

Compton General Plan Community Workshop Summary: Land Use and Housing Alternatives

Introduction

On August 31, 2023, at 4:00 pm, the City of Compton, in collaboration with consultants MIG, conducted a community workshop at the Douglas F. Dollarhide Community Center. The purpose of the workshop was to gather community input regarding various aspects of land use, housing densities, and potential housing sites. Approximately 20 residents attended the open-house-style workshop and shared their feedback through both verbal and written comments. MIG included a facilitator to translate conversations in Spanish. The material boards were translated into Spanish.

Overview

The workshop aimed to address three sets of land use recommendations concerning the Housing Element and Land Use Element of the General Plan. Informational posters were presented, focusing on three different land use alternatives with varying densities, which are intended to help the City meet its Regional Housing Needs Allocation (RHNA) goals for the 2021-2029 Housing Element (6th Cycle), set at 1,004 units. The primary purpose of the meeting and presentation was to provide context and clarify terminology, seeking feedback on the community's preferences for the three different

density recommendations to meet RHNA goals and the desired community benefits from developers in exchange for increased density. The discussion, led by Robert Delgadillo and Jose Rodriguez, centered on the housing element and the specific details of the three land use density options along commercial corridors. During the conversation, various concerns were raised, including issues related to equitable housing access for low-income community members, quality of life, safety, outdated zoning, gentrification, parking, traffic, infrastructure, accountability, and community programs.





Summary of Comments

Key Comments

Land Use Density. Members of the Community Workshop did not exhibit outright opposition to higher density land use designations that would enable the City to meet its RHNA goals for the 2021-2029 Housing Element. The concentration of these higher densities along the commercial corridors of Rosecrans Avenue, Compton Boulevard Alondra Boulevard, and Long Beach Boulevard garnered general approval from the attending community members. However, some Spanish-speaking participants expressed frustration with the lack of measures to address developmental impacts from previously approved projects. The community members were highly interested in discussing ways to mitigate the impacts of higher density development, including traffic, parking demand, infrastructure capacity, increased noise pollution, and concerns related to open space and privacy in adjacent single-family zoned lots.

Community Benefits. Members of the Community Workshop expressed a significant interest in ensuring that any new development projects provide community benefits in exchange for additional density. Participants identified a wide range of highly desirable community benefits, from supermarkets and restaurants to a Historical Society information center. Some Community Workshop members also suggested that developers should cover the costs of infrastructure improvements near their projects and should be mindful of the issues highlighted in the State audit.

Poster Comments

The following are general comments provided by participants on post-it notes.

- Use the city space near North Bullis Road and East Rosecrans Avenue for housing or development opportunities
- Conduct street sweeping on one day only
- More groceries and more quality restaurants are needed in Compton
- New fire station is needed on the east side

- Compton needs a historical society and information center
- Water conservation is needed; no more property taxes to fix the pipes, ask the new developers
- Open Heritage House-Historical Society
- Tourism; Educational Exhibits; Community Services
- For every commercial space built have one open for local businesses
- Parking example, Carson McDonalds
- Require the developer to have at least one meeting with the community prior to development, this should be put in an ordinance.
- Restaurants that accommodate seniors and families.
- Concerns about appropriate residential parking for those with disabilities
- Traffic study; traffic Control
- Recreational campers need to be relocate on prosperity; fenced services
- No more state bonds, no more property taxes
- On new Olson residential project, a new traffic study is needed to require a right turn from the property
- City Council members only approve projects that benefit them. Never mind harming the city and the residents. (Spanish: Los miembros de la Ciudad lo unico que aprueban son proyectos que les deje beneficios a ellos. No importando dañar a la ciudad y a los residents)
- The City of Compton is approving very bad projects without listening to the residents. (Spanish: La Ciudad de Compton esta aprobando proyectos muy malos sin escuchar a los residents.)
- City members are approving projects without a proper study of how to avoid harming streets and citizens. (Spanish: Los miembros de la ciudad aprueban proyectos sin un estudio apropiado de no dañar calles y ciudadanos.)

- City members present projects that they ultimately modify and do not respect the rights of residents. (Spanish: Los Miembros de la Ciudad presenta proyectos que al final ellos modifican y no respetan los derechos de los residents.)
- First the city should focus on solving existing problems first; such as streets, traffic, parking, pollution. (Spanish: Primero la ciudad debe enfocarse a solucionar primero los problemas ya existentes; como calle, trafico, estacionamiento, contaminacion.)

Comment Card Comments

Community members who filled out comments cards expressed strong support for the Compton community development plan and commended the informative presentation by the City. They appreciated the concept of incorporating community benefits into development projects and enhancing the quality of life. Suggestions included adding parking spaces to new unit developments, prioritizing student and senior housing, and offering two to three community benefit programs per development. Residents emphasized the need for more local amenities, such as grocery stores, retail districts, dining, and entertainment options, as well as infrastructure improvements, while also urging responsible zoning in corridors rather than residential areas. Concerns were raised about traffic, water quality, and privacy in relation to specific developments. Elizabeth, a 17-year Compton resident, voiced frustration about the negative impact of recent projects and sought a presentation to address these concerns.

Here are the verbatim comments from the comment cards:

- Highly in favor of the Compton community development plan. I appreciate the detailed presentation offered by the lead instructor "Jose." Being extremely informative. I was able to comprehend and navigate the desired

framework and improvement toward Compton's neighborhood. I appreciated the idea of implementing a "community" benefit whenever a potential construction developer has plans for new infrastructure, that way both community members and organizations benefit from the land use. On the other hand, I would suggest the addition of parking spaces to new unit development as a necessity!!! While we build more units, and have more people, we must be mindful of their automobile placement. I would also suggest that community developers keep in mind the mid-town density areas and convenient migration while building/occupying higher density units and neighborhoods. Allow current tenants to remain living "comfortably" while land expansion takes place.

- For the structure that provides 60+ units, two or three community benefits should be offered.
- Would love to see student and senior housing; 2-3 community benefit programs per development.
- I live in Compton. I spend all of my money outside of Compton. I grocery shop in Gardena or Hawthorne. When I want to go to a nice restaurant I go to Manhattan or Long Beach. When I want entertainment I'm in downtown or the south bay. I'd like to see a non-discount grocery store in Compton, a high quality retail shopping district, dining and entertainment options for example, Dave & Busters, Chili's, parking requirements that match the increased densities to mitigate residential traffic impacts, sidewalk enhancements, street improvements, urban shade.
- Build in the corridors and not in the residential areas. If the zoning is for mix of uses, demand that the developers provide privacy walls for homeowners and provide underground parking. Ask developers to pitch in to fix our aging pipes, sewage, and water. Also please

read and keep in mind the State Audit. The document states the City needs 100 million to address the current condition of the City. The new homeowners don't have money to pay for more bonds.

- My name is Elizabeth, a resident of Compton for 17 years; I am totally frustrated and disillusioned by several developments that have taken place on 134th St in Compton, the Kipp Charter School, 1650 W 134th St, Compton, and 29 new Blossom Walk homes at 1950 N Central Ave. These two projects undertaken and approved by members of the City of Compton and Olson Company. These projects have impacted negatively for the residents; lots of uncontrolled traffic, streets, drinking water contamination, and took away the residents' tranquility, privacy, our homes and W 134th St. We have two long years without being heard and given a solution. I would love to have a presentation to prove the negative impact.
(Mi nombre es Elizabeth, residente de Compton por 17 años; estoy totalmente frustrada y desilucionada por varias construcciones que se han realizado en la calle 134th St en Compton, la Kipp Charter School, 1650 W 134th St, Compton, y 29 nuevas casas Blossom Walk en el 1950 N Central Ave. Estos dos proyectos realizados y aprobados por los miembros de la Ciudad de Compton y Olson Company. Estos proyectos han impactado negativamente para los residentes; mucho trafico incontrolado, las calles, contaminacion del agua potable, y quitaron a los residentes la tranquilidad, la privacidad, a nuestros hogares y a la calle W 134th St. Tenemos dos largos años sin que nos escuchen y nos den solucion. Me encantaria tener una presentacion para probar el impacto negativo.)

HOUSING DENSITIES AND TYPES

DENSIDADES Y TIPOS DE VIVIENDA

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Residential Densities Examples



Low Density Residential 4.0-12 du/ac
Single Family House



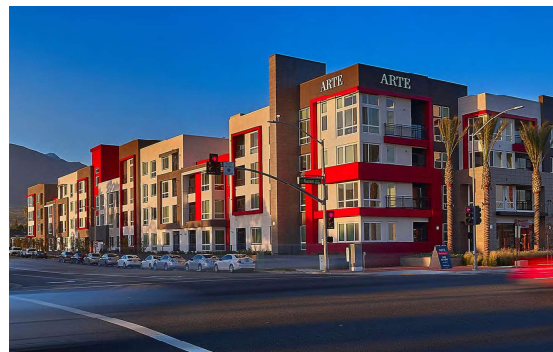
Low Density Residential 4.0-12 du/ac
Single Family House/ADU/Duplex



Medium Density Residential 12.1-30 du/ac
Triplex, Quadplex, Townhouse



High Density Residential 30.1-50 du/ac
Apartments (4 story)



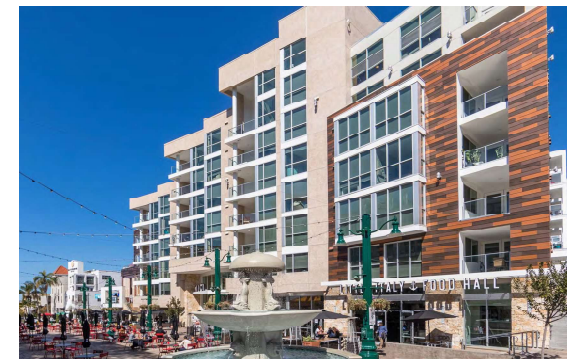
Neighborhood Mixed Use 35-50 du/ac
Mixed Building (4 story)



Residential Density 45-60 du/ac
(up to 75 with Community Benefits)
Mixed Use Building (4-5 stories)



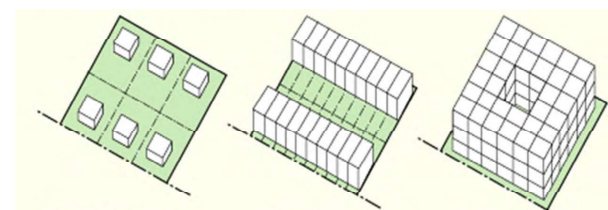
Residential Density 75-100 du/ac
Mixed Use Building (6-8 stories)



Residential Density 100+ du/ac
Mixed Use Building (6-8 stories)

How to Calculate Density

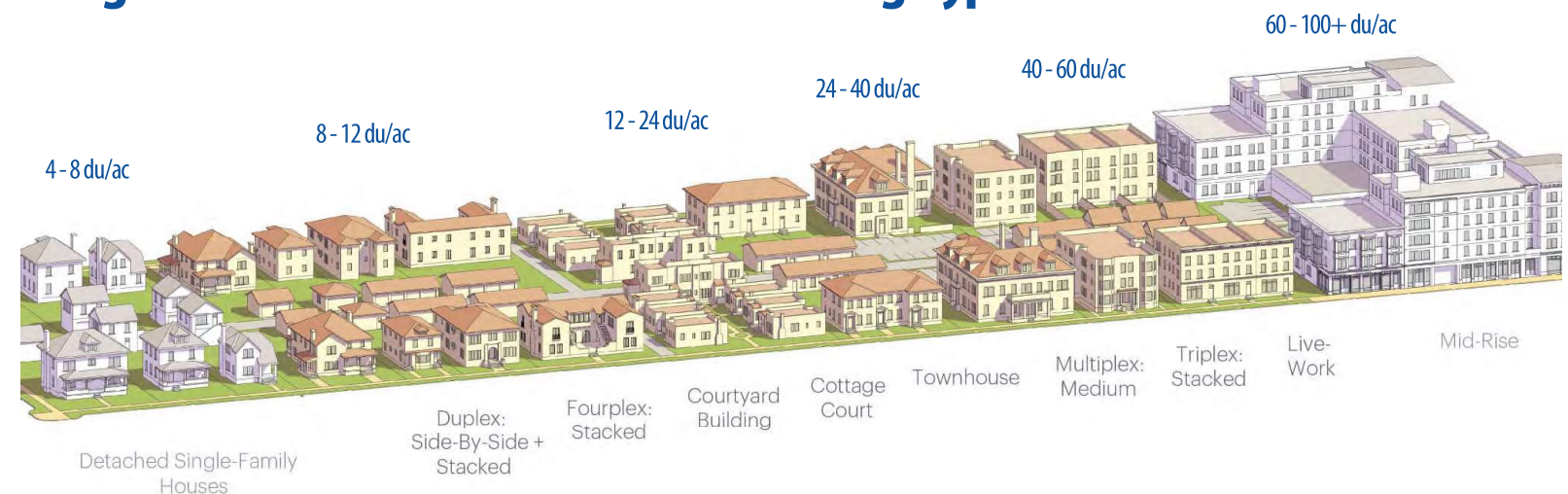
Housing Density: Number of Dwelling Units per Acre (du/ac)



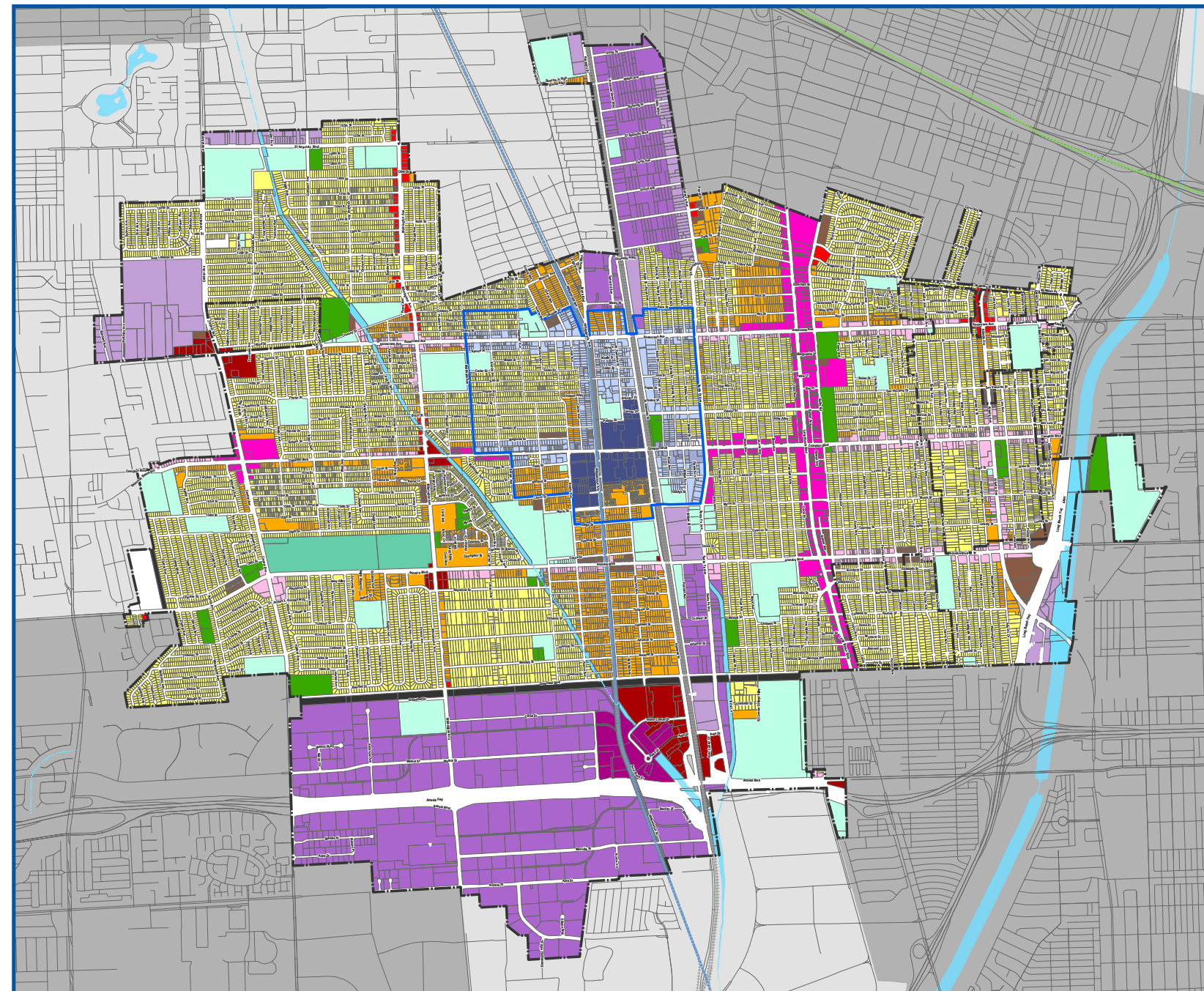
1 acre	1 acre	1 acre
6 units	20 units	96 units
Density: 16 units/acre	20 units/acre	96 units/acre

$$\frac{\text{Number of Units}}{\text{Area (Acreage)}} = \text{Housing Density}$$

Range of Residential Densities and Building Types



DOWNTOWN AND CORRIDOR TARGETED GROWTH MAP



Land Use District

RESIDENTIAL

- Low Density Residential
- Medium Density Residential
- High Density Residential

COMMERCIAL

- Neighborhood Commercial
- Community Commercial

MIXED USE

- Neighborhood Mixed Use
- Community Mixed Use
- Transit Priority Mixed Use

INDUSTRIAL

- Light Industrial
- Industrial

PUBLIC/OPEN SPACE

- Public/Quasi-Public
- Airport
- Open Space

COMPTON STATION SPECIFIC PLAN (CSSP)

- CSSP - Mixed Use 1
- CSSP - Mixed Use 2
- CSSP - TOD

OTHER

- ROW - Roadway
- ROW - Rail
- Utility Corridor
- Water Features
- Compton Station Specific Plan



Light Industrial
 Allowed industrial uses are best characterized as manufacturing and assembly businesses, as well as supportive commercial serving uses. Uses may be developed as stand-alone uses or master planned business parks.



Industrial
 Allowed industrial uses are best characterized as manufacturing and assembly businesses, as well as supportive commercial serving uses. Uses may be developed as stand-alone uses or master planned business parks.

Residential Densities

Alternative 2

- (4.0 - 12.0 du/ac)
- (12.1 - 25.0 du/ac)
- (25.1 - 40.0 du/ac)

Alternative 3

- (4-12.0 du/ac)
- (12.1 - 30.1 du/ac)
- (30.1 - 50.0 du/ac)

CB = Community Benefit (see Community Benfit Board)

(25.0 - 40.0 du/ac)

(35.0 - 45.0 up to 55.0 with CB)

(60.0 - 80.0 up to 95.0 with CB)

(35.0 - 50.0 du/ac)

(45.0 - 6.0 up to 75.0 with CB)

(75.0 - 100.0 up to 125.0 with CB)



Neighborhood Commercial
 Provides local convenience shopping, civic uses, and services including retail, restaurants, and personal and professional services serving the local community. Allowed uses focus on low impact businesses with operating characteristics compatible with adjacent residential uses, with an emphasis on local serving uses. Small-scale office use is allowed.



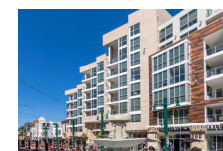
Community Commercial
 Provides for large and intense commercial uses including a wide variety of uses, including commercial service, civic, retail, and offices serving both the local and regional market. Allowed commercial uses include a full range of retail, service, office, entertainment uses. Includes regional and destination shopping centers, tourist- and recreation-related commercial services.



Neighborhood Mixed Use
 Uses include medium- to high-density residential and small scale, neighborhood and regional serving commercial uses, both freestanding and in mixed-use projects and buildings. Stand-alone residential and commercial development is allowed. Reduced scale development adjacent to low density neighborhoods. Pedestrian-friendly and community-serving commercial uses should encourage walking, bicycling, and transit use. Retail, professional/ administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.



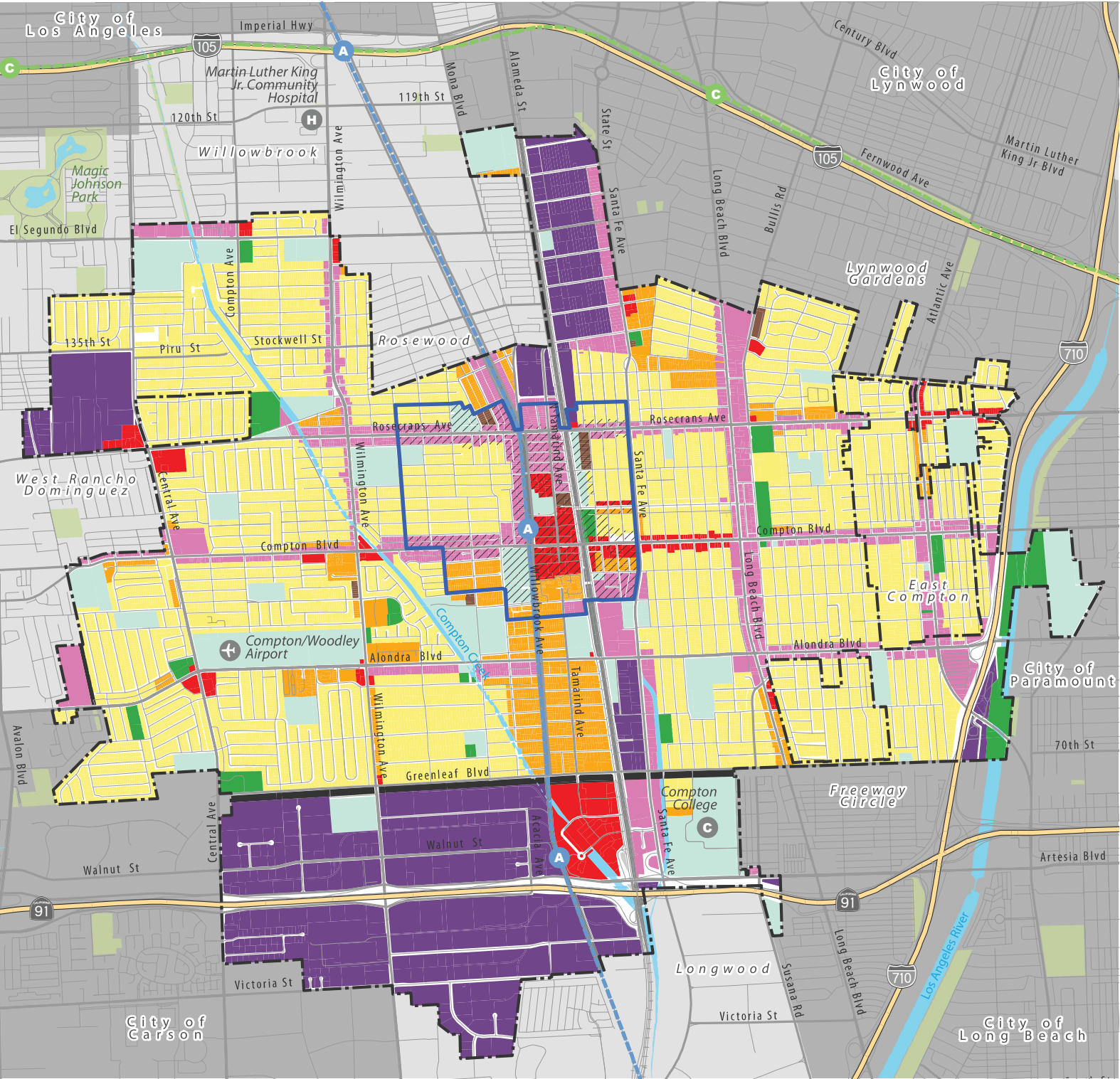
Community Mixed Use
 Serves the region with many types of uses, including housing, in a high-intensity, mixed-use setting. Includes a broad range of commercial uses such as general retail, personal services, banks, restaurants, cafes, and office. Stand-alone residential and commercial development is allowed. Located along key transit corridors, this designation provides valuable, new housing opportunities.



Transit Priority Mixed Use
 To provide for a mix of uses at moderate to high development intensities in a pedestrian, bicycle, and transit-supportive environment configured in a compact pattern and a complementary mix of land uses all within a comfortable walking distance of the station. Uses very high density residential and a broad range of commercial uses including general retail, personal services, banks, restaurants, cafes, and office. Uses may be in freestanding or mixed-use buildings and projects.

Post-It Note Comments

“BASE” LAND USE PLAN (EXISTING GENERAL PLAN)



Alternative 1 Residential Densities

Land Use District

RESIDENTIAL

- | | |
|----------------------------|---------------------|
| Low Density Residential | (0 - 8 du/ac) |
| Medium Density Residential | (8.1 - 17 du/ac) |
| High Density Residential | (17.1 - 34.0 du/ac) |

COMMERCIAL

- Commercial

MIXED USE

- Mixed Use (34 du/ac)







INDUSTRIAL

- Industrial










PUBLIC/OPEN SPACE

- Public/Quasi Public
- Open Space

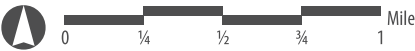
WATER/ROW

-  ROW - Roadway
-  ROW - Rail
-  Utility Corridor
-  Water Features
-  Compton Station SP Overlay
-  Compton Station SP Boundary

Base Map Features

-  City Boundary
-  Sphere of Influence Boundary
-  Freeways
-  Streets
-  Railroads
-  Metro A Line (Blue)
-  Metro C Line (Green)
-  Creeks and Channels
-  Waterbodies

Data Source: City of Compton, 2022.
Map Date: August 2023



Low Density Residential

Land uses maintain the predominance of single-unit detached residences.

Medium Density Residential

Land uses are primarily single unit detached and lower scale multi-unit residential buildings, such as duplexes, triplexes, townhomes, and small lot subdivisions.

High Density Residential

Land uses are characterized by multi-unit residential buildings with higher building heights where context appropriate.

Commercial

Provides for large and intense commercial uses including a wide variety of uses, including commercial service, civic, retail, and offices serving both the local and regional market. Allowed commercial uses include a full range of retail, service, office, entertainment uses. Includes regional and destination shopping centers, tourist- and recreation-related commercial services.

Mixed Use

Uses include medium- to high-density residential and small scale, neighborhood and regional serving commercial uses, both freestanding and in mixed-use projects and buildings. Stand-alone residential and commercial development is allowed. Reduced scale development adjacent to low density neighborhoods.

Industrial

Allowed industrial uses are best characterized as manufacturing and assembly businesses, as well as supportive commercial serving uses. Uses may be developed as stand-alone uses or master planned business parks.

Public/Quasi Public

Accommodates government, civic, cultural, schools, public libraries, post offices, public utility, public parking, religious institutions, and infrastructure uses that support community needs.

Open Space

Uses range from natural open space to improved open space with or without recreation fields and courts, play spaces, community buildings, community gardens, and golf courses.

COMMUNITY BENEFITS PROGRAM

PROGRAMA DE BENEFICIOS COMUNITARIOS

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Mixed Use:
Residential
(Base Density)



Community Benefit



Residential (Higher Density) and
Community Benefit Space on Ground Floor



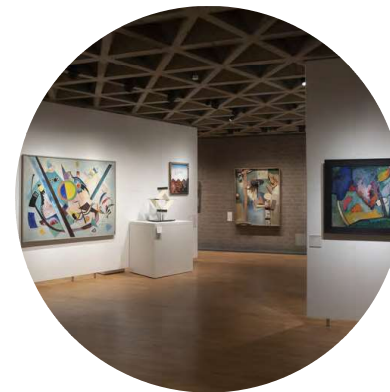
**Local Business Priority/
Lower Rent**
Prioridad empresarial local/
Alquiler más bajo



Grocery Store / Fresh Food
Tienda de comestibles/
alimentos frescos



Affordable Housing
Vivienda asequible



Art Gallery / Artist Studios
Galería de arte/estudios
de artistas



**Space for Community
Groups & Non-profits**
Espacio para la comunidad
Grupos y organizaciones



**Commercial Space
for Workforce
Development**
Espacio comercial
para la fuerza laboral



**Essential Commercial
& Restaurants**
Comercial Esencial
& Restaurantes



**Public Park / Open Space
& Public Gathering Space**
Parque público/espacio abierto
& Espacio de reunión



**Childcare / Youth Activity
Space**
Cuidado de niños/
Espacio de actividades
juveniles



**Climate Adaptation & Trees/
Shading**
Adaptación climática y árboles/
Sombreado



**Educational & Institutional
Space**
Espacio Educativo
e Institucional



**Public Infrastructure
Improvements**
Mejoras a la
infraestructura pública

ACCOMMODATING 1,000 NEW HOUSING UNITS

WHAT IS A REGIONAL HOUSING NEEDS ALLOCATION (RHNA)?

The Regional Housing Needs Allocation (RHNA) is a state-mandated process that requires all California cities and counties to plan for the housing needs of their residents, regardless of income. The RHNA process is designed to ensure that all California communities are prepared to meet the housing needs of their residents, including low- and moderate-income households. Jurisdictions are mandated to establish a land use plan and zoning regulations to accommodate the RHNA number. It's important to note that the City is not under an obligation to construct the housing units. For the 2021 to 2029 Housing Element (6th) Cycle, Compton's designated RHNA is set at 1,004 units.

¿QUÉ ES UNA ASIGNACIÓN REGIONAL DE NECESIDADES DE VIVIENDA (RHNA)?

La Asignación Regional de Necesidades de Vivienda (RHNA), por sus siglas en inglés) es un proceso exigido por el estado que requiere que todas las ciudades, pueblos y condados de California planifiquen las necesidades de vivienda de sus residentes, independientemente de sus ingresos. El proceso RHNA está diseñado para garantizar que todas las comunidades de California estén preparadas para satisfacer las necesidades de vivienda de sus residentes, incluidos los hogares de ingresos bajos y moderados. Las jurisdicciones deben tener un plan de uso de la tierra y la zonificación en el lugar para dar cabida a la cifra RHNA. La Ciudad no tiene la obligación de construir las unidades de vivienda. El RHNA de Compton es de 1,004 unidades para el Ciclo de Elemento de Vivienda de 2021 a 2029.

COMPTON'S RHNA NUMBER

INCOME CATEGORY CATEGORÍA DE INGRESO	PERCENT POR CIENTO	HOUSING UNIT NEED NECESIDAD DE UNIDAD DE VIVIENDA
Very Low Muy bajo	23.4%	235
Low Bajo	12.1%	121
Moderate Moderado	13.0%	131
Above Moderate Mas que moderado	51.5%	517
TOTAL TOTAL	100%	1,004

How do we meet the 1,004 unit need (RHNA)? ¿Cómo satisfacemos la necesidad de 1,004 unidades (RHNA)?

HOW WE MEET THE RHNA NUMBERS?

- Approved/Proposed Project
Proyecto aprobado/propuesto
- Accessory Dwelling Units (ADU) estimates
Estimaciones de unidades de vivienda accesorias (ADU)
- Vacant or Underutilized Sites (Projected Housing Sites)
Sitios vacantes o subutilizados

Income Categories (of Median Family Income)	RHNA		Housing Credits		Projected Housing Units		
	RHNA	Target RHNA (RHNA+15%)	Approved/Proposed Project	ADUs	Alt 1 "Base" Land Use	Alt 2	Alt 3
Very Low 0–50%	235	270	37	22	238	575	712
Low 50–80%	121	139	105	40	146	146	359
Moderate 81–120%	131	150	11	2	201	234	13
Above Moderate 120%+	517	594	430	26	516	503	503
Total	1,004	1,153	583	90	1,101	1,458	1,587

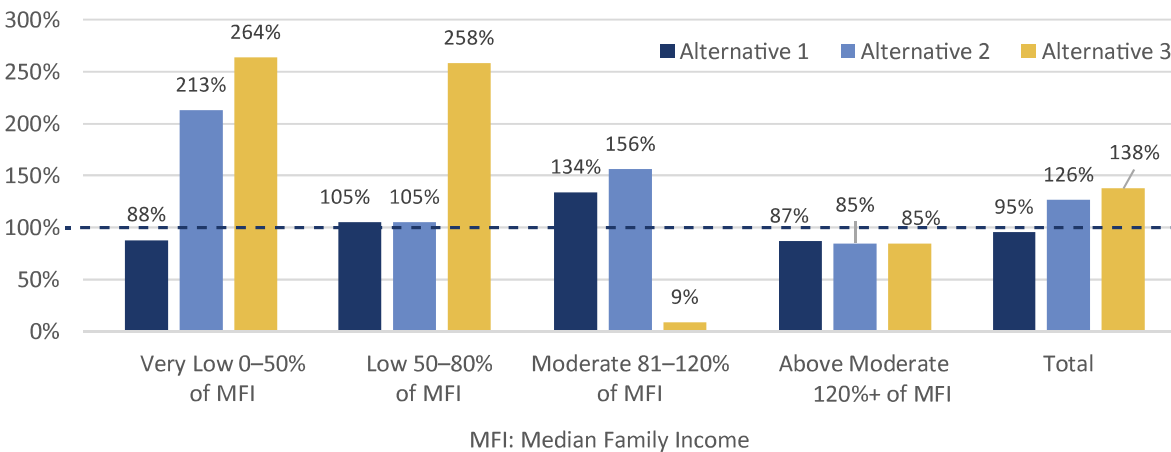
Meeting the RHNA		
Alt 1 "Base" Land Use	Alt 2	Alt 3
101%	245%	303%
121%	121%	297%
153%	179%	10%
100%	97%	97%
110%	145%	158%

Meeting the Target RHNA		
Alt 1 "Base" Land Use	Alt 2	Alt 3
88%	213%	264%
105%	105%	258%
134%	156%	9%
87%	85%	85%
95%	126%	138%

The Target RHNA (+15%) allows the City some flexibility in meeting the Lower Income categories. If Above-Moderate housing were built on sites designated for Lower Income, the City must show that it has additional Low-Income sites capacity to accommodate and meet the total RHNA requirements.

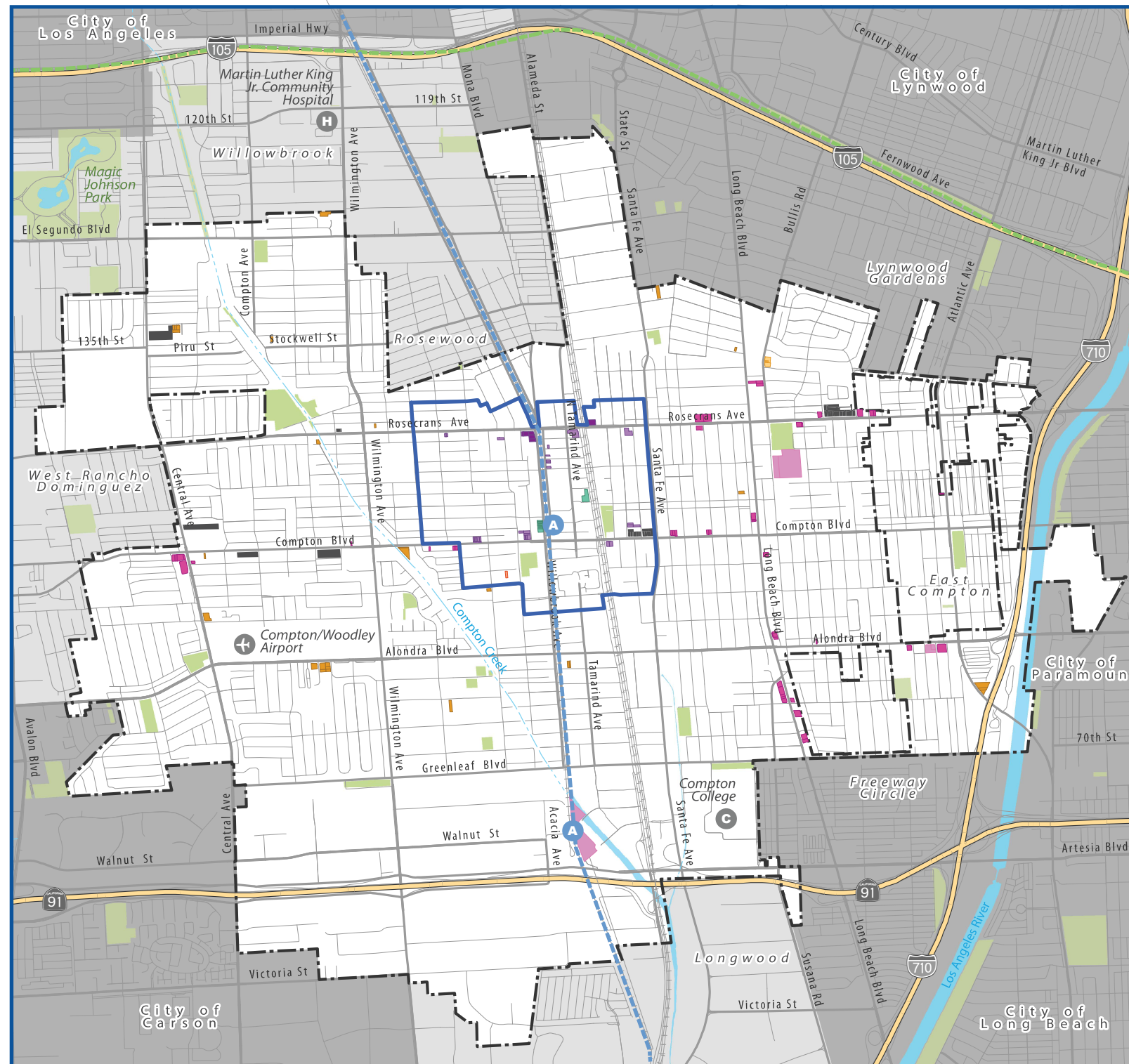
El objetivo de la RHNA (+15%) permite a la ciudad cierta flexibilidad para cumplir con las categorías de ingresos bajos. Si se construyeran viviendas por encima de las moderadas en lugares designados para ingresos bajos, la ciudad debe demostrar que tiene capacidad adicional en lugares para ingresos bajos para acomodar y cumplir los requisitos totales de la RHNA.

Target (+15%) RHNA Status by Land Use Alternative



Meets Target RHNA Income Categories

WHERE CAN WE PLAN FOR 1,000 NEW HOUSING UNITS?



POTENTIAL HOUSING SITES

Based on residential and mixed use densities identified in Alternative 2 and 3

Credit Sites

Approved/Pending Projects

Residential Sites

Residential Vacant

Residential Underutilized

Mixed Use Sites

Mixed Use Vacant

Mixed Use Underutilized

Compton Station Specific Plan (CSSP)

Residential Vacant CSSP

Mixed Use Vacant CSSP

Mixed Use Underutilized CSSP

CCSP Opportunity Site (per SP)

Compton Station SP Boundary

These housing sites can potentially accommodate 1,004 new housing units to meet the State's Regional Housing Needs Assessment (RHNA) requirements between 2023 and 2029. These units could be met by using the residential and mixed use densities identified in Alternative 2 and 3.

These sites that have been selected primarily include vacant lands or underutilized sites with an existing building.

Underutilized means a building is not operating within its full potential, with vacancies or unused space.

Post-It Note Comments

GIVE US YOUR COMMENTS ON HOUSING

DÉNOS SU OPINIÓN SOBRE LA VIVIENDA

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GIVE US YOUR COMMENTS ABOUT HOUSING GROWTH?

¿DINOS DÓNDE PONER NUEVAS VIVIENDAS EN COMPTON?

DO YOU HAVE ANY COMMENTS ON COMMUNITY BENEFITS?

¿QUÉ LE GUSTA/NO LE GUSTA DE LOS MAPAS DE CRECIMIENTO?