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# SOUTHEAST SECTION

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## Cities study trade of funds

### Unique move may aid budgets

By Ivan Crosbie  
Staff Writer

Despite the trend toward fiscal control through budgetary cutbacks and the elimination of excess fat within city governments, some Southeast cities, while low in general purpose funds, have piled up substantial amounts of transportation monies. (Proposition A) which they are trying desperately to trade.

Prop. A monies are generated from sales taxes, a percentage of which the state returns to local governments.

These funds are earmarked specifically for expenditures on cities' mass transportation projects, according to Charles Gomez, Lynwood city manager.

The city of Lynwood, for instance, receives approximately \$30,000 per month in Prop. A funds, Gomez said. Presently, the city has in excess of \$30,000, which it is unable to fully use because it has no mass transportation system to expend the funds on.

The city of Maywood, on the other hand, receives between \$6,000 to \$13,000 each month in Prop. A monies. Currently, it has approximately \$29,000 reserved in these funds, said City Manager Leonard Locher.

With all of these monies available but nothing to spend it on, these cities are now venturing on unprecedented courses which, if successful, could bring new monies in, while, at the same time, using up the transportation funds.

This course involves the trading of Prop. A funds with other cities to get their general purpose monies on a devalued basis.

Maywood, for instance, is negotiating to trade funds with Long Beach on the basis of one Prop. A dollar for 65 cents of Long Beach's general fund dollar.

Although the deal is not official yet, Locher said he would like to trade as much transportation money as he could.

One of the difficulties Lynwood is trying to overcome is in the area of finding cities that would be interested in trading on such a basis.

So far, the only city he has contacted that showed some interest is Torrance. But terms for the trading have not been agreed upon, Gomez said.

The cities also face a problem of a three-year time limitation which the state gave them to use up the funds. If all the funds are not used up within that period, the cities are required to return the remainder to the state.

According to Gomez, the total amount of funds his city could use within this fiscal year is between \$30,000 to \$60,000.

Though the funds are restricted for transportation purposes, no restriction has been placed on the trading of the monies.

## New job training programs to begin in cooperation with private sectors

By Ivan Crosbie,  
Staff Writer

Economically disadvantaged and longtime displaced workers in the Southeast, whose skills may need brushing up or whose fields no longer promise employment opportunities, will soon have a chance to get back into the workforce.

Jobs for displaced and unemployed workers will be provided under the new federal "Job Training Partnership Act (JTPA)," which will become operational beginning Oct. 1.

The JTPA, which will officially replace the Comprehensive Employment Training Act (CETA), is designed to work hand-in-hand with the private sector.

Liz Taylor, supervisor of special projects and complaints for South Gate's Employment Development Department, said she feels the "intent of the act is fantastic."

Taylor believes hundreds of workers who have been laid off as a result of the closure of several major industries in South Gate will have an opportunity to be retrained under the JTPA.

She feels the emphasis of the act will be to "help these displaced people."

Under the CETA program, most of the employment training was conducted by public agencies. Training under JTPA, however, would be done only through the private sector, she said.

"There was great hope and expectations about CETA," Taylor observed, "but there that program failed. The JTPA could succeed."

South Gate is one of several Southeast cities which have been designated Service Delivery Areas (SDAs) for the program. Others include Huntington Park, Bell Gardens, Bell, Maywood, Cudahy and Compton.

These cities' JTPA programs, except Compton's, will be administered directly by the County Department of Community Services, according to Sue Widman, division chief of program planning for DCS.

Compton will administer its own program.

Although no specific amount of funds has been allocated to individual cities, Widman said the county has received an allocation of approximately \$12.7 million from the state.

This allocation will be distributed to cities within the county, she said. However, exact criteria for the distribution of the funds are still being formulated.

Earlier this year, the city of Lynwood failed to form a consortium with Compton, South Gate, Paramount and Carson, which would have allowed them to administer the program locally.

Any city or county, which has an excess of 200,000 population and desired to administer its own program, was permitted to do so under the act.

However, those counties or cities that did not have the required number of residents were allowed to form consortiums with adjoining

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## Service stations restriction eased

By Ivan Crosbie  
Staff Writer

The current trend toward converting existing gasoline stations to "self-serve stations" coupled with numerous requests from potential developers have spurred Lynwood City Council to ease its restrictions governing the development of service stations in the city.

In a bid to gain council's backing, Sandra Reed, director of the city's department of community development, argued that the existing regulation of service stations in the city were "unrealistic and overly restrictive."

Reed said that in light of the "changing nature" of gasoline service stations, some of the city's development standards don't reflect the present trends in service station development and design.

During a recent meeting, Reed told the council that her department had already processed two "conditional use permit applications" for the reconstruction of gasoline service stations in the city.

"In addition," she went on, "we've received inquiries from other developers regarding renovation or reconstruction of existing stations."

The major area of concern which worries most of the existing as well as new developers is the zoning ordinance which places a maximum of 16 parking spaces for each service bay, and one space for each service vehicle.

"A minimum total of six parking spaces is required for a site," Reed said.

The revised ordinance, which was adopted by the council during its recent session, has relaxed these restrictions and provided more leeway for stations to include the extension of the height for a free standing pole from 20-25 feet, the increased of the maximum area for identifying signs or symbols from 16-20 feet, and the reduction of the setback requirement for a station from 15-10 feet.

as potential gasoline dealers relate to the city's stringent rules which regulate the size and dimensions of parking spaces and advertising signs in service stations.

Currently, the city's zoning ordinance allows a station to construct one free standing pole sign, limited to a maximum of 20 feet high; it provides for two identifying signs or symbols to be constructed at a maximum of 16 square feet; and permits one price or service description sign per street frontage of 10 square feet each to be built.

Additionally, the ordinance provides for a minimum of one parking space for each employee per shift; one space for each service bay, and one space for each service vehicle.

"A minimum total of six parking spaces is required for a site," Reed said.

The new changes include the extension of the height for a free standing pole from 20-25 feet, the increased of the maximum area for identifying signs or symbols from 16-20 feet, and the reduction of the setback requirement for a station from 15-10 feet.

The department offers classroom, on-the-job and work experience training, said department director Betty J.W. Doss.

Taylor believes employees need a real incentive to make the program work. And if they get involved, she feels the program could provide long-term jobs for thousands of unemployed people in the Southeast.

## Job training...

cities to make up the population criteria.

Cities that could not form the consortium were to fall under the Counties' SDA.

According to Widman, specific SDAs in Southeast cities have not been pinpointed yet. But she believes the areas will be