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# Chapter 2a:

## Community Profile

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### Introduction

This chapter describes the South Los Angeles (SLA) community boundary and its characteristics.

### AB 617 Program Topics

During monthly Community Steering Committee (CSC) meetings, community co-leads, CSC members, community members, California Air Resources Board (CARB), and South Coast Air Quality Management District (South Coast AQMD) staff worked together to shape the elements and actions of this Community Emissions Reduction Plan (CERP). Topics discussed with the CSC included:

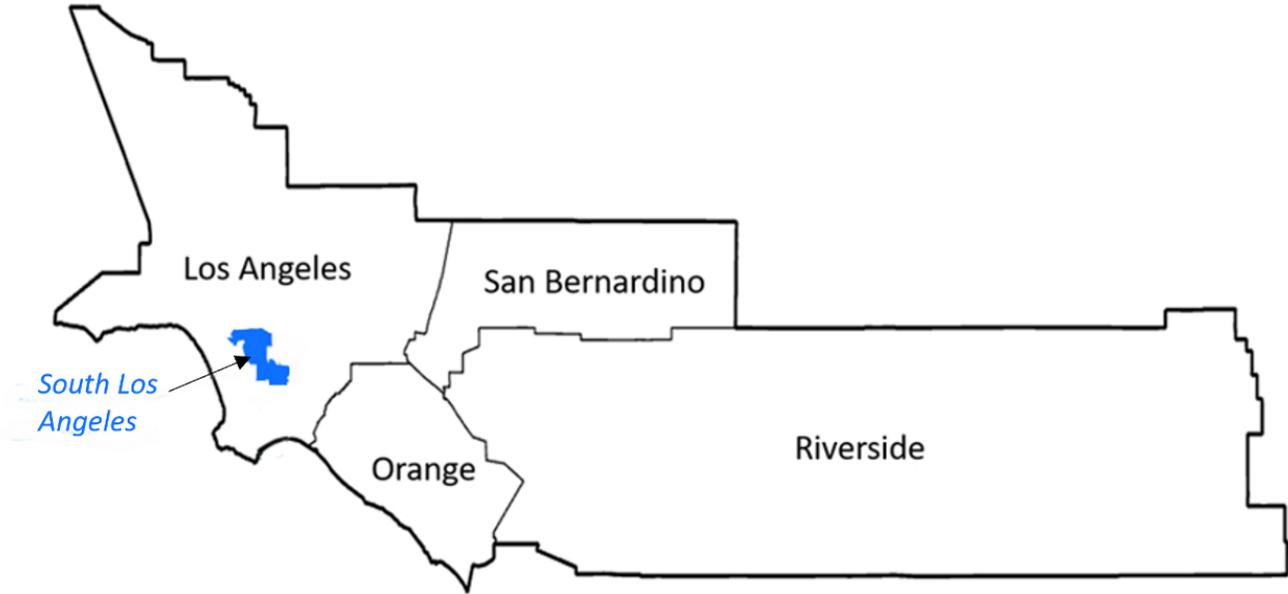
- How should the community boundary be defined?
- What air quality concerns does the community have?
- What are the top air quality priorities that the community would like to address through this CERP?
- What should the goals for the air quality priorities include?
- What priority actions should be included in this CERP?
- Does the CSC have additional feedback on the Preliminary Draft CERP?

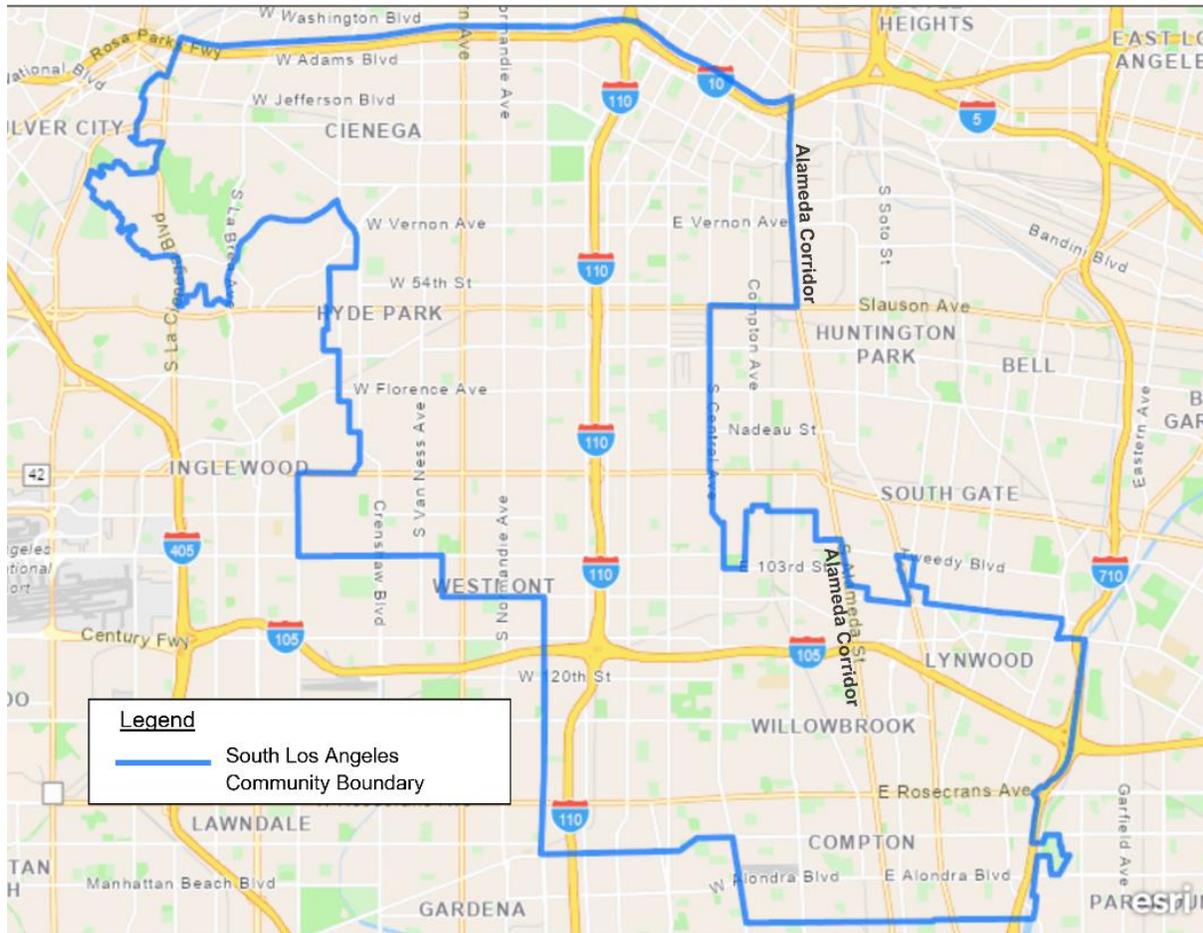
### Community Boundary

The community boundary to represent the SLA community selected by CSC members is important as it will be the area of focus for the community plans (CERP and Community Air Monitoring Plan (CAMP)) (**Figure 2a-1** and **Figure 2a-2**). The SLA community boundary focuses on places in the community where residents live, work, attend school, and spend most of their time.

**Figure 2a-1** shows the area of South Coast AQMD's jurisdiction and the location of the SLA community within those boundaries. **Figure 2a-2** shows the SLA boundary which includes the following areas in whole or in part: Adams-Normandie, Athens, Baldwin Park, Broadway-Manchester, Central-Alameda, Chesterfield Square, Compton, Crenshaw, Exposition Park, Florence, Gramercy Park, Historic South-Central, Jefferson Park, Leimert Park, Lynwood, Manchester Square, South Park, Vermont Square, Watts, West Adams, the unincorporated areas of Westmont and Willowbrook, and parts of Inglewood and Los Angeles.

**Figure 2a-1: Location of the SLA Community within South Coast AQMD**



**Figure 2a-2: SLA Community Boundary**

### Air Quality Priorities

After finalizing the community boundary, the CSC discussed their air quality concerns and identified a set of air quality priorities. The CSC built consensus to determine the top air quality priorities and the actions necessary to address them. Based on input, the top air quality priorities for the SLA community are:

- Mobile Sources,
- Auto Body Shops,
- General Industrial Facilities,
- Metal Processing Facilities, and
- Oil and Gas Industry.

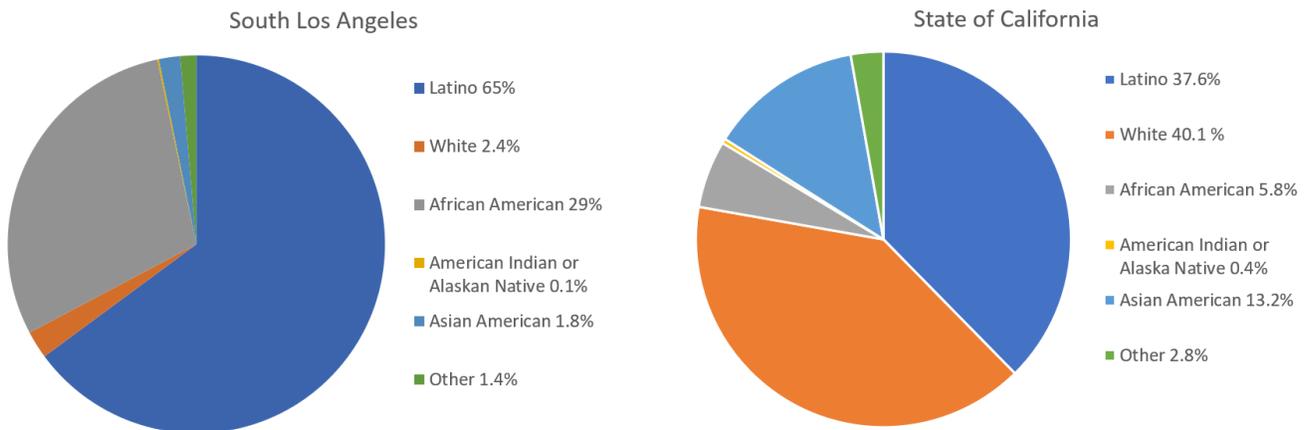
The actions to address each air quality priority are described in Chapter 5: Actions to Reduce Community Air Pollution and Appendix 5: Actions to Reduce Community Air Pollution provides supporting information for each air quality priority. The CSC identified additional sources of pollution and environmental hazards that are not included as air quality priorities in this CERP which included worker exposure, volume of facilities in the community, hazardous waste disposal, and water and soil contamination. South Coast AQMD does not have direct authority regulating these concerns; other

government agencies, such as the United States Department of Labor Occupational Safety and Health Administration (OSHA), Department of Toxic Substances Control (DTSC), and city or county planning agencies set regulations or ordinances regarding worker exposure, zoning and placement of facilities, and hazardous waste disposal that may contribute to water or soil contamination.

Community Demographics Profile

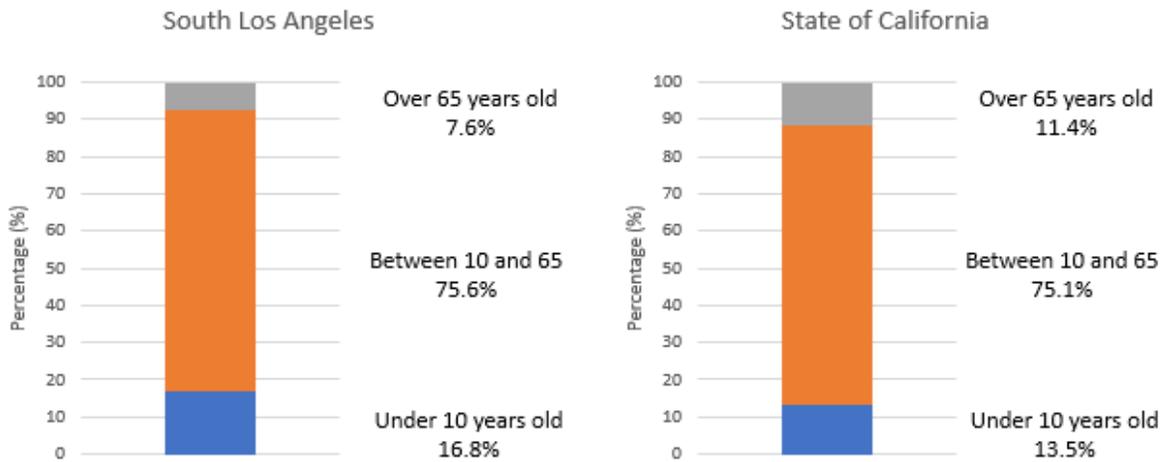
According to the 2010 Census, approximately 904,000 people live within the SLA boundary: approximately 65 percent are Hispanic or Latino, 29 percent are African American, and 2.4 percent are White (**Figure 2a-3**).<sup>1</sup> Sensitive receptors are young children (under 10 years old) and older adults (over 65 years old) and can be more sensitive to air pollution’s health effects. The population in this community is younger than the average California population, with about 16.8 percent of children under the age of 10 years and 7.6 percent adults over the age of 65 years versus the state which has 13.5 percent and 11.4 percent, respectively (**Figure 2a-4**).

**Figure 2a-3: Population by Race/Ethnicity in SLA and the State of California, based on 2010 Census**



<sup>1</sup> Definitions of races are the same as version 3.0 of the California Communities Environmental Health Screening Tool (CalEnviroScreen 3.0), <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

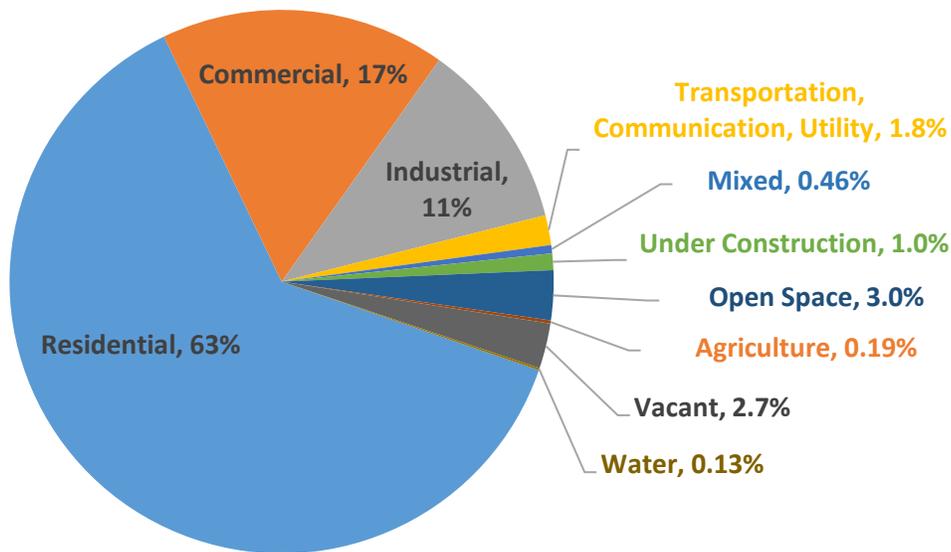
**Figure 2a-4: Age Profile in SLA and the State of California, based on 2010 Census**



**Community Land Use Profile**

The SLA community boundary includes a land area of 63.5 square miles; about 63 percent of this land area is used for residential living, 17 percent is zoned for commercial uses, 11 percent is zoned for industrial uses, and 1.8 percent is used for freeways, roadways, and utilities and communications services (**Figure 2a-1**).<sup>2</sup>

**Figure 2a-1: Land Use Profile in SLA\***



\* Values do not sum to 100% due to rounding.

<sup>2</sup> Land use refers to how certain areas of land are classified for development and use. Land use data is often used for city or county planning, such as the placement of housing developments and transportation hubs. Land use data is derived from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy, which is based on 2012 data.

### Community Profile from the Community Perspective

While this subchapter provides an overview of the SLA community, the community members make this community unique and distinct. Community members bring intimate familiarity with their community and the air quality concerns that affect their neighborhood. Chapter 2b: Community Profile and CERP Development as Presented by the Co-Leads, is written by the community co-leads to ensure the community directly provides their perspective.