to nearby food and services, and energy and water efficiency in both buildings and infrastructure. To define these focus areas, T.R.U.S.T. South LA and its team members utilized the Sustainable Neighborhood Assessment Tool, which is based on the LEED for Neighborhood Development (LEED-ND) criteria and checklist.



CalEnviroScreen 3.0

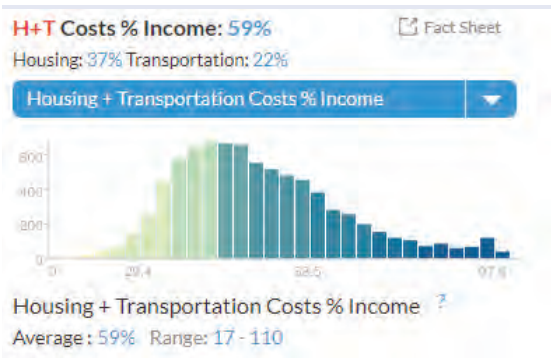
CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution





Housing + Transit Affordability Index

The Center for Neighborhood Technology’s Housing and Transportation (H+T®) Affordability Index provides a more comprehensive way of thinking about the true affordability of place. It presents housing and transportation data as maps, charts and statistics covering 100% of the US population. Costs can be seen from the regional down to the neighborhood level.



Population	Household	Neighborhood
	Population	% of Population
< 24%	15,242	0.1%
24 - 36%	464,926	3.6%
36 - 45%	2,081,770	16%
45 - 54%	3,270,377	25.1%
54 - 66%	3,459,501	26.6%
66 - 78%	2,056,027	15.8%
78 - 87%	794,823	6.1%
87% +	875,086	6.7%
Total	13,017,752	100%

Methodology and Process

Methodology & Process: Creating the Sustainable & Stable Neighborhood Plan

A multi pronged strategy was implemented to draw from the expertise of local community residents, T.R.U.S.T. South LA's resident-led Neighborhood Organizing Committee, local partners and coalitions, and other local South LA stakeholders. Local residents and coalitions like the LA Equity Alliance played a pivotal part in making this Sustainable Neighborhood Plan possible. Thus, we have created this section describing the process we undertook to memorialize our Sustainable and Stable Slauson Plan. Our wish is that multi-sectoral and mission-driven organizations are able to pick up this neighborhood plan and draw from it as a blueprint.



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MODELS FOR COALITION BUILDING

T.R.U.S.T. South LA's existing partnerships with social justice mission driven organizations were key to implement our community engagement and participatory planning activities. Most vital to this Sustainable Neighborhood Plan was the Los Angeles Equity Alliance (LAEA), a coalition of South L.A. community-based organizations that work to build affordable housing, improve active transportation, workforce development, increase park access, and health and environmental justice. These organizations are T.R.U.S.T. South L.A., Physicians for Social Responsibility-Los Angeles, Los Angeles Neighborhood Land Trust, L.A. Black Workers Center, Strategic Actions for a Just Economy, and Communities for a Better Environment. Together, the alliance works to develop grassroots leaders and advocates for equitable development and climate resiliency in South L.A.

The organizations in this coalition have produced Equity Investment Principles vetted by local South LA community residents, researched inequitable distributions of California's Climate Investments in Los Angeles, and monitored the Transformative Climate Communities (TCC) grant application guidelines process to ensure equitable distribution of the \$140 million funds in California⁶. Los Angeles was allocated \$35 million positioning South LA and other qualifying environmentally burdened communities in Los Angeles to prepare and submit their TCC implementation applications.

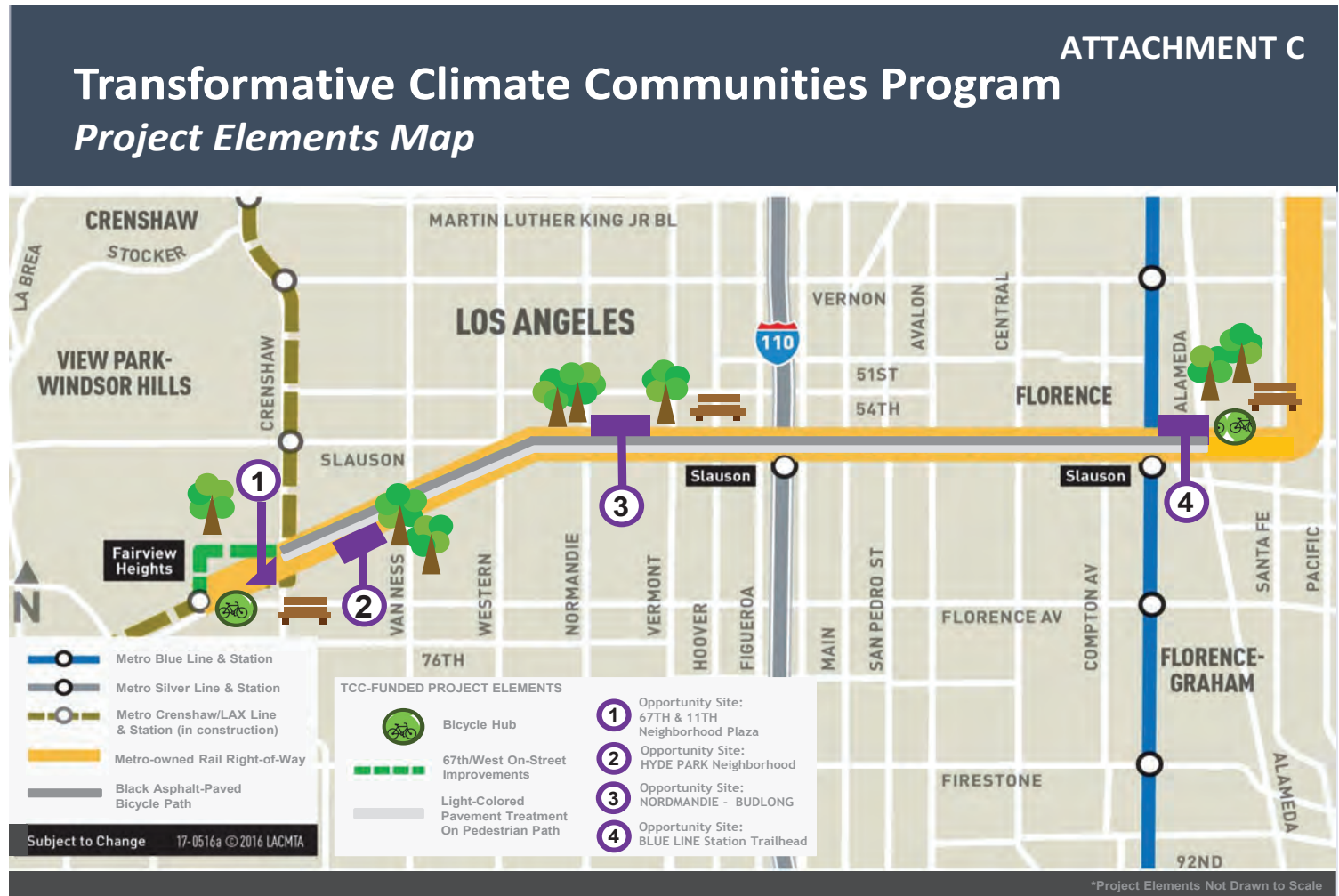
The LAEA participated in the earlier stages of TCC grant guidelines, T.R.U.S.T. South LA staff shared our initial vision with the LAEA to pursue the Los Angeles' \$35 million Transformative Climate Communities allocation for a South LA Project anchored on Metro's Rail to River project. We soon moved to inform our partners in local government, METRO, South LA's Promise Zone SLATE Z (South Los Angeles Transit Empowerment Zone) and other South LA community based organizations to submit a joint application.

The LAEA created a TCC Working Group (WG) that met regularly with Council District 8 and Metro on project planning. Ensuring strong stakeholder engagement and partnerships in Council District 9, an area facing some of the highest pollution scores, the TCC WG expanded to include Council District 9, SLATE-Z, SAJE, and Brotherhood Crusade, which is located in the Sustainable and Stable Slauson's planning area and north of the Slauson and Wall Village project. The partnership collaboratively worked to finalize and submitted a TCC South LA Proposal.

The TCC South LA Proposal did not receive funding but after a long process of cross-sectoral collaboration and strengthened relationships, the LAEA developed coordinated programming outlined in this Sustainable and Stable Slauson Plan; 1) TRUST's Mobility Justice Stewards 2) LANLT's Park Environmental Justice Stewards Council, and 3) Brotherhood Crusades' Youth Ambassadors program. Granted funding, these organizations' efforts would ensure community ownership, and activation of the active transportation corridor (ATC) connecting local communities to the Crenshaw/LAX, Silver Line, and Blue Line stations through the development of a bicycle/pedestrian path with bioswales and landscaping, and other community amenities in South Los Angeles.

Simultaneous to our TCC application, TRUST South LA coordinated with the Physicians for Social Responsibility, Council for Watershed Health, and Global Green to lead popular education training on themes of land use and zoning, sustainability, and water projects with multiple benefits for the community. Our work with these partners informed our Sustainable and Stable Slauson Goals focusing on Environmental and Land Stewardship, Mobility Justice, and Economic Development .

Metro Rail-to-Rail



South LA's Transformative Climate Communities proposal captured the Sustainable and Stable Slauson planning area and would have dedicated funding to improving safe access to the Slauson Blue Line Station

Metro Rail-to-Rail

Slauson Corridor Studies

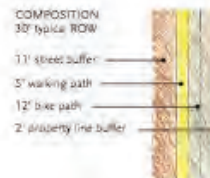


Mid-block Concepts (Typical 30' ROW)



Tiger/ATP Grant Elements

- Asphalt paved walkway and 2-way bike path
- Street buffer of decomposed granite (DG)
- Small edge buffer (DG)
- Lighting
- Fencing where needed



Tiger/ATP Grant Elements, Trees & Minimal Landscape

Same features as Tiger/ATP plus:

- Bioswale with minimal landscape
- Shade trees



METRO'S RAIL TO RAIL

Metro is aiming to open the first segment in 2019 prior to the Crenshaw/LAX Line opening later that year. Segment A is about 6.4 miles long between the Crenshaw/LAX Line's Fairview Station in Inglewood and Santa Fe Avenue in Huntington Park (the dotted green line on the above map). This portion — called "rail to rail" — is funded and in the environmental study/design phase."

Partnerships



Community Engagement & Process

T.R.U.S.T. South LA's long history in the Slauson & Wall neighborhood extends from nearly a decade of grassroots work in the community and is anchored by T.R.U.S.T. South LA's Slauson & Wall Village, a 7 acre lot formerly abandoned warehouse and envisioned as 121 Affordable Housing family sized units and 4 acre park designed by the community.

In May 2017, TRUST South LA's resident-led Neighborhood Organizing Committee (NOC) engaged in the creation of our Sustainable and Stable Slauson Plan to work with nearby neighbors. T.R.U.S.T. South LA's principles are rooted in process, participation, and popular education- so a participatory planning process came naturally- we began outreach and held planning workshops from May 2017 – February 2018. The meetings' goals were to engage with residents, learn about their concerns and priorities, and plan around the Slauson & Wall demolition timeline.

NOC members prioritized addressing:

- 1) Unsafe streets
- 2) Unkept public parks
- 3) Tenant housing affordability
- 4) Environmental issues – pollution.

To help address these concerns with communitywide input, the NOC planned and held a Slauson & Wall Village Street Festival; "Welcome to Our Neighborhood Dream."

Wheelchair Accessibility needs improvement

DESOLATE AT NIGHT

Stolen Cars sold near station on Randolph

No VA Hospital nearby, must go to Long Beach or West LA

Getting to South Bay communities difficult

Pedestrians wait at lights longer than autos

UP-KEEP OF WETLANDS PARK HAS DROPPED

Faster to walk around station obstructions than follow main routes

WETLANDS PARK SEEN AS UNSAFE DUE TO ROBBERIES

Stops for 108 Bus are too far from station exit

More activities for youth needed

LOW FEELING OF SECURITY WHEN CATCHING BUS AT NIGHT

Bus to Slauson Station takes longer than walking

TRAINS SEND NOISE AND AIR POLLUTION INTO PARK

DEAD CHICKENS FROM COCK FIGHTS FOUND

No Crosswalks

Community Hospital on Pacific Ave

Need Better Grocery Stores

AREA AROUND ALL FACTORIES TOO DARK

Blocks in industrial area too long

Stakeholder Top Green Urbanism Strategies



DISASTER RESPONSE CENTER & RESILIENCE HUB

In the event of a natural or man-made disaster, doubles as a first response and rapid return location. The building's structure allows high wind and water resistance, as well as solar power with battery back-up to provide essential electrical services such as lighting, refrigeration for medication, cell phone charging and communications. Also a resource for community gardening/local food production.

Photos: Global Green Community & Climate Action Center - New Orleans, Louisiana USA



BICYCLE & COMMUNITY MOBILITY CENTER

Providing secure bicycle storage; lockers and showers; Personal Electric Vehicle charging (scooters, E-Bikes, etc.), Shared Mobility Access (BlueLA, Bike Share, Ride Share), these centers facilitate First-Last Mile mobility to and from Metro-Rail and major bus routes.

Photos: Metro Bike Hub - LA Metro

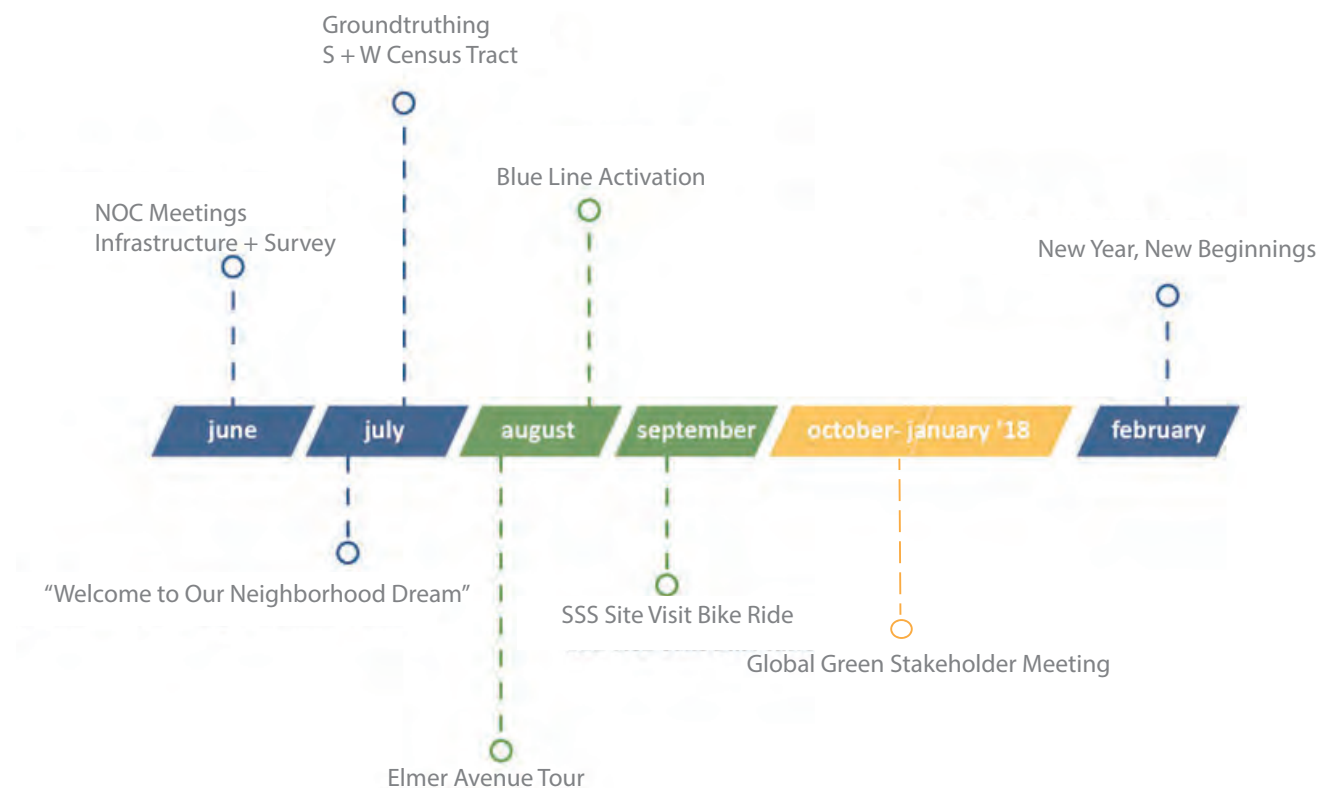


PEDESTRIAN SAFETY ACCOMODATIONS

Pedestrian visibility improvements need to be made at several key intersections located throughout the plan area. Improvements include - Installation of and repainting of crosswalks; Signage alerting motorists of pedestrian activity; Bike Lanes to prevent Cyclist x Pedestrian collisions on sidewalks.

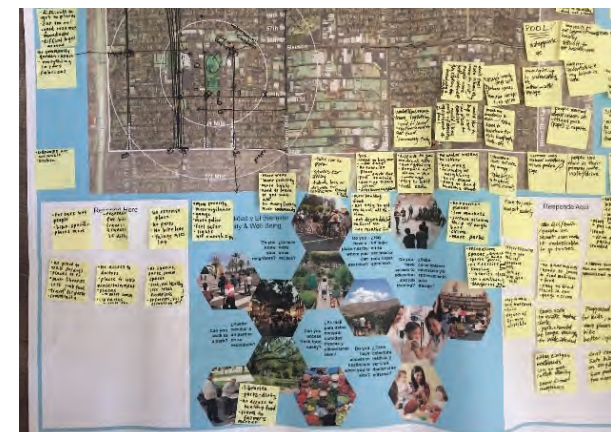
Photos: [Left] Scramble Crossing - Santa Monica, CA; [Top] Cyclist-made sign warning drivers - T.R.U.S.T. South LA; [Bottom] Crossing - NYC, NY

DATA



Following the Slauson and Wall “Welcome to Our Neighborhood Dream” Community Street festival, T.R.U.S.T. South LA co-led follow up activities with the partnerships. For example community members participated in groundtruthing the Slauson and Wall neighborhood Census Tract, learned best practices in water management from the Council for Watershed Health’s Elmer Avenue demonstration project, and also continued to engage with Global Green to complete the LEED ND analysis of the planning area.

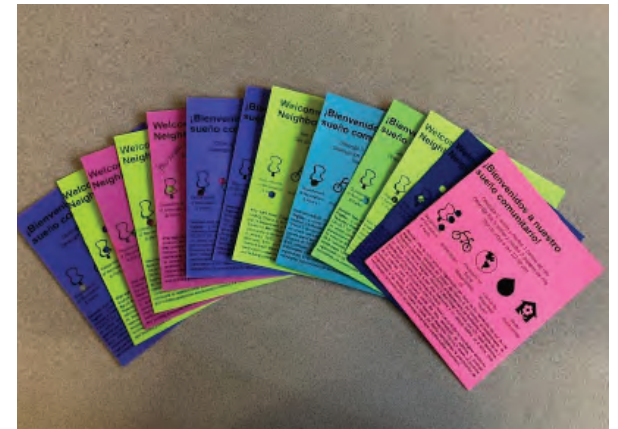
TRUST South LA via the Physicians for Social Responsibility’s (PSR) interactive hazard-mapping tool that visualizes the proximity of hazardous and sensitive uses in South LA, conducted resident-led grountruthing in the planning area to visually verify Industrial and Sensitive land uses. As expected we found more hazardous industrial land uses than recorded in official government documents.



WELCOME TO OUR NEIGHBORHOOD DREAM

On Saturday July 8, 2017, T.R.U.S.T. South LA co-sponsored a community festival with Los Angeles' Councilmember Curren Price that gathered diverse residents and multiple stakeholders to celebrate the demolition and future construction of the Slauson and Wall Village's 121-affordable-housing-units and 4-acre-park. The festival held popular environmental education in partnership with the Physicians for Social Responsibility, the Council for Watershed Health, and Global Green to engage with residents in topics of environmental contamination, water conservation and reclamation, and sustainable development practices. We reached a broader audience with the curriculum and advanced participatory design for the park and housing plans for Slauson & Wall Village. At this event the Council for Watershed Health administered over 50 surveys and we learned that among the top priorities asked, the participants find safe access to 1) public transit, clean streets, and local job opportunities as most important. At the Slauson and Wall "Welcome to Our Neighborhood Dream" Festival, Global Green and T.R.U.S.T. South LA conducted a mapping activity for the residents of the planning area. Community members were presented with an overhead-view map of the neighborhood, asked to identify where they lived, and, guided by prepared questions, encouraged to identify and explain the problems in their neighborhoods.

Neighborhood members participated in the activity, each eager to not only point out problems but also to suggest solutions. Residents would point out the streets, connections, intersections, and alleys they felt were dangerous. They would point out the long distances between crossing lights, the lack of sufficient overnight lighting, the lack of easily accessible park space. We asked what was needed to create a healthier, more safe community and residents were ready with suggestions. By focusing on environmental and equity issues, we were able to engage the residents in critical thought, concerning not only their impact on their environment, but the impact of their environment on their health.



T.R.U.S.T. South LA used an innovative "Passport" community engagement tool to incentivize community members to participate in each festival styled workshop. The more workshops community members attended, the higher their opportunity to enter an opportunity drawing.



Recommendations & Next Steps

T.R.U.S.T. South LA staff led various community engagement meetings with resident stakeholders, hosted community festivals, and co-launched interactions with Metro riders in Slauson's Blue Line Station to obtain feedback from transit riders' experiences.

Global Green provided technical expertise of the LEED ND criteria to score current conditions and opportunities to use green strategies. The goal of the analysis process is to identify topical and physical focus areas where policy or planning/design changes can promote sustainable urban neighborhoods over the short and long term. Global Green and TRUST South LA hosted community bike rides to score street quality and safety and also met with diverse stakeholders from the City of LA, Enterprise Community Partners, Physicians for Social Responsibility, LA Department of Transportation, and Strategic Concepts in Organizing and Policy Education.

Stakeholders identified environmental and mobility justice policies that we should consider in developing the Sustainable and Stable Slauson Plan. In November 2018's Stakeholder Meeting we also highlighted results from the LEED ND analysis. The scoring demonstrates top Green Urbanism Strategies in a list of priorities for our planning area. These Green Urbanism Strategies include prioritizing: Tree Canopy, Pedestrian Safety & Mobility, Bike Safety, Transit Facilities, Shared Mobility, Fresh Food Access, Water Management & Resource Recovery, and Resilience Hub.

Earlier participatory planning workshops with the Council for Watershed Health (CWH) supported what we heard from the Stakeholder Meeting participant suggestions to focus on multibenefit projects for water conservation and urban greening. In summer 2017, we took a group of Slauson and Wall residents to learn from CWH's demonstration multi-benefit water projects in Sun Valley's Elmer Avenue.



Recommendations & Next Steps [continued]

Our Community Dialogues series with the Council for Watershed Health culminated in September 2017 with a final Community Dialogues, “How Water Projects Can Help Build Safe and Healthy Communities.” Decision makers and residents from other Community Dialogue neighborhoods (Pacoima and Koreatown), joined to learn about green infrastructure and water investment for our neighborhoods.

This planning document highlights grassroots and non-conventional activities to improve the quality of life of diverse stakeholders within the planning area while also proactively promoting strong community control and anti-displacement strategies. The Goals section takes into account community engagement and diverse stakeholder participation as well as guidance from multi-sector stakeholders.

Our goals address environmental, housing, mobility, and economic challenges in the planning area with specific actions:

1. Environmental Stewardship:

Focuses on Green Zone strategies to improve awareness of toxic land uses, monitoring of air quality, and increasing implementation of multi-benefit water projects.

2. Land Stewardship: Focuses on the community control of assets in the planning area through utilization of the Community Land Trust and innovative models of homeownership like the limited equity cooperative housing.

3. Mobility Justice: Focuses on increasing awareness and safety while commuting in the planning area and adjacent neighborhoods. The planning area is well served by public transit with multiple bus stops and rail yet the streets are the most dangerous in the city. Activities for this goal outline physical implementation of bike and pedestrian street improvement and community engagement activities to lead behavioral change and encourage more residents to bike.

4. Economic Development:

Economic development and anti-displacement programs for small local businesses was a topic raised during our Stakeholder meeting in November 2018. Enterprise Community partners uplifted the importance of protecting local businesses from displacement as they provide valuable assets to the neighborhood. The Economic Development goal provides aspirational activities to engage with local businesses to deliver education and resources.

SSS Goal I: Environmental Stewardship

Community engagement and our LEED ND analysis resulted in a need to implement ongoing community education workshops and infrastructural improvements to reduce environmental impacts to community residents. The California Environmental Screening tool indicates our planning area, like most of South LA is vulnerable to disproportionate levels of pollution and community members are at high risk of Asthma and heart disease.

We recommend a neighborhood scaled Environmental Stewardship Goal that connects Climate Change and behavioral change at the grassroots level. Inner city neighborhoods are at risk of climate change effects such as urban heat island effect, extended heat waves and drought. Without adequate infrastructure like Cooling Centers and equitable distribution of information, neighborhoods are at risk of elevated emissions of air pollutants and greenhouse gases, which affect human health by contributing to respiratory difficulties and heat-related mortality⁷. Environmental Stewardship associates these negative environmental impacts with community control and behavioral change to ensure that infrastructural improvements elevate quality of life and are culturally compatible with the community.

Community engagement increased knowledge and community support for the Environmental Stewardship Actions. The Physicians for Social Responsibility is working on policy recommendations to help establish Green Zone policies throughout South and Southeast LA, which will help enhance public health through land use policies. Additionally, our work with the Council for Watershed Health elevated community members' understanding of water projects to conserve and reduce water use in South LA.



SSS Goal I: Environmental Stewardship

SITE ACTIVITIES

Slauson Corridor, Blue Line Station, Goodyear Business Improvement District, South LA Westlands, Augustus F. Hawkins Park

SUPPORTIVE POLICIES + RESOURCES

SELA Community Plan

The South East Community Plan supports SSS Goal 1 with policies and programming that addresses land use incompatibilities, public open space needs, and incorporates design strategies to improve the environmental health of the area. Acknowledging the incompatibilities amongst adjacent land uses (residential, industrial, auto-related, etc.), policies that support this goal aim to mitigate the further encroachment of unsuitable uses in designated zones, as well as the associated adverse health effects. Further, Community Plan policies delineate implementation measures that can potentially curb additional location-induced detriments by making use of greenzones, screens and buffers, and improving upon auto-oriented uses.



ACTION 1.1: Connect grassroots climate justice to statewide initiatives.

- Increase the Green Space with tree canopy spread
- Collaborate with mission driven community based organizations to monitor equitable allocation of California's climate investments.
- Collaboration between neighbors and LA Neighborhood Land Trust's Environmental Justice Stewards Council
- Coordinate with CD 9 and local non-profits like LA Conservation Corps, Communities for Responsible Community Development, Metro, and LA's Department of Recreation and Parks to plant trees.
- Implement T.R.U.S.T. South LA's Escuelitas Curriculum on County's Measure A to lead community-visioning process for design and implementation of Measure A funds.
- Ecological and storm water management focusing on impervious surface lots
- Model Native Drought Tolerant Permeable Sidewalks on 59th Place and Adjacent streets.
- Collaboration between neighbors and Council for Watershed health to align funding and projects
- Increase awareness about LADWP rebates and programs for water conservation.

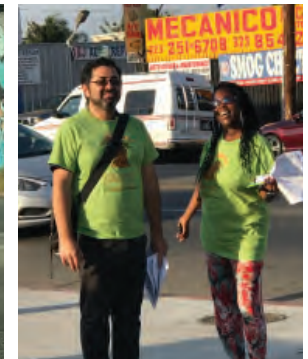
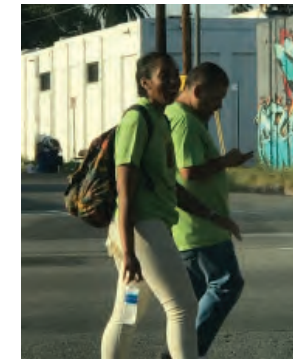
LA



ACTION 1.2: Build community awareness about incompatible land uses to help establish a Green Zone in the Slauson Corridor.

Community leaders were engaged in creation of Physicians for Social Responsibility's 500ft Toolkits, which aims to create buffers between industrial and sensitive land uses. We Groundtruthed, or visually confirmed existing industrial land uses, in the most industrial census track of the Sustainable and Stable Slauson neighborhood.

- Create a land use tool to address incompatible land uses
 - Model Physicians for Social Responsibility Groundtruthing popular education tool to teach community members about incompatible land uses
 - Create a list of community driven criteria to establish Green Zone strategies in the Slauson and Wall neighborhood
 - Industrial Design Standards (Buffer Zone, Solid Wall, Business Signage) – see Southeast LA plan
- Environmental health and Air Quality monitoring.
 - Coordinate with the Physicians for Social Responsibility to seek resources to Install PM2.5 monitors in nearby homes, schools, and churches that are in close proximity to Goodyear Tract with a focus on CO2, NOX and other health damaging pollutants.
 - Develop and implement Environmental Health Monitoring curriculum with Slauson and Wall NOC
- Model a Slauson & Wall Neighborhood Resilience Hub Pilot. The pilot will be consistent with LA's Resilient Plan in providing physical spaces, housed within trusted community organizations, that facilitate social and climate resilience along with disaster preparedness and recovery⁸.
 - Research best practice and collaborate with Strategic Concepts in Organizing and Policy Education (SCOPE), U.S. Green Building Council – Los Angeles (USGBC-LA), and Global Green USA to develop a Resilience Hub work plan
 - Create a Hub Planning Toolkit in coordination with the City to implement at TRUST South LA's future social enterprise in the Slauson Corridor (consistency with Land Stewardship and Economic Development goals).
 - Toolkits materials can include: "best practices and key elements of hub planning and engagement, with suggestions for fostering community-led discussions around risk and vulnerability, prioritization of programmatic elements, and ongoing operations and management"⁸.



SSS Goal II: Land Stewardship

The median rate of increase in home value between 2014-2017 in South LA rose 41.9% or from \$253,300 to \$359,400 (LA Weekly). The Sustainable and Stable Slauson neighborhood's census tract housing data shows 10,716 occupied homes, from which at least 25% are homeowner occupied and other 75% are renter occupied. Forty six percent of the residents in the planning area are also cost burdened, and 35 percent are living in overcrowded units. The median income in the planning area is \$32,061, while the median for the City is \$62,216. The community has faced and is continuing to face many problems that require innovative community-based approaches.

To maintain community control and stability, T.R.U.S.T. South LA's Community Land Trust will continue working with residents and stakeholders in the Slauson and Wall neighborhood to elevate alternatives to traditional affordable housing. T.R.U.S.T. South LA will actively pursue expansion of the Community Mosaic pilot program via creative financing for the acquisition and rehabilitation for cooperative conversion. Land Stewardship policies leveraged research and coalition building work accomplished during the creation of South LA's Transformative Climate Communities Displacement Avoidance Plan (DAP). Community Land Trust recommendations are consistent with the recently adopted Southeast LA Community Plan to facilitate acquisition of government subsidized land.



SSS Goal II: Land Stewardship

SITE ACTIVITIES

Alternative Housing Models and Tenant Rights Education

SUPPORTIVE POLICIES + RESOURCES

SELA Community Plan

The South East Community Plan policies and programming that support SSS Goal 2 focus on the provision of housing. A portion of these policies highlight the importance of existing neighborhoods, providing the framework to preserve and rehabilitate the current housing stock, while offering guidance to prevent displacement. Other policies work to expand affordable housing for families and senior citizens. Although not explicitly providing support for alternative models of housing, like community land trusts or housing cooperatives, the policies on the Resource Development Chart (see appendix) can assist in realizing this, amongst other housing provision intentions.



ACTION 2.1: Community and Tenant ownership models

T.R.U.S.T. is poised to propagate a community land trust model by intervening in the speculative market and acquiring occupied multi-family buildings to be preserved through collective resident ownership. This model preserves affordability, but also enacts a power shift that effectively raises community expectations and takes people who were once victims of gentrification and develops empowered low-income community members. This empowerment is the ultimate response to displacement: perpetual affordability in a process that gives folks a stake in discussions and in an economy from which they are usually shut out.

- Facilitate participatory planning sessions focused on non-traditional forms of homeownership like the Community Mosaic limited-equity cooperative model, which preserves affordability in perpetuity and prevents displacement. T.R.U.S.T. South LA's Community Mosaic is a small-multifamily property in South Central Los Angeles that demonstrates acquisition, rehabilitation, and tenant capacity building as an anti-displacement tool.
- Engage residents in developing criteria for the acquisition of small multifamily buildings and conversion into limited-equity cooperatives.
- Identify capital funds and financing sources for acquisition and rehabilitation program to preserve Naturally Occurring Affordable Housing using T.R.U.S.T. South LA's Community Mosaic Model.
- Co-lead planning activities with the LA Neighborhood Land Trust to involve South LA residents and stakeholders in the development of the community principles and framework of park and affordable housing joint development.
- In partnership with the LA Neighborhood Land Trust, T.R.U.S.T. South LA will support the development of standards that align our individual organizational processes, resulting in a streamlined framework and community engagement model for joint-development of parks and affordable housing development projects in South Los Angeles.



ACTION 2.2: Preservation of Affordable Housing through Acquisition, Extension of Covenant Restrictions & Rehabilitation.

- Development & Implementation of Pilot NOAH Program (Naturally Occurring Affordable Housing) through Acquisition & Rehabilitation.
- Determine Los Angeles's Council District 9 (CD 9) as initial target area for Pilot NOAH Program and determine target properties for acquisition and rehabilitation of RSO and Foreclosed bank-owned (REO) multifamily buildings with priority for those within Slauson and Wall Neighborhood Area.
- Convene Stakeholder Advisory Working Group including but not limited to SLATE-Z, Metro, California Community Foundation, Enterprise, Genesis LA, LA Neighborhood Housing Services, and other CDC Partners to work with HCID and other City Departments
- Determine Pilot NOAH Program's Primary and Leveraged Funding Sources; Goals, Priorities, Eligibility and Implementation Guidelines

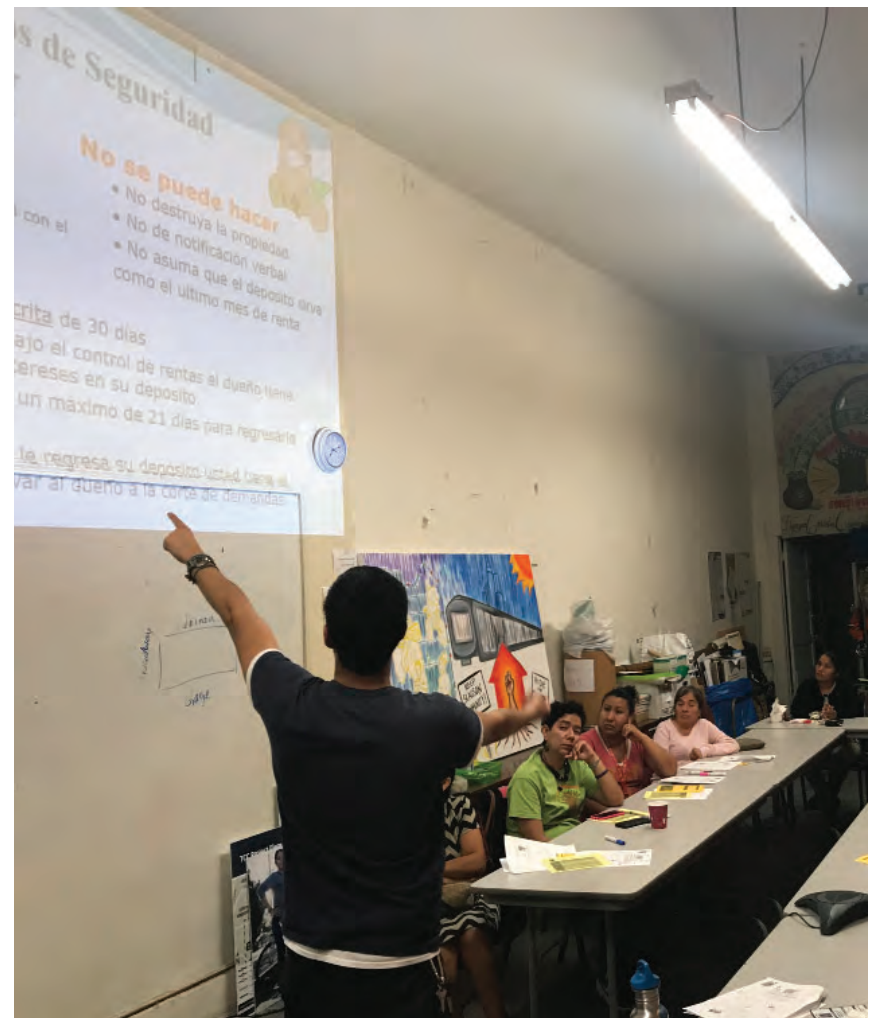
ACTION 2.3: Tenant rights education

Strengthening City's Rent Stabilization Ordinance Tenant Protections and Tenant Rights Education Outreach

- Shepherd Ordinance to Amend Rent Stabilizing Ordinance (RSO) to strengthen Tenant Protections
- Monitor the city's Housing and Community Investment Department (HCID) Report Transmittals and Draft Ordinances to Council Housing Committee in support of Just Cause Eviction for Non-RSO multi-family properties and Anti-Tenant Harassment Protections.
- Educate Council for Adoption of Just Cause Eviction Ordinance and Anti-Tenant Harassment Ordinance.

ACTION 2.3 [CONTINUED]:

- Outreach, Tenant, and Foreclosure Rights Education Workshops. Presentations, and Information Distribution at Community Events
- Work with CD 9 and HCID to provide RSO and Systematic Code Enforcement Program (SCEP) bilingual information resource tables at community events
- Community Outreach for Tenant Education Workshops/ Presentations to be conducted by LA Equity Alliance partners



SSS Goal III: Mobility Justice – Access, Safety, & Economic Right

Since 2010, there have been at least nine pedestrian and bike collisions within the planning area as recorded in Los Angeles' Vision Zero map. T.R.U.S.T. South LA's resident participation and community engagement for the Sustainable and Stable Slauson Plan highlighted these dangerous and unsafe conditions for active transit commuters. Residents identified infrastructural challenges in the planning area and shared having issue with the long distances between crossing lights, the lack of sufficient overnight lighting, and the lack of easily accessible park space.

During the creation of the Sustainable and Stable Slauson Plan, T.R.U.S.T. South LA collaborated closely with METRO and Community Based Organizations to increase the community's awareness of the Slauson Corridor's Rail to River 6 mile bike and pedestrian path project. We focused on a vision to improve safety by strengthening first / last mile multi-modal mobility for community members that bike and use the Blue Line on a daily basis to get to work, home, and run errands.

In 2017, the LA Equity Alliance collaborative applied for Climate Investment Funds through the Transformative Climate Communities program, which would have complemented our SSS Plan by constructing a low income serving Bike Hub to store bikes adjacent to Slauson's Blue Line Station while commuting by train. Additionally during the Stakeholder meetings, partners identified factors to consider for mobility improvements in the planning area.

For instance, LA Department of Transportation staff described the Safe Routes to School program could potential expand to Slauson Corridor to increase public and street calming infrastructure like yellow street cross walks near the schools. Bikeshare was also a key strategy but stakeholders described issues of affordability and ensuring mobility solutions fit community needs.



SSS Goal III: Mobility Justice - Access, Safety, & Economic Right

SITE ACTIVITIES

Charging Stations, Bike Lanes, Street Design & Safety

SUPPORTIVE POLICIES + RESOURCES

SELA Community Plan

The South East Community Plan supports SSS Goal 3 through a variety of policies that strive to enhance quality of the public space- in which community members move, as well as the accessibility of different transportation modes. Centered on pedestrian- oriented and cyclist experiences, a majority of these supportive policies speak to the design elements that make the public realm safer - focusing on streetscape improvements, such as lighting and seating, while reducing overall reliance on automobiles. In addition to prioritizing walkability and bikeability, a few policies function to ensure that all new development is transit oriented to further increase the facility of movement within the neighborhoods.



ACTION 3.1: Improve bike/ pedestrian infrastructure and community engagement education to increase safety

- Facilitate T.R.U.S.T. South LA's "Mobility Justice Stewards" program activities to increase bike ridership in Metro's Rail to River project, reduce vehicle use and consequently, Greenhouse gas emissions
- Leverage Smart Cycle Programming to educate South LA Bike Riders about ways to navigate streets safely
- Encourage new street lighting districts which are pedestrian-oriented, attractively designed, and compatible with facades and other street furniture
- Enhance streetscape and the public realm by facilitating the planting of street trees and the installation of street lighting

ACTION 3.2: Bicycle Safety & Facilities

- Install and retrofit Transit user facilities
- Install Low Income Bike Storage facilities near the Blue Line Station and Silver Line
- T.R.U.S.T. South LA Bike Library Expansion as a resource to promote subsidized public transit fare programs like LIFE.
- Install bike lanes in commercial corridors of the planning area and near schools

ACTION 3.3: Shared mobility and zero emission

- Collaborate with Shared Use Mobility Center (SUMC) and BlueLA EV Carshare program to expand the model and stations into the planning area
- Participate in Blue LA steering committee to establish equity outcomes & monitor implementation of community engagement for low income membership participation
- TRUST South LA Bike Library Expansion to encourage bike use at very low cost



SSS Goal IV: Community Development

In order to secure neighborhood economies we need to preserve local businesses. Local businesses are especially important for neighborhood economies, as they are likely to have more interest in the overall health of their communities. Economic development and anti-displacement programs for small local businesses was a topic raised during our Stakeholder meeting in November 2018. Enterprise Community partners uplifted the importance of protecting local businesses from displacement as they provide valuable assets to the neighborhood. The Economic Development goal provides aspirational activities to engage with local businesses to deliver education and resources.



SSS Goal IV: Community Development

SITE ACTIVITIES

Survey Community Assets & Local Businesses, Distribute Economic Improvement Resources, Form Collective of Local Vendors

SUPPORTIVE POLICIES + RESOURCES

SELA Community Plan

The South East Community Plan includes policies and programming to bolster the local economy. Policy language in the Community Plan prioritizes strengthening community commercial corridors by helping existing local small businesses, while creating an environment that attracts important neighborhood serving retail, like grocery stores that sell healthy food, sit-down restaurants, and other amenities desired by the communities. In concert with other supportive policies that activate the public realm and improve pedestrian experience, other policies focus on the improvement of retail design elements as a tool to foster commercial corridor development. Considerations regarding mixed- use commercial developments are also discussed as another strategy to usher in desired neighborhood serving retail. The Resource Development Chart in the appendix highlights a few key policies that support SSS Goal 4.



ACTION 4.1: Scope Resources and Potential Partnerships

- Planning research to support robust community engagement of local business workers.
- Research what resources are already available. This could mean organizations focusing on neighborhood economic development, lenders, federal, state, or local policies that protect local businesses, or other resources.
- Look for organizations in the area that are providing support for local businesses, economic development corporations (EDCs), and lending resources in the area.
- Local business owners can also take advantage of local work training and apprenticeship programs. Businesses in the planning area may benefit from partnerships with the local community college, Los Angeles Trade-Technical College (LATTC).
- Organizing resources by the services they provide is a clear and simple way to let businesses know who they should contact. In our research, we have found the following resources in the area, locally and city-wide.



VERMONT-SLAUSON ECONOMIC DEVELOPMENT CORPORATION (VSEDC)

"Since its inception, VSEDC has brought economic resources to the community including access to capital, business planning, training, development, and more. It proudly stands as a symbol of financial advocacy for marginalized communities."



RISE FINANCIAL PATHWAYS

"The organization provides commercial lending opportunities—including micro loans, peer lending, and small business loans – along with business training, asset development programs, and banking programs."



BROTHERHOOD CRUSADE

"Our mission is to remove and/or help individuals overcome the barriers that deter their pursuit of success in life and facilitate opportunities for a better quality of life by effectuating improved health & wellness, facilitating academic success, promoting personal, social & economic growth, providing access to artistic excellence & cultural awareness, increasing financial literacy and building community agencies & institutions."



LOS ANGELES ECONOMIC DEVELOPMENT CORPORATION (LA EDC)

"We work with leaders of industry, education and economy to see trends early, and put our energies where we can make a difference. LAEDC is a leader and collaborator, supporting and organizing targeted solutions by mobilizing the diverse resources in communities across our County."



LEADERSHIP FOR URBAN RENEWAL NETWORK (LURN)

"Leadership for Urban Renewal Network (LURN) is composed of a group of passionate professionals dedicated to supporting sustainable communities by developing solutions to fight poverty, build sustainable economies and resilient communities."



ACTION 4.2: Engage local-business owners

In order to secure the preservation of local businesses that serve the community, effective engagement with local business owners must occur. The research and resources you have gathered are only useful if business owners know that they exist, where they are, how to contact them, what services they provide, and why they should be reaching out to them.

- Face to Face

Face-to-face meetings with local business owners are effective in engaging local businesses. The goal of these meetings should be to get local business owners to think about how changes to their neighborhood could affect them, and to provide them with the resources to mitigate these effects. It is useful to be ready with questions or prompts for business owners during face-to-face meetings, to both encourage conversation and gather useful information. Some questions/prompts to consider are:

1. What are the biggest needs to maintain and sustain your business?
2. What are some changes you expect to see in this neighborhood?
3. What does your business need to adapt to those changes?
4. How would you handle increased rents?
5. How would you handle increased competition in the area?
6. What does current lease terms look like?
7. Is there enough money to account for the upcoming changes to the area?



ACTION 4.2: Engage local-business owners

- Online

Engaging with businesses online is another way to get local business owners thinking. One method to achieve this is surveying local business owners, providing you with useful data, and allowing you to direct local businesses to the appropriate resources. This could be done using online survey services and emailing local business owners. A sample survey could be as follows.

1. Where is your business located?
2. What type of business do you have?
3. How long has your business been at its current location?
4. How many employees do you have?
5. What are some changes you expect to see in the neighborhood?
6. In light of these changes, what support do you need to maintain and sustain your business?
7. Does your business receive any supportive services?
8. Please state any additional comments you have about the business conditions in your area or anything else you want to express about your neighborhood.



ACTION 4.3: Form a group controlled by local businesses and street vendors

Allying local businesses with each other is an effective method of protecting local businesses during neighborhood development. Business owners working together towards the same goals means that local businesses are more engaged with the community and that local business can leverage their collective power, instead of operating as individuals. Street Vendors and entrepreneurs of the informal market also need to collectively meet to benefit from the recently passed Senate Bill 946, also known as the Safe Sidewalk Vending Act, which decriminalized sidewalk vending.

- A local business group could develop a series of resources and trainings designed to aid business-owners. Guiding a local business group to focus on important, basic capacity building like financial literacy is essential to the preservation of neighborhood economic security. Both economic development corporations listed above offer training in financial literacy.
- Using their collective bargaining power, local business owners could negotiate more favorable leases with property owners, allowing them to cut operating costs and increase profits, thus driving the local economy. Collectively, they could fundraise or take advantage of programs to help retrofit their businesses. In addition, a group of business owners can take collective action to reduce their carbon footprints. This could mean buying collectively and in bulk, offering more sustainable options throughout their stores, and switching to energy saving devices.



ACTION 4.3: Form a group controlled by local businesses and street vendors [continued]

- Educate Local business groups to ally with Economic Development Corporation to be better prepared to face the redevelopment and investment coming into their community. By strengthening their networks within the community and outside of it, local business owners could become more receptive to adapting their business. Adaptation will be crucial to the preservation of local business.
- Coordinate and facilitate Street Vendor protection workshops with LURN and East LA Community Corporation.

ACTION 4.4: Implement a T.R.U.S.T. South LA Commercial Land Trust

- Collaborate with local Community Development Financial Institute to identify innovative loan products to acquire and operate community serving social enterprise.
- Communicate with community serving Slauson Corridor businesses for support and increase interest in participating in a Commercial Land Trust
- Create a Community Land Trust acquisition fund from Commercial Land Trust profits to support the acquisition and rehabilitation of future Community Mosaic properties.

ACTION 4.5: Business Stabilization and Wealth Building through Disadvantage Business Enterprise (DBE) program and Small Business Assistance Programs

- Metro's Inclusion of local businesses opportunities for expansion and for business retention.
- Economic and Workforce Development Department (EWDD) free financing and technical assistance programs for local small businesses.



Resource Development

In 2018, TRUST South LA continued to collaborate with South LA's Transformative Climate Communities team to apply for the Strategic Growth Council's Planning Grant. If awarded, T.R.U.S.T. South LA will have funding to increase awareness of Alternative Home Ownership models like those promoted in Goal 2 of our planning document. Additionally, within the next year, T.R.U.S.T. South LA will seek resources to implement the other actions in the Sustainable and Stable Slauson Plan. Most importantly, upon successfully filling our Board of Directors' vacant seats, T.R.U.S.T. South LA will enter a Strategic Planning process in Fall 2019 where the Sustainable and Stable Slauson plan will help guide T.R.U.S.T. South LA's organizational priorities for the next 3-5 years.

Goal I Environmental Stewardship	Goal II Land Stewardship	Goal III Mobility Justice	Goal IV Economic Development
<p>LU1.3 Parks and Open Space. Encourage the development of parks and open space as well as a network of pedestrian walkways for physical activity in all neighborhoods.</p> <p>LU1.13 Industrial Conflicts. Strive to eliminate the encroachment of adjacent industrial uses into residential neighborhoods, particularly through the demolition of dwelling units for the development of parking lots for industrial businesses.</p> <p>LU10.7 Green Buffers. Support the creation of non-publicly accessible green buffers next to highways to reduce the amount of particulate matter in residential areas.</p>	<p>LU2.1 Preserve Neighborhoods. Strive to maintain existing single-family land use designations throughout the Community Plan Area and protect them from encroachment by higher density residential and other incompatible uses.</p> <p>LU3.9 Coordination with Community Based Organizations. Foster effective collaboration and coordination between City departments and tenant organizations working in the Community Plan Area to more quickly identify displacement and eviction threats and more efficiently respond with adequate resources and strategies.</p> <p>LU4.10 Land Acquisition for Affordable Housing. Develop strategies to assist community land trusts and affordable housing developers with property acquisition. Coordinate with non-profit developers and community land trusts to take advantage of off-site acquisition options.</p> <p>LU4.12 Surplus Land. Prioritize the creation of affordable housing by facilitating below-market sale or lease of surplus and other underutilized property to affordable housing developers or for the creation of new park space where there is a demonstrated need for one or the other, consistent with state law.</p>	<p>CF19.2 Commercial Activity Centers and Transit Corridor Lighting. Encourage new street lighting districts which are pedestrian-oriented, attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment in commercial activity centers and along transit corridors.</p> <p>LU8.2 Streetscapes. Enhance the public realm by facilitating the planting of street trees and the installation of street lighting, street furniture and public art, as well as providing adequate sidewalk widths along commercial corridors.</p> <p>LU8.3 Design for Pedestrians. Support preservation, enhancement and expansion of existing pedestrian orientation along commercial streets through design standards such as maintaining a uniform street frontage and locating parking areas at rear of lots.</p>	<p>LU4.9 Promise Zone. Support efforts to obtain grants and other funding opportunities consistent with Promise Zone goals to achieve economic development and education attainment objectives.</p> <p>LU7.12 Street Vending. Enhance opportunities for permitted vending in parks and on sidewalks in appropriate locations. Coordinate with City Departments to support vendors in obtaining permits and encourage healthy food vending.</p> <p>LU13.4 Active Ground Floor Frontages. Recommend that the first floor street frontage of structures, including mixed-use projects and parking structures incorporate active commercial uses to create pedestrian-friendly shopping streets. Projects should also feature well-appointed paseos and plazas, as appropriate.</p> <p>LU56 Increase Resources for Local Entrepreneurs and Small Businesses. Increase the availability of resources to finance small business startup/expansion for local entrepreneurs committed to benefitting the local community. Explore and enhance resources to finance development that is committed to leasing to local and less-credit-ready small businesses.</p> <p>P71 Small Business Assistance Programs. Continue to promote agency programs that assist small business owners such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.</p> <p>P72 Small Business Retail Space. Identify resources to incentivize or require mixed-use and commercial developments to provide retail space conducive to community-serving small businesses and business incubation.</p>
Transformative Climate Communities	HCID LA - Naturally Occurring Affordable Housing program	SB 1- ATP	WIN-LA (Workforce Initiative Now- Los Angeles)
Measure A	TRUST South LA Community Land Trust (CLT) and Community Mosaic Pilot Project	LA DOT Vision Zero	
Project 1 : locates \$30 million to SM Mountain Conservancy to improve water quality, water supply, and watershed		Measure M	
Los Angeles Equity Alliance	LAEA	Metro	Vermont-Slauson Economic Development Corporation (VSEDC)
Brotherhood Crusade	SAJE	SLATE Z	RISE Financial Pathways
Metro	Esperanza Community Housing	Transit Working Group	Brotherhood Crusade
Council District 9	Restore Neighborhood LA	Vision Zero Alliance	Los Angeles Economic Development Corporation (LAEDC)
Council District 8	Genesis LA	LACBC	Leadership for Urban Renewal Network (LURN)
SLATE Z			Genesis LA
MRCA			
LA Neighborhood Land Trust			

Endnotes

1. (LA Equity Alliance Coalition Member)
2. (Orange Empire Railway Museum, n.d.)
3. (Reft, 2014)
4. (Barragan, 2017)
5. (PSOMAS, n.d.)
6. (SCOPE LA, 2017)
7. (US Environmental Protection Agency)
8. (LA Mayor, 2018)

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