

# Community Health and Environmental Justice

## Improve Residents' Health and Safety

### Embed “Clean Up Green Up” Regulations as Permanent Zoning Regulations

The “Clean Up Green Up” (CUGU) Ordinance No. 184246, adopted on June 4, 2016, established standards and regulations for heavy, noxious uses close to sensitive or residential uses. This ordinance was adopted as an overlay for the communities of Boyle Heights, Wilmington, and Pacoima/Sun Valley. As part of the Boyle Heights Community Plan update, the regulations from CUGU will be incorporated into the new zoning code for the Boyle Heights Community Plan Area instead of their current status as a “pilot program.” This change to the zoning implements the proposed Community Plan policies listed.

#### **Land Use Policy 23.4**

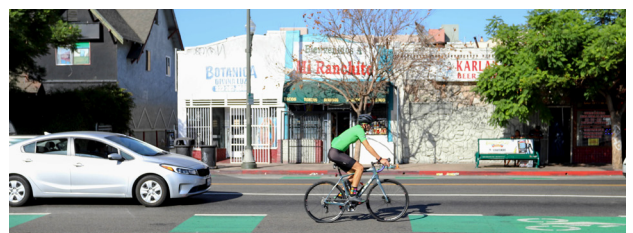
works to ensure that businesses have access to financial incentives and technical support through the City's Clean Up Green Up implementation programs.

#### **Land Use Policies 24.1-24.4**

work to improve site planning, building design, and landscape buffering along freeways to help reduce negative health impacts to vulnerable residents.

### Support Community Initiatives, such as Great Streets & Safe Routes to School

Traffic crashes are the leading cause of death for school-age children in Los Angeles. Streets that are safe for children are safer for everyone, including older adults who are also disproportionately impacted by severe and fatal traffic crashes in Los Angeles. As such, it is crucial that the Plan supports community initiatives such as Safe Routes to School, Vision Zero, and the Great Streets Initiative, to further attention to pedestrian and bicycle safety improvements.



#### **Mobility and Connectivity Policy 1.9**

encourages maximizing bicycle and pedestrian safety around schools.

### Increase Transit Options on Heavily-Traveled Streets, such as Soto & Whittier

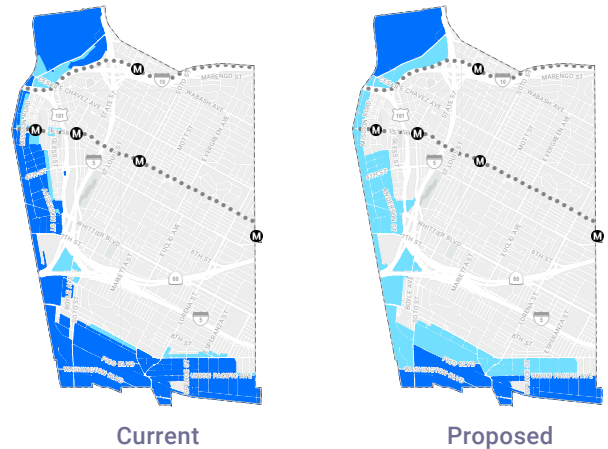
Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The Plan supports transportation improvements identified through the Mobility Plan 2035, such as options for dedicated bus lanes on Soto & Whittier, and protected bicycle lanes to provide safe connections throughout the neighborhood.

# Improve Compatibility Between Industrial Land and Residential Neighborhoods

Approximately 20% of Boyle Heights has historically been zoned to allow industrial and manufacturing uses, which over the decades has created local employment opportunities. While the Boyle Heights Community Plan seeks to maintain much of its industrial land for future employment, the Plan proposes numerous changes to better address compatibility with the surrounding residential community, and better protect the health and wellbeing of those who call Boyle Heights home.

## Industrial Zoning in Boyle Heights

Light Industrial  
Heavy Industrial



Within the Community Plan, new policies are proposed to address industrial land uses:

### Land Use Policies 23.1 & 23.2

ensure that industrial land uses are safe for human health and the environment through mitigation of potential contaminants, and promotes phasing out and relocating of facilities that handle hazardous materials near residents and schools.

### Land Use Policy 23.5

discourages potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

### Land Use Policy 23.6

ensures that all new or rehabilitated industrial facilities permitted near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

To bring these policies into action, several changes are proposed for the zoning of industrial areas in Boyle Heights.

- Zone Changes are proposed for industrial areas along Olympic Boulevard and in the area near the Los Angeles River, where there are residential neighborhoods nearby. The proposed zone changes confine future uses to lighter manufacturing, storage and distribution, and office space. Under this proposal future heavy industrial uses will not be allowed, and existing uses would be phased out over time. Specifically, the Community Plan proposes changing the zoning from today's M2 and M3 zones, to the IX5 Use District.
- Zone Changes are also proposed along the major corridors in Boyle Heights, such as First Street, Wabash Avenue, and Whittier Boulevard, which will not allow future auto-related uses such as auto repair, auto body shops, and gas stations. Specifically the Community Plan proposes changing the zoning from today's C1.5 and C2 zones to CX2 and CX5.

## Safety Enhancements on High Injury Networks and Truck Routes

Vision Zero, the citywide initiative to eliminate deaths from traffic crashes by 2025, has identified streets throughout the City with the highest rates of severe and fatal crashes involving people walking and bicycling. Streets such as Lorena, Olympic, Soto, and Cesar Chavez are identified on this High Injury Network (HIN). The plan supports programs that prioritize engineering and street design improvements, such as protected bicycle lanes, to improve the function and safety of streets like Soto and achieve high-impact reductions in crash-related injuries and fatalities.

### Mobility and Connectivity Policies 1.7, 4.1, and 4.2

prioritize street improvements and the completion of a comprehensive bicycle lane network that enables people of all ages and abilities to safely and comfortably reach the community's schools, job centers and transit stations from any part of Boyle Heights. These policies promote dedicated bicycle signals at key intersections and improved pedestrian and bicycle safety and mobility.

### Mobility and Connectivity Policy 1.10

employs traffic calming measures along Collector Streets passing through neighborhoods to discourage vehicle traffic from traveling at unsafe speeds in predominantly residential areas.