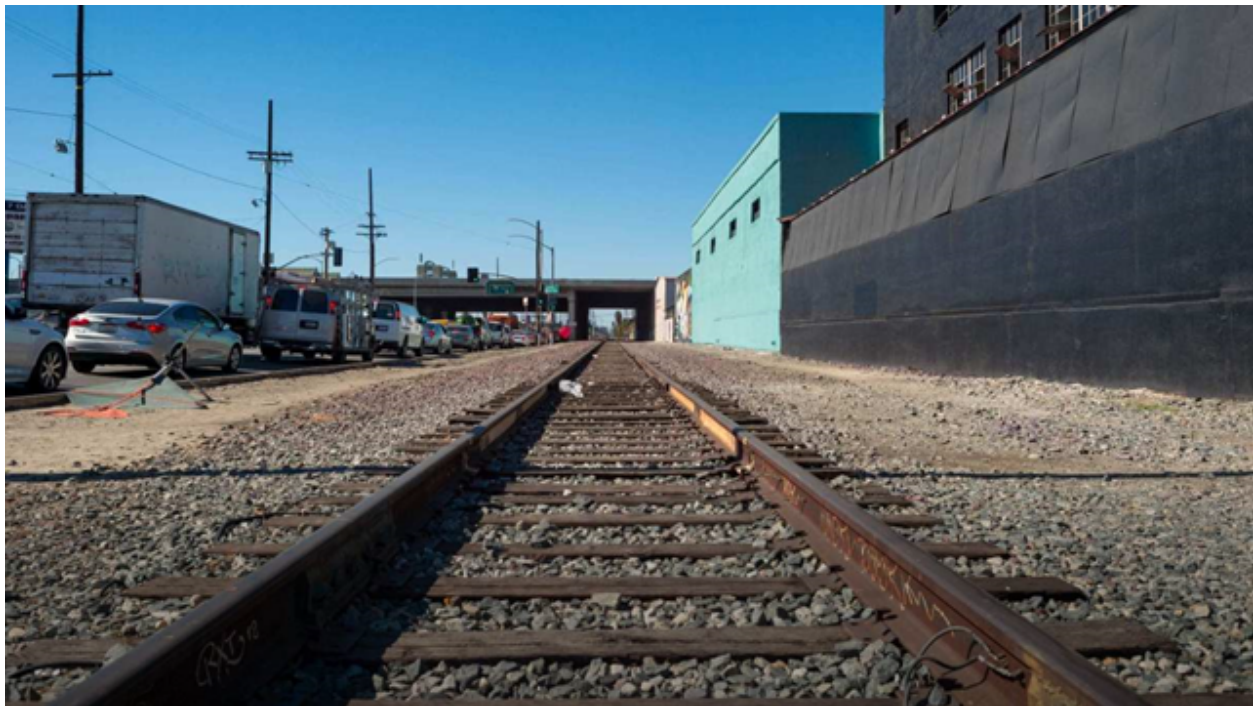


South Los Angeles Climate Commons Collaborative

Community Investments for Climate Justice: Aligning State and Local Priorities with a Community Vision for the Slauson Corridor



A Report of the South LA Climate Commons Collaborative
March 2021

South Los Angeles Climate Commons Collaborative



Acknowledgements:

Authors: South Los Angeles Climate Commons

Designers: Michael Benedict, April Sandifer, Maria Patiño Gutierrez.

Project Summary/ Introduction

Transformative Climate Communities

This report is an effort to continue the work of the Los Angeles Equity Alliance and the 2017 report "Climate Equity from the Grassroots: Aligning State and Local Priorities with a Community Vision"¹. In 2016, South LA Community organizations, including Strategic Concepts in Organizing and Policy Education (SCOPE), Tenemos Que Reclamar y Unidos Salvar la Tierra (TRUST SOUTH LA), Los Angeles Land Trust (LANLT), and Strategic Actions for a Just Economy (SAJE) held a Summer Leadership Academy with South Los Angeles community members wanting to bring environmental justice advocacy and transformation to our communities. During this session, we discussed the possibilities to bring transformative climate change and solutions to a community with opportunities such as the then newly formed Transformative Climate Communities Program (AB 2722). The Summer Leadership Academy resulted in community members shaping six principles of investment that we believed would be crucial for us to advocate for when an opportunity such as The Transformative Climate Communities Grant came to South Los Angeles. The six principles of development included the following.

¹ Climate Equity From the Grassroots "Aligning State and Local Priorities with a Community Vision" (2017) Medina, Muraida, Nem.

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- 1) Power for South LA Residents
- 2) Transparency and Accountability in Decision-Making and Implementation
- 3) Community- and People-Oriented
- 4) Economic and Racial Justice
- 5) Equity Investment; and
- 6) Healthy Equity

The Transformative Climate Communities grant was an opportunity that inspired LA Equity Alliance to join forces with the LA Department of City Planning, the South LA Transit Empowerment Zone (SLATE Z), and Brotherhood Crusade which is an organization that has over 50 years of community involvement. This grant would allow our collaborative to incorporate the community principles shaped by South LA community members that would empower residents and give them the opportunity to have a voice that would shape a cleaner and healthier community they deserve. We believe that the TCC planning grant is an opportunity for Los Angeles decision makers to build partnerships with grassroots leaders and community-based organizations to better align and prioritize the needs of the most disadvantaged residents and to bring climate investments to a community that needs and deserves equitable environmental justice.

South LA Climate Commons Collaborative: “The Commons”

The Commons is a term that often conjures images of tragedy and abandonment of environmental resources. Yet, the experience of environmental justice communities is that the Commons creates the social and capital infrastructure that helps residents adapt to and mitigate threats from climate change and the economic impacts of public infrastructure investments. The Climate Commons vision is guided by the values of shared economic prosperity, environmental health, and community stewardship, building towards collective ownership, equitable capital absorption capacity, and common access to opportunity and governance.

Why the Slauson Corridor?

A legacy of racist land-use decisions has brought polluters in and kept health-promoting land uses out, which disproportionately burdens low-income communities of color for people who live, work and travel along the Slauson Corridor. Communities along the Slauson Corridor lack green space and have an abundance of concrete infrastructure, which make neighborhoods

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more vulnerable to extreme heat than other parts of the city. Residents are exposed to air pollution from nearby industrial areas and heavy traffic corridors. These environmental conditions have led to disproportionately high rates of asthma, diabetes, and heart disease among residents. In recent years, the impacts of climate change have intensified, increasing the adverse effects on the highly vulnerable neighborhoods along the Slauson Corridor.

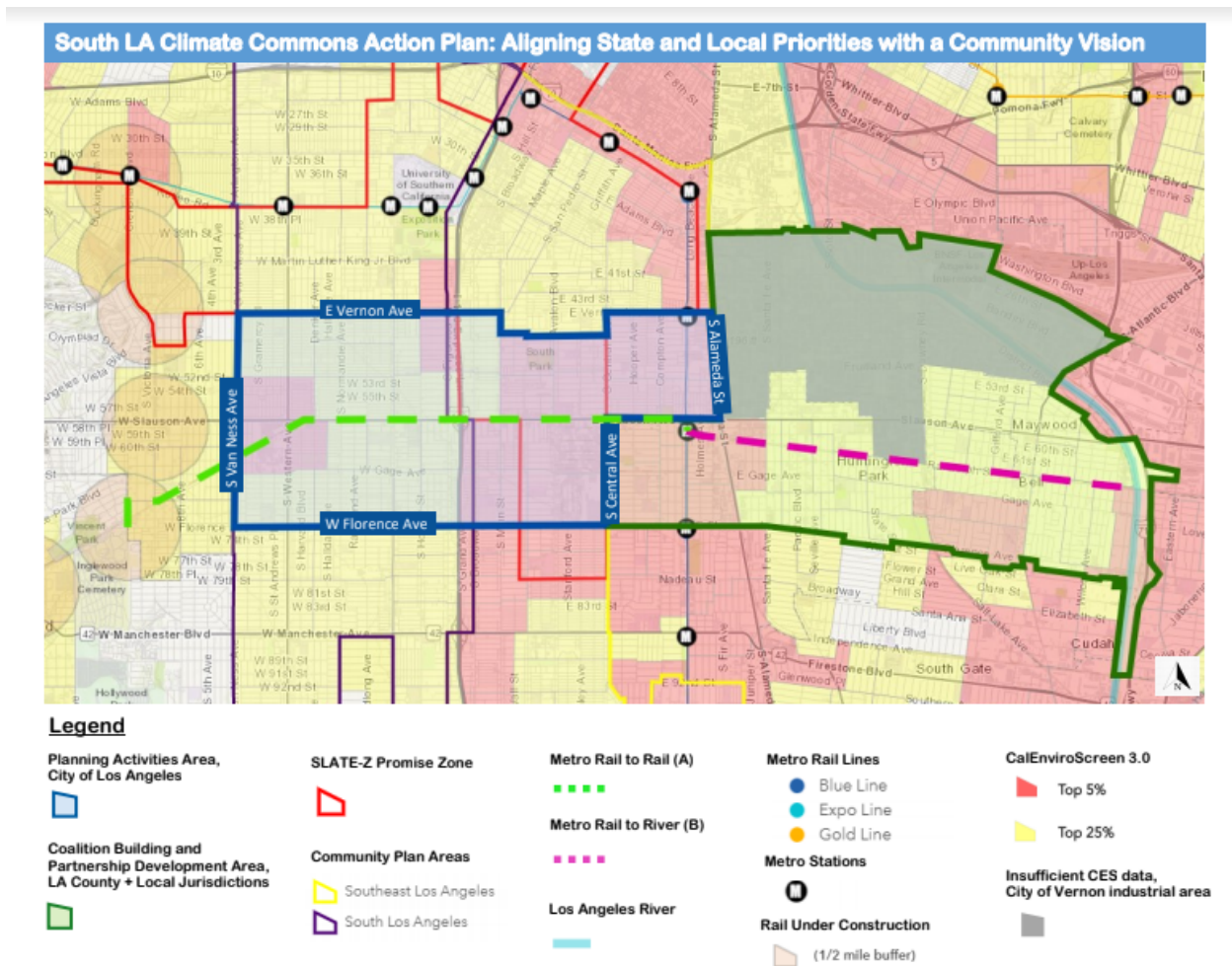


Image # 1 South LA Climate Commons Project Area

Project Geography:

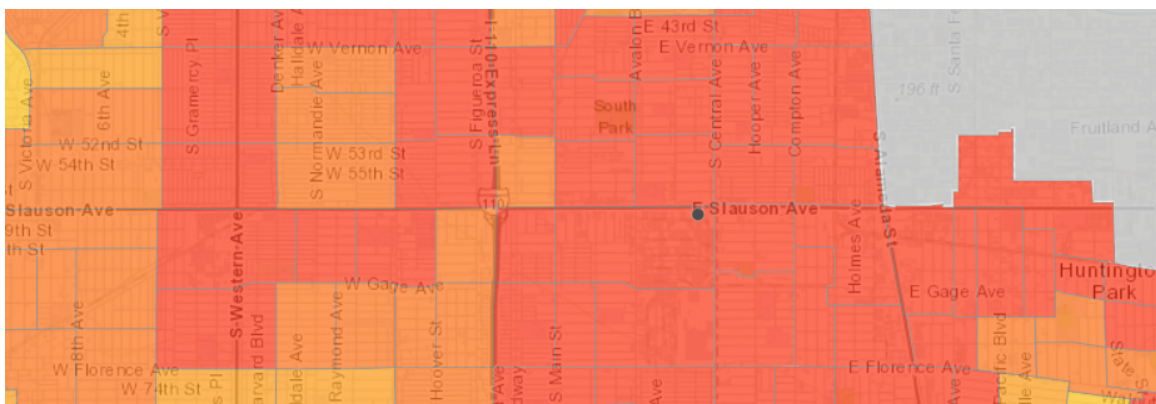
The South LA Climate Commons Collaborative consulted with the USC Sol Price Center for Social Innovation who conducted data analyses across a variety of sources to support the work

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of the South LA Climate Commons. The following is data gathered by USC Sol Price that describes the geography of the project area.

The area of focus, referred to in this report as the Slauson Corridor, or simply “the Corridor,” is a 7.8 square mile area in South Los Angeles. The Corridor is bounded on the west by Van Ness Ave, on the South by Florence Ave, on the east by Central Ave and Alameda St, and on the north by Vernon Ave. It contains 34 census tracts and represents a significant portion of the 10-mile Active Transportation Rail to River Corridor. The area includes approximately 150,000 residents in seven neighborhoods of the South LA region: Hyde Park, Chesterfield Square, Manchester Square, Vermont Knolls, Harvard Park, Vermont Slauson, and Florence.² Since 2010, the population has increased by roughly 7%, more than double the rate of the countywide population increase of 3% over the same time period. Approximately 78% of people in the Slauson Corridor identify as Hispanic or Latino, and an additional 19% identify as Black or African American. The racial and ethnic makeup of the corridor has remained relatively steady over the last decade, with a slight increase in the number of people identifying as Hispanic/Latino (five percentage points) and a slight decrease in the number of people identifying as Black/African American (five percentage points).

The area consists of 34 census tracts that all rank within the top 25% DACs, per CES 3.0, with the majority (18) in the top 5%. These neighborhoods are also less likely to have the social and capital infrastructure needed to address cumulative environmental burdens, climate change vulnerabilities, public health inequities, and economic displacement pressures from large-scale public investments³. (<https://oehha.ca.gov/>)



² University of Southern California Sol Price Center for Social Innovation, Griffin, Painter, Schoen, 2020.

³ CalEnviroScreen 3.0, California Office of Environmental Health Hazard Assessment <https://oehha.ca.gov/>

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Image # 2 : Cal Enviro Screen 3.0 Screen Shot of the planning area Results

Funders:

The South LA Climate Commons is supported by the California Strategic Growth Council's Transformative Climate Communities Program, administered in partnership with the California Department of Conservation.



CALIFORNIA
STRATEGIC
GROWTH
COUNCIL



California
Department of
Conservation

The South LA Climate Commons Structure:

The South LA Climate Commons is a collaborative of one public agency: The Los Angeles Department of City Planning and five community organizations that largely focus in South Los Angeles.

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SCOPE STRATEGIC
COMMUNITY
AGENDA

SAJE
STRATEGIC ACTIONS FOR A JUST ECONOMY

BROTHERHOOD
Crusade



T.R.U.S.T.
SOUTH LA
TENEMOS QUE RECLAMAR Y UNIDOS SALVAR LA TIERRA



LOS ANGELES
NEIGHBORHOOD
LAND TRUST

Lead Applicant:

The Los Angeles City Planning Department is responsible for long-range planning in Los Angeles. The Department works with local communities to enhance and preserve the built environment for future generations. Los Angeles City Planning reviews project applications, processing entitlements, and approvals to ensure that future decisions about development are aligned with the City's land use policies and proposed land use regulations. City Planning is also responsible for administering the Zoning Code, promoting urban design principles, and managing the City's historic resources. The Department of City Planning is currently tasked with implementing the Slauson Corridor Transit Neighborhood Plan (STNP) to identify land use and zoning strategies on the Slauson Corridor. To learn more visit: www.planning.lacity.org

Project Partners:

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The South LA Transit Empowerment Zone (SLATE-Z) is a Promise Zone with a 23-member Steering Committee leading a partnership of 80 South LA CBOs, elected officials, gov't agencies, & education institutions. The South Los Angeles Transit Empowerment Zone (SLATE-Z) is a place-based initiative and collective impact partnership whose mission is to revitalize South Los Angeles by moving residents to economic opportunity. www.slatez.org

Brotherhood Crusade: 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.

<https://brotherhoodcrusade.org/>

Los Angeles Neighborhood Land Trust: Founded in 2002, LANLT's mission is to grow healthy, safe, & strong communities by creating parks/gardens targeting the lack of green & recreational spaces in LA's park-poor neighborhoods. LANLT is positioned to recommend project types that advance park equity and community control of parks and gardens without the dual threat of gentrification and displacement. <https://www.lanlt.org/>

Strategic Actions for a Just Economy (SAJE): Since 1996 SAJE has been a force for economic justice in our community focusing on tenant rights, healthy housing, and equitable development. We believe that the fate of city neighborhoods should be decided by those who dwell there, and we convene with other organizations to ensure this occurs in a manner that is fair, replicable, and sustainable. We are driven by a vision of a society where justice and equity are the foundation of community development, communities are stable, and where workers and tenants have the same rights, stature, and decision-making power as corporations and property owners. www.saje.net

Strategic Concepts in Organizing and Policy Education (SCOPE) builds grassroots power to create social and economic justice for low-income, immigrant, woman, femme, black, and brown communities in Los Angeles. To do this, SCOPE organizes communities, develops leaders, collaborates through strategic alliances, builds capacity through training programs, and educates South L.A.'s residents to have an active role in shaping policies that affect the quality of life in our region. Justice, respect, responsibility, integrity, and voice: These are our core values.

<http://scopela.org/>

TRUST South LA (TSLA): With over a decade of experience developing and rehabilitating existing and new affordable housing units in the planning area and area of influence, TSLA is

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well positioned to make recommendations about the project types that the neighborhood needs in order to stabilize the housing conditions for current tenants, avoid displacement and increase density and access for unhoused communities.

<https://trustsouthla.org/>

Structure

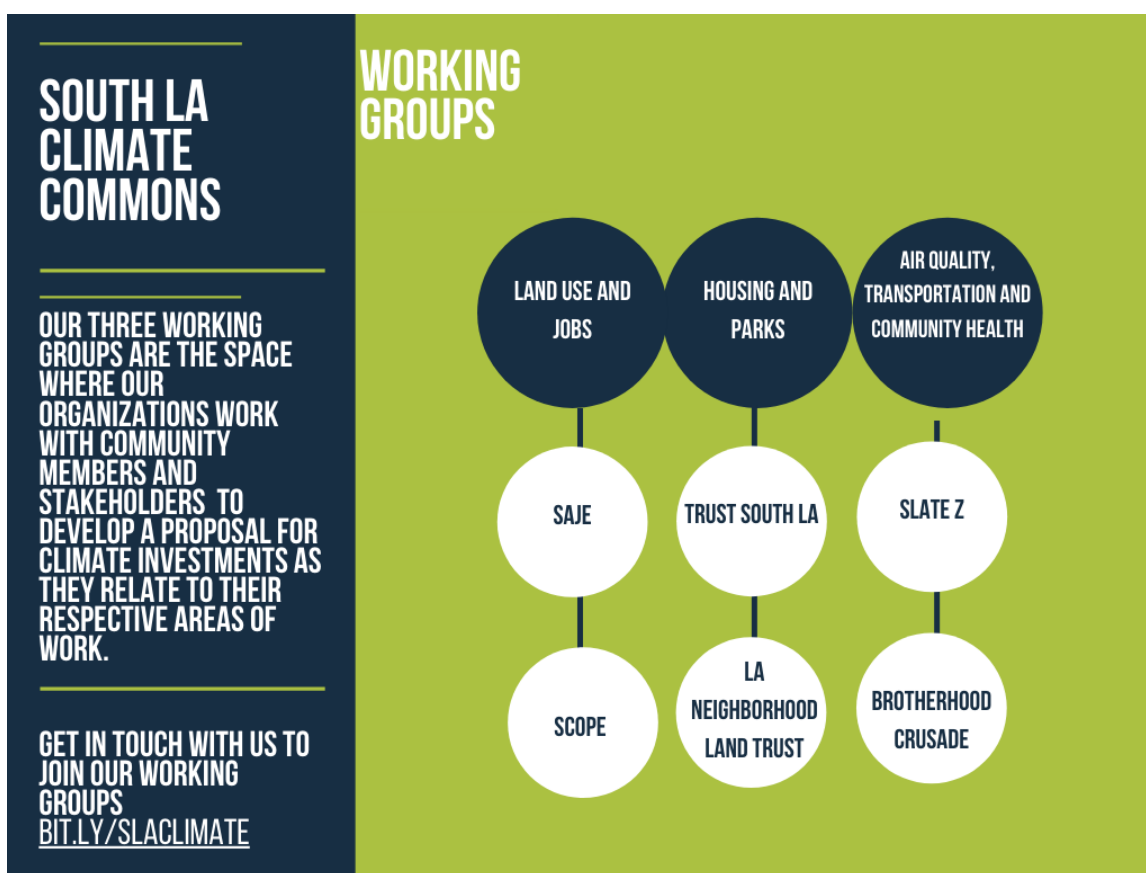


Image #2: South LA Climate Commons Working Group Structure

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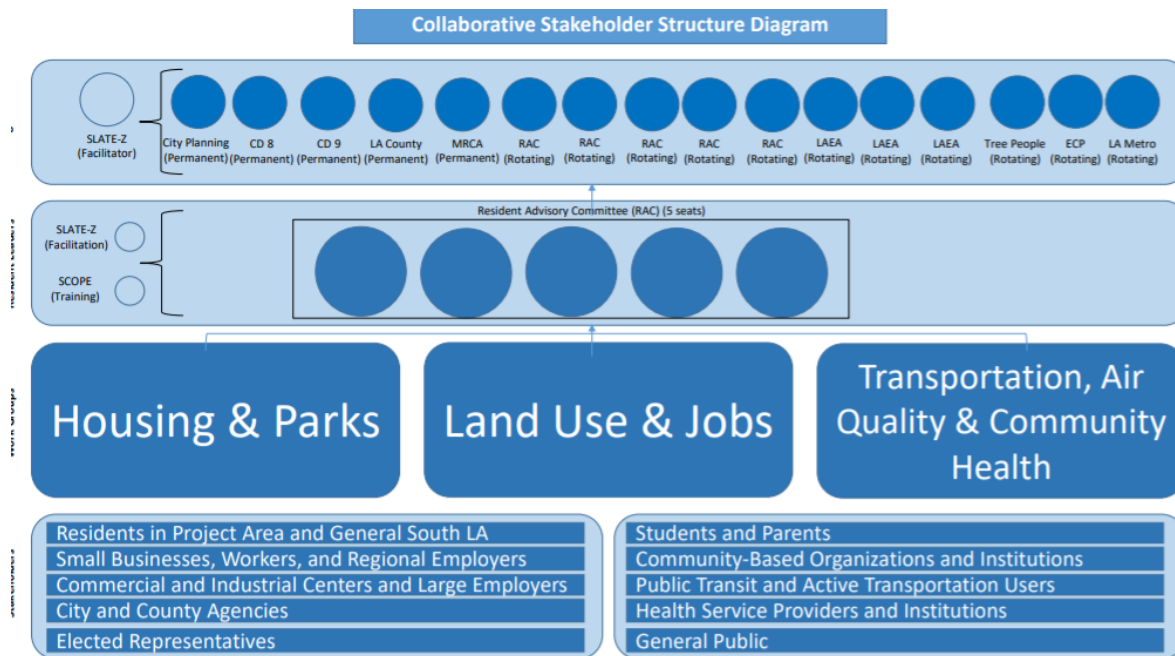


Image #3: Intended Collaborative Structure

Note on COVID-19

The COVID-19 pandemic hit the Los Angeles region shortly after our Housing & Parks work group began. Through our community meetings we learned how the novel Coronavirus has exacerbated difficult living conditions existing in low-income communities of color. Community members, many of whom lack access to quality health care, face a rapidly spreading virus that has devastated an already struggling local economy, leading to additional job insecurities, rising rent burdens, impending threats of houselessness for those currently housed. Many essential workers live in the area, and face a greater risk of contracting COVID-19 and bringing it home to their families, as they do not have the privilege of working from home. Witnessing the toll of COVID-19 as our work progressed was difficult, but it made us double down on this critically important effort in these times. We have developed this report with our community members in mind. Their experiences during this unprecedented time drive our engagement efforts, analysis, and recommendations.

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Community Engagement

a. Description of Community Engagement Strategy

The planning activities and deliverables were led through a participatory community planning process that builds on community leadership development activities of the LA Equity Alliance organizations and coalition-building activities of SLATE-Z. Engagement in the development of projects and policies for prioritization in a community action plan will include several of the recommended activities in the TCC Guidelines, going beyond the suggested minimum thresholds to inform and influence planning: Door-to-door canvassing; Outreach to existing groups; Design charrettes; Convening and developing the capacity of an advisory body; Establishing a website and social media; and more. This chapter explains how the community and stakeholders were engaged in the process and how the plan reflects their priorities.

The process provided elected representatives, public agencies, schools, local businesses, health providers, and other stakeholders with multiple participation points including a Community Forum, meetings, social media, and a webpage. The Collaborative and resident leaders shared the *Climate Commons* vision and strategies with additional stakeholders to develop an actionable plan with buy-in from implementation partners and in solidarity with environmental justice communities in our region.

b. Description of Community Engagement Strategy

- Social Media/Electronic Outreach
- Community Convenings in a virtual space
- Methods of Community Data Collection

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5k Social Media Impressions

Image #4: Community Engagement Accomplishments

c. Summary of Community Engagement Events

Over the course of the year, the South LA Climate Commons hosted three community engagement events to build the capacity of community members living and working along the Slauson Corridor to define and shape solutions they want to see for long-term, transformative change and to develop solutions for climate resilience. The first TCC South LA Climate Commons Launch Event took place at the Vision Zero Community Hub (5861 Compton Avenue Los Angeles), while the second and third TCC events were conducted virtually through

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Zoom due to the Covid-19 pandemic. We adopted an equity lens when conducting outreach by translating our deliverables and presentations in Spanish to engage Spanish-speaking residents (Figure 2). We also acquired Spanish interpreters for all three TCC events.

February 8, 2020: TCC Launch Planning Meeting

The introductory TCC Launch Planning Meeting was conducted with the purpose of introducing community members to the South LA Climate Commons and the aim of bringing transformative change to the community through resident input. The organization leads had the opportunity to introduce themselves and speak about their organizations. We held two activities to engage community members in conversations. The first activity, Slauson Corridor Visioning, was a bilingual activity, and all the facilitators translated between English and Spanish.

We placed pictures around the room that depicted the Slauson Corridor. The images featured some of the key themes in the planning grant (parks, housing, jobs, land use, air quality, transportation). This activity allowed us to start thinking about the Slauson Corridor and the key issues to work on together. Facilitators introduced the picture and asked a series of questions as participants wrote their responses on sticky notes and posted them on the picture.

Group Questions:

What does this picture make you feel?

What do you see that you like or value?

What would you like to see change?

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Image #5 Community members participating in activity at the TCC February 8th Event

After the first activity there was an opportunity for participants to share with the entire group as we conducted a gallery walk for each group to see what other groups posted. The ideas that participants shared were similar to the issue areas that the Climate Commons had plans for (Housing and Parks, Land Use and Jobs, and Air Quality and Environment). We utilized the feedback received from the first activity to lead into the second activity. In this secondary activity we had participants get into small groups to learn more about these issue areas. The purpose was to have participants understand the urgency of community engagement in the particular issue area in order to encourage them to commit to a workgroup and the Resident Advisory Committee.

Through our Launch Event we identified shared community principles for the TCC Climate Commons project. Participants also gained a basic understanding of the goals and desired outcomes of the TCC Climate Commons Planning Grant. We identified overarching needs to build shared resources that meet community needs and shared planning timeline and ways for community members to be involved in the planning process. Lastly, we gained commitments from participants to participate in 3 thematic work groups and the Resident Advisory Committee.

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September 30, 2020 Midpoint Convening

During the second virtual TCC Meeting hosted on Zoom, we reintroduced possible project types and gathered resident feedback on these project types as well as reactions of projects that could be funded through TCC. At the beginning of the meeting, we had participants provide their zip codes and created a map of where people live, work, and play within South LA (Figure 1). We also provided an overview of who we are as the Climate Commons and the reasoning for the creation of the Commons and community need in South LA. We had LA City Planning introduce their work on the Slauson Corridor Transit Neighborhood Plan and presented the South LA Climate survey results. Lastly, we provided updates and summaries of what grassroots leaders across our three working groups have started to envision the future that they want to see and identify multi-benefit solutions to address the cumulative impacts that the South LA community faces.

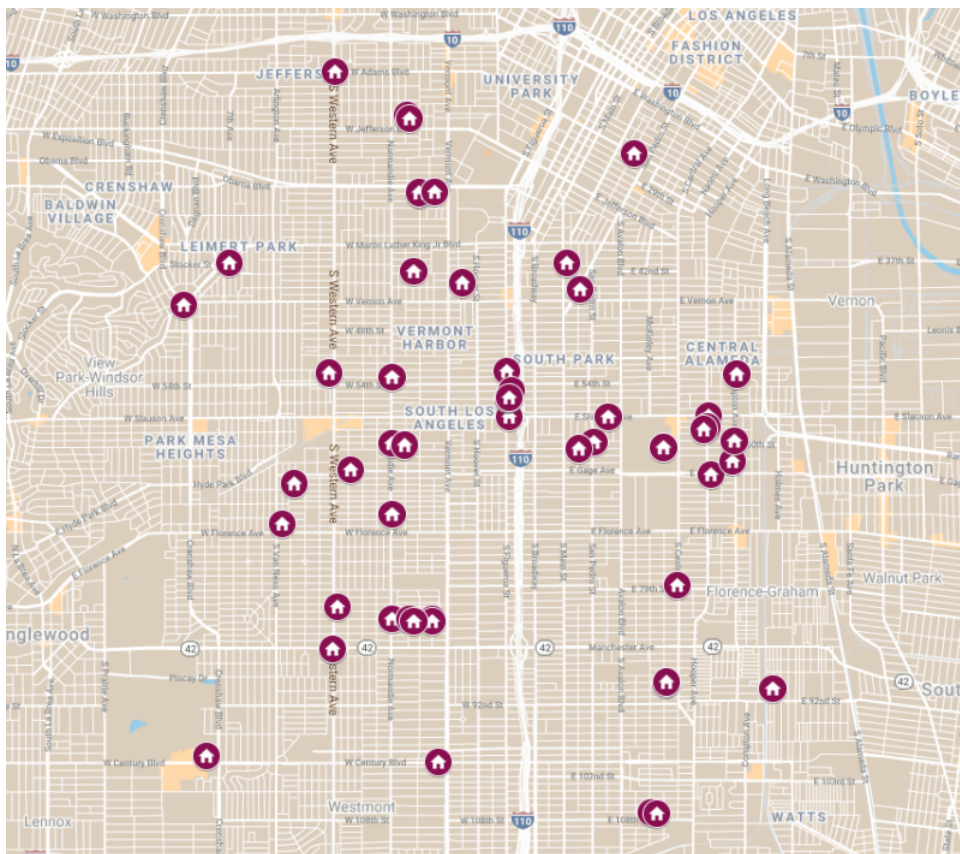


Image # 6 : Mapping Activity conducted at the TCC September 30th Event on Google Maps

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January 13, 2020: Virtual Community Celebration and Presentation

After over a year of community engagement and virtual planning activities, the South LA Climate Commons invited community members to join our Virtual Community Celebration and Presentation. As an introduction to our project we presented a short video filmed during our February Launch Event, in partnership with Blue Veil Films, on the TCC planning process. We also gave the historical context on the Slauson Corridor area and invited the Los Angeles Department of City of Planning, who shared their efforts with the Slauson Transit Neighborhood Plan. We provided some statistics on the Slauson corridor provided by our partners at USC Sol Price Center for Social Innovation and CalEnviroScreen. We once again had representatives from each of the Work Groups share about their efforts, initial goals and present findings and next steps for their area of work.

d. Thematic Groups

Housing & Parks

Residents face: unaffordability, displacement, and homelessness; aging and inadequate building stock that amplifies urban heat effects and increases risks of vector-borne illnesses and fatal heat stroke; and limited access to parks for recreation or outdoor cooling purposes. Residents will learn about the policy landscape (LA County Measures A and H, Transit Oriented Communities, right to counsel policies for renters), identify specific needs for vulnerable populations, and develop strategies and infill projects to address those needs.

Land Use and Jobs

Residents live or go to school right next to stationary pollution sources, experience higher rates of unemployment or underemployment, are in low wage jobs or in informal economy sectors (street vending) due to barriers to employment, and have limited access to workforce development programs. Residents will supplement DCP's Slauson Corridor TNP Planning by ground truthing land use data, learn about existing jobs resources (i.e. City and California Climate Investments Jobs Benefits), explore worker cooperatives and other inclusive economy policies (such as the Safe Sidewalk Vending Act, SB 946), and develop strategies to green local businesses and retrain workers in local sectors.

Air Quality, Transportation and Community Health

These neighborhoods are overrepresented in data for pedestrian and bicycling fatalities, are in proximity to major goods movement corridors with commercial freight traffic, and have aging

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or limited transportation infrastructure that exacerbates the challenges of vulnerable populations, such as children, elderly, and people with limited mobility. Residents will: learn about Metro's R2R Project and Vision Zero; document mobile sources of pollution; identify needs of pedestrians, bus riders and vulnerable populations; and develop and prioritize proposals for GHG-reduction strategies related to transportation to improve community health.

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South L.A. Climate Commons Plan – Housing & Parks Work Group Report

Housing and Parks Work Group

TRUST South LA (TSLA) and Los Angeles Neighborhood Land Trust (LANLT) co-led the Housing and Parks Workgroup. The goal of the Housing and Parks work group was to develop principles, policy recommendations, and potential implementation projects that advance community-controlled affordable housing, access to parks and gardens, active transportation projects and other projects that will help ensure the Slauson Corridor and surrounding communities are climate ready and resilient. Community residents in South Los Angeles and the Slauson Corridor are critical partners in the planning process. Collective ownership, equitable resource allocation, and sustainable environmental and economic practices are core goals in this year-long participatory planning process.

How to read the Housing and Parks Work Group Section of the South LA Climate Commons Planning Report

This report will be valuable for representatives in local, state, and federal agencies, community-based organizations, faith-based groups, as well as social justice and advocacy organizations, activists, and change agents working to improve lives in and around the Slauson Corridor.

This document highlights our community engagement process, its results, principles and recommendations in Sub-Section 1-3. The report concludes with TRUST SOUTH LA's and Los Angeles Neighborhood Land Trust's Policy Recommendations and Climate Investment Project Types in Sub-Section 4-5.

Community Wealth and Assets

The Housing and Parks work group team acknowledges the community wealth that exists and has existed historically in South Los Angeles and the Slauson Corridor. Through the community engagement process and TSLA's decade-long work in the neighborhood, it has become evident that the assets and opportunities in the area need to be recognized, supported and promoted by decision-makers and funders.

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TSLA's dedicated grassroots-led board of directors are long-term community leaders and residents of the Slauson corridor area, and have strong ties to small businesses, tenants and immigrant homeowners in the area (see Figure 1). We had the honor to involve children and youth in our Housing and Parks work, who demonstrated a keen interest, expertise and creativity about the current issues in their neighborhood, and how these can be addressed. Moreover, participants expressed the importance of deep-rooted community-based organizations in the area; which provide a breadth of culturally and linguistically appropriate services. These organizations help meet some of the basic needs of the immigrant, Black, Brown and working-class residents, and help retain the demographic character of the neighborhood.



Image #: : TSLA Board Member and Slauson corridor resident for 40 years, Ms. Maritza Lopez.

Furthermore, by virtue of the diverse population in and around the planning area, there is a wide variety of commercial businesses that include retail, food, and essential services, located in commercial designated zones and along some of the major streets in the Slauson Corridor. Lastly, the planning area is located in a well-served transportation network, with access to

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main freeways, the Blue Metro line and several bus lines that bridge residents to job hubs, and other cities such as Long Beach and Culver City.

It is in the spirit of strong grassroots leadership and in the value of the social fabric and relationships of trust in South Central Los Angeles that we are inspired to present the Housing and Parks working group report for the South Los Angeles Climate Commons Plan. May the vision, expertise and leadership of Black and Brown South Central L.A. residents of all ages shape the future of their neighborhood. We want to strongly highlight the tremendous talent of the neighborhood's children and youth, whose work we had the pleasure of showcasing during our Spooktacular show in late October of 2020. They are the true wealth of the neighborhood. Their outstanding expertise in assessing the neighborhood needs is admirable, and we hope that this report and the forthcoming work meets the expectations that they have shared through their artwork.



Image #6 : Land for the People Task Force End of Summer Art Showcase Participants –Alex & Jacqueline

1. Slauson Corridor Opportunity and Risks

Through the Housing and Parks work group activities our goal was to identify opportunities to expand community control and stewardship of land in the Slauson corridor and its area of influence. For this purpose, we created a ***Land for the People Taskforce***, as an active group to discuss, educate and plan collectively how community stewardship can be expanded in South Central L.A, in the face of the current climate and housing crises. It is important to note that community serving housing exists as Naturally Occurring Affordable Housing -NOAH units in

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the area. These properties are at high risk due to speculative practices and the rise of corporate control. Our report highlights innovative solution to transfer NOAH units to community land trusts ensuring perpetual collective ownership and stability. Through a previous TSLA study of the Slauson planning area and our engagement activities, residents expressed concern about the physical conditions of the housing stock in the area, in addition to toxic exposure due to the historic industrial activities.⁴ Through our surveys and research, we identified some vacant lots and opportunity sites that could be used to develop new parks and small/medium multifamily buildings. Our community research sheds light on the need for responsible community development; park development, housing preservation, and new construction such as Accessory Dwelling Units.

Thinking about the future of the neighborhood and looking back at the economic crisis of 2008, our working group prioritizes the principle of “*development without displacement*”, to prevent further economic, physical and psychological damage that has been generated by displacement of families and communities. Considering the current policy and market threats in Los Angeles and the State, we want to ensure that Transformative Climate Communities investments will increase housing stability of current residents, and enhance access to open space, community parks and gardens, while also improving their quality of life.

We are aware that over 26,800 Ellis Act evictions have been filed in Los Angeles since 2001⁵; and in 2018 the amount of Ellis Act evictions filed in the Slauson corridor area increased by 567%.⁶ Considering the potential of incoming investments and speculative practices, it is imperative to implement a coordinated anti-displacement plan to mitigate and avoid repeating this history. We know that Black and Brown tenants and small property owners in the neighborhood have been disproportionately impacted, thus we prioritize that racial equity be prioritized in housing, park access, and stewardship policies and funding opportunities.

⁴ T.R.U.S.T South L.A Team, *Sustainable and Stable Slauson Plan*, [year]

⁵ Anti-Eviction Mapping Project

⁶ Data obtained by the *Homelessness Policy Research Institute*, USC Sol Price Center for Social Innovation

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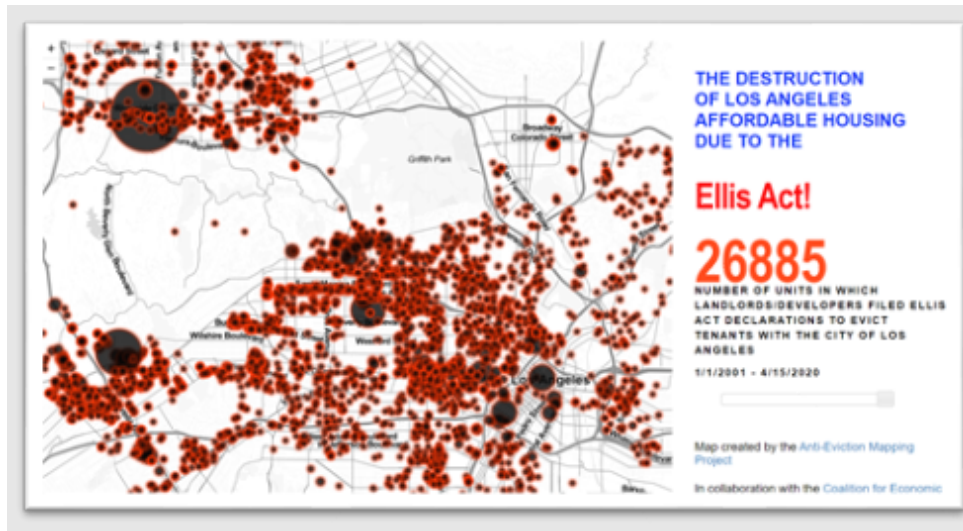


Image #7: Ellis Act Evictions in Los Angeles since 2001. Image from the Coalition for Economic Survival – CES

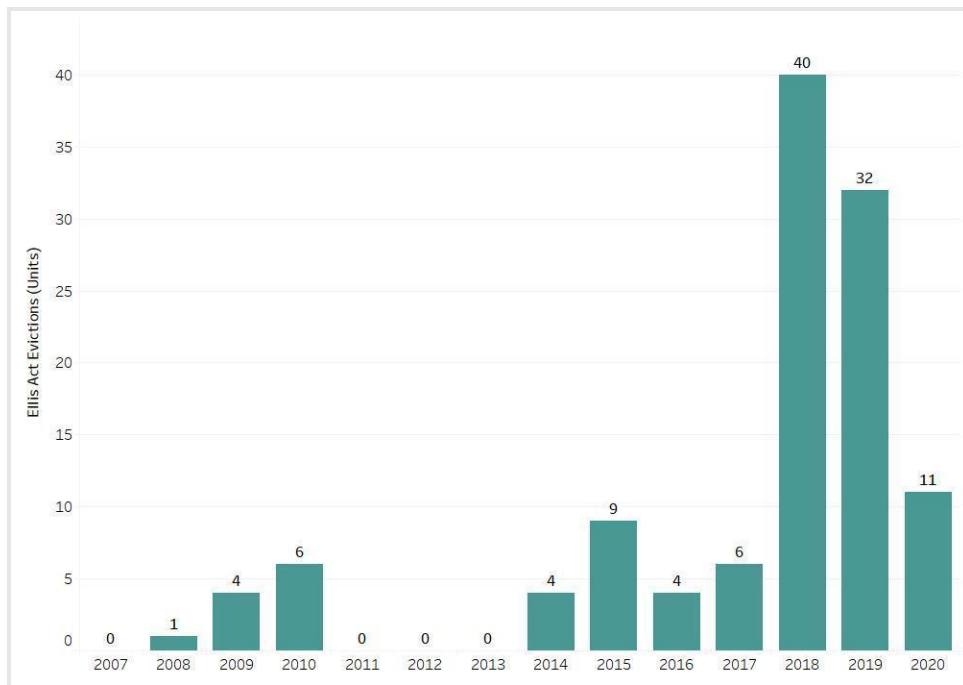


Image # 8. Ellis Act Evictions filed in the Slauson Corridor 2007-2020. Source: Housing and Community Department Los Angeles. Chart by Homelessness Policy Research Institute –USC Sol

Slauson Corridor Community Pressures

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We learned that the greater majority of South Central L.A. and Slauson Corridor residents that participated in our various engagement activities, do not have an understanding of the community land trust model. At the same time, according to data from 2018, 69.33% of renters in the TCC planning area are rent burdened, meaning they pay over 30% of their income towards rent. Over 40% of renters in this area are severely rent burdened, meaning more than 50% of their income goes towards rent.⁷

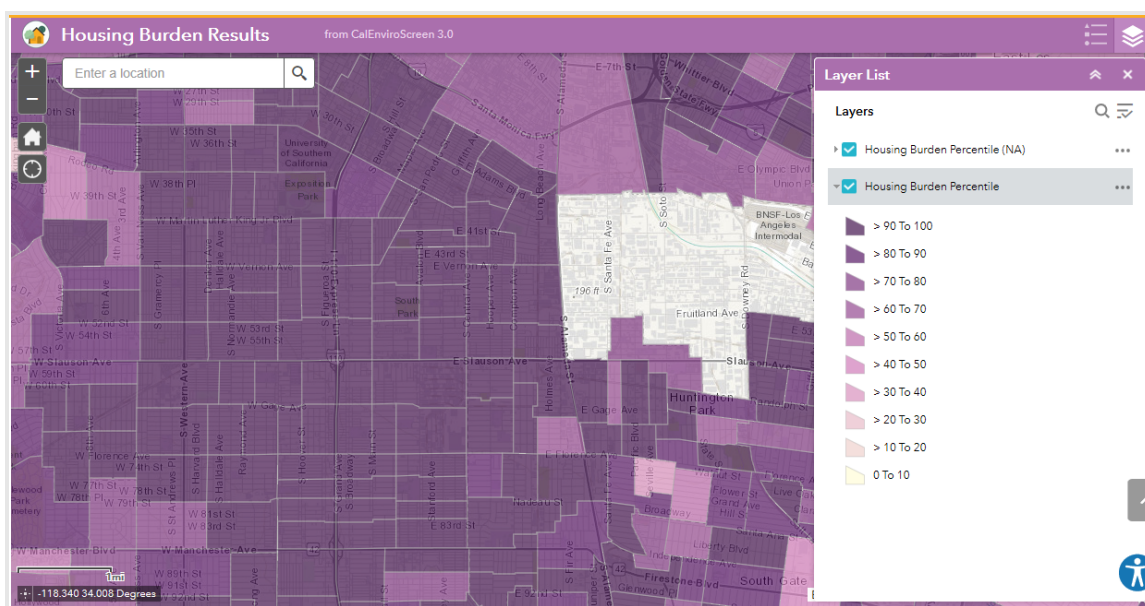


Image #9 Rent Burden household percentiles in the Slauson area. Source: CalEnviroScreen OEHHa 2009-2013 data

Additionally, the 2020 Homeless county found that South Los Angeles Supervisor District 2 had the largest increase in houseless population in L.A county at 23% increase⁸. This shows how vulnerable our neighborhood is, and particularly now with COVID-19 residents are unable to pay rent, spurring landlords and speculators to find ways to push people out. Moreover, houselessness and housing instability increases vulnerability to the effects of climate change, and increases the risk and exposure to other public health risks. In order to address this extremely serious concern, we examined the workforce of the Slauson Corridor and commuting behavior. Top employment industries of residents in the TCC planning area include:⁹

⁷ University of Southern California Sol Price Center for Social Innovation, Griffin, Painter, Schoen, 2020

⁸ 2020 Greater Los Angeles Homeless Count <https://www.lahsa.org/>

⁹ "Citizen Connect." *Neighborhood Data for Social Change Platform*, USC Price Center for Social Innovation, 2018,

ladata.myneighborhooddata.org/#!/dashboard?places=&restrictedPlaces=&categories=23:36%3D

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- Administrative & Support & Waste Management & Remediation Services Workers (9.06%)
- Healthcare & Social Assistance Workers (8.67%)
- Manufacturing Workers (16.8 %)
- Other Services Workers (16.25%)

Commute modes provide one look into the daily lives of residents of the Slauson Corridor. 12.64% of residents take public transit to get to work (more than double the county average of 6%), and the average commute time to employment is 35 minutes. 13.2% of households in the TCC planning area do not own a vehicle, compared with the county average of 9%. The lack of open space and shade, dangerous streets, and highly impermeable areas underscore the daily challenges of navigating public space in the project area.

Community Engagement and Development Values

Community Engagement Strategies Overview

Over the last year, SLACC partners gathered feedback from community members about their wants, needs, and priorities through a variety of methods. This included organizing community meetings in-person before COVID-19 and through video conferencing once the pandemic hit. The Housing and Parks work group led two creative strategies to engage South Central L.A

1&start_date=2017-01-01&end_date=2017-12-31&lat=34.0522&lng=-118.24369999999999&zoom=9&shapelds=&shapeGroupld=nm6n-sgfb&mapType=ChoroplethMap&listViewTab=overview&overlayLayers=Neighborhoods&search_field=&search_value=&autoUpdate=false&heatFilters=&statusFilter=&choroplethField=thematic_attribute_0_jrjz_rr9e&choroplethCategory=Demography&searchType=&include_restricted_places=false.

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and Slauson Corridor residents during the COVID-19 pandemic. Language justice was a key principle for community engagement efforts for LANLT and TSLA, and as such, all of our outreach and engagement activities were conducted in both English and Spanish. These meetings were attended by residents of all ages and helped to identify important community priorities related to housing and parks in the community yielded crucial findings relating to housing and parks.

The overarching goal for the implementation of these strategies was to: ***To gather community input in regards to housing and parks' concerns, opportunities, and motivations in the Slauson Corridor area.*** The community engagement strategies generated significantly valuable lessons for our future work, the challenges of community participation in the face of COVID-19, and the multidimensional crisis that it continues to exacerbate.

The following is a summary of the community engagement strategies implemented by the Work Group:

Strategy 1 – *Land for the People Taskforce*

- **Methodology:** Engaged a group of existing community leaders who have been historically involved in TSLA efforts, and who could invite their neighbors, families or community members to get involved and participate in our TCC activities.
- **Goal 1:** To grow a solid base of community leaders to share knowledge and strategies about land stewardship and ownership in the neighborhood, in order to inform the priorities for the South L.A Climate Commons Plan.
- **Goal 2:** To develop community leadership and increase participation in the planning and facilitation of task force activities.
- **Goal 3:** To create a space for mutual learning about grassroots stewardship and how this model could expand in South Central Los Angeles for the purposes of housing and park acquisition, preservation and development.
- **Description:** Considering that COVID-19 has exacerbated historic vulnerabilities of Black and Brown South Central tenants and small property owners, TSLA and LANLT created the *Land for the People Taskforce*, as an active space for South Central L.A leaders to have the opportunity to organize, and demand a Just Recovery, including community control of land. The taskforce supported our efforts to advance community-led development, preservation, and racial equity. We held three taskforce meetings from June to August with a total attendance of 12 members, and mobilized them to an external advocacy meeting to ask for the former Bethune Library site to become an affordable housing development instead of a hotel. The topics of the three

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meetings were: “Reclaiming our Housing”, “What are CLT’s” & “Community Stewardship in Parks”.



Image #10 : Land for the People Taskforce bilingual flyers, Summer 2020

Strategy 2 – End of Summer Art Showcase call & Spooktacular Art Showcase

- **Methodology:** This strategy consisted of two engagement components, the community design and community input through a written survey, and a youth and children end of summer art project.
- **Goal 1:** Get input from children and their families about their vision of a healthy home and a green neighborhood.
- **Description:** Families and school age children have been sheltering in place since March 2020, as schools ceased in-person education for online learning and neighborhood activities came to an abrupt halt. Such isolation has consequences. In a community with longstanding overcrowded housing conditions, the need to stay home, to stay away from others, can take a toll on one's physical and mental wellness. To support educational opportunities during this time, the LANLT & TSLA launched a call

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for an *“End of Summer Children & Youth Art Showcase”* in South Central L.A. We outreached to community members and neighbors via phone calls, social media, and through the TSLA food distribution program. Interested parents enrolled their children ages 5 to 16 by answering a brief survey about the neighborhood’s concerns and vision about housing and parks in South Central L.A. Parents received instructions and a 75-piece art kit for their children to draw their own idea of a healthy home and a green neighborhood. The drawings were collected along with a picture of the young artists, and displayed during the virtual *“Spooktacular Art Showcase”* on October 31st, 2020. We were honored and inspired to receive a total of forty-five surveys and to collect thirty-four art submissions. Our take away and lessons are described in the section below.

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Una oportunidad para involucrar a los jóvenes y niños del Sur de Los Ángeles en imaginar el futuro de su vecindario!

CONVOCATORIA DE ARTE DE FIN DE VERANO PARA ESTUDIANTES DE 3ER A 8VO GRADO

TODOS LOS MATERIALES INCLUIDOS



Tus ideas pueden ser conmemoradas en varios lugares comunitarios del Sur de L.A!!
Dibuja tu vision de un hogar saludable y un vecindario verde y/o un parque.

CONTACTE A TRUST SOUTH L.A AL 323-233-4118 PARA INSCRIBIR A SU HIJO Y OBTENER EL KIT DE DIBUJO



An opportunity to engage South L.A.'s children and youth in envisioning their neighborhood!

END OF SUMMER ART SHOWCASE CALL - 3RD TO 8TH GRADERS

ALL MATERIALS PROVIDED!



Your ideas can be memorialized at different community sites in South L.A! Draw your vision of a healthy home and a green neighborhood or park.

CONTACT TRUST SOUTH L.A TO ENROLL & GET YOUR DRAWING KIT 323-233-4118



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Image #11: Land for the People Taskforce youth showcase call bilingual flyers, Summer 2020

Strategy 3: *South L.A Climate Impacts Community Survey*

- **Methodology:** TRUST South L.A collaborated with SCOPE in the drafting of a 10-question survey called *South L.A Climate Impacts* to Slauson corridor residents and workers. The survey questions focused on information about where the respondents live, work and what are the major concerns about housing, transportation, jobs and climate change effects.
- **Goal:** To Develop community-driven recommendations to decrease climate impacts and increase resilience in communities along the Slauson Corridor in South LA. For TRUST South L.A it was also to get a sense about the overlapping concerns between housing and parks.
- **Description:** TSLA supported the online distribution of the survey and supported the in-person Ciclavia event in February 2020. Over 300 surveys responses were collected.

Lessons and Takeaways

- *Houselessness and Safety:* The unaddressed houselessness crisis is causing a disastrous domino effect. The top housing concern in South Central L.A is the unaddressed houselessness crisis in the neighborhood; which is hindering the use of parks and other public spaces such as sidewalks. Both children and parents brought up the urgent need for shelters and affordable housing solutions, as well as service facilities to support the increasing houseless populations.

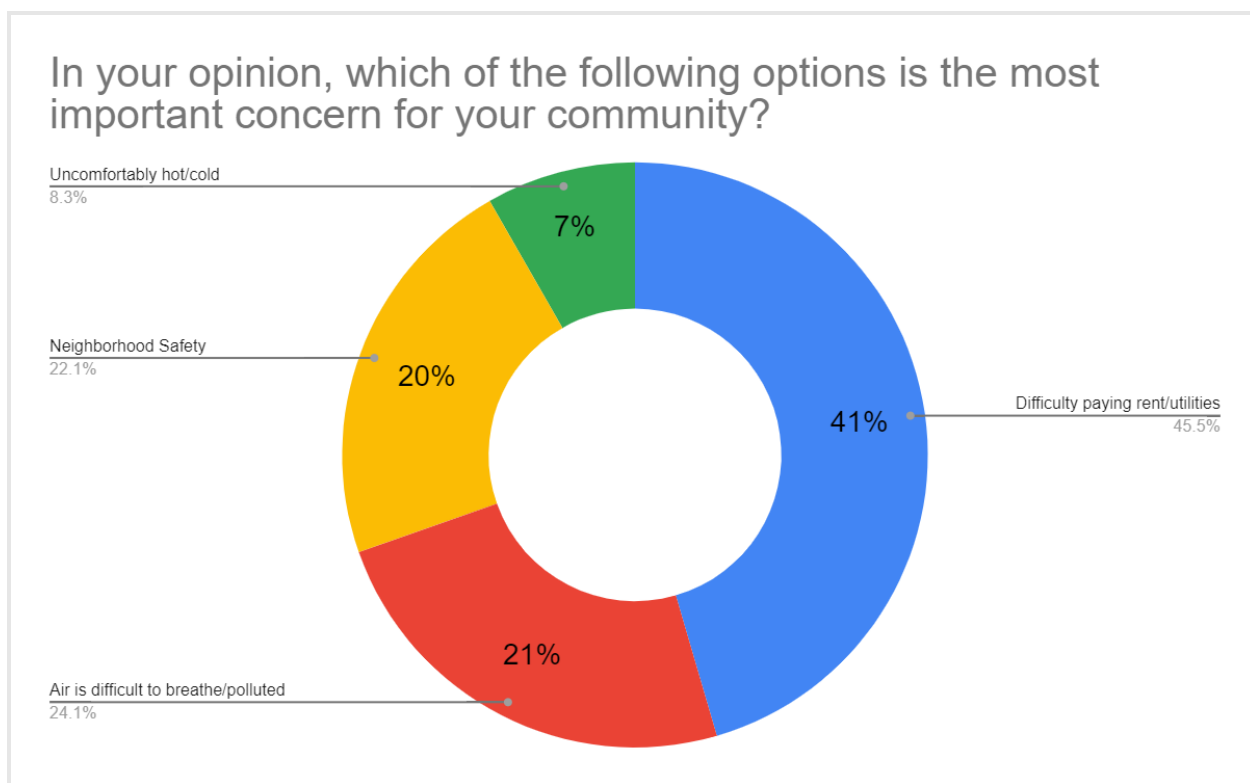


Image #12 : *South LA & One Home One, Opportunity* by art showcase participants Denise & Jaqueline Summer, 2020

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- *The neighborhood is becoming more unaffordable for both renters and single family homeowners:* The second biggest concern in the community is the increasing unaffordability of housing in the neighborhood, including rising rents, and lack of affordable housing compounded by the increased economic burden from the COVID19 crisis. Forty-seven percent of the South L.A Climate Impacts survey respondents indicated that this is one of the most concerning issues.
- *The status-quo is unsustainable:* We understand that not addressing the current crisis will be more costly to the community's health, the environment, and to the economic well-being of the South Central L.A. residents. Community members and leaders stated that the crisis has been going for too long, and change comes slowly, if at all. During our taskforce meetings, participants expressed frustration about how long it takes to generate positive change and get meaningful attention from elected officials.
- *Importance of intergenerational approaches in community design and community participation:* TRUST South L.A and LANLT were beyond inspired and motivated with the children's thoughtfulness and creative vision of their neighborhood. Likewise, many families expressed joy for having a space to share with their children about the future they hope together in South Central L.A, and highlighted the need for more intergenerational spaces to share and grow. Some of the children expressed the need for housing for all, more shelters, cleaner and smoke-free parks, water infrastructure and recreational facilities, and community gardens with access to fresh and healthy food.

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n=5,047

Image #13: South LA Climate Impacts Survey

The South LA Climate Impacts Survey was administered to better understand the problems and priorities of South LA residents with external support from a CalEPA grant.

- *Multidimensional crises require creative and intersectional engagement and implementation approaches:* Some of our taskforce members lost their jobs and others contracted the Coronavirus. Understanding the limited resources and member capacity to participate, we were very intentional about avoiding extractive community participation practices. We want to ensure that future engagement activities take the above into account, and that we can collectively find ways to fairly compensate community leaders for their expertise and time.
- *Building Awareness of Community Land Trusts & Park Stewardship:* The work of expanding community ownership and stewardship requires greater city and regional coalition building. TRUST South LA led the development of the LA CLT Coalition which led many policy victories in city and county for community control. Many of our Land for the People Taskforce participants and survey respondents learned for the first time what a community land trust is, and the benefits of this housing model for the health and

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socio-economic stability of the Slauson Corridor residents and surrounding community. We took these two spaces as an opportunity to create awareness about collective ownership and community stewardship of land.

- o TSLA – 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 community health, or slum housing conditions. Our main goal is to maximize investment in affordable housing for the longest possible term, in perpetuity, through land trust ownership, while also preserving the population diversity of the neighborhood, which is historically Latinx and Black. Here are some relevant benefits and characteristics of the Community Land Trust model:
 - CLTs have technical acquisition experience and/or knowledge to support tenants through the full process, while ensuring that their needs are being met and their questions answered. By partnering with CLTs, tenants can ensure their buildings are affordable and community-controlled permanently
 - Tenants can work with CLTs to acquire, manage and maintain a property together. Acquiring existing naturally-occurring affordable housing is almost three times more cost-efficient than building new affordable housing units.
 - Community Mosaic model and intentional site identification would help prevent green gentrification by implementing community control.
 - Our community-controlled land trust is purchasing apartment buildings on the private market, maintaining low rents, maximizing green retrofits, and improving the standard of living for all tenants by dedicating profit generated from rents to addressing slum housing conditions and improving tenants' standard of living.¹⁰
- o LANLT – is a nonprofit developer and community land trust. The Neighborhood Land Trust's mission is to contribute to the equity and well-being of our neighborhoods through the development of parks, gardens, and community-driven organizing. LANLT works with communities to create parks and gardens as a way to empower residents in underserved areas. We facilitate the creation of accessible community parks and gardens to address the inequity of open spaces in Los Angeles' underserved neighborhoods and to ensure community participation and collaboration in every step of the process of creating these public spaces. Our successful community development model

¹⁰ See Appendix 7 & 8: Community Mosaic housing preservation program descriptions

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engages residents from the beginning of our design process, through construction and ultimately to stewardship of the parks and gardens we create. To ensure the long-term impact of our efforts, we are working towards equitable green space development through grassroots policy reform. The Los Angeles Neighborhood Land Trust believes that inequity can be reversed by consistently practicing the values of sustainability, environmental justice, equity, inclusivity, and collaboration.



Image #14: *Our Future* by art showcase participant Alan, Summer 2020

Guiding Values for Community-Based Development

It would be great to have housing that was led by our community and right now that we are going through an economic crisis people cannot pay their rent."

-B. Lucio – Taskforce meeting 06/24/2020

During our Taskforce meetings we had the privilege to discuss what is important for our residents when it comes to advocating and acquiring land for building affordable housing and parks through land stewardship. The eight (8) principles that TSLA and LANLT are committed to are the following:

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1. *Housing is a Human Right* - Ensure that all people in South Central L.A have a pathway to a stable home is key to the safety and health of the neighborhood.
1. Grassroots and intergenerational community engagement is tied to resident leadership development.
2. *Climate resiliency through housing justice*. Housing security is essential to building climate change resiliency and adaptation in the neighborhood. Affordable homes guarantee stable families, communities, and a healthy natural environment.
3. Community members feel a *sense of collective ownership* of their parks and housing - you're a resident and park user, but you're also a guardian.
4. *Safety starts with the community*. An ethos of safe community space must be created by forming connections, building trust and relationships, and conducting authentic engagement.
5. *We prioritize Black and Brown residents* who bear a disproportionate burden when it comes to economic instability and environmental pollution. We acknowledge that housing injustice is directly linked to structural racism.
6. *The community knows best*. Our advocacy work for housing and parks is always informed by the expertise and living experiences of the residents and leaders of South Central L.A. from all ages!
7. *Anti-Displacement Strategy & Prevention of Green Gentrification*. Slauson Avenue is at the peak of major investments, gentrification, and potential displacement. With much attention on future revitalization initiatives, it is important that Community Land Trusts are positioned as a permanent anti-displacement solution, and we can ensure that the communities who live there today, can stay to enjoy the benefits of these developments.

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Image #15: *We are in this together* by art showcase participant Cindy, Summer 2020

Survey & engagement results (summarized version)

The following is a summary of the parent surveys administered as part of the "End of Summer Children & Youth Art Showcase."

- We received a total of 46 responses and engaged close to a hundred youth and children during our South LA youth focused event
- 78% of respondents identified as Latinx/Hispanic, 4% identified as African American or African descent, 4% identified as White, 13% preferred not to say, and 1% indicated Other
- 15% know what a Community Land Trust is, 50% said they do not know, while 35% were not sure
- When asked to identify their top three concerns regarding neighborhood health, respondents reported: 1) Housing security, 2) Access to shade and trees, and 3) Access to parks, recreational and open space.
- 61% of respondents want to continue working on a community-led vision for development in South Central LA, 33% answered maybe later, and 6% said no

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- We asked parents to identify vacant lots or underutilized land in the project area for potential conversion to parks and gardens, and the name of the closest park to home, what they like about it, and what needs improvement. The following summarizes residents’ priority areas for park development opportunity sites and recommended improvements of existing parks.

Vacant lots and opportunity sites for new parks and joint development:

Renovation/Community Stewardship opportunities for existing parks:

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- **Slauson and Wall site**
- **Budlong and Exposition Blvd** - Many empty houses with graffiti, no doors/window
- **42nd Street & Broadway** - vacant lot
- **Slauson Avenue & Compton Blvd** – vacant lot
- **Main Street and Broadway** – vacant lot
- **51st Street** – put parklet on the street
- **Vernon Avenue between Main Street and San Pedro Place**
- **Slauson Avenue and Figueroa Street**, near the 110
- In the area of **Vermont Avenue**
- Between **Western Avenue & Gage Avenue**
- **Slauson Avenue and Figueroa Street**, near the 110
- **Pico Union & 12th** [outside of project area]
- In the area of **Jefferson Blvd** (outside of project area)

Hoover & 52nd between 47th and 51st

- Expand this park

Western & King

- Park need to improve safety (gangs/drugs). Won't return to this park for now

Exposition & Vermont

- Likes the sand but dogs use it for bathroom. Need more trees, shade, safety lighting, and soft foam ground, not sand

41st & Avalon

- Park needs to be cleaner

Gilbert Lindsey Park

- Likes the kid's games. But park is unsafe due to smoking and using drugs too close to kids
- Likes skating rink. The grass area should be cleaned
- Needs more security. Drug dealing, smoking, drinking on-site make it unsafe for kids
- Improve the park. Likes kid's games and sports programs
- Clean the park

24th & Arlington

- Feels unsafe because too many people smoking and drinking

Trinity Park

- Needs more swings and playsets for kids
- Improve indoor recreation center
- Likes the turf. Improve the bathrooms

Exposition Park

- Need restroom for adults, separate restroom for kids. Restrooms are run down.
- Like to see more cultural events that are culturally relevant
- Glad it's clean. Needs more community events. Unhoused people make me feel unsafe

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- Vermont Park
- Needs better garden

Opportunities for Community-Stewarded Affordable Housing



Image #16: Art showcase participant Jennifer with her artwork, Summer 2020

Community Land Trusts (CLTs) can operate flexibly, stewarding land underneath their own rental properties, or leasing that land to tenant organizations or housing cooperatives, single family homeowners, and for-profit and non-profit residential and/or commercial property owners. The model can work to develop new housing and community serving needs like clinics, retails, markets, as well as new parks, gardens, and green spaces. As construction costs have gone up for new affordable housing, it has become equally or more important to also prioritize the preservation of existing “Naturally Occurring Affordable Housing” (NOAH) or more recently called “Unsubsidized Affordable Housing.” This rebranded category recognizes “both the social and economic forces (e.g., disinvestment and redlining) that often contribute to the

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declining conditions of many of these properties, as well as other factors such as property age and outdated amenities that impact the affordability of rents in diverse real estate markets.”¹¹ We must focus on both development and preservation of affordable housing in the Slauson Corridor neighborhoods.

“The cost of building a 100-unit affordable project in California increased from \$265,000 per unit in 2000 to almost \$425,000 in 2016.”¹² Between 2016 to 2019, the costs under the Low-Income Housing Tax Credit increased from \$425,000 per unit to more than \$480,000 per unit.¹³ Affordable housing development is a lucrative business with increasing costs on land values, construction costs, materials and labor, development fees and other permitting and regulatory requirements. The price for preserving affordable rents for Unsubsidized Affordable Housing units can be three times less the price of producing a new unit. According to Enterprise Community Partner’s 2017 study, nationally 54% of rental housing is in buildings under 50 units, with the most affordable rents in 2–9-unit buildings. Yet this threatened source of Unsubsidized Affordable housing has received almost no public resources, and very little intellectual attention from the affordable housing industry.¹⁴

Joint Development of Affordable Housing: Slauson and Wall Case Study

During the South LA Climate Commons Plan community engagement, TRUST South LA and the LANLT further investigated the use of the city-owned parcels for the development of affordable housing and parks. The City of Los Angeles Planning Department identified 21 parcels adding up to 12.5 acres which could be donated to community land trust if the city’s “Surplus Land to CLTs” motion is implemented in LA Council Districts 8 & 9.¹⁵ This has the potential to exponentially increase community owned and stewarded affordable housing and parks and green spaces in the planning areas. The LANLT and TRUST South LA will continue

¹¹ Enterprise Community Partners, “Preserving Affordability, Preventing Displacement: Acquisition-Rehabilitation of Unsubsidized Affordable Housing in the Bay Area,” <https://www.enterprisecommunity.org/resources/preserving-affordability-preventing-displacement-acquisition-rehabilitation-unsubsidized>

¹² The Turner Center for Housing Innovation: [https://turnercenter.berkeley.edu/construction-costs-series#:~:text=Affordable%20Housing%20Costs%3A%20The%20cost,and%20regulation\)%20impact%20affordable%20housing.](https://turnercenter.berkeley.edu/construction-costs-series#:~:text=Affordable%20Housing%20Costs%3A%20The%20cost,and%20regulation)%20impact%20affordable%20housing.)

¹³ The Turner Center for Housing Innovation, “The Costs of Affordable Housing Production: Insights from California’s 9% Low-Income Housing Tax Credit Program.” http://turnercenter.berkeley.edu/uploads/LIHTC_Construction_Costs_March_2020.pdf

¹⁴ 2017. Enterprise Community Partners, “Understanding the Small and Medium Multifamily Housing Stock,” <https://www.enterprisecommunity.org/policy-and-advocacy/understanding-small-and-medium-multifamily-housing-stock>

¹⁵ Find map and city data on parcels in Appendix 9. “Surplus Land to CLTs” LA City motion [20-0713 \(CFMS\)](https://www.lacity.org/files/2017/07/20-0713-CFMS) ([lacity.org](https://www.lacity.org)). LA ROSAH, “Pathway to Parks & Affordable Housing Joint Development” <https://www.liifund.org/wp-content/uploads/2018/11/Pathway-to-Parks-and-Affordable-Housing.pdf>

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engaging residents, workers, and decision makers to propose joint development of parks, affordable housing, and economic development uses at these sites.

TRUST South LA and the LANLT in collaboration with Clifford Beers Housing, a member of the LA Regional Open Space and Affordable Housing (LA ROSAH), submitted a joint development proposal for the Slauson and Wall, a 7-acre brown field site. TRUST South LA has over a decade organizing for the development and community ownership of this site. In 2011, TRUST South LA, as part of a larger coalition, was awarded this site for development. Although the award was later rescinded, TSLA has continued organizing with members to ensure Slauson and Wall is stewarded in perpetuity and reflects a community vision with benefits such as ample park space and affordable housing. In 2016, Enterprise awarded TSLA a grant to “develop a resident-driven, comprehensive, green, neighborhood scale plan” in the Slauson neighborhood. The Sustainable and Stable Slauson Plan (SSSP) developed by TSLA highlights a resident-led, community-driven vision for displacement prevention, economic development, environmental justice, climate resilience, affordable housing and mobility in South Central LA.

The community-led Slauson and Wall “Síntesis” vision aligns with the SSSP for the site and the neighborhood. This Proposal is also aligned with the South LA Climate Commons Transformative Climate Communities (TCC) planning grant, Metro’s Rail-to-River project and LA County’s LA River Master Plan Update. Síntesis will advance the vision for equitable parks, affordable housing, small business and integrated infrastructure development in South LA. Through COVID-19 TSLA and LANLT has continued to prioritize engaging community residents of the Slauson Corridor to ensure they could be part of providing feedback to this Slauson and Wall Request for Proposal. The development will include affordable housing, homebuyer opportunities for low- and moderate-income members, over 3 acres of new parks, community gardens and green spaces, and commercial/community kitchen space and support Street Vendors + small Black and Brown owned businesses.

Green Investments without Displacement, Preserving Unsubsidized Affordable Housing

TRUST South LA is the co-founder and facilitator of the LA Community Land Trust coalition which came together in late 2019 and has increased its leadership in the regional social housing movement sparked by the Covid-19 pandemic. The coalition meets weekly to advance city and county policies that will divert potential displacement risks and transition to community stabilization and ownership. Most recently, the coalition was successful in two county motions that will result in: 1) Community Land Trusts receiving \$14 million acquisitions and rehabilitation resources and 2) Community Land Trusts receiving Ch 8 tax reared properties from the county.¹⁶

¹⁶ See Community Land Trust Policy section for more description on the policies.

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T.R.U.S.T. South LA is partnering with Communities for a Better Environment (CBE), LA Community Land Trust Coalition, and staff of LA County's Supervisorial District 1 (SD1), to pilot the anti-displacement and community stabilization program in Huntington Park, located in the South LA Climate Commons area of influence. We have identified two properties to be conveyed from the county to our Land Trust with the process starting early 2021.¹⁷ To expand this strategy, we are preparing to engage with LA County's Supervisorial District 2 which includes the South LA Climate Commons planning area. It is imperative people experiencing economic hardships can stay in their homes and neighborhoods. The properties will be donated to the Land Trusts but resources to rehabilitate them need to be identified and secured.

These programs are a step in the right direction, but do not solve the growing displacement crisis in South LA and Slauson Corridor as noted in Ellis Act cases spiking 2018-2019.¹⁸ Based on current market and anticipating some increase in sales cost, our financial model assumes acquisition costs of \$150k/unit, another \$10k in closing costs, and an additional \$25k/unit in upfront rehab. Of the \$185k/unit, \$100k/unit can be supported by a mortgage (a "Senior Loan"), paid by maintaining current rents. Each unit then requires an \$85k/unit investment, which can be divided into \$25k/unit of equity, that stays in the deal as permanent subsidy; and \$60k/unit of a "Junior Loan", which is a low-cost loan from a mission driven lender or a bank which is meeting its Community Reinvestment obligations. TCC resources could support this model by providing both tranches of funding with the Junior Loan funds revolving every 10 to 20 years, preserving more units and magnifying the impact; or the TCC funds could be wholly invested in providing the equity, provided that we identify new sources for the Junior Loan. This \$85k/unit investment of public funds is quite attractive compared to the nearly \$400k/unit for a new Low Income Housing Tax Credit (LIHTC) unit. This model assumes acquiring buildings on the speculative market; however, should the commitment of TCC funds trigger certain requirements, such as ADA or overcrowding, the model may become less.¹⁹

How will properties be rehabilitated?

Homes prioritized for acquisition and rehabilitation should meet substandard conditions with estimated rehab costs up to \$50,000 per unit.²⁰ City of LA's "Affordable Homes First: Advancing a Green New Deal for Los Angeles Renter," lists many barriers that low-income renters experience in order to live in healthier and more sustainable homes with support from

¹⁷ The Community Land Trust County Program is described in the policy section of the Housing and Parks Report.

¹⁸ See Appendix. Ellis Evictions filed in the South LA Climate Commons Planning Area.

¹⁹ See Appendix for full Description of GGRF Acquisition Potential Fund.

²⁰ See Appendix with "Chart of Building Types and Community Priorities." [Multifamily Asset Classes - Class A B C D Properties \(crefcoa.com\)](https://www.crefcoa.com/)

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subsidized retrofits; including eligibility & enrollment complexities, insufficient funding, and underserved utility customers. The City of Los Angeles is already committed to a sustainability plan that will reduce energy use 22% by 2025 and increase energy efficiency to all building types.²¹ What is needed are resources to cover these costs and other code compliant building improvements.²² Much of Los Angeles's existing small and medium multifamily housing was built in the 1950s and 1960s meaning the housing stock is in desperate need of greenhouse gas (GHS) retrofits and rehabilitation investments.²³

TRUST SOUTH LA's and Los Angeles Neighborhood Land Trust's Policy Recommendations

A healthy preservation ecosystem is necessary to ensure adequate and affordable housing, community parks and open spaces, and to keep residents in place along the Slauson Corridor. This section of the report will outline the policy and funding elements that will create a system which preserves neighborhoods in an area that has been historically redlined and whose residents are at risk of displacement due to the combined forces of gentrification and the economic fallout of COVID-19.

Key Stakeholders

²¹ LA Sustainability Plan 2019. Pg. 54 https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf

²² See Appendix. "Community Mosaic: Integrating Green Retrofits to Support Housing Preservation"

²³ See Appendix Figures from "Affordable Homes First: Advancing a Green New Deal for Los Angeles" Report

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There are many key players in this ecosystem. Tenant and environmental justice organizations can help build organizing capacity among residents and lead a strong transition to nonprofit or resident stewardship of affordable housing developments. Nonprofit stewards such as Community Land Trusts (CLTs) can lead project development and possess expertise on affordability and rehab decisions²⁴. CLTs and nonprofits may also provide resident services such as property management. More importantly, stewardship of housing and parks can and should be conducted by current residents who have day-to-day experiences with habitability issues and neighborhood dynamics. For example, LANLT's park stewards are residents who live within walking distance of parks operated by the land trust. They are intimately close to the community because they live in it. These stewards serve as the first point of contact with park users. Stewards conduct park and community organizing to strengthen local partnerships. Additionally, Community Development Financial Institutions (CDFIs) can support anti-displacement by financing permanently affordable housing options and community-controlled land.

²⁴ Yelen, James. "Preserving Affordability, Preventing Displacement: Acquisition-Rehabilitation of Unsubsidized Affordable Housing in the Bay Area." *Enterprise Community Partners*, 2020, www.enterprisecommunity.org/resources/preserving-affordability-preventing-displacement-acquisition-rehabilitation-unsubsidized. (Page 34 of 44)

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Image #17: LANLT Park Steward Maria Reyes (center) leading a design exercise at 11th Avenue Park

Displacement Avoidance

The goal with displacement avoidance is community stabilization and keeping people in their homes. Displacement resulting from gentrification can be caused in a number of ways, and this includes speculative real estate practices and the addition of new community amenities like new housing, parks and open spaces, and active transportation improvements. There are a number of policies that can be enacted to ensure residents are protected in place. An important part of any future work is the development of a displacement avoidance plan that includes a number of activities to support renters, community based economic development, home ownership for existing residents.

Key Policies

It is essential to move forward policy initiatives that support the preservation ecosystem at the city and county level in Los Angeles. At the city level, initiatives such as the Surplus Land to CLTs Motion, and the creation of Social Housing are important anti-displacement measures.

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Furthermore, the Tenant Opportunity to Purchase Act at the City, County, and State levels would assist the work of CLTs in preserving housing and open space for communities such as those along the Slauson Corridor in South Central Los Angeles. Successful implementation of these policies will require sufficient commitments of funding to subsidize and finance acquisition and rehabilitation projects by CLTs. TRUST South LA and LANLT will continue advancing city and regional policies that advance climate resiliency, community ownership and anti-displacement initiatives.

Recommended Policy Initiatives in Los Angeles:

1. Development

a. Surplus Land to Community Land Trusts Motion

- i. In June of 2020, Councilmember Herb Wesson (10th District), Councilmember Gilbert Cedillo (1st District), and Councilmember Marqueece Harris-Dawson (8th District), brought forward a motion regarding the City of LA's surplus land²⁵. The motion calls for the donation of surplus City land to CLTs. It urges officials to evaluate the City of Los Angeles' real estate holdings and to donate surplus property back to the community. This land would serve community purposes such as; affordable housing, parks, community gardens and recreational green space, as determined by the community residents.
- ii. This policy aims to correct the history of exclusion of Black, Indigenous, and Latinx Americans from opportunities to access generational wealth. Redistribution of land is an essential and equitable measure in ensuring the health and stability of communities of color in South LA.

b. Social Housing

- i. Social Housing will be an integral part of a just future for South LA. The Community Service Society (CSS) defines Social Housing models as "those that strive to achieve permanent affordability, social equality, and democratic resident control. These goals are reflected, to varying degrees, in existing U.S. affordable housing programs, including public

²⁵ Cedillo, Gilbert A, et al. "Surplus Property / Community Land Trust Organization / Council Districts 1, 8, and 10 / Donation." *LACityClerk Connect*, City of Los Angeles City Clerk, 9 June 2020, <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0713>

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housing, nonprofit-managed rentals, and privately-run, limited-equity cooperatives on land stewarded by community land trusts.”²⁶

1. Social housing is a concept that is much more developed in European countries than in the United States, and shows significant promise in stabilizing housing affordability for low-income residents²⁷. Expanding social housing beyond the limited numbers of shared-equity or deed-restricted units, and the public housing units that exist in the United States is an essential movement as we reconsider how to create a housing landscape that contributes to the wellbeing of all residents regardless of income, race, or citizenship status.
 - ii. The Social Housing Report²⁸ by the Los Angeles City Council’s Housing Committee (Councilmembers Bonin, Martinez, and Harris-Dawson) identifies the urgency of Social Housing as a response to the affordable housing crisis. It calls upon the City of LA to determine how many units of social housing can be added to each of the city’s council districts, and to identify funding sources for social housing in Los Angeles. The report also suggests the use of city-owned properties for social housing development.
2. Preservation (Acquisition / Rehab) Ecosystem
 - a. TOPA= Tenant Opportunity to Purchase Act. TOPA is a concept gaining momentum at the City, County, and State level which aims to prevent displacement by ensuring that tenants and other entities—such as affordable housing developers, and Community Land Trusts—have the right to make an initial offer on certain types of properties when the owner decides to sell. As we deal with the economic consequences of COVID-19, we are seeing an urgency in keeping housing off the speculative market, particularly so that low-income

²⁶ Mironova, Oksana, and Thomas J Waters. “Social Housing in the U.S.” *CSSNY*, Community Service Society of New York, 18 Feb. 2020, www.cssny.org/news/entry/social-housing-in-the-us.

²⁷ Dreier, Peter. “Why America Needs More Social Housing.” *The American Prospect*, 16 Apr. 2018, prospect.org/infrastructure/america-needs-social-housing/.

²⁸ Bonin, Mike, et al. “Social Housing / International Models / Construction / Government-Owned Properties / Funding Sources.” *LACityClerk Connect*, City of Los Angeles City Clerk, 11 Apr. 2020, cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord.

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Black and Brown residents can stay in their homes. TOPA ensures a window of time so that tenants, often in partnership with community land trusts, have the opportunity to purchase their property if the owner decides to sell. CLTs can then acquire land and hold it in perpetuity, keeping it affordable for the residents who live in the building or buildings. TOPA is an essential step in ensuring permanently affordable housing in South Los Angeles.

- i. Partnerships between tenants and CLTs allow residents to ensure that their buildings are permanently affordable and community-controlled. These types of partnerships are symbiotic as they make acquisition of land easier for CLTs, while empowering tenants with control over their own housing and pathways to homeownership for low- and moderate-income residents.
 - ii. A strong Opportunity to Purchase policy affirms that there will be no forced displacement of tenants. Existing tenants can remain on the same terms that existed before the property was sold. Additionally, covenants at the time of sale ensure permanent affordability—guaranteeing that the property’s rents will remain affordable to households at targeted income levels.
 - iii. Policies to implement the right of first offer to tenants and/or designated nonprofits exist at the State level. For example, AB 1703²⁹ could provide pathways to permanently affordable housing for residents.
- b. There are a variety of mechanisms to subsidize CLT acquisitions.
- i. The City of Los Angeles should allocate funding for acquisition and rehab of naturally occurring affordable housing, and should ensure sufficient resources to effectively administer these funds. Anti-displacement planning will require partnerships between entities such as LA County, LA Metro, philanthropy, and CDFIs to leverage resources and amplify impact.
 - ii. Inclusionary zoning, density bonuses, and regulatory concessions can also assist CLTs in acquiring properties and support the costs of

²⁹ Bloom, Richard. “Bill Text.” *Bill Text - AB-1703 Residential Real Property: Sale of Rental Properties: Right of First Offer.*, California Assembly Member Richard Bloom, 2019, [leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1703](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1703).

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stewardship. Furthermore, equitable taxation of CLT land and housing will contribute to the permanent viability of such projects³⁰.

2. FUNDRAISING AND OTHER LAND TRUST FINANCING SOLUTIONS

- a. The benefit of a Public Bank for the Advancement and Financing of Community Land Trusts.
 - i. The signing of Assembly Bill 857³¹ in 2019 opened a window of opportunity for California cities and jurisdictions to consider the establishment of publicly owned and operated banks. The idea of public banks was introduced by Assembly Members David Chiu (San Francisco) and Miguel Santiago (Los Angeles) as a change to the way that cities hold their funds.
 - ii. A public city or municipal bank can support community goals and needs determined by residents and grassroots leaders³². As opposed to private banks which hold taxpayer dollars, public banks are city-owned. They would use investments to fund community projects such as investments in affordable housing, small businesses, parks, and green infrastructure. Public banks invest public dollars into local communities and infrastructure, instead of the wealthiest Wall Street financial institutions.
 - iii. Although a public bank has not yet been institutionalized in the city of Los Angeles, it could serve as a strong financing mechanism for Community Land Trusts and other community stewardship opportunities in the near future. A public bank can contribute to improving quality of life for residents in historically disinvested communities such as South Los Angeles. The city of Los Angeles can begin the process for establishing a public bank, thanks to AB 857.
- b. Partnerships between the County and Community Land Trusts

³⁰ “Bill Text - SB-196 Property Taxes: Community Land Trust.” *California Legislative Information*, 10 Oct. 2019, leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB196.

³¹ “Bill Text - AB-857 Public Banks.” *California Legislative Info*, 10 Feb. 2019, leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB857.

³² Public Bank LA. *Public Bank LA Overview*. publicbankla.com, publicbankla.com/images/Public-Bank-LA-Booklet.pdf.

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- i. Chapter 8 Agreement Sales allow mission-driven entities (ex. Community Land Trusts) to acquire tax-defaulted property to create permanently affordable housing. This type of sale allows original property owners to stay in their homes when possible. Chapter 8 Agreement sales would help CLTs to build or rehabilitate affordable housing, and create housing developments that benefit low-income families. This is an important intervention to preserve the affordability of blighted properties and keeping them off of the speculative market.
- ii. A motion³³ by County Supervisor Hilda Solis and Sheila Kuehl in November 2020 outlines the need to expand partnerships between LA County and Community Land Trusts in the region by allocating funding from the County's Affordable Housing Budget for acquisition and rehabilitation of Chapter 8 and non-Chapter 8 properties by CLTs. There is a need for additional funding for pilot programs like this in order to address LA County's affordable housing crisis.

4. ADVANCE EQUITABLE ACCESS TO PARKS AND GREEN SPACES

Given the physical and mental wellness that parks provide, we believe there should be a park or open recreational space within a 10-minute walk from everyone's home in the project area. This metric aligns with an approximate half-mile walking distance advanced by the nation's leading park equity organizations as well as federal health metrics proffered by National Park Service and Center for Disease Control and Prevention. It was adopted as a resolution at the 2017 United States Conference of Mayors, co-signed by Los Angeles Mayor Eric Garcetti, with a goal of achieving a 10-minute walk to a park for 100% of city residents. However, we know that new parks have the potential to raise property values and spur gentrification in low-income communities. Below are policies we recommend to prevent this from happening.

a. Collective Ownership

- i. Collective Ownership is a way to maintain localized, collective control of land for green spaces and limit real estate speculation. These sites are typically owned and managed by a local land trust.

³³ Solis, Hilda L., and Sheila Kuehl. "Expanding the Pilot Community Land Trust Partnership Program at Supervisor Solis' Direction." *Supervisor Hilda L Solis*, 10 Nov. 2020, hildalsolis.org/expanding-the-pilot-community-land-trust-partnership-program-at-supervisor-solis-direction/.

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- i. Develop long-term strategies to support the collective ownership of vacant lots, surplus publicly owned land, underutilized right of way spaces, for developing new parks, gardens and green spaces.
 - ii. Explore ways to acquire vacant lots and opportunity sites identified through our survey, as well as other potential underutilized sites, such as funding acquisition by existing land trusts working in the community, including TRUST South LA and LA Neighborhood Land Trust, or forming a new community land trust for this purpose in the Slauson Corridor project area.
 - iii. Explore forming cooperatives to acquire vacant lots and underutilized sites for conversion into community gardens and urban agriculture investments to produce fresh food, fruit, and vegetables, with gardeners, workers, and residents from the Slauson Corridor comprising cooperative leadership councils
 - iv. Explore forming a new nonprofit community development organization, with a Board composed of community members from the Slauson Corridor, and a mission that includes advancing equity through community-based methods, including acquisition of vacant lots and underutilized sites for urban greening.
- b. Require additional green spaces in new housing developments
 - i. All new housing developments in the project area should include open space for playgrounds, picnic areas and other open space amenities. If the development doesn't have room for parks or outdoor recreation spaces then developers should be required to identify other creative ways to incorporate these spaces, including supporting adjacent parks or incorporating amenities like rooftop gardens, to provide direct access to nature for residents.
 - i. Local planning and zoning law should be reviewed and revised to require additional dedication of these open space amenities on-site or in the vicinity of the new housing development. According to the Los Angeles County Parks Needs Assessment, the recognized standard is 4 acres of parks for every 1,000 people. Park acreage is substantially lower for community members in the Slauson Corridor project area. As found in the Parks Needs Assessment, the City of LA South Los Angeles Study Area maintains only 0.5 acres of parks per 1,000 people, while the nearly City of LA Southeast Los Angeles Study Area is similarly low at 1.1 acres of parks

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per 1,000 people. Prioritizing additional open space in new housing developments is a direct way to address this critical lack of parks in the Slauson Corridor. A good starting point is the guidelines outlined in “Pathway to Parks and Affordable Housing Joint Development,” a co-authored report by LA THRIVES and the Los Angeles Regional Open Space and Affordable Housing (LA ROSAH) collaborative. The report identified five (5) typologies of integrated housing and open space.

Typologies relevant to, and priorities in, the Slauson Corridor include:

1. Infill Development with Integrated Projects On-site (ex. housing and green amenities on the property)
 2. Infill Development with Integrated Projects on Different Sites within the Neighborhood (ex. housing associated with green amenities on adjacent public rights of way or publicly owned properties)
 3. Neighborhood Transformation Scattered Approach (ex. housing associated with green amenities having integrated themes, programming, infrastructure, and funding, dispersed in the community on both private properties, publicly owned properties, and public rights of way)
- ii. Local planning and zoning law should incentivize the provision of additional green space amenities beyond the minimum threshold. Incentives successfully incorporated in other cities should be considered, and these include:

- (1) Reducing permit fees
- (2) Expediting plan review with a framework for “certainty of approval”
- (3) Designating gardens on all private properties as a “by-right” land use
- (4) Creating a *grants for greening* fund accessible to land owners, tenants, and community-based organizations
- (5) Providing low-interest loans and financing options for greening investments
- (6) Discounting utilities
- (7) Offering tax rebates and reimbursements for ample greening, stormwater capture, reduction in urban heat islands, and other environmental measures
- (8) Creating a public recognition and awards programs for exemplary greening investments.

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- c. Remove barriers to development of green space and parks in the public rights of way
 - i. The community is very dense and frequently there are limited vacant lots to develop new parks and open spaces. In these cases, the public right of way can provide opportunities for greening, small gathering spaces and other types of recreation. Examples of projects already taking place in Los Angeles include Green Alleys, parklets, parkway gardens, and utility corridors.
 - ii. In the Slauson Corridor project area, there are a number of parkways, alleys and medians that serve as possible usable open space.
 - iii. In order to facilitate development in the public right of way, work is needed to remove obstacles that prevent such green space conversions. Greening incentives successfully incorporated in other cities provide a model. This could include incentivizing greening type developments in the public right of way by:

(1) Reducing permit fees

(2) Expediting project review and affording “front of the line” status on project submission. One policy strategy to achieve this is the designation of such public right of way greening as ministerial “by-right” development to streamline review, using potential environmental review exemptions

(3) Using public agency resources such as websites and social media to publicize and recognize public right of way greening as community-based amenities taking on climate change

(4) Creating an investment fund for public right of way greening, including grants, low-interest loans, and financing options for greening

(5) Discounting utilities

(6) Offering tax rebates and reimbursements for ample greening, stormwater capture, reduction in urban heat islands, and other environmental measures.

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Housing & Parks Work Group Project Type Recommendations

Resident feedback gathered through the planning process helped to identify potential projects within the community. Based on the Strategic Growth Council fundable projects guide 2019-20, the Housing and Parks working group makes the following Project Type recommendations for the Slauson Corridor planning area. In addition to these recommendations, the Work Group believes funding for community participation and control of projects is critical to community stability and we strongly recommend that this funding is included in future Transformative Climate Community grants.

Among the strategies outlined below, the top priority identified through this process is the need for joint development projects that include both affordable housing and open space. The following is an outline of the Strategic Growth Council, Transformative Climate Communities Project Type recommendations as prioritized through this planning process.

Strategy 1: Equitable Housing and Neighborhood Development

- We could benefit from the *Housing related Infrastructure* program to make capital improvements in some of our small sites. Yet, eligible projects must qualify for AHSC funding guidelines, and we would like to focus on increasing density of existing small multi-family homes with the potential of adding ADU's, which are not eligible under this strategy.
- Public space infrastructure improvements fundable under Strategy 1 include:
 - new sidewalks on Slauson Avenue, connecting feeder streets, and major cross streets, that afford safe, obstruction-free, and enjoyable pedestrian mobility in project area
 - support development of walking/jogging path and bicycle lane on the underutilized rail right-of-way on Slauson Avenue in Metro's Rail to Rail "Segment A" project
 - upgrades to pedestrian street crossings, such as better delineated crosswalks and traffic calming design interventions at corners, at major intersections on in project area
 - installation of covered benches, attractive street furniture, sidewalk greening, and shade trees as streetscape improvements on Slauson Avenue and major streets in project area

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- o new bicycle lanes on Slauson Avenue, major cross streets, and other major streets in project area, forming a bicycle network that connects to Metro's Rail to Rail "Segment A" project

Strategy 2. Land Acquisition

- Similarly, to Strategy 1, the second strategy only funds acquisition of land for well-established Community Land Trusts for the development of affordable housing, but it does not support the acquisition of NOAH units. We recommend that SCG designates funds for CLTs to support tenants in acquiring both land and property for permanent life-long affordability under community control.
- For instance, TSLA has a Community Mosaic Model, which targets properties with 10 or units or less that are at risk of foreclosure or market sales; which puts existing tenants and small property owners at risk. Supporting the acquisition of these building types will stabilize low-income Black & Brown tenants and protect the majority of the housing stock in the Slauson Corridor neighborhoods; which is predominately multifamily residence (46% of all zoned land).³⁴
- Cost covering measures pertaining to potential land acquisition for joint development of housing with open green space fundable under Strategy 2 include:
 - o costs associated with purchasing, holding, financing, or leasing vacant parcels, privately owned developed parcels, or parcels owned by public agencies, identified in this planning process, to build affordable housing with open green space, such as the Slauson & Wall development site
 - o costs associated with deeds, covenants, site clearance, environmental remediation, environmental review of vacant parcels, privately owned developed parcels, or parcels owned by public agencies to build affordable housing with open green space, such as the Slauson & Wall development site
- Community outreach activities pertaining to potential land acquisition for joint development of housing with open green space include:
 - o designing and facilitating authentic, sustained, meaningful, non-extractive community engagement processes for project planning after acquisition of parcels for joint development of affordable housing and open green space, such as the Slauson & Wall development site or other sites identified through our Work Group's survey

Strategy 3. Transit Access and Mobility

³⁴2020. Slauson Corridor Land Use Analysis. Homelessness Policy Research Institute, USC Sol Price Center for Social Innovation. <https://socialinnovation.usc.edu/>

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- Mobility infrastructure improvements fundable under Strategy 3, and align with Strategy 1, include:
 - new sidewalks on Slauson Avenue, connecting feeder streets, and major cross streets, that afford safe, obstruction-free, and enjoyable pedestrian mobility in project area.
 - support development of walking/jogging path and bicycle lane on the underutilized rail right-of-way on Slauson Avenue in Metro's Rail to Rail "Segment A" project.
 - upgrades to pedestrian street crossings, such as better delineated crosswalks and traffic calming design interventions at corners, at major intersections on in project area.
 - installation of covered benches, attractive street furniture, sidewalk greening, and shade trees as streetscape improvements on Slauson Avenue and major streets in project area.
 - new bicycle lanes on Slauson Avenue, major cross streets, and other major streets in project area, forming a bicycle network that connects to Metro's Rail to Rail "Segment A" project.

Strategies 4, 5, 6 and 7 Green Investments for Efficiency and Climate Change Mitigation.

- TSLA's Community Mosaic Model acquires existing multifamily properties on the market without federal subsidy and maintains affordable rents while uplifting the standard of living of residents by reinvesting profit from building operations into rehabilitation, and by encouraging residents to form a tenant council or Limited Equity Housing Cooperative to exercise control over their homes. Our Community Mosaic model could also benefit from energy and water conservation investments, especially for tenants who would not otherwise have access to the infrastructure.³⁵
- As mentioned in our community engagement section, water infrastructure projects for drought season and heat island effect mitigation are one of the main asks from residents in the area, as well as urban greening investments such as street trees to increase shade access.
- Additionally, we identified the following green investments and climate change mitigation measures as community priorities fundable under Strategy 7:
 - Increase street tree canopy on Slauson Avenue, feeder streets, and major streets in project area to reverse increasing heat islands due to lack of trees and presence of pollutants that contribute to negative health outcomes

³⁵ See Appendix 8: "Community Mosaic: Integrating Green Retrofits to Support Housing Preservation"

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- o Develop community gardens in project area to reverse food insecurity and the lack of access to fresh fruit and vegetables
- o Identify underutilized public rights-of-way, alleys, parkways, and utility corridors, for conversion into green alleys, linear greening, parkway gardens, and open space
- o Install and support use of solar power stations, eBike stations, EV charging stations on major streets in the project area to encourage non-fossil fueled transportation



Image#18 : Community Mosaic TSLA

Strategy 8: Health and Well-being

Community members identified parks, community gardens, and open recreational space as high priorities in the project area. These are necessary for wellbeing and health. They offer myriad benefits for this community, and their creation in the project area would begin to address such existing conditions as inequitable access to nature, lack of shade in public spaces, lack of clean air and excessive pollution due to proximity to heavy industries, and a built environment generally characterized as a hardscape. Residents of all ages demanded new parks and upgrades to existing parks for better recreation opportunities and access to fresh

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food through new gardens. Community-driven green space improvements fundable through Strategy 8 include:

- increased access to green space through capital improvements projects, such as development of new parks at vacant lots and opportunity sites identified in survey
- upgrades to existing playground and park exercise equipment, and installation of new playground and park exercise equipment, at existing community parks identified in the survey creation of pocket parks with small recreational and fitness facilities
- development of local planning & zoning code and policy that supports and incentivizes urban agriculture, including the use of front yards, backyards, side yards, rooftop gardens, street vending and roadside sales of urban agriculture products
- Identify underutilized public rights-of-way, alleys, parkways, utility corridors, for conversion into green alleys, linear greening, parkway gardens, and open space more community gardens and public-school gardens to reduce food insecurity and provide access to fresh fruit and vegetables
- development of agricultural and healthy food educational programs for residents of all ages

Housing & Parks Work Group Independent Recommendation

Integrated Community Resiliency Projects

Considering the multidimensional and intersectional nature of our current environmental and housing crises, we strongly recommend comprehensive funding consideration for joint development projects, rather than isolating funding mechanisms for separate housing, park, and green investment project types. We advocate for integrated climate, green space, and housing projects that support the development of new affordable housing, the preservation and rehabilitation of existing affordable housing stock, and development of community parks, gardens, and recreational green spaces on, or in proximity to, affordable housing facilities. Projects would include an affordable housing element, with one or more of the following elements: urban greening, school greening, river parkways, waste diversion and composting, parks, gardens, urban tree canopy, water capture, active transportation and trails, or zero and near-zero vehicle technologies and infrastructure for Black and Brown communities in low-income and disinvested areas.

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Land Use & Jobs

Land Use

Understanding zoning in the Slauson Corridor is crucial as we design land use solutions and principles that will benefit the community. Land use zoning is a tool which dictates what gets built and where; it is why in most communities there are distinct areas zoned exclusively for housing and others zoned as commercial corridors. Land use designations include residential, commercial, industrial, green space, and other types of uses. For the Slauson Corridor, we entered this research with an assumption that zoning has significantly shaped the makeup of the neighborhood and that inappropriate zoning, in particular, has disproportionately affected community members for decades. Our working group was tasked with examining the current zoning makeup of the Slauson Corridor, understanding how to affect zoning laws, and identifying potential solutions to change zoning to achieve key health, economic, and environmental outcomes in the community.

Zooming in on local zoning data is important because it can tell us a lot about the makeup of a community. Based on research conducted by the USC Sol Price Center for Social Innovation, the Slauson Corridor and the City of LA has the following zoning makeup:

Zoning Classification	Slauson Corridor	City of Los Angeles ⁵
Commercial	12%	6%
Industrial	13%	7%
Open Space	2%	20%
Public Facilities	10%	7%
Single Family Residence	17%	44%
Multiple Family Residence	46%	13%

Source: City of Los Angeles Open Data Portal

Image # 19 :South LA TCC Area Zoning Classification provided by USC Sol Price Center for Social Innovation ³⁶

Compared to the citywide rate, the Slauson Corridor has a disproportionate lack of open space, with many of these sites typically not in close proximity to residential areas. On the residential side, the vast majority of the neighborhood is zoned for multifamily housing compared to more single family zoning citywide, which contributes to the high population

³⁶ University of Southern California Sol Price Center for Social Innovation, Griffin, Painter, Schoen, 2020.

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density and indicates a high percentage of renters in the Slauson Corridor. Additionally, about 25% of land is zoned for commercial and industrial, which is almost double the citywide rate. This zoning makeup reflects South LA's past history as a major manufacturing hub and demonstrates a significant opportunity to rebuild a thriving hub of jobs that employ and serve local residents.



Sources: City of Los Angeles Open Data Portal, ESRI

Image #20: TCC area land use categories. ³⁷

Alongside understanding the current land uses for the Slauson Corridor, we also conducted community-based research to identify the priorities for South LA residents. In a South LA Climate Impacts survey of 5,047 South LA residents conducted by SCOPE in 2020, supported by external resources through a CalEPA grant, to better understand the problems facing South LA and the priorities of community residents, residents identified more health resource clinics; more green space trees, and community gardens; and affordable housing as top priorities, followed by jobs and businesses created.

³⁷ University of Southern California Sol Price Center for Social Innovation, Griffin, Painter, Schoen, 2020.

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In your opinion, which of the following options is the most important improvement needed in your community?

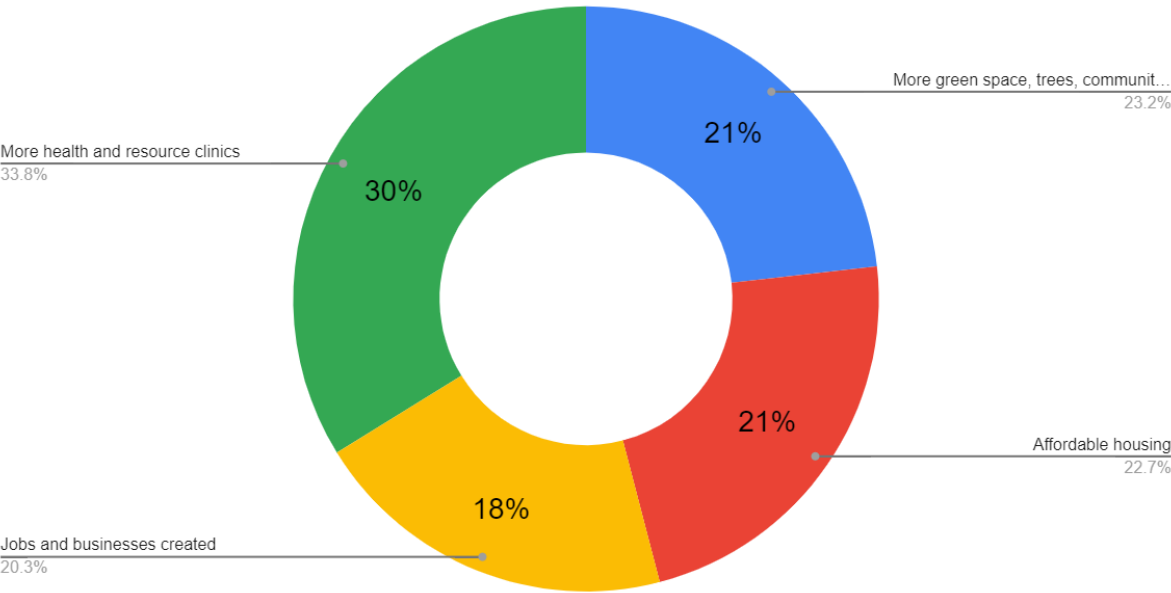


Image #21: Survey conducted by SCOPE regarding improvements needed in community.

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Industries & Jobs in the Planning Area

Research by the USC Sol Price School of Social Innovation commissioned for our project provided a breakdown of the 2017 Slauson Corridor major industries as well as where people who live in the Slauson Corridor are employed based on Census data. Their research found that in 2017, there were 18,400 jobs in the corridor concentrated across seven industries:

Healthcare and Social Assistance (28%), Manufacturing (19%), Retail Trade (14%), Educational Services (12%), Accommodation and Food Services (8%), Transportation and Warehousing (5%), and Wholesale Trade (7%). Their data also found that the percentage of Manufacturing in 2017 declined from 30% to 19% compared to the data from 2010. The decline in manufacturing jobs in the corridor is an indicator that can be correlated with the change of land use zoning in the corridor from industrial to other uses as we mentioned in our summary of land use.³⁸

Our group also pulled data of active businesses in the corridor from the Los Angeles Data Portal from June 2019 to identify businesses in the corridor and the types of jobs they provide to the economy. According to this data, the breakdown of some of the major active businesses in the South LA Climate Commons project area is as follows: Warehouses (949), Apparel Manufacturing (266), Grocery Stores (209), Mechanics (206); Barber Shops/Beauty Salons (130), Child Care (119); and Recycling Centers (37). Our working group was interested in identifying this data because we wanted to provide recommendations for businesses and industries that would (1) serve the community, (2) provide the types of jobs that people are interested in, and (3) provide recommendations on a just transition for many of these businesses that are currently polluting our communities. We also worked closely with the local nonprofit, Physicians for Social Responsibility-Los Angeles (PSR-LA), which developed the “500 Feet Tool” to identify the proximity of hazardous uses (businesses that pollute the environment) to more sensitive uses. For example, over 21,000 South LA residents live within 500 feet of hazardous land uses, such as oil drilling, metal manufacturing, and auto body shops, and more than 24,000 residents live within 500 feet of a major truck route and are consistently exposed to pollution from diesel exhaust.³⁹ . We shared their tool and activities in our community meetings, and our report highlights support for policies that PSR-LA and other local organizations have spearheaded to encourage greener businesses in the corridor. Our group unfortunately did not directly engage with businesses in the corridor, but we identified programs and next steps that would help businesses that provide much needed jobs in the corridor to rein in pollution and improve their business practices.

³⁸ University of Southern California Sol Price Center for Social Innovation, Griffin, Painter, Schoen, 2020.

³⁹ South Central Rooted <https://southlaisthefuture.org/south-central-rooted/>

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The Land Use and Jobs working group were also interested in finding if the jobs that are in existence in the corridor are actually benefiting the community members who reside there. The median household income is \$36,544 in the Slauson Corridor compared to \$64,251 in LA County. Research provided by USC's Neighborhood Data for Social Change found that the majority of residents that live in the Slauson Corridor work in various parts of LA County. Those who live and work in the Slauson Corridor are employed in the following industries: Health Care and Social Assistance (16%), Accommodation and Food Services (12%), Retail Trade (11%), Administrative Support/Waste Management (10%), Manufacturing (9%), Educational Services (6%), Wholesale Trade (5%), and Transportation and Warehousing (5%). Many of these industries -- such as the service industry, manufacturing, wholesale trade, warehousing, and retail trade -- require manual labor and, during the COVID pandemic, have been classified as part of the "essential" workforce that has sustained our communities and kept the economy running. It is important to note that the above data does not represent other job sectors that employ community residents, such as street vending and other entrepreneurial opportunities or underground economies that employ hundreds of people.

In a South LA Climate Impacts survey, 43% are unemployed or underemployed. Among residents who are employed, 19% indicated that they had a job that required them to work outdoors. Among residents who shared jobs that required them to work outside in the optional comments section of the survey, residents listed jobs including construction, gardener, and day laborer. The research on the current landscape helps us to assess the challenges and opportunities as we engage in work group discussions with community members.

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Opportunities & Threats that intersect with Land Use & Jobs

Goodyear Tract

Going into the project, we knew that the Slauson Corridor was historically an area of industrial businesses. The Slauson Corridor includes an area known as the Goodyear Tract, named after the Goodyear Rubber and Tire manufacturing company which operated on Slauson and Gage between the early 1920's to late 1960's. During its sixty-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 LA⁴⁰. Today, the old Goodyear land functions as a processing and distribution center for the United States Postal Service and is known as the South Los Angeles Industrial Tract (Image #22). The Goodyear Tract is one of the more active business districts in the City of LA, with approximately \$1.4 billion in sales volumes, over 200 companies, and approximately 4,000 employees as of 2018⁴¹.

A 2018 Urban Land Institute (ULI) Technical Assistance Panel report titled "The Goodyear Tract" provides recommendations for preserving the corridor's industrial businesses and marketing the Goodyear Tract in addition to near- and long-term goals for this industrial hub⁴². A key recommendation that intersects with our working group focus is that while we want to make sure that we protect industrial businesses given their significant job opportunities, we also want to promote land use zoning and policies that encourage responsible business practices and discourage new businesses such as recycling centers. The ULI report finds that businesses like these do not produce as many jobs and pollute the environment around the corridor. Furthermore, another key recommendation in the report is the implementation of the Southeast LA Community Plan which was in the process of being adopted at the time the report was being written.

South/Southeast LA Community Plans and the People's Plan

The South LA Climate Commons planning area overlaps with the South LA (image #24) and Southeast LA (Image #23) Community Plans. These two community plans are among the 35 community plans that make up the City of LA and are regularly updated to meet the land use and zoning needs of each neighborhood. The South/Southeast LA Community Plans were both

⁴⁰ Urban Land Institute (2018)

https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/2011/12/20180109_Goodyear-Tract-TAP_WEB.pdf

⁴¹ Urban Land Institute (2018)

https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/2011/12/20180109_Goodyear-Tract-TAP_WEB.pdf

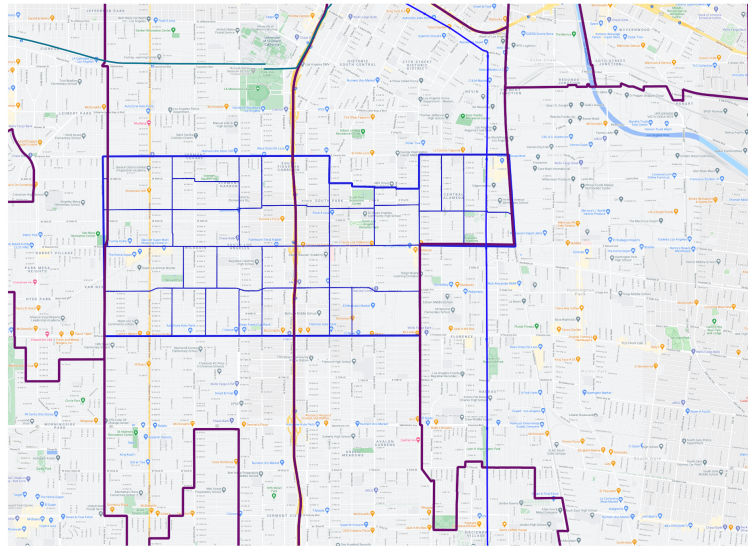
⁴² Urban Land Institute (2018)

https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/2011/12/20180109_Goodyear-Tract-TAP_WEB.pdf

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adopted by the Department of City Planning in 2017 and, given their proximity, are virtually identical in terms of regulations, proposed policies, and recommendations. Prior to being adopted in 2017, the South and Southeast LA Community Plans had not been updated since the early 2000's. It took over 10 years of community advocacy from 2007-2017 for the plans to include the voice and needs of community members. Community members understood the importance of "blueprints" for community land use and zoning matching up with the existing layout of a community. Without an updated community plan, developers were applying for exemptions and amendmendments in order to allow their development to process the necessary permits and the city was allowing this because it was accepted practice to allow for an abundance of conditional use permits for ths specific area.

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Legend



South and Southeast Los Angeles Community Plans 
South LA Climate Commons Area 

Image #22: South LA TCC area provided by the South LA Climate Commons Collaborative.

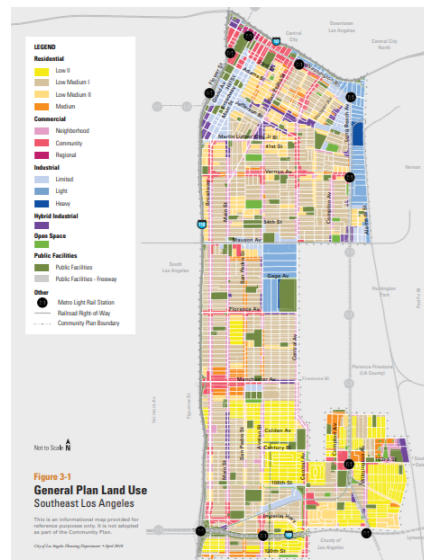


Image #23: Southeast LA Community Plan ⁴³

⁴³South East Los Angeles Community Plan; LA Department of City Planning

https://planning.lacity.org/odocument/2953d47a-2fa6-4774-9853-d2fe5c46d9bd/Southeast_Community_Plan.pdf

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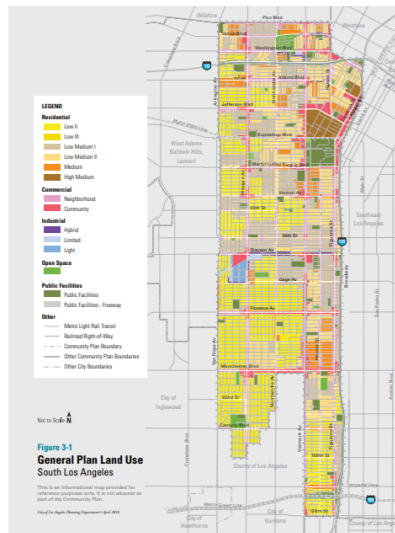


Image #24 : South LA Community Plan ⁴⁴

⁴⁴ South LA Community Plan

https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf

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This effort to bring equity to the community plan update process was driven by over a decade of community organizing by the United Neighbors in Defense Against Displacement (UNIDAD) Coalition, which advocated for a comprehensive plan that not only looked at zoning but also the actual impacts on residents in the area. UNIDAD called for a People's Plan⁴⁵ that represented the priorities and concerns of the largely working-class, renter population that is often disproportionately impacted by zoning laws. After countless surveys, community meetings, and advocacy efforts, many of the People's Plan recommendations were included in the community plans. They include (1) a no net loss program for affordable housing; (2) land use incentives for inclusion of deep extremely low-income housing; (3) stronger protections to protect against demolitions; (4) tenant right of return; (5) support for small business and street vendors; (6) local and targ⁴⁶eted hiring; and (7) expansion of the Clean Up Green up Zone in South LA.

Our working group studied the success of the UNIDAD Coalition and the People's Plan to guide our own visioning for land use development. The South LA Climate Commons mirrors this community-based planning effort with an eye towards climate resilience; however, full implementation of the People's Plan and the South/Southeast LA Community Plans will be critical for achieving the outcomes we want to see in the Slauson Corridor.

⁴⁵ The People's Plan. United Neighbors in Defense Against Displacement (UNIDAD)
<https://www.unidad-la.org/peoplesplan/>

⁴⁶ Slauson Corridor Transit Neighborhood Plan. Los Angeles Department of City Planning.
<https://planning.lacity.org/plans-policies/community-plan-update/transit-neighborhood-plans/slauson-corridor>

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Slauson Corridor Transit Neighborhood Plan (TNP)

The Department of City Planning is currently designing land use zoning and urban design strategies along the Slauson Corridor to complement Metro's Rail to River Active Transportation Corridor project. As seen on image #25, the Slauson TNP (yellow overlay) overlaps most of the South LA Climate Commons planning area and the South/Southeast LA Community Plans, but specifically around the Metro transit lines and future Rail to River corridor. The goals of the Slauson TNP include (1) activating the bike path; (2) planning for green and clean jobs; and (3) planning around Metro transit lines.

The South LA Climate Commons worked closely with the Department of City Planning to ensure that this complementary planning process centers community input from those who live, work, play, and shop along the Slauson Corridor. In our working group meetings and larger community convenings, community members were invited to discuss and fill out a survey on the proposed concept designs. While the final Slauson Corridor TNP will not be released until later this year, it will significantly shape how community members interact with and experience Metro's Rail to River Active Transportation Corridor.

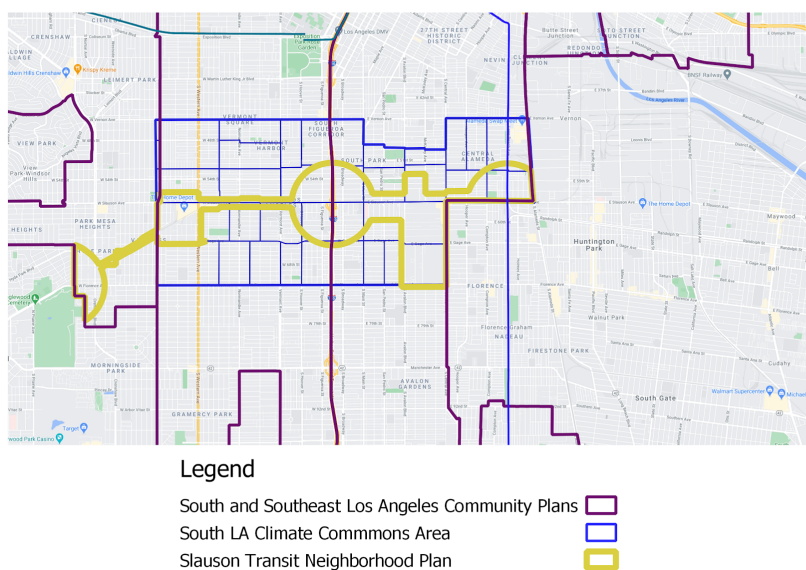


Image #25: Map depicting the Slauson Corridor Transit Neighborhood Plan as it overlaps with the South LA Climate Commons Area.

Opportunity Zones

At least five of the census tracts in the South LA Climate Commons planning area are federally recognized Opportunity Zones, as seen in image #26. They are located in areas that are specifically surrounded by industrial land and neighboring the Slauson Corridor and Metro's

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future Rail to River Active Transportation Corridor. A 2019 SAJE report, Displacement Zones: How Opportunity Zones Turn Communities Into Tax Shelters for the Rich, describes the Opportunity Zones program created by the 2017 Tax Cuts and Jobs Act as a way for investors to benefit from huge tax breaks while they speculate at the expense of vulnerable communities. Essentially, Opportunity Zones were designated without community input, target vulnerable communities such as South LA, and further expose such communities to more displacement risk. An investor could state they are interested in bringing jobs to a community when in reality their main motive is to receive a tax break for doing business in the particular census tract. Understanding how outside investment interest relates to the intersection of other plans is crucial to identify solutions to prevent displacement in communities like the Slauson Corridor.⁴⁷

Our working group heard of two potential investors through our community engagement process. The SOULA Collective is exploring establishing a solar panel factory in a South LA Opportunity Zone, but have also expressed wanting to use Opportunity Zones mindfully to bring good jobs to the community.⁴⁸ They have participated in some working group meetings and are also in conversation with the Watts Clean Air and Energy Committee. While we do not have a complete analysis of this collective, their interest in our efforts elevates how Opportunity Zones are a driving factor in developers and investors coming into a neighborhood. Another investor that is working deeply in South LA to gather funding with the promise of delivering social impact is SoLa Rentals, a real estate company operating a local Opportunity Zone called SoLA Impact. In 2019, SoLA Impact hosted former Secretary of Housing and Urban Development, Dr. Ben Carson, at the grand opening of their SoLA Beehive in South Los Angeles, which promises to “pollinate” the South LA economy⁴⁹. The associated media coverage seems to highlight that these investors do not want to displace communities; however, a cautionary approach toward Opportunity Zones must always remain because, as we understand, they were created by a federal administration that did not provide much housing and economic relief to low-income communities. It is unclear what the future of Opportunity Zones is within the 2021 Biden Administration, but our research aims to ensure that outside investment from companies that specifically want to capitalize on tax breaks in the Slauson Corridor does not harm communities and advances a community-based vision of the future.

⁴⁷DISPLACEMENT ZONES How Opportunity Zones Turn Communities into Tax Shelters for the Rich; Strategic Actions for a Just Economy (SAJE); Donlin; Ferrer.

https://www.saje.net/wp-content/uploads/2020/09/SAJE_DisplacementZones.pdf

⁴⁸ SOULA Collective <https://www.soulacollective.com/>

⁴⁹ <https://lasentinel.net/sola-impact-launches-the-beehive.html> Saybin Roberson, September 26th 2019.

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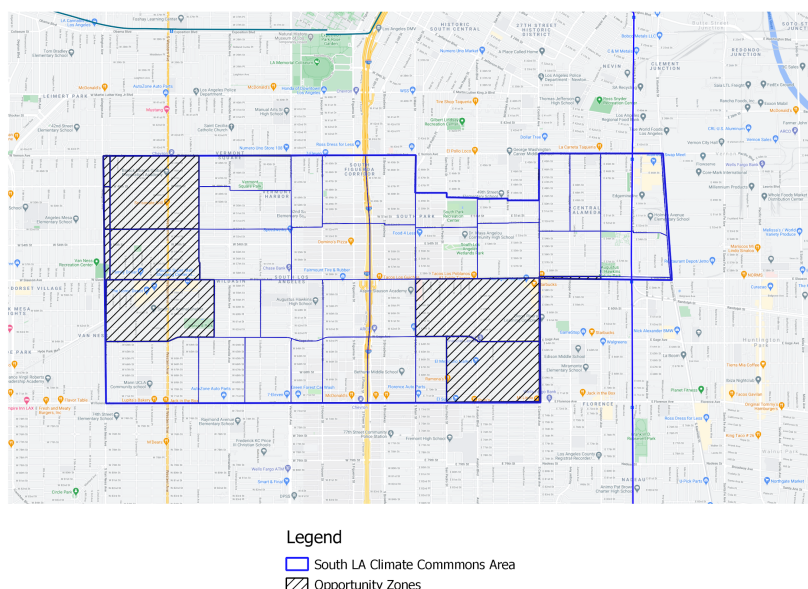


Image #26: Opportunity Zones Census tracts in the South LA Climate Commons area, provided by SAJE.

Community Engagement Summary

SAJE and SCOPE hosted six virtual working group meetings in English and Spanish with South LA community members. We had about 30 residents participate in at least three meetings and about 76 total participants. Our working group curriculum focused on building community members' understanding of the landscape and historical context of land use and jobs in South LA and their toolkit for engaging in these issues, in addition to creating spaces to identify our collective priorities and shape a future vision. As part of our meeting series, we hosted interactive workshops with partner organizations to dive deeper into specific concepts. PSR-LA shared their 500 Feet Project, which visualizes the close proximity of sensitive and hazardous facilities in South LA. L.A. Co-op Lab introduced the history and benefits of worker cooperatives to support good-paying jobs and community wealth-building. SAJE and SCOPE also conducted outreach to six local organizations -- Community Services Unlimited, GRID Alternatives Greater LA, Inclusive Action for the City, Kounkuey Design Initiative (KDI), SOULA Collective, and Women in Non-Traditional Employment Roles (WINTER) -- to learn about existing programs and barriers/opportunities in the landscape. These conversations helped inform some of our working group strategies outlined below. While we were limited by the lack of implementation funding in this phase, we hope to explore future partnerships as we move forward with our plan.


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Community Principles for Land Use and Jobs

Through conversations with community members, we developed the following community investment principles for jobs and land use. Our jobs principles center investing in South LA jobs for South LA residents, especially those who have faced barriers to good-paying jobs. They also elevate investing in jobs and career pathways that prioritize health and safety, build community wealth, and promote climate resilience. We also talked about resources needed to support this local workforce including investment in mental health; training in technology, finance, and both English/Spanish proficiency; and shared spaces. Our land use principles echo the same values. We want to prioritize land use that actually benefits and invests back into our community. Part of this is reclaiming ownership of land as well as ensuring that developers and development processes prioritize and are accountable to our community vision. To build accountability, these community priorities can be formalized in community benefit agreements attached to projects coming into the Slauson Corridor as well as used to guide the planning and implementation of local land use and job policies and programs.

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PRINCIPLES FOR JOBS WE ENVISION IN THE SLAUSON CORRIDOR/ PRINCIPIOS DE TRABAJOS PARA EL CORREDOR SLAUSON



Full Time GOOD paying jobs with guaranteed labor protections.
Trabajos de tiempo completo con protecciones laborales




Jobs and businesses that serve and don't displace those that live there.
Trabajos y negocios que sirven a la comunidad y no desplazan.



Job Opportunities for Youth and Older Adults.
Trabajos para jóvenes y personas de la tercera edad.



Programs and Jobs to serve those with mental health issues.
Trabajos y programas para ayudar los que sufren con problemas de salud mental




Skill Building Programs Like: Tech Training, English Classes, Financial Literacy.
Programas de capacitación como para aprender tecnología, clases de Inglés y Educación financiera.

PRINCIPLES FOR JOBS WE ENVISION IN THE SLAUSON CORRIDOR/ PRINCIPIOS DE TRABAJOS PARA EL CORREDOR SLAUSON




Shared spaces, tools and resources for street vendors like kitchens.
Espacios compartidos con vendedores ambulantes como por ejemplo cocinas industriales.




Jobs that help the environment like clean energy and community gardening.
Trabajos que benefician el medio ambiente como jardinería y trabajos de energía limpia.



Better regulation of businesses like mechanics to ensure health protections.
Mejor regulación de empresas como mecánicos para mejorar el medio ambiente.



Better signage for businesses around Slauson Corridor.
Mejor señalamiento para los negocios en el corredor Slauson



What else is missing?
Que mas hace falta?

Image #27: Principles for jobs the community envisions in South LA TCC area.

1. Prioritize economic empowerment through community ownership opportunities of land.



2. Invest in community-serving spaces that uplift community needs and preserves the culture of the community.



3. Divest from extractive industries and businesses that pollute and put communities further into poverty



4. Prioritize land use that is connected to community health benefits



5. Ensure accountability from electeds and developers for all developments



6. Build anti-displacement policies into development approval process



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Image #28: Land Use Principles determined by community members for the South LA Climate Commons area.

Strategies

Street Vendors: An Economic and Cultural Investment

Street vendors are a staple in the Slauson Corridor. Street vending is a solution arising directly from the community that reduces greenhouse gas impact by promoting local entrepreneurship and local jobs, as well as local access to goods, and in many cases culturally relevant goods that the community values. Community residents in the working group meetings uplifted the importance of supporting safe street vending in any future planning efforts in the area. While the City of LA has legalized street vending, there remain barriers beyond the pandemic, including barriers to obtaining a permit, as well as a need for direct investment that values street vending as a sustainable part of the economy and culture of Los Angeles. Community members were particularly concerned about protections for street vendors along the Metro Rail to River project and how to empower these small business entrepreneurs. Community members also expressed the importance of supporting safe street vending, sharing concerns of health and safety, both due to COVID-19 as well as cleanliness issues. Organizations working closely to support the campaign to legalize street vending, including Inclusive Action for the City, shared barriers including investment in administration as well as a need for funds allocated directly to street vendors in order to safely support street vending.

Administration: While the City of LA provided grants to community-based organizations to conduct outreach and education to street vendors to help them understand the process for obtaining the permits required to be a legal street vendor, more resources are needed for program implementation to support street vendors through the permitting process. This includes resources to acquire the proper cart for difficult-to-prepare food in order to meet the regulations to obtain a health permit from LA County.

Cost barrier: Community-based organizations shared that street vendors struggle to obtain permits due to the high cost of the permits.

Strategies

- Direct Investment to Vendors: A revolving cash fund allocated directly to street vendors would allow for street vendors to access the funds necessary to set up their business and access the necessary permits to operate safely and with dignity.

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- Worker Cooperatives: Worker co-ops prioritize worker and community benefit through a worker ownership approach where workers have equal representation in the decision making process and share in the financial benefits of the business. Worker co-ops are one strategy that touches on our community ownership principle to ensure that current South LA residents are invested in and benefit from the economic development in the area. Additionally, a worker co-op is a strategy that could increase access to shared kitchen space that could address community concerns around health and safety.
- Inclusion in a Recovery Plan: A just recovery prioritizes people-powered and socially just relief and the long-term organizing and actions that reclaim the right of people to define their economies and govern their communities. As the devastating economic impacts due to COVID-19 continue to unfold in the region, street vendors need to be a part of any recovery plan efforts. Vendors understand best the support they need to continue to be a valuable part of the local economy.
- Park Designation: Organizations working closely on the street vendor campaign are currently working with LA County to ensure that park regulations for street vending translate well to what vendors are already doing. We recognize community residents' interest in balancing both park space and inclusion of street vending throughout the Slauson Corridor in order to ensure that land use decisions account for and maximize both community assets.

Further Engagement: The Land Use and Jobs Workgroup plans to engage further with local organizing efforts and partners focused on this issue area including Inclusive Action for the City and Community Power Collective to ensure that the implementation of projects from this Plan continue to align with street vendor policy priorities. The workgroup will also continue to engage with LA Co-op Lab to provide resources for residents interested in further exploring worker cooperatives.

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Land Stewardship: Groundwork for Environmental and Economic Sustainability

Land stewardship allows for community control over land to ensure that community priorities drive land use decisions and community residents have a sense of ownership and responsibility for ensuring the maintenance of land. Land stewardship presents an opportunity to reduce greenhouse gases by designating land to directly meet community needs, whereby community residents need to travel less to access community-serving facilities and amenities. Community members in the working group participated in a visioning exercise and sketched their desires for the future use of land along the Slauson Corridor, including some of the strategies below. We also discussed elevating and formalizing taking care of our local lands as another green jobs area, including park stewardship, remediation, and urban agriculture supported by local composting.

Strategies

Urban Greening: Urban greening restores a selection of natural resources in and around communities. It includes our urban forests, parks, community gardens, river parkways, greenbelts, bicycle and pedestrian trails, green roofs, and open space. In particular, community residents are interested in urban greening along Metro's Rail to River project area.

Park Stewardship and Land Stewardship Careers: Our colleagues in the Housing and Parks working group have cited several potential sites for future development of a park in the Corridor. Parks provide an opportunity for the development of a park stewardship career pipeline for Slauson Corridor residents. In addition to park stewardship, we continue to explore how to legitimize land stewardship as a career path.

Land remediation: South Los Angeles contains high levels of land use incompatibility. We collaborated with PSR-LA to access tools, including the 500 ft tool, which cites the number of incompatible land uses in close proximity to each other, such as polluting facilities near residential, schools, or hospitals and contributes to poor health outcomes. Incompatible land uses need to be restored to a baseline condition that no longer poses an environmental or health risk for residents. In addition to incompatible land uses, there is opportunity to repurpose vacant or unused land for remediation. For example, the former Metropolitan Transit Authority vehicle maintenance and storage yard site was remediated in order to transform the

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site into the Wetlands Park in 2012, providing much needed park space, as well as recycled stormwater for re-use within the area.⁵⁰

Urban farms: While community residents are interested in seeing more community gardens in the area, community residents have also voiced concern for a lack of access to healthy food overall. We spoke with Community Services Unlimited to better understand approaches to designating land use for food production and explore the potential for an urban farm. Community Services Unlimited has been working on working with regional farmers to create more local spaces where food can be grown. Development pressures and high density pose a challenge to identifying sufficient open space for an urban farm. Given the limited open space, about 2% of open space in the Slauson Corridor, we need to rely on the aforementioned strategy of remediating land to create more open space, as well as be strategic in how we use the available land. Community Services Unlimited also encourages looking at creative ways to encourage urban agriculture such as partnering with school sites and looking to other community services spaces such as community resilience hubs. An additional challenge is often a lack of funding to support food justice work when access to affordable healthy food has climate implications.

Further Research: Our collective will continue to work with PSR-LA to support policies that better facilitate land remediation and leverage the strategies uplifted in the Parks and Housing workgroup.

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https://www.lacitysan.org/san/faces/home/portal/s-lsh-es/s-lsh-es-si/s-lsh-es-si-b/s-lsh-es-si-b-bss/s-lsh-es-si-b-bss-psass?_afzLoop=309406056297409&_afzWindowMode=0&_afzWindowId=null&_adf.ctrl-state=48afzfmuf_1#!%40%40%3F_afzWindowId%3Dnull%26_afzLoop%3D309406056297409%26_afzWindowMode%3D0%26_adf.ctrl-state%3D48afzfmuf_5

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Supporting a just transition and just recovery for small businesses

Community members envision a thriving Slauson Corridor commercial district that provides well-paying jobs to residents, invests back into the community, and promotes a healthy environment. As we work to transition towards a cleaner, low-carbon local economy, small businesses must be brought along in these efforts through supportive measures that reduce pollution and encourage growth in green industries.

Strategies

- Extend measures under the City's Clean Up Green Up (CUGU) ordinance to South LA: CUGU was developed by the Los Angeles Collaborative for Environmental Health and Justice to strengthen pollution restrictions and support business greening practices in overburdened neighborhoods. In 2016, the City enacted this ordinance and designated three special districts in Boyle Heights, Wilmington, and Pacoima. The ordinance sets development standards for new and expanding industries, such as site planning features that mitigate emissions, "no idling" signage for diesel trucks, buffer zones from sensitive land uses, and an ombudsman to help small businesses comply with these measures. Activists have advocated for South LA to be designated a CUGU "green zone," but the City has lagged on implementation. These measures will be critical for supporting a just transition for Slauson Corridor businesses and investing in a healthier South LA community.
- Support worker cooperatives in clean, green industries: This is another area where worker co-ops can support community wealth-building and create quality jobs. Working group participants' worker co-op ideas included enabling economic opportunities in composting and recycling, providing green cleaning products and services, and increasing competitiveness in green construction.
- Build a green industrial hub in the Goodyear Tract: This work could build upon KDI and LISC's local small business outreach and leverage PSR-LA's expertise in transitioning manufacturing toward greener practices to create a thriving hub in the Goodyear Tract. Additionally, there are opportunities and some interest among community residents to bring clean energy jobs shared in the next section.

Further research: In light of widespread economic impacts from the COVID pandemic and increasing speculation, further research is needed on what may happen to Slauson Corridor businesses that do not own their physical property. Supported by a \$50K grant from Enterprise

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Community Partners, SAJE and TRUST's just recovery research will help identify solutions to preserve local jobs and businesses and support the outcomes outlined in this report.

Creating pathways to solar and clean energy jobs

Community members want to see more job opportunities in solar and clean energy. The City of LA set a goal of 100% renewable energy by 2045, but there remains a gap in local demand side policies and barriers to supply side workforce development programs. Because South LA consists largely of low-income multifamily housing, this majority renter population can pay a small premium for solar energy through LADWP's Shared Solar program. However, this program does not facilitate non-utility, community solar projects. Additionally, the City of LA does not qualify for California's Solar on Multifamily Affordable Housing (SOMAH) program, which offers financial incentives for increasing low-income access to solar energy. LADWP is currently conducting a survey of pathways to this 100% renewable energy goal, which may help drive investments in solar and clean energy workforce development. These efforts will help unlock significant economic and environmental benefits. Moreover, increasing local demand for and access to clean energy will have a direct impact on GHG emissions, while creating workforce opportunities where folks live will reduce GHG emissions from commuting.

Strategies

- Strengthen the Utility Pre-Craft Trainee (UPCT) program: The UPCT program is a pre-apprenticeship program developed by LADWP, IBEW Local 18, and the RePower LA Coalition. Trainees learn electrical and water work to prepare for civil service jobs at LADWP and the City of LA, with a focus on populations facing historical employment barriers. To date, the UPCT program has trained 250 future utility workers. Over 90% of UPCTs in the program have come from zip codes with high unemployment rates, 13% are women, and 85% are people of color. As LA expands its clean energy portfolio, addressing remaining barriers and expanding available career pathways through the UPCT program can help build a skilled local workforce. This work will be implemented by the RePower LA Coalition and supported by a state High Road Training Partnership grant.
- Leverage community resilience hubs for clean energy workforce training and technology demonstration: As outlined by the Air Quality, Transportation & Community Health working group, these hubs are physical spaces that operate year-round and offer reliable water and power, access to information, and supportive services to community residents, especially during times of disaster. They build upon existing resources and expertise and provide infrastructure to enhance those efforts. In the working group's visioning exercise, participants elevated green job training, access to clean

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transportation resources, and solar and storage backup power as among their priorities for local resilience hubs.

Policy considerations: More favorable local solar policies to enable solar access for low-income multifamily housing, such as virtual net metering and community solar, will help increase the demand for South LA-based training in installation and potentially small-scale manufacturing.

Further research: SAJE will be conducting research on green gentrification and displacement avoidance strategies for low-income solar installation.

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Policy Recommendations Summary

- Extend measures under the City's Clean Up Green Up (CUGU) ordinance to South LA: By extending CUGU, we would be able to scale our efforts to work directly with our local businesses to transition to greening practices to promote healthier air quality and land uses.
- Strengthen local solar policy access for multifamily housing: Currently, residents of affordable housing and other multifamily dwellings can only take advantage of state solar incentive programs if their utility offers a virtual net metering policy allowing residents to receive credits from the system. We recommend that the City of Los Angeles work with utility providers to ensure all providers in the area can offer virtual net metering.

Landscape Ahead

The land use and jobs work group will continue to advocate for implementation funding and find ways to leverage other investments coming into South LA. We will also continue organizing for policy change including a Clean Up Green Up Ordinance for South LA. During this pandemic, we are seeing opportunities to repurpose spaces and land uses to meet community needs, including repurposing stadiums for COVID-19 testing and vaccination. We must continue to seek opportunities to repurpose land uses to meet multiple community needs. We also must ensure a just recovery for workers and transform how we value work and the "essential workforce" and often undervalue work of caring for our communities.

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Air Quality, Transportation, and Community Health Work Group

Overview

The purpose of the Air Quality, Transportation, and Community (AQTCH) Health work group was to discuss environmental injustices along the Slauson Corridor and receive resident feedback on how to mitigate these issues. The Air Quality, Transportation & Community Health strategy for the TCC Project focused significantly on the intersection between sustainability strategies, community health, and the social determinants of health. Individuals who lived, worked, or commuted near the Slauson Rail-to-River Corridor in South LA were invited to all the community engagement meetings held by SLATE-Z and Brotherhood Crusade. The meetings consisted of a panel of speakers including, Physicians for Social Responsibility (PSR-LA) and Climate Resolve. Community events that solicited community feedback served a dual purpose: to inform residents of the health and environmental effects of incoming capital improvements and to solicit community feedback on strategies to address health and environmental concerns while also preserving unique community character. This will be critically important in a new COVID-19 reality.

History

The South LA community is disproportionately impacted by transportation-related pollution, high transportation costs, and a lack of access to safe, reliable transportation options. Climate vulnerability indicators show increased pollution burden related to, high proportions of impervious surfaces, unshaded dark-colored surfaces, low levels of vegetation and tree canopy coverage, and industrial and vehicular pollution. Public health indicators show disproportionately high rates of asthma, diabetes, heart disease, mortality, and a significantly higher population of vulnerable residents that are over 65 and/or under 5 years of age. Additionally, environmental burdens in South LA can cause health conditions which increase vulnerability to COVID-19 and other diseases. Land use and development of environmentally clean, safe, and sustainable active transit is intertwined with public health concerns. Clean transit and green space are essential for mitigating issues of air quality and exposure to toxins. Additionally, South LA neighborhoods are overrepresented in data for pedestrian and bicycling fatalities⁵¹, and are in proximity to major goods movement corridors with commercial freight traffic. South LA neighborhoods also have aging or limited transportation infrastructure that

⁵¹ "Vision Zero Action Plan - 2018 Progress Report." LADOT, 2018, ladot.lacity.org/docs/vision-zero-action-plan-2018-progress-report.

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exacerbates the challenges of vulnerable populations, such as children, elderly, and people with limited mobility.

Historically, transportation investments and plans in South LA have done a poor job of engaging residents and have failed to meet the needs of low-income communities of color, resulting in racial disparities in transportation-related burdens. This exacerbates social inequities in other areas like health and wealth. People of color breathe disproportionate levels of toxins from transportation-related emissions, which contributes to higher rates of asthma, cancer, and other illnesses. In addition, low-income people, who are disproportionately people of color, spend a greater proportion of their income on transportation costs compared to wealthier people. The poorest 20% of Americans spend 40.2% of their take home pay on transportation (mostly for private vehicle expenses), while those who make \$71,898 and greater only spend 13.1%⁵². In too many cases, transportation infrastructure investment decisions also contribute to the displacement of people of color who are more likely to live farther from where they work, subjecting them to longer and more unreliable commutes, which impact their economic opportunity and quality of life. Research shows a strong link between transportation and the ability of individuals to increase their economic well-being. A Harvard study found that a person's commute time is the most significant factor in their chances of escaping poverty⁵³. A lack of access to reliable and efficient transportation options severely reduces access to jobs, schools, health care and services, further exacerbating structural inequities in health and wealth in low-income communities of color like South LA. Low-income communities and communities of color are less likely to own cars, and therefore rely more on public transit, which can limit their mobility and economic opportunities as well. In the current COVID-19 reality, this can mean that essential workers in South LA may need to risk their lives to ride public transportation just to go to work.

Climate Change affects the Project Area's existing urban heat island, pollution burdens, and health impacts by increasing heat-related illnesses and intensified photochemical reactions that produce smog and fine particulates (PM2.5), which exacerbate asthma and other respiratory disease in children and adults. Increased heat and carbon dioxide enhance the growth of plants that produce pollen and allergies.

⁵² Sandra Caballero, Project Specialist. *Why Helping Cross-Border Commuters Is Key to Fighting COVID-19*. World Economic Forum, 7 Sept. 2020, www.weforum.org/agenda/2020/09/why-helping-cross-border-commuters-is-key-to-fighting-covid-19/.

⁵³ Raj Chetty, Nathaniel Hendren, *The Impacts of Neighborhoods on Intergenerational Mobility: Childhood Exposure Effects*, *The Quarterly Journal of Economics*, Volume 133, Issue 3, August 2018, Pages 1107–1162.

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In South LA, the number of days over 95 degrees is increasing. The number will increase to an average of 13 days in the middle of the century, and then about 27 days at the end of the century⁵⁴. USC researchers find that the increase in extreme heat days aggravates the community's existing vulnerabilities. As heat waves intensify, low-income and disadvantaged communities across south Los Angeles are most at risk⁵⁵. Increases in heat-related illnesses may result in mild heat stress to fatal heat stroke and the exacerbation of pre-existing conditions of asthma and obesity in those who are already medically fragile, chronically ill, and vulnerable.

⁵⁴ (USC. "Urban Heat Waves Imperil L.A.'s Most Vulnerable Communities." *EurekAlert!*, 18 May 2020, www.eurekalert.org/multimedia/pub/232256.php.

⁵⁵ Mo Chen et al 2020 *Environ. Res. Lett.* 15 064001

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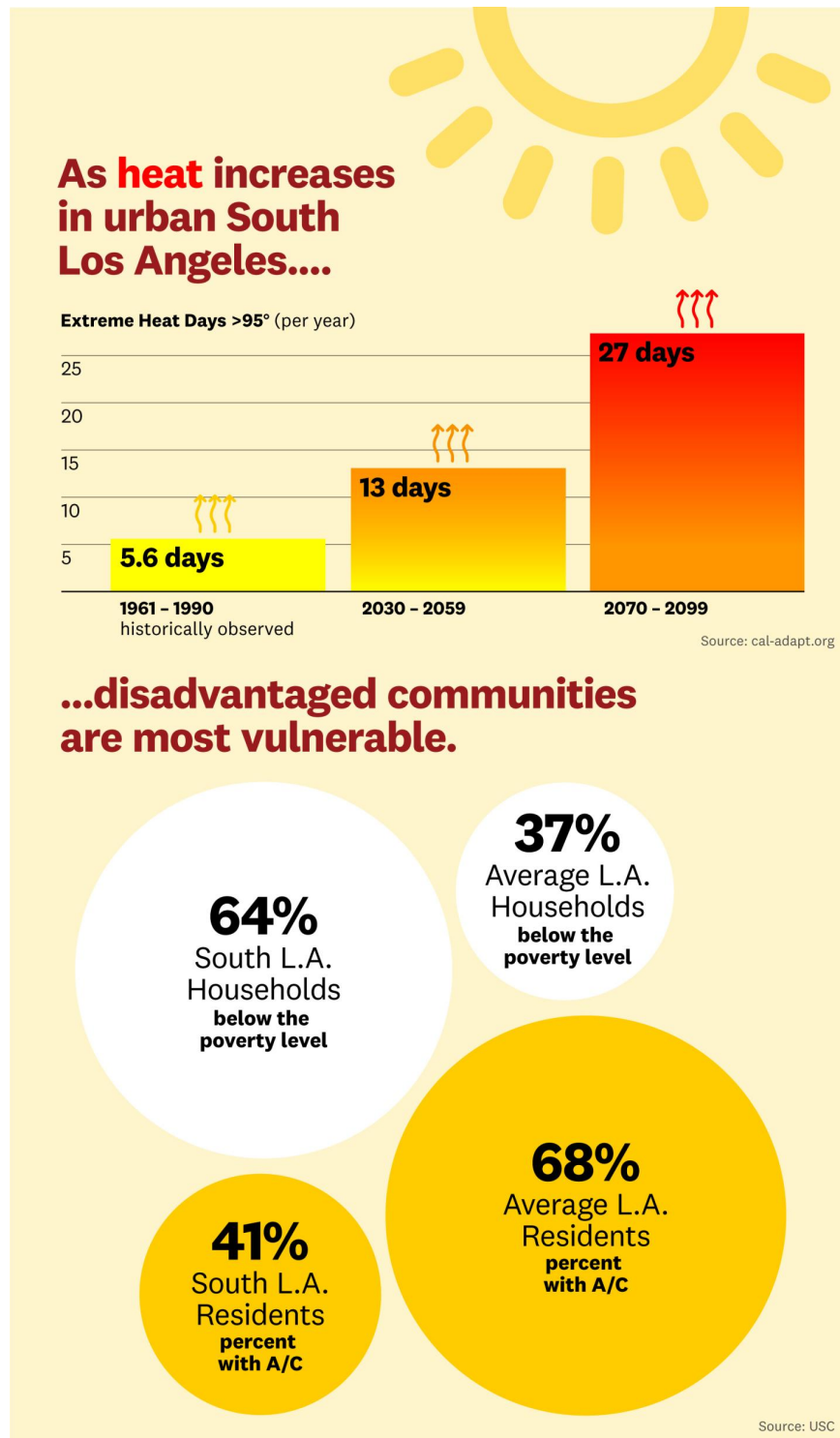


Image #29:. Urban heat waves imperil L.A.'s most vulnerable communities. Image from UNIVERSITY OF SOUTHERN CALIFORNIA- USC

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Meeting Summaries

Promotion for the Air Quality, Transportation, and Community (AQTCH) work group meetings was conducted through email, utilizing SLATE-Z's collaboration of 71 cross-sector partners. Event flyers and photos were also distributed on social media channels. We attempted to adopt an equity lens when conducting outreach by translating our deliverables and presentations in Spanish to engage Spanish-speaking residents (Figure 2). We also acquired Spanish interpreters for all three AQTCH work group meetings.

In our goal to inform South LA residents of the health and environmental effects of incoming capital improvements and soliciting community feedback on strategies to address health and environmental concerns, the AQTCH work group invited CBO's that were operating within the community to preserve the unique community character. PSR- LA discussed the concentration of air pollution and soil toxins along the Slauson Corridor, SLATE-Z shared the vision for Universal Basic Mobility (UBM) and how it would increase access to alternative or cost-free transportation, and Climate Resolve discussed Resiliency Hubs. These speakers provided context and data to explain to residents why high rates of pollution, lack of access to transportation, and poor health outcomes persist in the South LA community. Following the speakers, SLATE-Z and Brotherhood Crusade facilitated discussions, Q&A, and engagement activities to get community solutions to these challenges.

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Image #30: Flyer of Air Quality, Transportation and Community Health Virtual Community Event.

September 16, 2020

During the introductory meeting for the AQTCH work group, community members were introduced to the South LA Climate Commons and the historical and current presence of the environmental and racial justice movements in South LA. We also hosted the first presentation by Climate Resolve on the topic of Resiliency Hubs. The group participated in a conversation of inequalities in South LA in regards to Air Quality, Transportation, and Community Health. Participants were placed in breakout groups and given ample time to answer and discuss the following question by topic (Transportation/ Air Quality/ Community Health): "What are some creative solutions, partnerships, or projects to overcome these challenges?". Responses were recorded by facilitators of the breakout groups with the aim of reviewing the results at the next AQTCH community meeting.

October 26, 2020

The purpose of the secondary AQTCH work group meeting was to identify solutions that would rectify environmental injustices the South LA community faces by focusing on top seven solutions the community advocated for which included: Increased tree canopy,

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Anti-displacement approaches to affordable transit-oriented development, Electric vehicles/rideshare program with charging hubs, Free public transportation, Street repairs, Resilience hubs, and Community gardens. We also hosted presentations by Physicians for Social Responsibility (PSR-LA), Climate Resolve, and discussed the concept of Universal Basic Mobility (UBM).

November 16, 2020

The final AQTCH work group meeting further explored the concepts and community tools brought forth by Physicians for Social Responsibility (PSR-LA) and Climate Resolve. PSR-LA highlighted their South Central LA Project to Understand the Sources and Health Impacts of Local Air Pollution (SCLA-PUSH), tool. The aim of SCLA-PUSH is to build the capacity of South and South Central LA organizations and community residents to better understand the state of air quality and health in their community, and to engage in air monitoring and data analysis in order to identify viable community-driven solutions. Climate Resolve once again presented on Resiliency Hubs and we conducted an activity to capture participants' collective input by asking the following questions:

1. What do you envision in a local resilience hub?
2. What buildings in South LA could fit your vision of a resilience hub?

Responses were recorded on Google Jamboards (Figure 3-5), with themes of childcare and children-oriented activities; as well as job training, healthcare, sustainability, and free high-speed internet services, ranking amongst the highest for desired inputs within a potential resilience hub within South LA.

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Question #2: What buildings in South LA could fit your vision of a resilience hub?

Pregunta # 2: ¿Qué edificios en el Sur de Los Ángeles podrían ajustarse a su visión de un centro de resiliencia?

Use sticky notes to describe your ideas./ Utilice notas para describir sus ideas.



Image #31&32: Jamboard of brainstorming activity with community members.

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Question #1: What do you envision in a local resilience hub? /

Pregunta #1: ¿Qué imagina en un centro de resiliencia local?

Use sticky notes to describe your ideas./Utilice notas para describir sus ideas.



Question #2: What buildings in South LA could fit your vision of a resilience hub?

Pregunta # 2: ¿Qué edificios en el Sur de Los Ángeles podrían ajustarse a su visión de un centro de resiliencia?

Use sticky notes to describe your ideas./ Utilice notas para describir sus ideas.



Image #33&34: Jamboard of brainstorming activity with community members.

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Leverage Funding

A goal of the South LA Climate Commons collaborative was to identify leverage funding for capital improvement projects of a future TCC Implementation Grant. Activities included SLATE-Z and CBOs coalition-building outreach—strengthening relationships with City, County, and state agencies as well as with other CBOs and funders—to pinpoint actionable projects or programs for the Climate Commons Plan. The collaborative had success in leveraging and aligning with the Los Angeles Department of Transportation’s, Sustainable Transit Equity Project (STEP)⁵⁶, and Climate Resolves, Community Resilience and Access Plan for the Baldwin Hills Conservancy⁵⁷.

Sustainable Transit Equity Project (STEP) Grant

The Los Angeles Department of Transportation (LADOT), in partnership with: SLATE-Z, LA Metro, the LA Cleantech Incubator and LA Trade Tech College, applied for the STEP grant in September 2020. As a result of the engagement infrastructure established in the TCC Project, LADOT asked SLATE-Z to serve as the lead on organizing the resident engagement component of the South LA Universal Basic Mobility (UBM) Pilot Program. In this capacity SLATE-Z has and will continue to host convenings of the CBO partners to provide feedback on the project.

The vision for the UBM Pilot Program was directly shaped by key stakeholders in South LA. Over 4,500 residents participated in a year-long Transformative Climate Communities planning process. Convened by SLATE-Z, community residents and CBOs created a community planning document that outlines sustainability strategies, including the need for subsidized, connected mobility. To further vet the vision of the UBM Pilot Program, in July and August 2020, SLATE-Z engaged over 40 community based organizations and other groups that represented thousands of member residents in an iterative online process of two community meetings and a focus group.

The pilot will look to fill existing mobility gaps expanding access to traditional and new mobility options. Increased access will also be viewed through the lens of serving the most vulnerable user groups, such as youth, older adults, women, disabled, and the homeless. Equitable

⁵⁶ https://ww3.arb.ca.gov/msprog/step/step_proposal_summary_19-20.pdf

⁵⁷ <http://bhc.ca.gov/wp-content/uploads/2020/07/20200717-BHC-Board-Pkg.pdf>

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access to clean modes like rail, bus, and shared electric cars and bikes will build resilience in climate-impacted neighborhoods, reduce non-EV drive-alone trips and greenhouse gas emissions to help California reach crucial local and statewide milestones. The original \$13.8 million application was awarded funding at a partial amount of \$7.1 million. The project is expected to kick off in mid-2021, with new programs coming online in 2022.

Baldwin Hills Conservancy

The Community Resilience and Access Plan for the Baldwin Hills Conservancy is led by Climate Resolve, in partnership with SLATE-Z for their extensive experience in community outreach and engagement. Outreach strategies will focus on disadvantaged communities in South LA and build off of existing community planning efforts of the Transformative Climate Communities plan. The Resident Advisory Committee (RAC) model developed for the Transformative Climate Communities project will also be utilized to incorporate resident feedback and priorities into strategic development and governance of SLATE-Z and Climate Resolve's work in the Baldwin Hills Conservancy parklands.

The proposed grant will help highlight existing natural resources accessible to residents in South LA, emphasizing ways to access amenities in the Baldwin Hills Parklands. Broadening the visibility of these resources will have a two-fold impact: (1) igniting interest in natural resources within the South LA community and (2) also laying the foundation for resilience hubs, which would serve as critical resource access points during times of crisis and also central locations for community-building. The neighborhoods impacted will include: Vernon-Central, South Park, Florence, Exposition Park, Vermont Square, Leimert Park, and Baldwin Hills Crenshaw

This work connects with the aim of the Transportation, Air Quality, & Community Health work group as it improves access to local services without having to drive; making sure the hub/services are centrally located and accessible via walking, biking, and transit. Resilience hubs also serve as a community health benefit by increasing year-round services that evacuation centers and cooling centers provide. Resilience hubs are community serving facilities augmented to support residents, coordinate communication and distribute resources while enhancing quality of life year-round. A successfully implemented park-based hub can become the nexus of community resilience, emergency management, climate change mitigation and social equity.

Youth Ambassadors Program

Youth are a large population of the South LA community and are affected by the decisions made about climate today in their neighborhood far into the future. A part of the feedback

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collected around air quality, transportation, and community health was provided by youth between the ages of 16-24. Youth leaders were educated and trained through an ambassador program that focus on environmental justice. Youth leaders were able to conduct research, facilitate peer education groups, raise social awareness and engage local, county and state decision makers through various community events, social media campaigns, and webinars. The youth also took their initiatives a step further and provided the community with environmental kits filled with tips on how community members can do their part for the environment from home, energy-efficient light bulbs and water faucets, and even utility bill assistance grants for covid relief.

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Barriers and Accomplishments

Working in a community with limited resources has always had its challenges. The South LA community is no stranger to economic and social injustices. However, the covid-19 pandemic exacerbated the issues already affecting the community. The pandemic took away our ability to connect with our community residents in person which has in the past proven to be successful. We were now forced to go online and adapt our efforts. As moving to an online format allowed us to reach more people it drastically excluded many populations. Our elderly and wifi insecure residents had a harder time receiving our information initially. However, as this barrier was identified, we took action to begin making phone calls and sending information via mail to those populations. The adaptation allowed us to reflect on our process of dissemination of information. We were able to create a holistic outreach. Plan for the future that was inclusive of most if not all populations in our community.

COVID-19 created challenges for the Housing & Parks Work Group

The COVID-19 pandemic hit the Los Angeles region shortly after our Housing & Parks work group began. The pandemic has increased the difficult living conditions existing in low-income communities of color. Community members, many of whom lack access to quality health care, face a rapidly spreading virus that has devastated an already struggling local economy, leading to additional job insecurities, rising rent burdens, impending threats of houselessness for those currently housed. Countless community members are essential workers in the service sector without the privilege of working from home. This puts them at greater risk of contracting COVID-19 and bringing it home to their families. Witnessing the toll of COVID-19 as our work progressed was difficult, but it made us double down on this critically important effort in these times.

Challenges affecting youth and opportunities to engage with them

Our youth ambassador program demonstrated an opportunity for more youth to take ownership of their community. The pilot environmental ambassador program has allowed us to create a structure for engaging young people in social issues while allowing them to have autonomy to create campaigns they are passionate about. The program will continue and expand into looking at other social issues.

After working with youth ambassadors, it is apparent that engaging the youth is imperative. The youth have a treasure trove of information about how the world changes daily and how we

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can adapt. The youth development model lends an opportunity to guide future community stakeholders into spaces that nurture the skills and knowledge needed to make change. The youth development model could provide the community with sustainable solutions and stakeholders who are passionate about the work because they are directly affected.

Future Implementation

Slauson & Wall RFP Submission: TRUST South LA (TSLA) and the Los Angeles Neighborhood Land Trust (LANLT), in collaboration with Clifford Beers Housing, a member of the LA Regional Open Space and Affordable Housing (LA ROSAH), submitted a joint development proposal for the Slauson and Wall seven-acre brownfield site. For over a decade, TSLA has organized for the development and community ownership of this site. In 2011, TRUST South LA, as part of a larger coalition, was awarded this site for development. Although the award was later rescinded, TSLA has continued organizing with members to ensure Slauson and Wall is stewarded in perpetuity and reflects a community vision with benefits such as ample park space and affordable housing. The community-led Slauson and Wall "Síntesis" vision aligns with the SSSP for the site and the neighborhood. This Proposal is also aligned with the South LA Climate Commons Transformative Climate Communities (TCC) planning grant, Metro's Rail-to-River project and LA County's LA River Master Plan Update. Síntesis will advance the vision for equitable parks, affordable housing, small business and integrated infrastructure development in South LA. Despite COVID-19, TSLA and LANLT have continued to prioritize engaging community residents of the Slauson Corridor to ensure they could be part of providing feedback to the Slauson and Wall Request for Proposal.

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Conclusion

The South LA Climate Commons used the year-long planning process to coordinate public sector efforts between grassroots environmental justice organizations and the South LA community to develop the South Los Angeles Climate Commons Plan (CCP). The CCP addresses the following TCC Implementation Grant specific Transformative Requirements including:

a. Displacement Avoidance

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- b. Community Engagement
- c. Workforce and Economic Development
- d. Climate Adaptation and Resilience
- e. f. Leverage Funding

After decades of unfair redlining practices, deindustrialization, and disinvestment in the South LA economy, residents have had limited opportunity to achieve upward economic mobility. South LA residents have been adversely impacted by the current health crisis that is exacerbated by poor air quality, toxic sites, and the cumulative impacts of unjust environmental policies. A recent Harvard study shows that a small increase in long-term exposure to Particulate Matter (PM2.5) contributes to a significant increase to the COVID-19 death rate⁵⁸. The pandemic has only amplified the systemic social and economic disparities in South LA that have yet to be addressed.

Nonprofit organizations and small businesses serve as the backbone of our nation's economy. The risks that nonprofits and small businesses face are heightened in low-income communities of color, such as South LA, when coupled with inadequate transit infrastructure and the disproportionate public health effects of climate change.

The South LA Climate Commons amplified the voice of community members who reside, work and travel along the Slauson Corridor by creating platforms for them to provide ideas and feedback that helped shape the South Los Angeles Climate Commons Plan. Implementation of the CCP would begin to directly address historical economic and environmental issues that exist in South LA. The South LA Climate Commons has developed a marketing and outreach strategy to garner support from local and state elected officials who preside over the South LA community, as well as to identify grants and resources that will help bring this community-centered plan to life.

⁵⁸ <https://projects.iq.harvard.edu/covid-pm/home>

South Los Angeles Climate Commons Collaborative

USC Price

Sol Price School of Public Policy
Sol Price Center for Social Innovation

Appendix 1: South LA Climate Commons Report produced by
USC Price



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TRANSFORMATIVE COMMUNITIES REPORT:

EXECUTIVE SUMMARY

In October 2018, the City of Los Angeles Planning Department partnered with the Los Angeles County Metropolitan Transportation Agency (Metro) and several community-based organizations to develop the South Los Angeles Climate Commons, a collaborative that aims to address economic and environmental sustainability and climate justice in neighborhoods adjacent to the Active Transportation Rail to River Corridor. Lead community-based partners for this process included: the South Los Angeles Transit Empowerment Zone (SLATE-Z); Strategic Concepts in Organizing and Policy Education (SCOPE); Strategic Actions for a Just Economy (SAJE); the Los Angeles Neighborhood Land Trust; T.R.U.S.T. South LA; and the Brotherhood Crusade.

Funded through a Transformative Climate Communities (TCC)¹ planning grant, the Commons spent the last year undertaking a community engagement process to determine community priorities in three thematic areas:

1. **Parks & Housing:** focused on empowering existing community residents to obtain and maintain affordable and environmentally sustainable housing in the wake of expanding transit and associated commercial developments;
2. **Land Use & Jobs:** focused on increasing economic mobility for residents through workforce development and empowering local businesses to develop environmentally sustainable practices; and
3. **Air Quality, Transportation & Community Health:** focused on understanding the intersection of greenhouse gas reduction and community health.

“Our vision is guided by the values of shared economic prosperity, environmental health, and community stewardship, building towards collective ownership, equitable capital absorption capacity, and common access to opportunity and governance.”

—South LA Climate Commons Partners

Between August and November 2020, a research team from the USC Sol Price Center for Social Innovation conducted data analyses across a variety of sources to support the work of the South LA Climate Commons. By analyzing key metrics within the Commons’ three identified thematic areas, practitioners can better understand the complex interplay between housing, workforce and economic development, and the amount of greenhouse gas emissions produced by people traveling in and out of the Corridor to work. This has critical implications for responsive policymaking in this geography.

The following sections in this report describe the geography and demographic overview of the study area, and key findings from each of the three thematic areas: Parks & Housing, Land Use & Jobs, and Air Quality, Transportation & Community Health. The report concludes by discussing challenges and opportunities that these data highlight.

¹ *Transformative Climate Communities is a program administered by the California Strategic Growth Council that empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution.*

MAP 1: Active Transportation Rail to River Corridor



BACKGROUND

The Los Angeles County Metropolitan Transportation Agency (Metro) is currently overseeing significant expansions to the County's transportation infrastructure, including the expansion of rail and bus lines and the development of bike lanes and pedestrian walkways throughout the County.

In 2012, Metro

began assessing the feasibility of converting a strip of Metro-owned land in the South Los Angeles neighborhood into an active transportation corridor, an off-street facility for pedestrians and bicyclists that provides connections to public transit stops and other key destinations. The project, known as the Active Transportation Rail to River Corridor, will provide new off-road bicycle and pedestrian linkages, including connections to the Los Angeles

River and its bike path, as well as connections to multiple Metro and municipal bus lines and two major Metro rail lines. A map of the project is shown in Map 1 above.

PROJECT GEOGRAPHY

The area of focus, referred to in this report as the Slauson Corridor, or simply "the Corridor," is a 7.8 square mile area in South Los Angeles (Map 2). The Corridor is bounded on the west by Van Ness Ave, on the South by Florence Ave, on the east by Central Ave and Alameda St, and on the north by Vernon Ave. It contains 34 census tracts² and represents a significant portion of the 10-mile Active Transportation Rail to River Corridor (Map 1).

MAP 2: Slauson Corridor Study Area



DATA AND METHODS

The majority of the information highlighted in this report was compiled by aggregating publicly available data at the census tract or census block level within the study area. Appendix 1 provides a full list of data sources used in the report.

²*The majority of census tracts fit fully within the study area, however, tracts 229300 and 229200 extend slightly beyond the boundaries. Wherever possible, data was analyzed at the census block level to maximize precision within the study area. If data isn't available at the census block level, census tracts were used.*

COMMUNITY DEMOGRAPHICS

According to 2018 estimates, the Slauson Corridor is home to just over 149,500 people, making up approximately 4% of the population in the City of Los Angeles. Since 2010, the population has increased by roughly 7%, more than double

the rate of the countywide population increase of 3% over the same time period. Approximately 78% of people in the Slauson Corridor identify as Hispanic or Latino, and an additional 19% identify as Black or African American. The racial and ethnic makeup of the corridor has remained relatively steady over the last decade, with a slight increase in the number of people identifying as Hispanic/Latino (five percentage points) and a slight decrease in the number of people identifying as Black/ African American (five percentage points).

residents are under the age of 24 (41%) compared to the County average (32%), suggesting that investing in education and workforce development could have an outsized impact in this geography as more young people enter into the workforce over the next decade.

Immigration & Languages Spoken

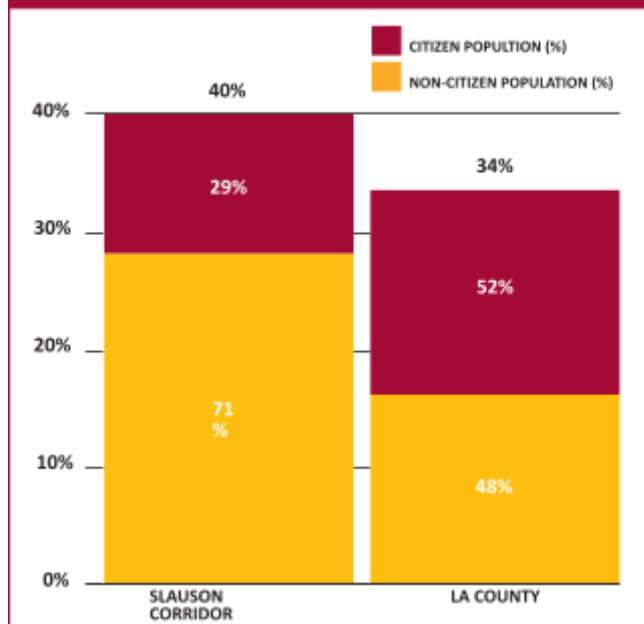
Approximately 40% of Slauson Corridor residents are first generation immigrants, which is just over the County average of 34%. 71% of immigrants in the Slauson Corridor are not naturalized U.S. citizens, compared to 48% countywide. Many non-citizen immigrants are documented and living legally in the U.S.³; however, without citizenship, this population cannot access important civic benefits such as the ability to vote in elections, run for office, and receive federal benefits and scholarships.

According to 2018 data, 75% of people in the Slauson Corridor speak mostly Spanish at home; however, many households have members who are bilingual in English as well. Just 17% of households in the Slauson Corridor reported having no family member that speaks English “very well” as a second language, slightly higher than the county average of 13%.

Age Distribution and Families with Children

The population in the Slauson Corridor skews slightly younger than the rest of LA County. Approximately 42% of people in the Slauson Corridor are considered to be of “prime working age” (ages 25 to 54), which is nearly identical to the County average. However, significantly more Slauson Corridor

FIGURE 1: Immigrant Population
Slauson Corridor & Los Angeles County, 2018



SOURCE: 2018 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

SOURCE: 2018 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

³Non-citizen immigrants encompass a wide group of people, including permanent U.S. residents with authorization documents, temporary migrants such as foreign students, humanitarian migrants such as refugees, and migrants without authorization documents.

Slauson Corridor neighborhoods are home to more families with children than other parts of the County. 39% of households in the Slauson Corridor have a child under the age of 18, compared to 29% of households across the County. Further, approximately half of households with children in the Slauson Corridor are headed by a single parent (compared to 32% countywide).

Income and Education

According to 2018 estimates, the median household income in the Slauson Corridor is \$36,544, significantly less than the LA County median income of \$64,251. Like many parts of LA County and the U.S. as a whole, the median household income in the Slauson Corridor began declining in the beginning of the decade, due to the Great Recession, and has since recovered to just above 2010 levels after adjusting for inflation.

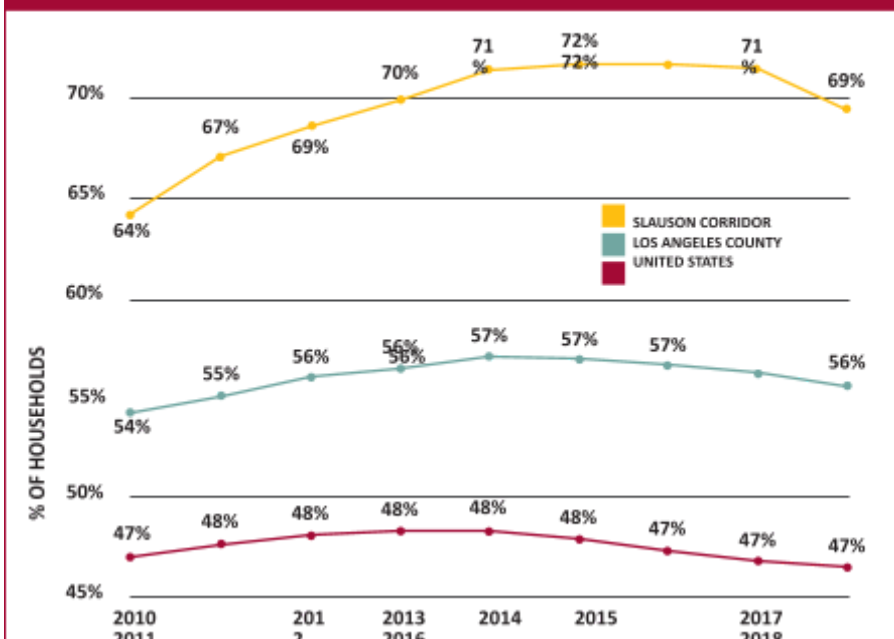
Approximately 7% of Slauson Corridor residents over the age of 25 have a Bachelor's degree, compared to 32% of adults countywide. Additionally, just under half of Slauson Corridor residents over 25 did not receive a high school diploma.

However, educational attainment in the neighborhood has been increasing and will likely continue to do so. According to 2018 data, 36% of Slauson Corridor residents between the ages of 18 and 24 are enrolled in school.⁴ This represents a significant increase from 2010, when just 21% of young people were enrolled in school.

PARKS & HOUSING

Although the research on the displacement of low-income communities as a result of transit-oriented development is still emerging, a recent comprehensive literature review found a positive relationship between proximity to new transit developments and residential displacement (Padeiro, et al, 2019). Given the potential for displacement of low-income communities around new public transit developments, the Parks & Housing working group of the South LA Climate Commons is focused on empowering Slauson Corridor residents to obtain and maintain housing in their community. To provide a data-backed picture in support of those efforts, this section provides metrics on housing affordability and stability in the Slauson Corridor.

**FIGURE 3: Change in Rent-Burdened Households
Slauson Corridor & Los Angeles County, 2018**



As of 2018, there were 39,896 housing units in the Slauson Corridor. Since 2010, there has been a 2% increase in the number of housing units in the area. By comparison, the number of households has increased by 5% over the same time period, suggesting that housing supply may not be keeping up with the increasing demand in the neighborhood.

According to 2018 data, 65% of households in the Slauson Corridor are renters, compared to 54% of households countywide. Rental housing can provide more flexibility than homeownership; however, renters are also more susceptible

to displacement as a result

SOURCE: AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

⁴*Vocational and trade schools are not included in this percentage.*

of changing neighborhood conditions. A recent study found that gentrification, defined as the migration of affluent individuals into working-class neighborhoods, leads to more renters reporting “involuntary moves” but has no effect on homeowners moving (Martin & Beck, 2018).

As of 2018, 69% of renter households in the Slauson Corridor are rent-burdened, defined as a household paying more than 30% of its monthly income on rent and utilities. Across Los Angeles County, more households are rent- burdened than the national average; however, the share of households who are experiencing rent burden both in Los Angeles and nationally has remained relatively stable since 2010. By contrast, the share of rent-burdened households in the Slauson Corridor has been trending upwards since 2010, as shown in Figure 3 to the right.

LAND USE & JOBS

The Land Use & Jobs working group of the South LA Climate Commons is focused on understanding the intersection of land use and economic mobility for Slauson Corridor residents. This section provides an overview of land zoning restrictions in the Slauson Corridor followed by an analysis of the industries located in the Corridor and the industries employing Corridor residents.

Land Zoning

SOURCE: CITY OF LOS ANGELES OPEN DATA PORTAL

TABLE 1: Land Zoning Classifications, Slauson Corridor	
ZONING CLASSIFICATION	SLAUSON CORRIDOR
Commercial	12%
Industrial	13%
Open Space	2%
Public Facilities	10%
Single Family Residence	17%
Multiple Family Residence	46%

Zoning refers to local laws or regulations that dictate how land parcels can or can't be used. The Slauson Corridor falls under the jurisdiction of the City of Los Angeles zoning requirements. Table 1 below shows the

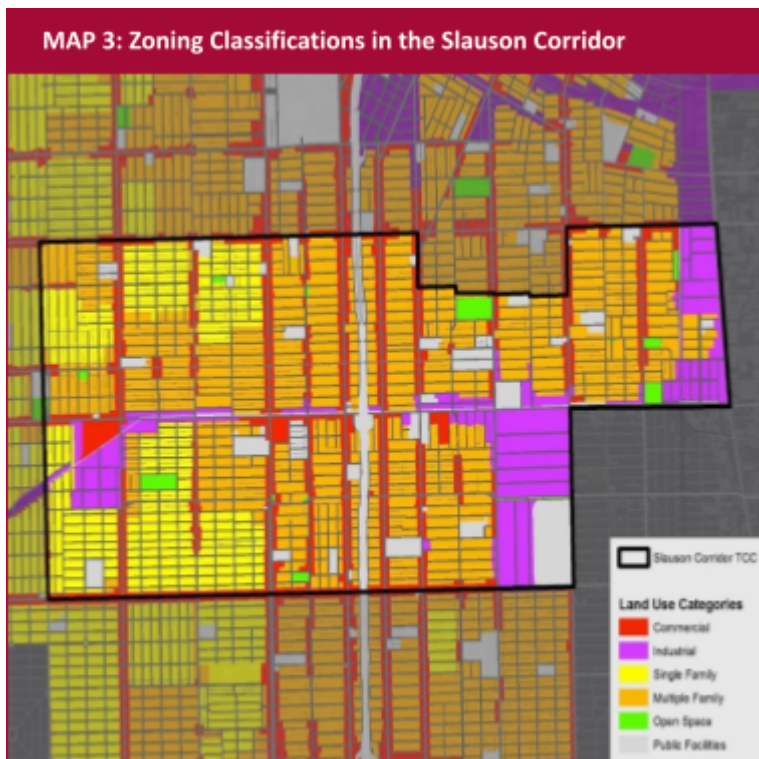
share of land in six major zoning classifications for both the Slauson Corridor and the City of Los Angeles as a whole. Refer to Appendix 1 for a description of each zoning classification.

As shown above, 63% of the land in the Slauson Corridor is zoned for residential use, just above the citywide rate of 57%. Notably, the vast majority of residential land in the Slauson Corridor is zoned for multifamily housing, creating the conditions for higher population density in residential areas. By contrast, the majority of residential land across the City is zoned for single family residences.

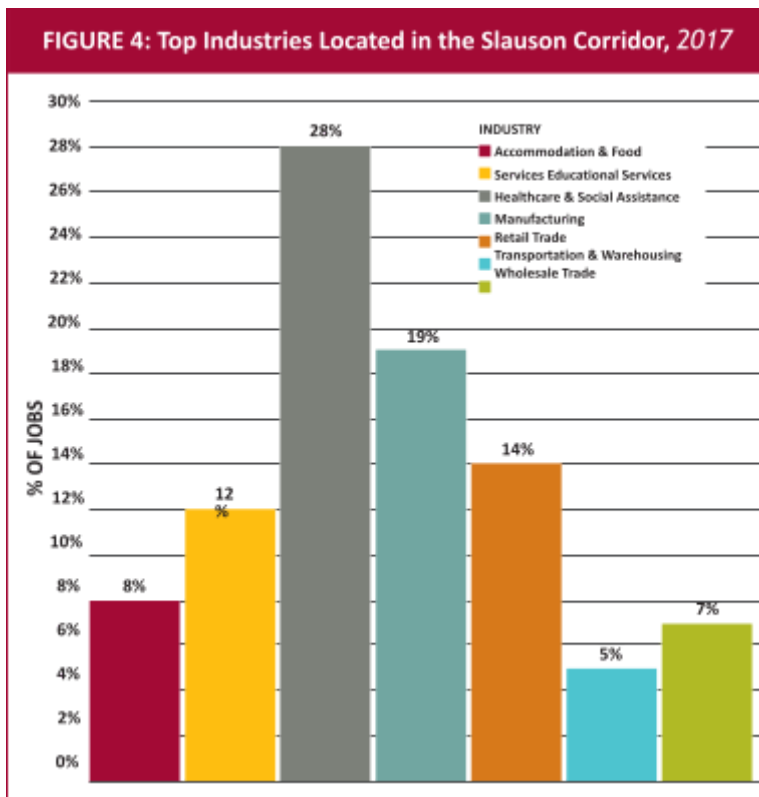
Another striking difference between the citywide zoning and that of Slauson Corridor is the designation for open space—just 2% of the Slauson Corridor is designated as open space, compared to 20% of the City. While it's important to note that the zoning for open space in the City includes large areas of greenspace like Griffith Park, this discrepancy is still worth uplifting.

Map 3 below shows the geographic distribution of zoning classifications in the Slauson Corridor, with areas in green showing parks and open space. A visual inspection of the map indicates that the vast majority of land zoned for residential use is not within reasonable walking distance to a park or open space. This is particularly consequential in areas zoned for multiple family residences, as households in such areas are less likely to have access to greenspace, such as a yard, on their residential property.

⁵ *Approximately 3% of land in the City of Los Angeles is zoned for Parking and Commercial-Industrial use. Because the Slauson Corridor does not include either of those zoning categories, they are omitted from the chart for ease of reading.*



SOURCES: CITY OF LOS ANGELES OPEN DATA PORTAL, ESRI



SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES) WORKPLACE AREA CHARACTERISTICS, 2017

Finally, approximately 25% of land in the Slauson Corridor is zoned for commercial or industrial use—nearly double the citywide rate. This zoning structure creates an opportunity for a mixed-use neighborhood, where residents could potentially live and work in the same community, depending on the types of businesses located in the community and the skillsets of resident workers. To that end, the next sections examine the overlap between the types of businesses located in the Slauson Corridor and the industry occupations of the neighborhood's residents.

Industries Located in the Slauson Corridor

As of 2017, there were approximately 18,400 jobs in the Slauson Corridor⁶, 93% of which are concentrated across seven industries. As shown in Figure 4 to the right, the Manufacturing and Healthcare/Social Assistance sectors alone account for nearly half of the jobs in the Slauson Corridor.

Notably, these two sectors have also seen the largest change in the number of jobs in the area. In 2010, there were approximately 975 jobs in the Healthcare/Social Assistance sector, making up just 6% of all jobs in the area. By 2017, the number of jobs in this sector had increased to over 5,200, making up 28% of all jobs in the neighborhood. By contrast, the number of jobs in the Manufacturing sector declined from over 5,200 in 2010 (30% of all jobs) to approximately 3,400 in 2017. Figure 5 shows the industries with the largest changes in jobs between 2010 and 2017.

Industries Employing Slauson Corridor Residents

This section describes the industries employing the Slauson Corridor residents. Although the data covers residents living in the Slauson Corridor, their jobs are located throughout various parts of Los Angeles County. Unlike the jobs in the Slauson Corridor that are concentrated amongst a few industries, as of 2017 data, the residents of the Corridor are employed more evenly across a range of industries. Figure 6 shows the top industries employing residents in the Slauson Corridor in 2017. The largest industry,

Healthcare/Social Assistance, employs
approximately 16% of Slauson Corridor

residents, followed closely by Accommodation &
Food

⁶ *This data comes from the Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES) dataset. Its definition of workers excludes proprietors, the unincorporated self-employed, and certain farm and domestic workers.*

FIGURE 5: Largest Changes in Slauson Corridor Industries, 2010-2017

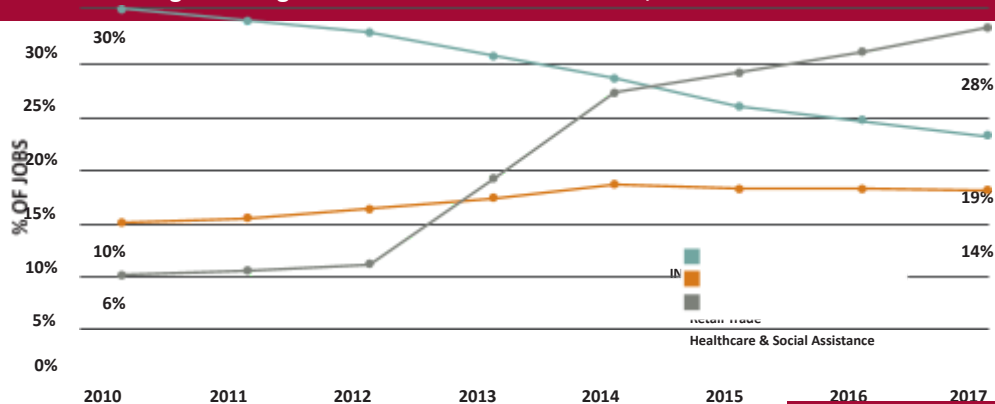
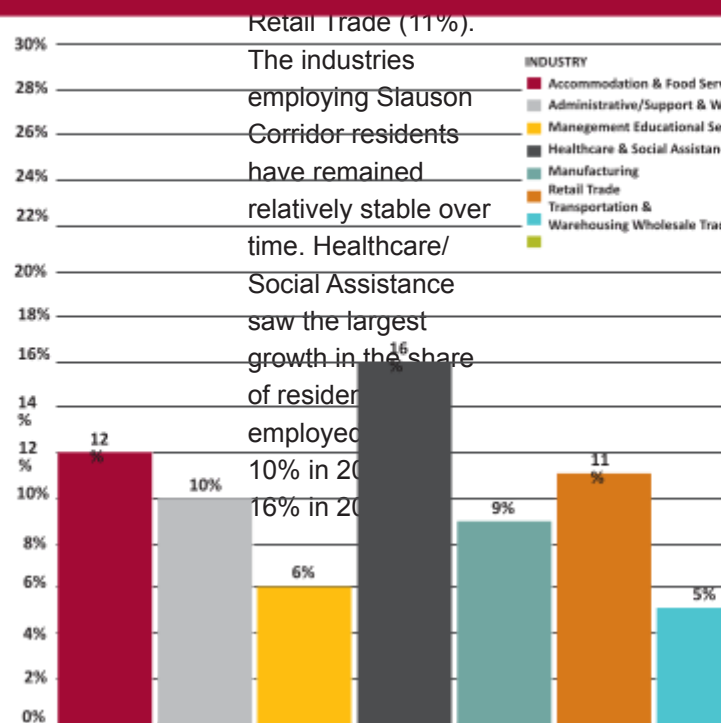


FIGURE 6: Top Industries Employing Slauson Corridor Residents, 2010-2017



SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES) WORKPLACE AREA CHARACTERISTICS, 2017

AIR QUALITY, TRANSPORTATION & COMMUNITY HEALTH

The Air Quality, Transportation & Community Health working group of the South LA Climate Commons is focused on understanding the intersection of greenhouse gas reduction and community health. In support of those efforts, this section discusses commuting patterns in and out of the area and concludes with an estimate of the potential

County. In 2018, 13% of workers use public transit to travel to work, which is over double the countywide rate of 6%. However, the share of Slauson Corridor residents using public transit has declined from its 2011 peak of 19%.

impact on greenhouse gas emissions.

Commute Mode of Slauson Corridor Residents

This section discusses commuting patterns of workers living in the Slauson Corridor.⁷ As of 2018, 68% of workers living in the Slauson Corridor drive alone to work, up from 61% in 2010.

Public transit use in the neighborhood is high compared to other parts of the

⁷The American Community Survey defines workers as anyone over the age of 16 who worked for pay in the last week.

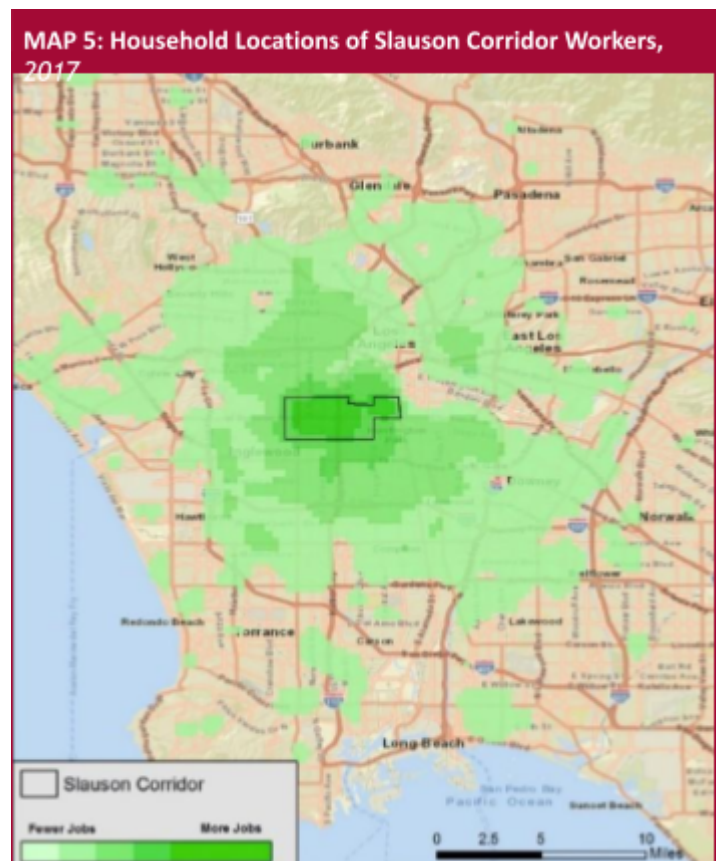
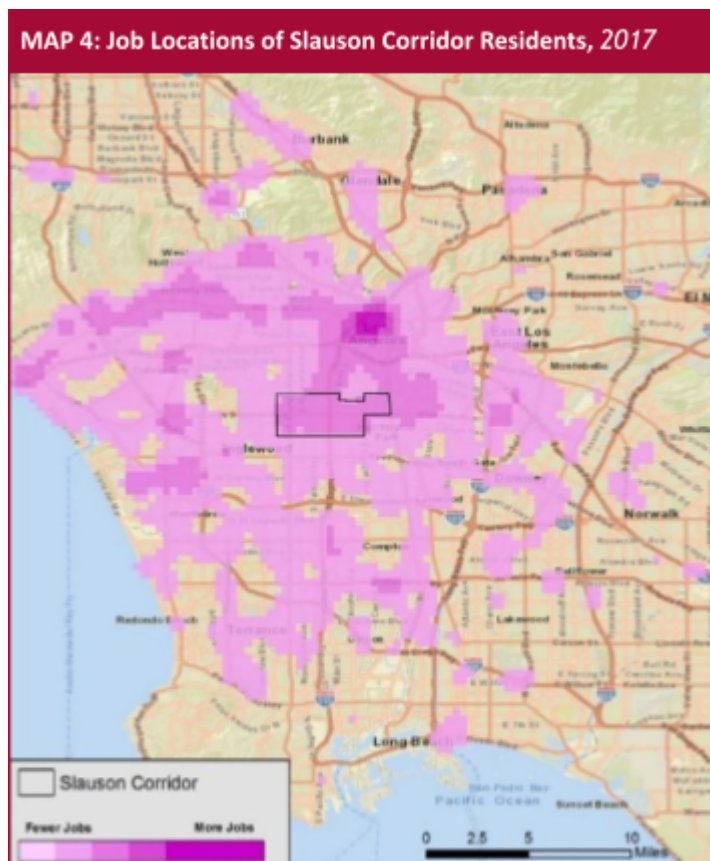
Los Angeles County is infamous for its heavy traffic and long commute times, and many Slauson Corridor residents have longer commutes than the average worker in the County. As of 2018, 63% of workers spend at least 30 minutes commuting to work, higher than the countywide average of 51%. The share of Slauson Corridor residents experiencing commutes longer than 30 minutes has increased 6% since 2010, in line with a similar increase across the County. Research has shown that regularly commuting for longer than 30 minutes in a car is associated with poor sleep quality and mental health outcomes (Hansson et. al, 2011).

Geographic Commuting Patterns of Slauson Corridor Residents

This section uses data from the Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES) to show where Slauson Corridor residents commute for work. For ease of visualization, only job locations in Los Angeles County are shown.⁸ In 2017, 40,205 Slauson Corridor residents commuted to jobs outside of the Corridor within Los Angeles County, with an average distance of approximately nine miles between work and home. An additional 1,967 of residents commuted to jobs within the Slauson Corridor, with an average distance of .8 miles between home and work. Map 4 to the left displays the job locations of Slauson Corridor residents in 2017, with darker colors indicating a higher density of jobs in an area. There appears to be significant clustering north of the Slauson Corridor in Downtown Los Angeles.

Household Locations of People Working in the Slauson Corridor

This section uses data from the Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES) to show where people who work in the Slauson Corridor live. For ease of visualization, only household locations in Los Angeles County are shown.⁹ As noted in the section above, 1,967 people both live and work in the Slauson



⁸ As of 2017 5,234 Slauson Corridor residents had jobs located outside of Los Angeles County.

⁹ As of 2017 2,112 workers commuted from outside of Los Angeles County to work within the Slauson Corridor.

Corridor as of 2017. However, an additional 13,639 people live in other parts of Los Angeles County and commute into the Slauson Corridor for work, with an average distance of roughly nine miles between work and home. Map 5 shows the household locations of people working in the Slauson Corridor, with darker colors indicating a higher density of homes.

Commuting and Greenhouse Gas Emissions

Greenhouse gases, a primary driver of climate change, are caused by human activities that warm the planet by trapping heat into the planet's atmosphere. In 2018, the United States Environmental Protection Agency (EPA) found that the Transportation sector was the largest contributor to greenhouse gas emissions in the U.S., making up 28% of all emissions in that year (EPA, 2018).¹⁰ Further, within the Transportation sector, 60% of greenhouse gas emission come from passenger cars and light duty trucks (as opposed to freight trucks, commercial aircraft, ships and boats). Given that commuting to and from work is a form of passenger car transportation, commuting likely represents a significant portion of greenhouse gas emissions in the U.S.

This section provides an estimate of the greenhouse gas emissions from commuting across three different groups:

- **Group 1:** Slauson Corridor residents who commute to a place outside of the Corridor for work
- **Group 2:** Workers who live outside of the Slauson Corridor and commute into the Corridor for work
- **Group 3:** Slauson Corridor residents who commute to a place of work within the Corridor

This analysis uses data from the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES), and unlike the previous two sections, jobs and workers located in the counties surrounding Los Angeles are included to estimate the full environmental impact of commuting. See Appendix 3 for a detailed description of the methods used in this section.

Table 3 below shows the number of commuters, the estimated number of commuters who drive alone, average miles between work and home, total carbon emissions from commuting, and the average carbon emissions per worker per year for each group of commuters in 2017.

TABLE 2: Commuter and Carbon Emissions Estimates, 2017

	GROUP 1: Residents Commuting Out	GROUP 2: Workers Commuting In	GROUP 3: Residents Commuting Within
Total Workers/Commuters	45,419	15,745	1,967
Estimated Commuters who Drive Alone to Work	29,749	11,121	1,309
Average Distance Between Work & Home	12.84 miles	14.29 miles	.82 miles
Annual Metric Tons of Carbon for Commuters Driving Alone	78,858 metric tons	32,825 metric tons	335 metric tons
Average Annual Metric Tons of Carbon per Commuter	2.65 metric tons	2.95 metric tons	.17 metric tons

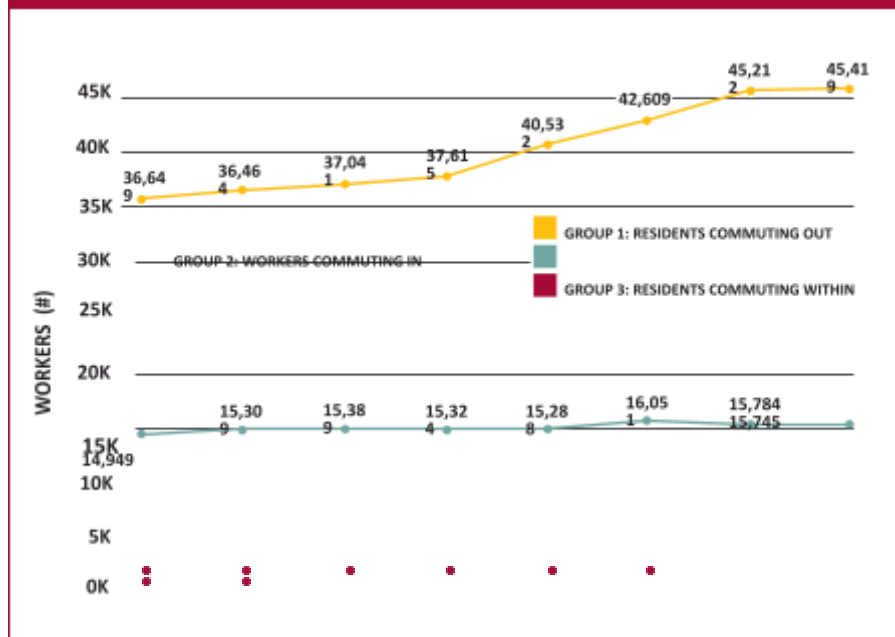
SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES), 2017

While it is difficult to find comparison benchmarks for carbon emissions for commuting related to a specific neighborhood, commuters in and out of the Slauson Corridor in 2017 both had a higher average distance between home and work than the national average of 12 miles (Federal Highway Administration, 2018). This suggests that both groups may have a higher carbon output from commuting than the national average.¹¹

The EPA defines the Transportation sector as “the movement of people and goods by cars, trucks, trains, ships airplanes and other vehicles.”

⁹ Because our analysis measured the direct distance between the centroids of home and work Census blocks rather than the distance covered by roads, the actual distance travelled is likely even higher than our estimates.

FIGURE 7: Change in Number of Workers Commuting In, Out, and Within the Slauson Corridor, 2010-2017



Because workers commuting in to the Slauson Corridor (Group 2) had a higher average distance between home and work, the average carbon emission per worker is higher than either of the other groups, at 2.95 metric tons of carbon per commuter. However, because so many more Slauson Corridor residents are commuting out of the Corridor via car (29,749) as compared to other workers commuting into the Corridor (11,121), this analysis estimates that residents commuting out produced over twice as much total carbon emissions than workers commuting in. Notably, Slauson Corridor residents who work within the

Corridor (Group 3) travel a fraction of the distance to work as compared to commuters in the other two groups. They had a

significantly lower average carbon output as a result. This suggests that matching residents to jobs within the Slauson Corridor would have a sizable impact on carbon emissions caused by commuting.

The number of workers who commute into the Corridor has fluctuated over time, with a net increase of 5% (796 people) between 2010 and 2017. By contrast, the number of Slauson Corridor residents who commute out has steadily increased between 2010 and 2017, with a net increase of 27% (9,770 people) during that period. The number of residents who both live and work in the Slauson Corridor increased by 16% (276 people) between 2010 and 2017 but remains a fraction of the number of commuters in the other two groups. Figure 7 shows the change in the number of workers in each of the three groups over time.

As a result of the increase in the number of workers commuting out of the Corridor and the rise of workers driving alone, total carbon emissions from residents in Group 1 has increased significantly over time. This analysis estimates that total carbon emissions from residents commuting out of the Slauson Corridor rose from 55,454 metrics tons in 2010 to 78,858 metric tons in 2017, which is a 42% increase.

Reducing Carbon Emissions

This final section estimates how changes in job placements and resulting commuting patterns could lead to reductions in greenhouse gas emissions. It explores a hypothetical situation where the 15,000 jobs that were previously held by workers living outside of the Slauson Corridor in 2017 are instead employing residents of the Slauson Corridor. In this scenario, approximately 15,000 of the Slauson Corridor residents who were previously in Group 1 (commuting to other parts of the County) are now a part of Group 3 (residents commuting within the Corridor). Because all of the jobs that were previously held by workers living outside of the Corridor

(Group 2) are now held by Corridor residents, Group 2 is eliminated entirely in this scenario. Table 4 below shows a summary of the number of workers and estimated carbon emissions in this scenario.

TABLE 3: Hypothetical Commuting and Carbon Emissions

	GROUP 1: RESIDENTS COMMUTING OUT	GROUP 3: RESIDENTS COMMUTING WITHIN
Total Workers/Commuters	29,674	17,712
Estimated Commuters who Drive Alone to Work	19,754	11,791
Annual Metric Tons of Carbon for Commuters Driving Alone	52,363 metric tons	2,006 metric tons

SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES)

As shown in the table above, when all jobs in the Slauson Corridor are employing neighborhood residents, the estimated carbon output from commuting totals just under 55,000 metric tons. This represents a 30% reduction in carbon emissions as compared to the current scenario where the vast majority of jobs in the Slauson Corridor are held by workers who live outside of the Corridor. This analysis is not included to suggest that all 15,000 of the jobs located in the Slauson Corridor could actually be transferred to the neighborhood's residents, but rather to show that connecting neighborhood residents to existing neighborhood jobs could have a sizable impact on carbon emissions from commuting.

CONCLUSION

The data highlighted in this report helps illuminate the challenges and opportunities ahead for residents and businesses alike of the Slauson Corridor neighborhood. A summary of key takeaways is discussed below.

Challenges

As the data illustrates, challenges are centered around two critical areas, including the supply of equitable and affordable housing and increasing greenhouse gas emissions from commuting. A large population of renters, steadily increasing rent burden, and close proximity to new transit and transit-related development creates real concerns regarding residential displacement. The number of households living in the area has also increased faster than the number of new housing units being built, creating a supply problem that threatens the housing stability of renters and others in this community.

Secondly, commuting via public transit has steadily decreased and more residents are driving alone to work. Greenhouse gas emissions from commuting have steadily increased year after year, primarily due to a higher number of residents gaining employment outside the geographic area of the Slauson Corridor. These data underscore that current policy efforts underway to support the Slauson Corridor community must address housing instability and environmental concerns. To this end, there are numerous opportunities for further exploration, particularly in the areas of neighborhood zoning, workforce development, and youth engagement.

Opportunities

Approximately a quarter of land in the Slauson Corridor is zoned for commercial or industrial use, which is nearly double the citywide rate. This zoning structure creates an opportunity for a mixed-use neighborhood, where residents could potentially live and work in the same community. As shown in the previous section, workers who both live and work in the Slauson Corridor create a fraction of the greenhouse gas emissions of their neighbors who commute to jobs elsewhere in the region. Although relatively few Slauson Corridor residents currently work in the Corridor, they are employed

in many of the same industries that are located in the neighborhood, such as Healthcare & Social Services, Manufacturing, Retail Trade, and Accommodation/Food Services. This suggests a possible synergy between the skillsets and knowledge of neighborhood residents and the skills required for jobs located in the neighborhood.

The neighborhood skews younger than the County average, meaning that a large concentration of youth in the Slauson Corridor will age into the workforce over the next several decades. This creates an opportunity for proactive engagement with young residents and local businesses to create a new generation of residents who can both live and work in the neighborhood. For example, apprenticeships and mentorship programs, in partnership with Slauson Corridor businesses, could support the development of a pipeline of qualified young workers who live in close proximity to where they work. This would also support local workforce development, as Slauson Corridor businesses can work to match the skillset of young resident workers with relevant job requirements.

In addition, the number of young adults (18-24) enrolled in school has increased considerably since 2010, meaning that this generation of young adults will likely have higher levels of educational attainment than their parents. This expands possibilities for additional workforce development programs in new industries.

Increased investment in affordable housing and continued investment in public transit infrastructure, including projects like the Active Transportation Rail to River Corridor, are essential components in any plan to expand economic mobility and environmental sustainability in the Slauson Corridor. Under the leadership of the South Los Angeles Climate Commons and with the appropriate resources, investments, and policies, the Slauson Corridor has the capacity to become a healthier and more prosperous home for its residents.

ACKNOWLEDGEMENTS

Elly Schoen, *USC Sol Price Center for Social Innovation*

Peter Griffin, *USC Sol Price Center for Social Innovation*

Dr. Gary Painter, *USC Sol Price Center for Social*

Innovation Marianna Jordan, *USC Sol Price Center for*

Social Innovation Molly Creighton, *USC Sol Price*

Center for Social Innovation MacKenzie Goldberg, *USC*

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APPENDICES

APPENDIX 1: Data Sources & Notes

All metrics in the Community Demographics and Parks & Housing sections came from the American Community Survey (ACS). In the Land Use & Jobs section, zoning data was acquired from the City of Los Angeles Open Data Portal, while data on employment came from the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES). A description of each of these datasets is included below. Data from ESRI was used as a base map for the mapping components.

American Community Survey (ACS)

The ACS is a demographics survey program conducted by the U.S. Census Bureau that gathers information on a range of topics including demographics, education, immigration, employment and housing. Data is gathered for all 50 states each year. This report analyzed data at the census tract level using 5-year estimates in order to ensure statistical reliability for such a small geographic area.

Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES)

This dataset, maintained by the U.S. Census Bureau, combines administrative state data and unemployment insurance wage records with some survey and Census data. Data used in this analysis included:

- **Workplace Area Characteristics (WAC):** lists the total number of jobs by each census block where the employee works
- **Residence Area Characteristics (RAC):** lists the total number of jobs by each Census block where the employee lives
- **Origin-Destination:** links the home and work locations of each employee at the Census block level

City of Los Angeles Zoning & Land Use Designations

- **Commercial:** Commercial uses typically allowed by the Los Angeles zoning code include restaurants, shops, and offices.
- **Industrial:** In Los Angeles, industrial uses are allowed in areas zoned for manufacturing. While allowing for heavy industry, they tend to be occupied by light industrial uses (i.e. food processing, textile plants).
- **Open Space:** Open space land use designation includes things like parks, community gardens, athletic fields and trails, which fall under Parks and Recreation (OS-PR). Additionally, it is also used to designate land for conservation efforts (OS-C), areas with a national forest (OS-NF), and areas managed by the Bureau of Land Management (OS-BLM).
- **Public Facilities:** The public facilities designation is focused on uses that are important to the city's growth and development. This includes infrastructure for things such as drinking water; sanitary sewers; solid waste; utilities; early care and education; and libraries.
- **Single Family Residence:** This use falls under the zoning category R1. It is the most common zoning in Los Angeles and permits one single-family home per lot, with a typical minimum lot size of 5,000 (SF).
- **Multiple Family Residence:** Multi-family residences are allowed in zones classified as RD, R3,

R4, and R5, in order of increasing density. The amount of apartments built is controlled through the minimum lot area per apartment allowed in each zone as well as other zoning limitations such as height limits.

APPENDIX 2: Estimating the Size of the Workforce

Estimations of the number of employed workers in the Slauson Corridor vary significantly by source. The American Community Survey, which defines a worker as anyone over the age of 16 who reported working for pay in the last week, reports approximately 57,600 workers living in the Slauson Corridor in 2017. By contrast, data from the Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES) includes a narrower definition of workers, excluding proprietors, the unincorporated self-employed, and certain farm and domestic workers. LODES reports roughly 49,200 workers living in the Corridor in 2017. While this discrepancy could be due to measurement error in either source, it is also likely an indication of a large number of self-employed entrepreneurs operating informal or unincorporated businesses in the neighborhood.

APPENDIX 3: Methodology for Estimating Greenhouse Gas Emissions from Commuting

To estimate greenhouse gas emissions from commuting, we used data from the Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES) Origin Destination (OD) dataset, which provides the home and work locations associated with a job at the census block level. Data was calculated for the years 2010-2017, the latest year of data available at the time of this analysis.

Estimating Average Distance Between Home and Work

First, we filtered data to include only those workers who either work or live in a census block within the Slauson Corridor. This created three groups of workers:

- **Group 1:** Slauson Corridor residents who commute to a place outside of the Corridor for work
- **Group 2:** Workers who live outside of the Slauson Corridor and commute into the Corridor for work
- **Group 3:** Slauson Corridor residents who commute to a place of work

within the Corridor Table A1 below shows the total number of workers in each group from 2010–2017.

TABLE A1: Commuting Group Estimates, 2010-2017

COMMUTER GROUP	2010	2011	2012	2013	2014	2015	2016	2017
Group 1: Slauson Corridor Residents Commuting Out	35,649	36,464	37,041	37,615	40,532	42,609	45,212	45,419
Group 2: Workers Commuting In	14,949	15,309	15,389	15,324	15,288	16,051	15,784	15,745
Group 3: Residents Commuting Within	1,691	1,608	1,759	,1758	1,735	1,844	1,841	1,967

SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES)

We conducted a spatial analysis of the distance between all work and home census blocks in ArcMap by creating a direct line between the centroid of each home census block and each corresponding work census block. For each of the three groups, the total distance (measured in miles) between the centroids of all work and home census blocks were summed together and divided by the total number of workers/jobs in the group, giving us an estimate of the average distance between home and work for each of commuter group. Estimates for each group across every year are shown in Table A2 below.

TABLE A2: Average Distance between Home and Work (in miles), 2010-2017

COMMUTER GROUP	2010	2011	2012	2013	2014	2015	2016	2017
Group 1: Slauson Corridor Residents Commuting Out	12.49	12.11	11.85	12.03	12.55	12.55	12.63	12.84
Group 2: Workers Commuting In	14.76	15.45	15.13	14.55	14.91	14.38	14.55	14.29
Group 3: Residents Commuting Within	0.82	0.86	0.83	0.87	0.89	0.85	0.81	0.82

SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES)

Estimating Carbon Emissions from Commuting to Work

Our estimations of carbon emissions from commuting build heavily on the research done by Haas, Miknaitis, Coop, Young and Benedict (2010). Their basic equation converts miles traveled into metric tons of carbon produced per year. The equation we used is shown below:

$$\text{Average Annual Carbon Emissions from Commuting per Worker} = ((\text{Average Distance Travelled} * \text{Annual Trips}) / \text{Fuel Efficiency}) * \text{Emissions Factor of Gasoline}$$

To calculate an estimate of the average miles travelled per year for each commuter group, we doubled the average distance between work and home to account for two trips per day (to and from work) and multiplied the output by 261, the number of working days in a year.¹² We then divided by the average fuel economy of passenger cars reported by the Environmental Protection Agency (22 miles per gallon) to give an estimate of gallons of gasoline used. Finally, we multiplied this output by the emissions factor of gasoline used by Haas, et al. (.0087 metric tons of carbon per gallon) to determine the average annual carbon emissions per commuter in each group.

To determine the total carbon emissions for all commuters in each group, we multiplied the average annual emissions per person by the number of likely drivers in each group. Likely drivers were determined by multiplying the pool of commuters with a distance of greater than 1.5 miles between work and home¹³ by the percentage of people who reported driving alone to work in table B08301 of the American Community Survey (ACS) in each year. For Groups 1 and 3 (residents of the Slauson Corridor), we limited the analysis of ACS data to Slauson Corridor census tracts. For Group 2 (workers commuting from elsewhere in the region), we used the Los Angeles County averages for driving alone reported in the ACS. The two figures below show estimates of likely drivers in each commuter group per year and total carbon emissions from commuting for each group per year, respectively.

TABLE A3: Estimates of Likely Drivers, 2010-2017

COMMUTER GROUP	2010	2011	2012	2013	2014	2015	2016	2017
Group 1: Slauson Corridor Residents Commuting Out	21,505	22,025	22,228	22,414	23,880	26,173	28,782	29,749
Group 2: Workers Commuting In	10,338	10,598	10,655	10,635	10,633	11,232	11,096	11,121

SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES)

¹² This assumes five working days per week with fifty two weeks per year, plus one extra working day, based on guidance from the U.S. Office of Personnel management
<https://www.opm.gov/policy-data-oversight/pay-leave/pay-administration/fact-sheets/computing-hourly-rates-of-pay-using-the-2087-hour-divisor/>

¹³ Because the majority of commutes for Slauson Corridor residents travelling to work in the Corridor (Group 3) were less than 1.5 miles, we did not apply this restriction to that group.

TABLE A4: Total Carbon Emissions from Commuting (in metric tons)

COMMUTER GROUP	2010	2011	2012	2013	2014	2015	2016	2017
Group 1: Slauson Corridor Residents Commuting Out	55,453	55,079	54,349	55,657	61,839	67,793	75,010	78,858
Group 2: Workers Commuting In	31,489	33,810	33,280	31,953	32,068	33,340	33,310	32,825
Group 3: Residents Commuting Within	286	283	301	316	317	323	307	334

SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) ORIGIN DESTINATION EMPLOYMENT STATISTICS (LODES)




Limitations

The figures produced above should be considered a rough estimate and make several assumptions. First, the distance between work and home is calculated by drawing a polyline between the census blocks containing the work and home locations and does not calculate distance using actual travel routes to get between the two locations. As a result, our average distance between work and home is likely an underestimate compared to the actual distance driven, indicating that our overall carbon emission estimates are likely lower than actual emissions. Fuel economy is variable across households and impacted by commute time, vehicle age and income level. Improvements in gasoline component makeup can change the amount of carbon produced, tending to lower the carbon emission factor of gasoline over time (Haas, et al, 2010). Finally, according to the EPA, there are other greenhouse gases produced by burning gasoline to power cars. These other gases such as methane (CH₄) and nitrous oxide (N₂O) contribute to climate change, but are emitted at a fraction of the rate compared to the carbon (CO₂) emissions. To this end, other greenhouse gases were not considered in our analysis but will still contribute to the total emissions present from commuters.

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Appendix 2: Principles of Employment Opportunities Envisioned in the Slauson Corridor

PRINCIPLES FOR JOBS WE ENVISION IN THE SLAUSON CORRIDOR/ PRINCIPIOS DE TRABAJOS PARA EL CORREDOR SLAUSON	PRINCIPLES FOR JOBS WE ENVISION IN THE SLAUSON CORRIDOR/ PRINCIPIOS DE TRABAJOS PARA EL CORREDOR SLAUSON
 <p>Full Time GOOD paying jobs with guaranteed labor protections. Trabajos de tiempo completo con protecciones laborales</p>	 <p>Shared spaces, tools and resources for street vendors like kitchens. Espacios compartidos con vendedores ambulantes como por ejemplo cocinas industriales.</p>
 <p>Jobs and businesses that serve and don't displace those that live there. Trabajos y negocios que sirven a la comunidad y no desplazan.</p>	 <p>Jobs that help the environment like clean energy and community gardening. Trabajos que benefician el medio ambiente como jardineria y trabajos de energia limpia.</p>
 <p>Job Opportunities for Youth and Older Adults. Trabajos para jovenes y personas de la tercera edad.</p>	 <p>Better regulation of businesses like mechanics to ensure health protections. Mejor regulacion de empresas como mecanicos para mejorar el medio ambiente.</p>
 <p>Programs and Jobs to serve those with mental health issues. Trabajos y programas para ayudar los que sufren con problemas de salud mental</p>	 <p>Better signage for businesses around Slauson Corridor. Mejor señalamiento para los negocios en el corredor Slauson</p>
 <p>Skill Building Programs Like: Tech Training, English Classes, Financial Literacy. Programas de capacitacion como para aprender tecnologia, clases de Ingles y Educacion financiera.</p>	 <p>What else is missing? Que mas hace falta?</p>

Appendix 3: Land Use Principles for the Slauson Corridor

<p>1. Prioritize economic empowerment through community ownership opportunities of land.</p> 	<p>2. Invest in community-serving spaces that uplift community needs and preserves the culture of the community.</p> 	<p>3. Divest from extractive industries and businesses that pollute and put communities further into poverty</p> 
<p>4. Prioritize land use that is connected to community health benefits</p> 	<p>5. Ensure accountability from electeds and developers for all developments</p> 	<p>6. Build anti-displacement policies into development approval process</p> 

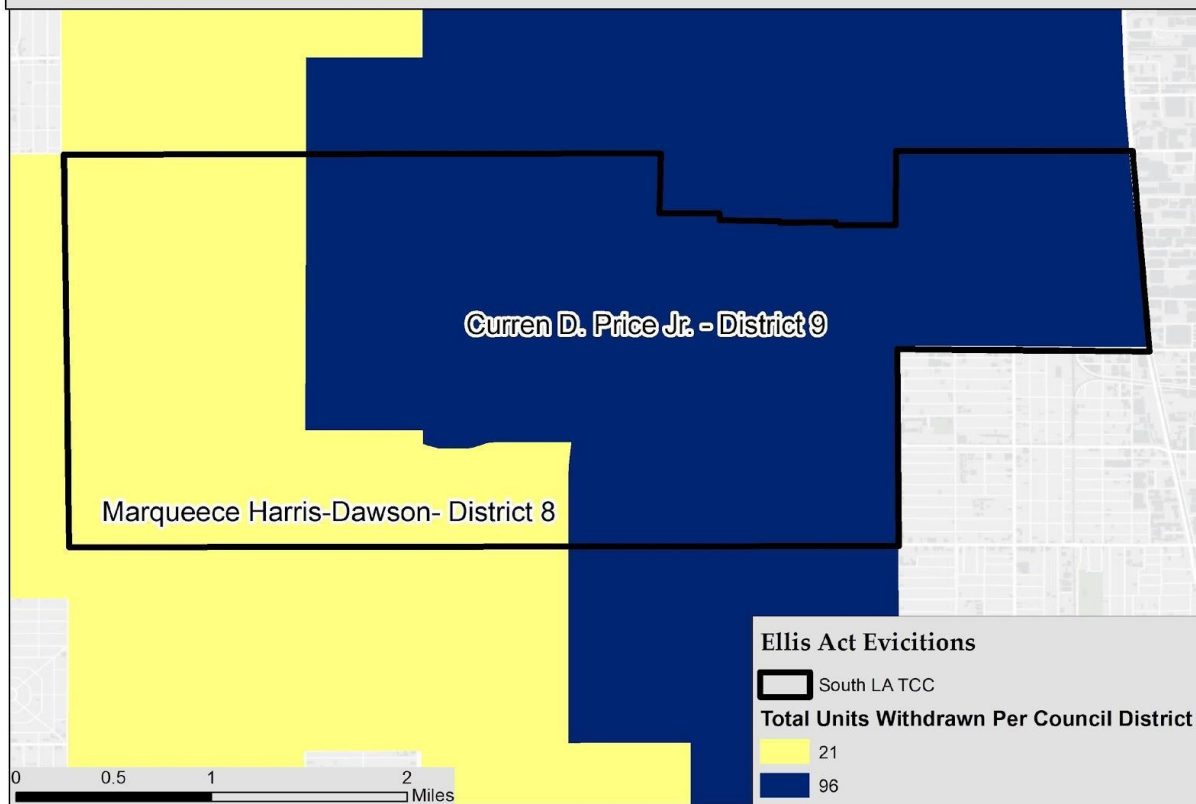
Appendix 4: Chart of Building Types and Community Priorities for Acquisition of Small/Medium Multi Family Buildings:

This chart was developed in consultation with members of the Los Angeles Acquisition and Rehabilitation Work Group established in 2020 to advance anti-displacement policies in response to the COVID-19 pandemic. The criteria have been presented to LA County Staff, residents, Community Land Trusts (CLT), Community Development Corporations (CDC), Philanthropic Foundations, and Community Development Financial Institutes. The criteria were approved by multisectoral partners and guide LA County's new Community Land Trust programs including \$14 million acquisition fund and Chapter 8 anti-displacement programs.

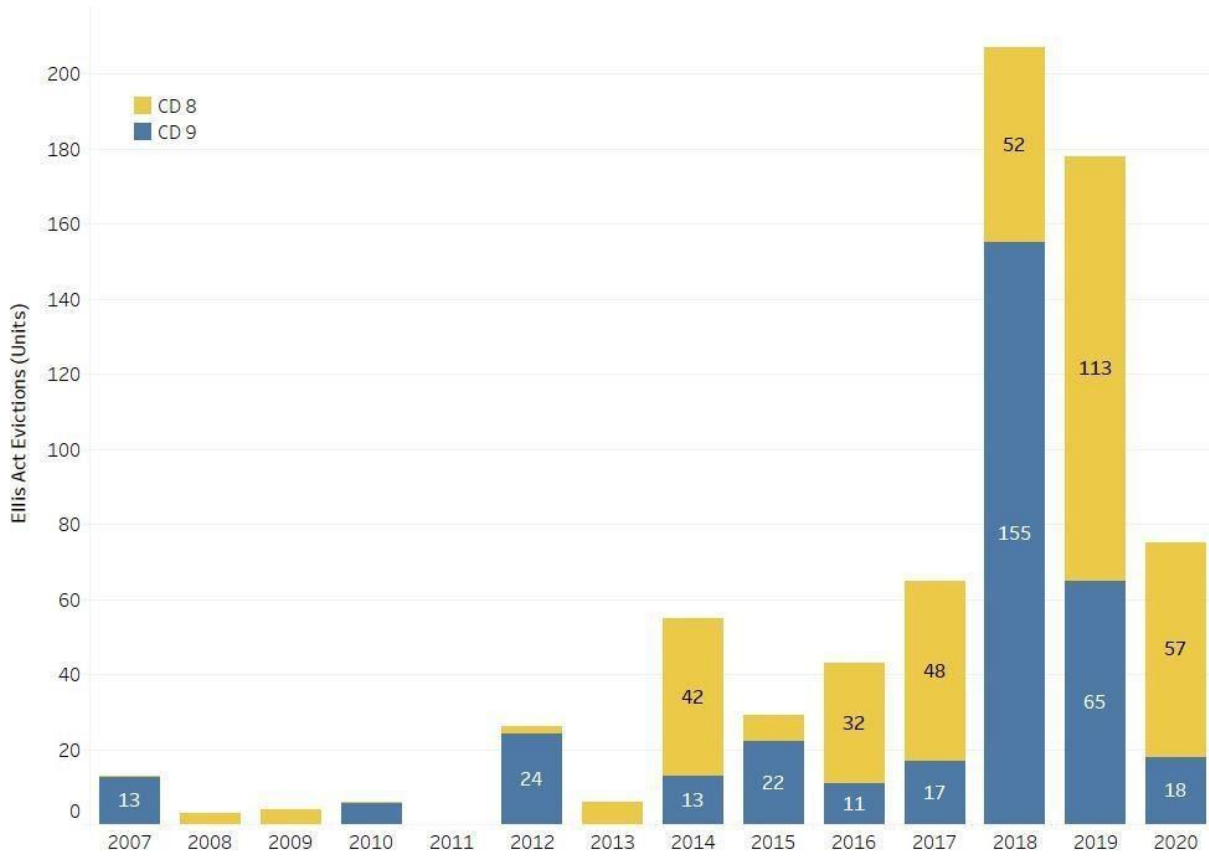
Parameters	Acquisition/Rehab (NOAH)	County Chapter 8 Program
Geography	Los Angeles County	Los Angeles County
Number of Units (allowed)	4-20 Units	SF - 20 units; vacant lot
Lot Size	NA, opportunity for (Accessory Dwelling Unit)	Opportunity for ADU (Accessory Dwelling Unit)
Purchase Price	\$150,000 - \$350,000 per unit (varies per location and condition)	Back taxes / NA
<u>Property Conditions</u>	Class B/C Buildings (~\$50,000 per unit in rehab)	"Substandard"
Near Transit & Parks/ Green Spaces (.5 Miles)	Yes	Yes
Further than 500' Freeway	Yes	Yes
Zoning	Allows existing and preferably increased density.	Allows existing.
Additional Priorities (Community Land Trusts)	Organized tenants	Tenants or property owners live on property.
	On speculative market	
	Areas with high risk of displacement	
	Low-income tenants (30-80% AMI)	
	within 1 mile of planned infrastructure investment (LA River, transit expansion, WHAM investment, major commercial development, etc.)	
	Avoid Close proximity to known environmental hazards (i.e., flood plain, fault line, liquefaction zone, fire hazard severity zone, known air pollution sources)	
Additional Priorities (LA County)	Areas with high risk of displacement	
	Unincorporated LA County	
	SD1: tenants at imminent risk of displacement; Uninc. LA County	
	CEO: AMI level; building condition	

Appendix 5: 2021. Ellis Act Evictions in Slauson Corridor Planning Area. Homelessness Policy Research Institute At USC Sol Price Center for Social Innovation. <https://socialinnovation.usc.edu/>. As you can see, evictions really spiked in 2018-2019.

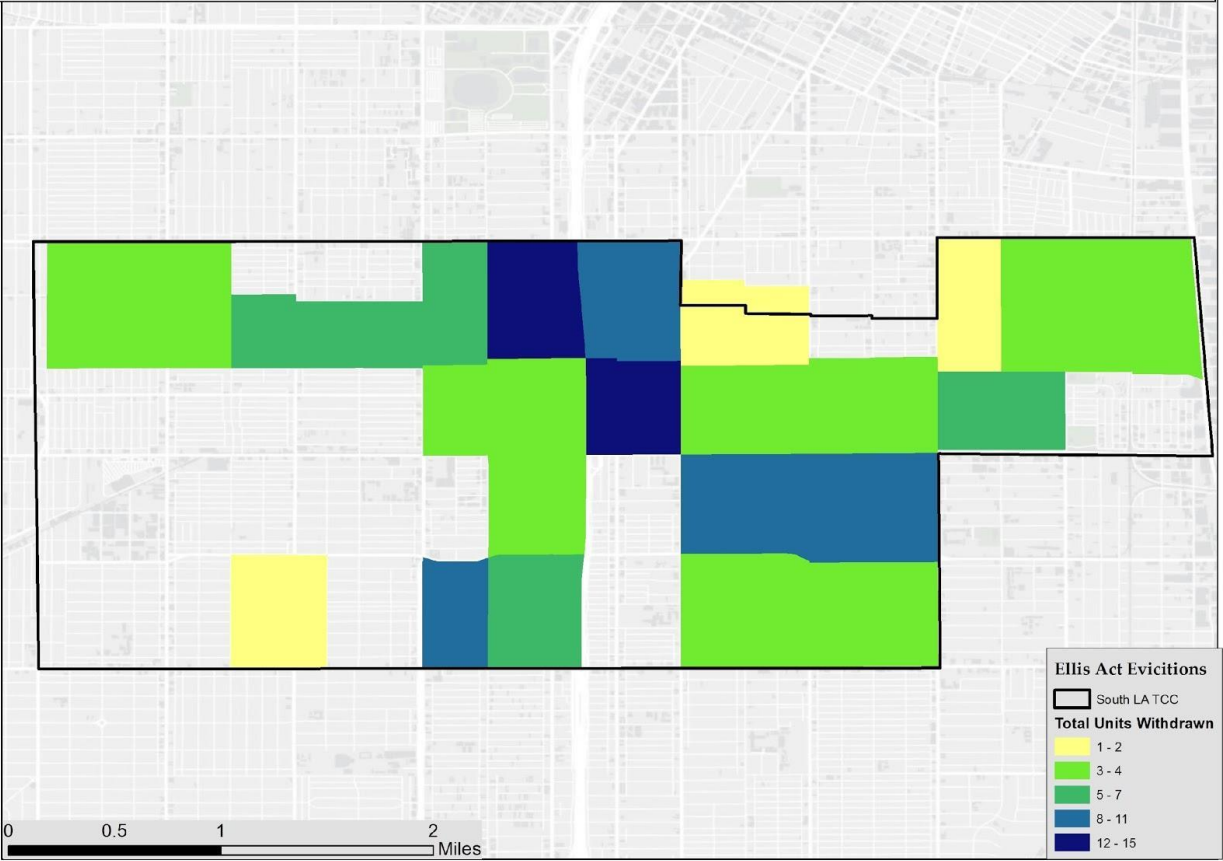
Ellis Act Evictions in South Los Angeles
Transformative Climate Community (TCC)
2007-2020



Ellis Act Evictions, 2007 - 2010
Los Angeles City Council Districts 8 & 9
Source: Housing & Community Investment Department Los Angeles



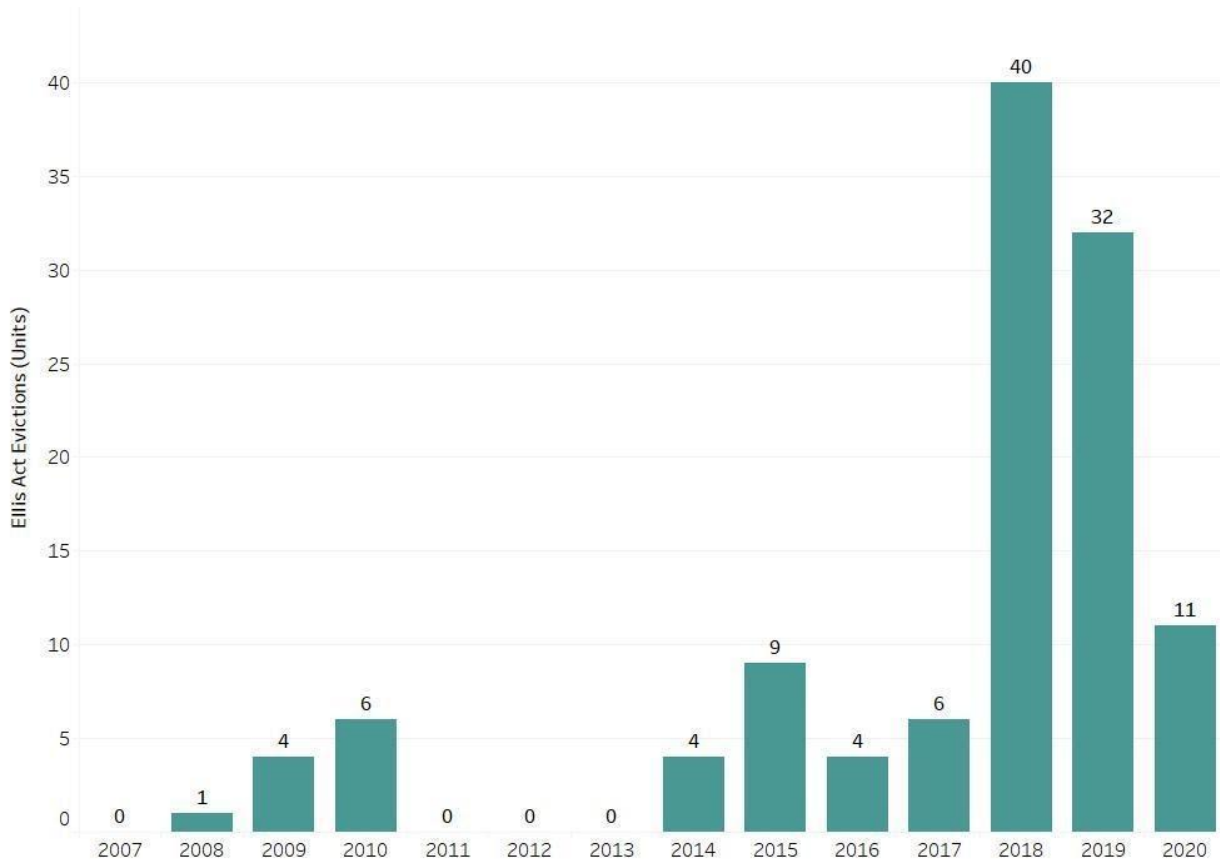
Ellis Act Evictions, Slauson Corridor, 2007 - 2020



Ellis Act Evictions, 2007 - 2020

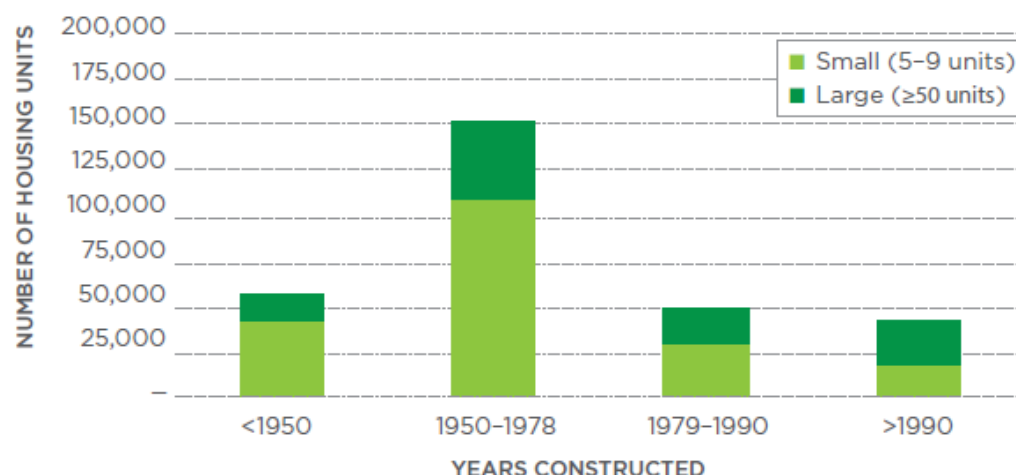
Slauson Corridor

Source: Housing & Community Investment Department Los Angeles



Appendix 6: Green Retrofits Graphics from LA City's "Affordable Homes First: Advancing a Green New Deal for Los Angeles" Report

SUPPLEMENTARY FIGURE 1: AFFORDABLE MULTIFAMILY HOUSING UNIT COUNTS, 80% AMI



SUPPLEMENTARY TABLE 8: HIGHEST SAVING (2018) GAS MEASURES FROM THE COST-EFFECTIVE PORTFOLIO (WITHOUT INCORPORATING HEAT PUMP WATER HEATERS)

Gas End Use	Measure	Percentage Contribution to Cumulative 2018 Savings	Measure Already Offered by LADWP? ⁸⁴
Water Heating	Water Heater Pipe Wrap	20	No (Offered by SoCal Gas)
Water Heating	Demand Control for Domestic Hot Water Recirculation Pump	11	Partial
Whole Building Heating	Retrocommissioning, HVAC Controls	10	Partial
Water Heating	Low-Flow Showerhead	10	Yes
Whole Building Heating	Low-Flow Faucet Aerator	9	Yes
Space Heating	Efficient In-Unit Furnace	7	No (Offered by SoCalGas on limited basis)
Water Heating	Efficient Central Boiler	6	Limited (Some will be offered via ESA's Common Area Measure program)
Water Heating	Boiler Pipe Insulation	6	No (Offered by SoCal Gas)
Appliances	Commercial Laundry (Common area)	6	No (Offered by SoCal Gas)
Water Heating	Water Heater Tank Wrap	5	No (Offered by SoCal Gas)

SUPPLEMENTARY TABLE 4: COST-EFFECTIVE ELECTRIC POTENTIAL SAVINGS

Construction Vintage	Savings Units	2018	2019	2020	2025	2030
Pre-1950	MWh	65,221	70,128	49,923	55,662	45,905
	% Total Sales	28	30	21	24	20
195-1978	MWh	204,448	217,731	163,233	174,161	144,197
	% Total Sales	29	31	23	25	20
1979-1990	MWh	77,154	82,262	65,653	71,970	62,128
	% Total Sales	31	33	26	29	25
Post-1990	MWh	66,186	70,577	56,828	62,522	54,270
	% Total Sales	31	33	26	29	25
Total	MWh	413,009	440,698	335,637	364,314	306,500
	% Total Sales	29	31	24	26	22

SUPPLEMENTARY TABLE 5: COST-EFFECTIVE GAS POTENTIAL SAVING^{en}

Construction Vintage	Savings Units	2018	2019	2020	2025	2030
Pre-1950	1000 therms	4,509	4,583	4,722	5,168	4,473
	% Total Sales	24	25	25	28	24
195-1978	1000 therms	12,261	12,460	12,834	14,099	12,306
	% Total Sales	25	25	26	28	25
1979-1990	1000 therms	3,356	3,403	3,506	3,803	3,354
	% Total Sales	26	26	27	29	26
Post-1990	1000 therms	2,701	2,738	2,821	3,053	2,696
	% Total Sales	27	27	28	30	27
Total	1000 therms	22,826	23,184	23,882	26,123	22,829
	% Total Sales	25	25	26	28	25

Appendix 7:

Transformative Climate Communities: Acquisition/Rehabilitation Fund

October 2019

Housing Preservation

The Los Angeles Equity Alliance (LAEA) recommends that Transformative Climate Communities (TCC) funds be allocated for an acquisition/rehabilitation fund for the Slauson Corridor of South LA. Housing preservation aligns with the vision developed by LAEA's South LA residents; aligns with the multi-benefit, transformative goals set forth by Strategic Growth Council; and is critical to addressing Los Angeles's rental crisis. By capitalizing an acquisition/rehabilitation fund, TCC funds will transform community development while building toward South LA's climate future on multiple levels:

- **Public Policy:** The fund would serve a critical public policy gap, as public subsidy is only available for new construction of affordable housing, and not for housing preservation. Preservation is cost effective as it costs half to one third less than new construction (HUD 2013). An acquisition/rehabilitation fund demonstrates creative financing strategies, a priority of the Strategic Growth Council.
- **City:** Rehabilitation of existing housing stock can advance LA's Sustainable City pLAN by maximizing green retrofits through household weatherization, increasing energy and water efficiency. Rehabilitation can leverage existing weatherization programs offered by LADWP and So Cal Gas, and by the State. Furthermore, housing preservation aligns with HCID's vision for TCC in South LA.
- **Neighborhood:** With the implementation of large-scale public investments, specifically Rail to River active transportation corridor, South LA's Slauson Corridor will increasingly face dual dynamics of disinvestment and displacement. Without housing preservation, South LA properties would either continue to be operated as slum housing or be purchased by a speculator who seeks to displace tenants and move in higher income residents. Direct displacement forces tenants into the tight housing market, potentially increasing risk of homelessness. To encourage implementation of community amenities while at the same time stabilizing existing residents, it is critical to control land for community serving uses now.
- **Household:** Housing preservation stabilizes existing low-income residents, who are often core transit users and critical to realizing greenhouse gas reductions via transportation investments. Through the model described below, housing preservation creates an opportunity to build individual assets and wealth.

The Model

T.R.U.S.T. South LA with partners Genesis LA and Enterprise Community Partners has successfully pioneered a housing preservation model fit for South LA's dual dynamics of displacement and disinvestment and a model aligned with the transformative goals of TCC. Our community-controlled land trust is purchasing apartment buildings on the private market, maintaining low rents, maximizing green retrofits, and improving the standard of living for all tenants by dedicating profit generated from rents to addressing slum housing conditions and improving tenants' standard of living. To facilitate community self-determination and stability, we are working with low-income tenants to form Limited Equity Housing Cooperatives, thus creating incremental opportunity to enter into the ownership market and to begin building assets. Through the Community Mosaic initiative, T.R.U.S.T. South LA is transforming the real estate practices which have been devastating South LA families and neighborhoods by (1) removing rental units from the speculative market; (2) guaranteeing community-serving use and affordability in perpetuity; (3) rehabilitating slum housing, thereby alleviating safety hazards and improving family health; and (4) maximizing community self-determination through land trust and cooperative ownership.

Impact

After acquiring a property, T.R.U.S.T. works closely with the tenants to develop leadership capacity. We help to stabilize their household finances through financial literacy, credit enhancement, and savings programs. During the initial period when we are holding the building as a rental property, we also engage the tenants in participatory processes, so that they can inform decisions about rehabilitation, maintenance and operations of their buildings -- preparing tenants to take over ownership of the building through a Limited Equity Housing Cooperative.

Through this cooperative housing model, the property is held by a corporation which is owned by the residents through shares, which have restricted resale values to ensure affordability for future tenant owners. All tenant-owners serve on the Board of Directors and are responsible for property management and governance of the ownership entity. While the Limited Equity Housing Cooperative allows residents maximum control of their own housing and the opportunity to build wealth, the land under the housing is owned in perpetuity by our land trust. T.R.U.S.T. South LA is legally structured as a Membership organization, with Regular Members restricted to low-income people who live or work in our land trust area. Thus, with T.R.U.S.T. serving as steward of the land, both affordability and community-use are ensured in perpetuity.

Finances and Technical Assistance

A close partnership with mission-based, non-profit lenders Genesis LA (a Community Development Financial Institution) and Enterprise Community Partners has made the demonstration of this model possible. Based on the demonstration property, Genesis LA and Enterprise have developed innovative financing products available for use by TCC.

Based on current market and anticipating some increase in sales cost, our financial model assumes acquisition costs of \$150k/unit, another \$10k in closing costs, and an additional \$25k/unit in upfront rehab. Of the \$185k/unit, \$100k/unit can be supported by a mortgage (a "Senior Loan"), paid by maintaining current rents. Each unit then requires an \$85k/unit investment, which can be divided into \$25k/unit of equity, that stays in the deal as permanent subsidy; and \$60k/unit of a "Junior Loan", which is a low-cost loan from a mission-driven lender or a bank which is meeting its Community Reinvestment obligations. The TCC monies could provide both tranches of funding -- with the Junior Loan funds revolving every 10 to 20 years, preserving more units and magnifying the impact; or the TCC funds could be wholly invested in providing the equity, provided that we identify new sources for the Junior Loan. This \$85k/unit investment of public funds is quite attractive compared to the nearly \$400k/unit for a new Low Income Housing Tax Credit (LIHTC) unit. This model assumes acquiring buildings on the speculative market; however, should the commitment of TCC funds trigger certain requirements, such as ADA or overcrowding, the model may become less economical.



Appendix 8

Community Mosaic: Integrating Green Retrofits to Support Housing Preservation

T.R.U.S.T. South LA is developing a strategy for cost effective energy upgrades and rehabilitation to support the Community Mosaic Multifamily program, an acquisition/rehab strategy that maintains low rents while improving the standard of living for tenants. Community Mosaic operates in the market, purchasing B- or C-class buildings, and then dedicating all of the profits generated from rents – which were previously pocketed by absentee landlords, slumlords or speculators -- to rehabilitation. T.R.U.S.T. South LA's ultimate goal with this model is to work with the tenants to explore transferring ownership of the improvements to them by forming a Limited Equity Housing Cooperative. In this alternative ownership model, the land will be owned by TRUST South LA and the building will be jointly owned and managed by the tenant-owners. This community-ownership model addresses speculative real estate practices, the loss of affordable housing, slum housing conditions, and neighborhood instability. Conversion to community-ownership will improve housing conditions, support housing preservation and revitalization, ensure affordability for current and future tenants, and provide an entry point for extremely and very low-income people to build assets through low-cost home ownership.

The research outlined in this report was conducted in order to advance the T.R.U.S.T. South LA's Community Mosaic Multifamily program. We have identified energy and water savings programs offered by local utility companies that can be integrated into the rehabilitation of Community Mosaic properties, where savings can be used to subsidize cost of living for tenant-owners. It is essential to integrate environmentally sustainable practices into this model, which we hope to bring to scale through partnership with Enterprise Community Partners and Genesis LA by identifying joint funding opportunities, as our lending partners pilot a specialized lending product which will support market acquisitions. Integrating sustainability enhances the model, resulting in a comprehensive, cost-effective housing preservation strategy that supports environmental health.

We identified 23 energy and water programs in total that are designed for residential multi-family buildings by public utility companies that service South Los Angeles, as well as private programs available to South LA. We also considered programs that would have a positive environmental impact and those that would yield impactful financial benefits. Based on this information we produced a short- and mid-term plan for rehabilitation that maximizes energy efficiency and water conservation for our pilot property. Given that we have a limited budget for rehabilitation in our pilot phase, we have concluded that most rehabilitation should focus on directly addressing habitability, health, and safety issues. However, this research also explores green retrofits that we aspire to integrate into Community Mosaic as the finances permit in any given building, and throughout the portfolio as the strategy expands to scale.

Energy and Water Efficiency Benefits to Tenants/Owner

Energy efficiency retrofits serve to reduce utility bills, passing on savings to either tenants or property

owners. Property owners and tenants benefit differently from energy and water efficiency; therefore how benefits will accrue will depend on ownership structure:

(1)At the time of initial acquisition, Community Mosaic properties will be owned by T.R.U.S.T. South LA and RNLA. Owners will realize cost savings through reduced operating costs. Residents will be renters and receive cost savings through direct reductions in their utility bills.

(2) After conversion to tenant ownership through the Limited Equity Housing Cooperative, tenant-owners will assume all savings and will reduce their overall cost of living, indirectly subsidizing their mortgage payments.

Furthermore, upgrades to property increase the value in general. Upgrades conducted through rebate programs benefit property owners as subsidies are made available by public utilities or government sources. This means that owners can increase the value of their property while benefitting from subsidy. For tenants, benefits derived from energy upgrades are felt through reduction in utility bills. This allows tenants to save money by increasing their overall disposable income. In the context of Community Mosaic where tenants are also owners, the benefits are twofold with increase in property values at discounted costs and savings from the utility costs. These benefits overall improve the quality of life of both tenants and owners in the short term and long term.

Green Economy

In addition to the potential cash savings from green retrofits, energy efficient building operations are in line with our organizational mission to support a resilient and sustainable South LA; and potentially position Community Mosaic to benefit from the state's shift to a green economy, namely Greenhouse Gas Reduction Funds. Specifically, the proposed Transformational Climate Communities will provide funds for projects that integrate multiple, cross-cutting approaches to reduce GHG emissions. The integration of green retrofits contributes to Community Mosaic's comprehensiveness and potential for catalytic impact.

Water Conservation and Energy Efficiency Programs

A comprehensive list of water conservation and energy efficiency programs that could be applied to multifamily properties in South LA is included in the Appendix. Most of these programs are within the jurisdictions of Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company (SoCal Gas), with the exception of a few that are offered by state and private entities. This table shows typical water and energy use without green retrofits. The tables below show the average annual gallons of water used by each resident in Los Angeles based on the LADWP calculation for May 2016 before and after retrofits. Table 1 shows total water usage before retrofits while table 3 shows water usage after retrofits. The total gallons in Table 3 show an annual reduction of 27% in water consumption after retrofits.

Table 1 Annual Average Water Consumption Before Retrofits

Daily usage	Household Size	Annual usage
72	6	157,680.00
72	7	183,960.00

72	5	131,400.00
72	6	157,680.00
72	6	157,680.00
Total Annual Gallons		788,400.00

Annual Average Savings After Retrofits

Table 2 Average Water Savings From Retrofits

Items to be installed	Daily savings in Gallons/item
Aerators	2.5
Showerheads	14.7
HET	2.5
Total Daily Gallons Saved	19.7

Table 3 Annual Average Water Savings After Retrofits

Daily usage	Household Size	Annual usage
52.3	6	114,537.00
52.3	7	133,626.50
52.3	5	95,447.50
52.3	6	114,537.00
52.3	6	114,537.00
Total Annual Gallons		572,685.00

Water Conservation

Both LADWP and SoCal Gas are offering several rebate programs available for low income multifamily affordable housing units. With an aggressive campaign by the City of Los Angeles to address drought conditions in California, LADWP introduced programs aimed at reducing water usage. Our target for Community Mosaic will first and foremost focus on the best ways to make the building water-efficient. The majority of the products available for water conservation require minor installation work. These include aerators for faucets, shower heads, and high efficiency toilets. Other rebates available include turf removal, pool pump replacement, and rain barrel programs for outdoor conservation. All these products are provided at little to no cost by LADWP and the process of acquiring them is relatively easy. The only rebate needing more paper work is the turf removal program, which requires applicants to submit several supporting documents before the rebates are disbursed. We hope to make Community Mosaic water efficient by encouraging behavioral change

among residents. These programs help save water in both the short term and the long term. Building on Tables 1 and 3 we were able to estimate monetary saving based on the projected retrofits. The total water saving per year will amount to \$928¹ for the entire property (See table 4) Here are estimates of water saving for each product based on the number of people per unit.

Table 4 Monetary Saving from Water Retrofits

Item	Units	Savings	Daily Reduction	Annual Savings Per Unit Item	Total Saving
HET	5	1.2	6	18.12	\$ 90.60
Shower heads	5	7.2	36	108.72	\$ 543.60
Aerators	9	1.2	10.8	32.616	\$ 293.54
Total CostSavings					\$ 927.74

Energy Efficiency

Similar to water efficiency, there are several rebate programs aimed at providing residents with relief on their electricity bills while helping them to be energy efficient. This is also in line with the goals set by the state of California for people to use energy efficiently and to move power generation to cleaner sources such as solar. The majority of the products under energy efficiency however do not apply to the affordable housing units the size of our community mosaic. Our research found the following programs to be applicable to Community Mosaic; Solar incentive program, cool roof program, energy star window, whole house fan, and room air conditioners. (See Appendix I) We were able to identify LED lights, refrigerator replacements, and water heater replacements as immediate rebate programs to access. Based on the information provided by LADWP we calculated the annual dollar amount for the energy saved from replacing regular lights with LED lights by multiplying the total watts saved by the LADWP rate of \$1.17 kwh/month². Rebates from refrigerator replacement, window replacements and water heater replacements are included in Appendix II. . Here are cost savings projections for switching to energy efficient light bulbs:

Table 5 Monetary Savings From LED lights

LED Lights	Old Bulb Watts	LED Bulb Watts	(Old –LED)	kWh Saved Per Year	Annual Cost Savings
19	60	14	46	874.00	\$ 1,022.58

Complementary Monitoring Tools

¹ This is calculated by multiplying the HCF saved per year by the LADWP rate of \$3.02 per 12 HCF/Month
http://www.myladwp.com/2016_2020_rate_request

²http://www.myladwp.com/2016_2020_rate_request

Capturing the reduction in energy and water use involves careful monitoring and evaluation of the upgrades made to the property. This process can be time consuming and expensive. Through this research we came across WegoWise, a service specializing in tracking energy and water usage. The company has created software to track usage and compare the data with other properties of the same nature to measure performance.

WegoWise

WegoWise helps monitor energy and water consumption on a continuous basis and identify variances from expected usage. Monitoring helps uncover leaks, equipment failure, and operational inefficiencies so that action can be taken to avoid waste. WegoWise measures and verifies building upgrades using rigorous engineering protocols, adjusting for weather and quantifying the true savings from upgrade projects.

Conclusion

The majority of the energy efficiency programs studied are funded from finite sources, and are awarded on a first come, first serve basis. This means that T.R.U.S.T. South LA is not guaranteed to any funding over the course of time. This might pose a challenge to model future projects using these programs as a consistent subsidy source. However, proposed retrofits will generate the much needed financial savings, water and energy efficiency in the long term on the property which we hope to pass on to future tenant-owners. The financial savings from retrofitting the property will significantly reduce the cost of living for our tenant-owners. Replicating this model on other property will ensure community stability among residents and protect against displacement in South Los Angeles.

Appendix I.

Pro g ram N ame	Descrip t io n	Funder	Inco me Req s	Incen t Type	Samp le M easures F und ed	Amo unt s	M
Energy Upgrade California M ult ifamily	Whole building and integrated approach to incent ives and rebates.	SoCal Gas	No	Rebate	Free Design & Technical Assist ance	Up to \$5,000	Leslie Dia 312 -1 villavic
					Assessment Incen tive (based on number of unit s)	\$5,000 or \$10,000, or \$20/ unit	
					Improvement Incen tive (based on percent improvement)	\$420-960/ unit	
Energy Savings Assist ance Program (ESA P)	No-cost energy-saving home improvement s and furnace repair or replacement services for qualified limited-income renters and homeowners	SoCalGas	Yes	No Cost	Attic Insulat ion	FREE	socialga " ENER ASSISTAN) 1-8
					Door Weather-Stripping	FREE	
					Caulking	FREE	
					Low-Flow Shower Heads	FREE	
					Water Heater Blanket s	FREE	
					Evaporat ive Cooler and A/ C Covers	FREE	
					Pipe Insulat ion	FREE	
					Low-Flow Faucet Aerators	FREE	
					M inor Repairs to Ext erior Doors and Windows	FREE	
					Energy Educat ion	FREE	
					Furnace repair or replacement (owner-occupied only)	FREE	
					Water heater repair or replacement (owner-occupied only)	FREE	
Energy Upgrade California M iddle Income Direct Inst all Program (M IDI)	No cost measures to increase home's comf ort, improve indoor air quality and help conserve energy which could lead to lower utility bills.	SoCalGas	Yes, M od Income Only	Direct Inst all	Attic Insulat ion	FREE	socialga home progr M IDI@se les.com.
					Duct Sealing and test ing	FREE	
					Thermost atic Shower valve	FREE	
					Low-Flow Shower Heads	FREE	
					Faucet Aerators	FREE	
SoCal Energy Smart	Provides low-flow fix tures and recommendat ions for owners and management companies	SoCalGas	No	No Cost	Low-Flow Shower Heads, Faucet Aerators, Bath Faucet Aerators, & Gas Appliance Summary and Recommendat ions	FREE	socialenerg 800
On-Demand Efficiency (ODE) Program (Demand Controls for Central Domest ic Water Heaters)	Free cont rols for muiltifaimly building water heating loop syst ems.	SoCalGas	No	No Cost	Demand Controls for Central Domest ic Water Heat ers	FREE	Brian S brian.s ield energyda
California Solar Init iative (CSI) Solar Thermal	Rebates for solar water heaters	SoCal Gas	No	Rebate	Solar Hot Water Heater	Varies	socialga " S swh@
Solar Incen tive Program (SIP) & Feed-in Tariff (FiT)	Provides a lump-sum payment to LADWP cust omers that purchase or lease PV syst ems to off set t raditional energy consumpt ion at the inst allation sit e.	LADWP	No	Rebate	Solar Panel for Elect ricit y Generation	Varies	ladwp.co 48
Gas Appliance and Syst ems Rebates for M ultifamily Property Owners & M anagers	Available through mail-in rebates. Before purchasing energy efficient equipment and/ or appliances, make sure they meet rebate spec ificat ions list ed on applicat ion.	SoCalGas	No	Rebate	Attic Insulat ion	\$0.15/ sf	888 socialga home/ rel
					Wall Insulat ion	\$0.15/ sf	
					Natural Gas Storage Gas water Heater	\$200	
					Natural Gas Pool Heaters	\$2/ M Btu	
					Energy Star Certified Natural Gas Furnace (In Dwelling)	\$250	
					Central Syst em Natural Gas water Heaters	\$500	
					Controllers for Natural Gas Water Heaters and/ or Boilers	\$700 \$1,400	
					Central Syst em Natural Gas Boiler (water Heating or Water Heating & Space Heating)	\$1,500	
					Natural Gas Gravit y Wall Furnace	\$50	

					Energy Star Natural Gas Tankless Water Heater	\$300-\$400	
Residential Customer Rebates for SoCal Gas	Available through mail-in rebates. Before purchasing energy efficient equipment and/or appliances, make sure they meet rebate specifications listed on application.	SoCal Gas	No	Rebate	High-Efficiency Natural Gas Storage Water Heaters	\$100	1-888-431-1000 www.socalgas.com
					ENERGY STAR® Certified Natural Gas Tankless Water Heaters	Up to \$200	
					ENERGY STAR® Clothes Washers	\$50 or \$75	
					Cold Water Clothes Washer	\$200	
					Low-Flow Showerhead	\$15	
					Attic or Wall Insulation	\$0.15/ sq. ft.	
					2015 ENERGY STAR® Certified Natural Gas Furnaces	\$150 or \$200	
					Natural Gas Gravity Wall Furnace	\$50	
					No-cost Showerhead and Faucet Aerators	FREE	
Residential Customer Rebates for LADWP	All of our residential customers (tenants, homeowners, and landlords) can benefit from the rebates and incentives offered by the LADWP for appliances, building products, heating & cooling, landscape & irrigation, pool pumps, toilets, electric vehicles, and solar installation projects.	LADWP	No	Rebate	ENERGY STAR® Qualified Refrigerator	\$65	800-368-2772 crp@ladwp.com
					ENERGY STAR® Qualified Residential Window	\$2/ sq. ft.	
					Cool Roof	\$0.20 to \$0.30/ sq. ft.	
					ENERGY STAR® Qualified Room Air Conditioner	\$50	
					Heating Ventilation and Air Conditioning (HVAC) System	\$100 to \$120/ ton	
					Whole House Fan	\$200	
					Variable Speed or Variable Flow Pool Pump and Motor	\$500	
					Certified Pool Pump Replacement	\$500	
Certified Pool Pump Replacement Program	The Certified Pool Pump Replacement (CPPR) Program offers, for a limited time, up to a \$1,000 rebate to LADWP residential customers who have in-ground swimming pools filtered with a single-speed pool pump. This retrofit installation program is intended to retire older, inefficient single-speed pool pumps and motors and replace them with qualifying energy-efficient variable-speed pool pumps and motors installed by certified technicians.	LADWP	No	Rebate	Pool Pump Replacement	\$1,000	1-800-368-2772 crp@ladwp.com
Home Energy Improvement Program (HEIP)	Smaller scale energy efficiency and other upgrades for single family and multifamily buildings.	LADWP	No	Direct Install	New efficient toilets, weathersripping, broken window repair, new CFLs, aerators, fire alarms, CO alarms	All Free	888-835-5273 HEIP@ladwp.com
Electric Vehicle Charger Rebate Program (Residential & Commercial)	Customers can receive a rebate of up to \$750 toward the customer's final cost for the charger and related equipment after	LADWP	No	Rebate	Electric Vehicle Charger	\$750	ladwp.com
						\$750	
Refrigerator Exchange Program	New ENERGY STAR® rated refrigerators exchanged for old refrigerators.	LADWP	Yes	Direct Install	New Energy Star refrigerators	Free	ladwp.com 6642 or lrp@ladwp.com

Energy Efficiency Technical Assistance Program (EETAP)	Energy Audit rebates and technical assistance for buildings up to 50k SF and bigger.	LADWP	No	Rebate	Building Audit	Varies	eetap@ladwp.com
Commercial Lighting Incentive Program (CLIP)	Rebate for lighting fixtures	LADWP	No	Rebate	Lighting Fixture Replacement or Retrofit	\$0.15/ kWh	ladwp.com 360-360-360 clip@ladwp.com
				Rebate	Sensor-Based Controls	\$0.10/ kWh	
				Rebate	Lamp-only Retrofit s, Other	\$0.05/ kWh saved	
Lawn Turf Removal	Cash rebates for removing turf and replacing with drought tolerant landscape.	LADWP	No	Rebate	Removal of grass and replacement with drought tolerant landscape.	\$1.75 psf	ladwp.com

Technical Assistance Program (TAP) for Water Conservation	Larger scale projects with rebates up to \$250,000 for the installation of pre-approved equipment and products, which demonstrate water savings.	LADWP	No	Rebate	Multi-measure Technical Assistance Program	\$1.75/ 1000 gal saved	ladwp.com 544-44
LADWP Free Aerators and Showerheads	Free aerators and showerhead program.	LADWP	No	Customer Pickup or Shipping	Free showerheads	FREE	800-544- watercons
					Free aerators	FREE	
LADWP/ MWD Commercial Water Conservation Rebate Program	Provide its service area with adequate and reliable supplies of high quality water to meet present and future needs in an environmentally and economically responsible way.	LADWP/ MWD	No	Rebate	Multifamily 1.28 gpf HET tank type	\$200	socialwater 8
					Multifamily 1.06 gpf or less HET tank type	\$250	
					Zero and Ultra Low Urinal (0.125 gpf or less)	\$500	
					Cooling Tower Controller	\$625	
					Cooling Tower pH/ Conductivity Controller	\$3,000	
					Tier 3 Air-Cooled Ice Machine	\$1,000	
					Connect ionless Food Steamer	\$610	
					Dry vacuum Pump Max 2.0 HP	\$120/ 0.5 HP	
					Large Rotary Nozzle Retrofit	\$13	
					Weather-Based Irrigation Controller (WBICs)	\$50	
					Rotating Sprinkler Nozzle for Irrigation	\$8	
					In-Stream Flow Regulators	\$2/ device	
					Plumbing Flow Control Valve	\$5/ device	
					Soil Moisture Sensor System	Starting at \$35 per irrigation controller station	
SoCal WaterSMART Multifamily/ Commercial Rebates	Funding for the SoCal WaterSmart program is provided through a partnership between the Metropolitan Water District of Southern California (Metropolitan) and its 26 member agencies throughout Southern California.	MWD	No	Rebate	High-Efficiency Toilets (Tank-Type)	\$100/ multifamily toilet	socialwater 8
				Rebate	High-Efficiency Toilets (Tank-Type)	\$100/ commercial toilet	
				Rebate	High-Efficiency Toilets (Flushometer)	\$100	
				Rebate	High-Efficiency Toilets (4 Liter)	\$145	
				Rebate	Ultra Low and Zero Water Urinals	\$200	
				Rebate	Plumbing Flow Control Valves	\$5/ Valve (minimum of 20)	
				Rebate	Irrigation Controllers	\$35/ Station	
				Rebate	Rotating Nozzles for Pop-up Spray Heads	\$4/ Nozzle	
				Rebate	Large Rotary Nozzles	\$13/ Set	
				Rebate	In-stream Flow Regulators	\$1/ Regulator	
				Rebate	Soil Moisture Sensor Systems	\$35/ Irrigation controller station	
				Rebate	Cooling Tower Conductivity Controllers	\$625	
				Rebate	Cooling Tower pH Controllers	1750	
City Plants FREE Tree Program	Free smaller trees to plant in the City of Los Angeles	LADWP/ LA City Plants Program	No	No Cost	Up to 7 FREE Shade Trees	FREE	city

Provider	Program	Overview	Qualifications
LADWP	Refrigerator Recycling Program	LADWP offers the Refrigerator Turn-In and REcycle (RETIRE) Program to our residential customers to encourage safe and environmentally friendly recycling of old, energy inefficient refrigerators and freezers. Save energy and money! Recycling an old refrigerator/freezer can help our customers reduce their energy bill by up to \$192 per year. Pick-up and recycling services are offered at no cost to our customers and they receive a \$50 rebate.	The customer must be an LADWP residential electric customer. The customer's old refrigerator or freezer must be in working condition. The customer's old refrigerator or freezer must be a regular household size unit of 10 cubic feet (minimum) to 27 cubic feet (maximum). The customer's old refrigerator or freezer must be plugged in for 24 hours prior to pick-up. The customer's old refrigerator or freezer must be picked up by the Appliance Recycling Centers of America (ARCA).
LADWP	Refrigerator Exchange Program	-The LADWP's Refrigerator Exchange Program provides new energy saving, ENERGY STAR® rated refrigerators in exchange for qualified older model refrigerators, FREE of charge.	Located in the LADWP service territory. Owned by the recipient organization. At least 10 years old. A minimum of 14 cubic feet. In working condition. Used as the primary unit – not in storage. Must be located in the kitchen for residential customers). Plugged into a properly grounded outlet. All refrigerator outlets must be properly grounded with a 3-prong plug in accordance with Article 250.113(3)(a) of the National Electrical Code.
LADWP	Low-Income Discount program	If your income and household size qualify for this rate, the LADWP will apply a discount to your electric and/or water bill. For your convenience, you may download, print, and mail in a paper application form. To submit Proof of Income documentation separately from the application, please print the Cover Sheet below filled in all of the information, attach your proof of income documentation, and send the Cover Sheet with the documentation to the address or fax number noted below.	Customers participating in this program will be required to verify and declare their eligibility on a recurring basis. Customers who do not provide proof of income and households not meeting the eligibility guidelines, will not be eligible for the program or for renewal.
LADWP	Senior Citizen and Disability lifeline rate		Customers who are 62 years of age or older or permanently disabled may qualify, based solely on their income, to have a discount applied to their electric and/or water bills. The discount is available under provisions of the Los Angeles Municipal Code or the Revenue and Taxation Code of the State of California.
LADWP	Lighting Program	To increase participation and better serve our customers, the LADWP is pleased to introduce a new, more flexible lighting rebate program to replace the Commercial Lighting Efficiency Offer (CLEO). The last day to submit CLEO applications was Tuesday, September 30, 2014. The new Commercial Lighting Incentive Program (CLIP) began October 1, 2014.	
LADWP	Custom Water Conservation Projects (TAP)	The Technical Assistance Program (TAP) is a financial incentive program offering commercial, industrial, institutional, and multi-family residential customers in Los Angeles up to \$250,000 for the installation of pre-approved equipment and products, which demonstrate water savings. This joint effort between the LADWP and you, our customer, will help modernize your facility with the latest water-efficient equipment, save you money, and conserve our most precious natural resource.	
LADWP	Efficient Product Marketplace	Starting July 1, 2015, FOR A LIMITED TIME, the LADWP is offering the Efficient Product Marketplace (EPM) which provides customers an opportunity to research, locate, and purchase energy efficient products from a single website. The EPM is a convenient, one-stop web-based solution that provides a selection of popular energy efficient brands available at numerous stores and online retailers pricing and available rebate information on eligible products, and quick rebate turnaround. Shopping for a product is easy and submitting your rebate request is even easier! All submissions are made electronically, with no paperwork to mail. Rebates are provided via a prepaid LADWP gift card that can be used anywhere where Visa credit cards are accepted.	

LADWP	ENERGY UPGRADE CALIFORNIA™ (EUCA)	Through Energy Upgrade California™ Home Upgrade , incentives of up to \$6,500* are available to Southern California Gas Company - and LADWP residential customers with detached single (SoCal Gas) family homes who complete qualifying energy-saving home upgrade projects. Each home's needs are unique, so a variety of upgrades are ,available to help you decide what's best for you and your home including air sealing, insulation, windows, cool roofs, and upgrades to heating and cooling systems	<i>Requirements:</i> Participation is open to detached single-family homes in the City of Los Angeles. Applicant must select between a Basic Upgrade or Advanced Upgrade package. Applicant cannot accept duplicate funding from multiple utility-sponsored energy efficiency programs for the same measures
LADWP	Free Water Conservation Items	If you own or rent a home within the LADWP's service area , you can receive showerheads and aerators for free	
LADWP	Home Energy Improvement Program (HEIP)	LADWP is offering residential customers the opportunity to improve the energy and water performance in their homes , which can improve their comfort level and potentially reduce their energy and water cost through the Home Energy Improvement Program (HEIP). The program is free to eligible customers . An assessment of your home will be performed by our trained technicians to assist you in identifying the most appropriate and effective improvements for your home . During your assessment, our trained technicians will identify the areas in your home where cost-effective energy efficient upgrades and repairs should be made to improve your home . The home report is then forwarded to our skilled repair technicians to complete the work and after a quality assurance review is made of your home to ensure that the work has been performed properly, you're done	Applicant must be an LADWP residential customer with active electric account. Qualified purchase(s) must be made between June 1, 2015 and October 31, 2015.

RENOVATION PLAN - Phase 1 Individual Units**Small Multifamily ("SMF") Housing Model Pilot - 128 W. 42nd Place, Los Angeles, CA 90037**

	QTY	Unit	Cost Per	Gross Cost	Rebate	Net Cost	Bid1	Bid2	Bid3	Notes
Toilets	4	Unit	\$0.00	\$0.00		\$0.00				Free from LADWP
All Faucets w/ Low Flow	5	Unit	\$0.00	\$0.00		\$0.00				Free from LADWP
LED Lights	8	Bulbs	\$0.00	\$0.00		\$0.00				Free from LADWP
Refrigerators	5	Unit	\$0.00	\$0.00		\$0.00				Free from LADWP
Smoke and CO2 Detectors	4	Unit	\$0.00	\$0.00		\$0.00				Free from LADWP
Lead Encapsulation Painting	800	SF	\$1.40	\$1,120.00		\$1,120.00				
Window Repair	4	Windows	\$0.00	\$0.00		\$0.00				Free from SoCal Gas
Mini Split AC and Heat	1	Each	\$2,000.00	\$2,000.00		\$2,000.00				
Ceiling Fans	2	Each	\$250.00	\$500.00		\$500.00				
Misc. Plumbing Repairs	1	Flat	\$500.00	\$500.00		\$500.00				
Misc. Electrical Repairs	1	Flat	\$500.00	\$500.00		\$500.00				
Termite Treat+Repair	1	Unit	\$1,000.00	\$1,000.00		\$1,000.00				
Termite Relocation	2	Nights	\$150.00	\$300.00		\$300.00				2 Nights/5 Rooms/\$150 per Night
Tub Re-Glazing	1	Unit	\$400.00	\$400.00		\$400.00				
Misc. Flooring Repair	800	SF	\$1.50	\$1,200.00		\$1,200.00				
Building Permits	1	Flat	\$300.00	\$300.00		\$300.00				
Water Heater	1	Unit	\$1,500.00	\$1,500.00	\$300.00	\$1,200.00				
Back Stairs Repair	1	Flat	\$500.00	\$500.00		\$500.00				
Cabinet+Countertop Repair	1	Flat	\$500.00	\$500.00		\$500.00				
Total per Unit				\$10,320.00	\$300.00	\$10,020.00				
Phase 1 Total Cost for all 5 Units						\$50,100.00				

RENOVATION PLAN - Phase 2 Capital Improvements**Small Multifamily ("SMF") Housing Model Pilot - 128 W. 42nd Place, Los Angeles, CA 90037**

	Priority	QTY	Unit	Cost Per		Rebate	Net Cost
Re-Roofing	High	1	Flat	\$15,000.00	\$15,000.00	\$400.00	\$14,600.00
Re-Pipe	High	1	Flat	\$15,000.00	\$15,000.00		\$15,000.00
Back Unit Addition	High	150	SF	\$100.00	\$15,000.00		\$15,000.00
Back Unit Rehab	High	250	SF	\$100.00	\$25,000.00		\$25,000.00
Window Replacement	High	20	Window	\$300.00	\$6,000.00	\$320.00	\$5,680.00
Foundation Repairs - Rear	High	1	Flat	\$5,000.00	\$5,000.00		\$5,000.00
Interior Painting	Medium	1	Flat	\$1,000.00	\$1,000.00		\$1,000.00
Cabinetry - Kitchens	Medium	1	Flat	\$1,000.00	\$1,000.00		\$1,000.00
Cabinetry - Bathrooms	Medium	1	Flat	\$500.00	\$500.00		\$500.00
Re-Paint Exterior	Medium	1	Flat	\$8,000.00	\$8,000.00		\$8,000.00
Seismic Retrofit	Medium	1	Flat	\$6,000.00	\$6,000.00		\$6,000.00
Flooring Replacement	Medium	3800	SF	\$5.00	\$19,000.00		\$19,000.00
Attic Insulation	Low	3800	SF	\$0.66	\$2,508.00	\$375.00	\$2,133.00
Concrete Removal	Low	400	SF	\$5.00	\$2,000.00		\$2,000.00
Landscape	Low	400	SF	\$6.00	\$2,400.00		\$2,400.00

Phase 2 Total**\$122,313.00****Phase 1 + 2 Total****\$172,413.00**

Appendix 9: City-Owned Property in TCC Planning Area

City Owned Property

TCC - Planning Area

