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Public Review Draft

# COMPTON GENERAL PLAN 2045

January 2025





CITY OF COMPTON

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Public Review Draft

December 2024



# Acknowledgements

We extend our heartfelt gratitude to the elected leaders and community members whose valuable input and perspectives helped shape this General Plan. Your participation in meetings, surveys, and discussions has been instrumental in creating a plan that reflects our shared vision for the future. This document is a testament to the power of collaboration and the dedication of a community working together toward building a better Compton. Thank you for your time and insights.

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CITY OF COMPTON

# Chapter 1

## OUR VISION, OUR PLAN





# CITY OF COMPTON





# Chapter 1

## General Plan 2045 Introduction: Our Vision, Our Plan



### Introduction

Planning for Compton’s future begins with this General Plan. Every 20 to 25 years, the community collectively assesses how we are making progress toward previous broad-based goals and what adjustments we need to make in response to technological, economic, and cultural changes. The Compton General Plan articulates the shared community vision for long-term growth and change in our community and guides decision-making by establishing the “ground rules” for the design and development of new projects, conservation of resources, economic development, furthering environmental justice, mobility and infrastructure improvements, expansion of public services and community amenities. Through text, maps and images, this General Plan directs how Compton will look, and how residents, business owners, and visitors will experience our City today and in the future.



*Community in Action: volunteers, families, and leaders unite at The Compton Initiative event*

### Structure of General Plan 2045

The Compton General Plan 2045 responds to the requirements of State law to prepare “a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning” (Government Code Section 65300). A general plan may address any issue relevant to local issues, but at a minimum must address land use, circulation and infrastructure, housing, open space and conservation, noise, safety, and environmental justice. For Compton, our vision and goals in this plan also encompass economic development, community culture, and our heritage, as the diagram below illustrates. This plan

covers a 20-year horizon, recognizing that not all goals may be achieved within these two decades. All decisions, however, will reflect the policy directives embodied in this plan.

This General Plan reflects extensive community engagement, ensuring that residents’ voices, concerns, and aspirations are at the heart of long-term planning. Community input has shaped each element, making the plan a true reflection of Compton’s shared vision.

**Figure INT-1: General Plan Elements**



## Community Voices

The Compton General Plan echoes the voices and aspirations of residents and the broader Compton community that were heard during the planning process. The City embarked on this General Plan program to update a plan dating to 1991, after Compton experienced profound demographic and leadership changes. The update process presented a new framework to ask the community: “How do we want Compton to look, function, and feel in the next 20 years and beyond?”

This inclusive and robust process involved multiple community workshops, pop-up events, mobile workshops, community surveys, and a dedicated working group that met four times. Additionally, multiple stakeholder interviews and focus groups were held involving non-profit organizations, residents, community groups, local religious institutions, government agencies, and business and property owners. The Planning Commission and City Council also provided extensive input. A detailed overview of this process can be found in Appendix A: Engagement & Outreach Summary.

The community engagement process had three phases that were implemented with a range of outreach activities.

- **Phase 1: Community Visioning and Engagement:** An inclusive effort where residents were encouraged to share their perspectives, concerns, and ideas for Compton’s future.
- **Phase 2: Refining the Community Vision:** Through ongoing dialogue, the community refined and sharpened the collective vision for the City’s growth.
- **Phase 3: Review and Feedback on Proposals:** Proposed land use and circulation plans were presented to the community, inviting feedback and fostering creative solutions.

The outcome of this process was a unified Vision and a set of Guiding Principles that shaped the General Plan policy framework. These foundational elements are outlined below.



*Social Media Posts for Community Survey: English and Spanish*



**Figure INT-2: Engagement Activities**



*General Plan Community Workshop: Identifying Challenges*



*General Plan Community Workshop: Selecting Alternatives*



**Figure INT-3: Sampling of Community Engagement Comments**





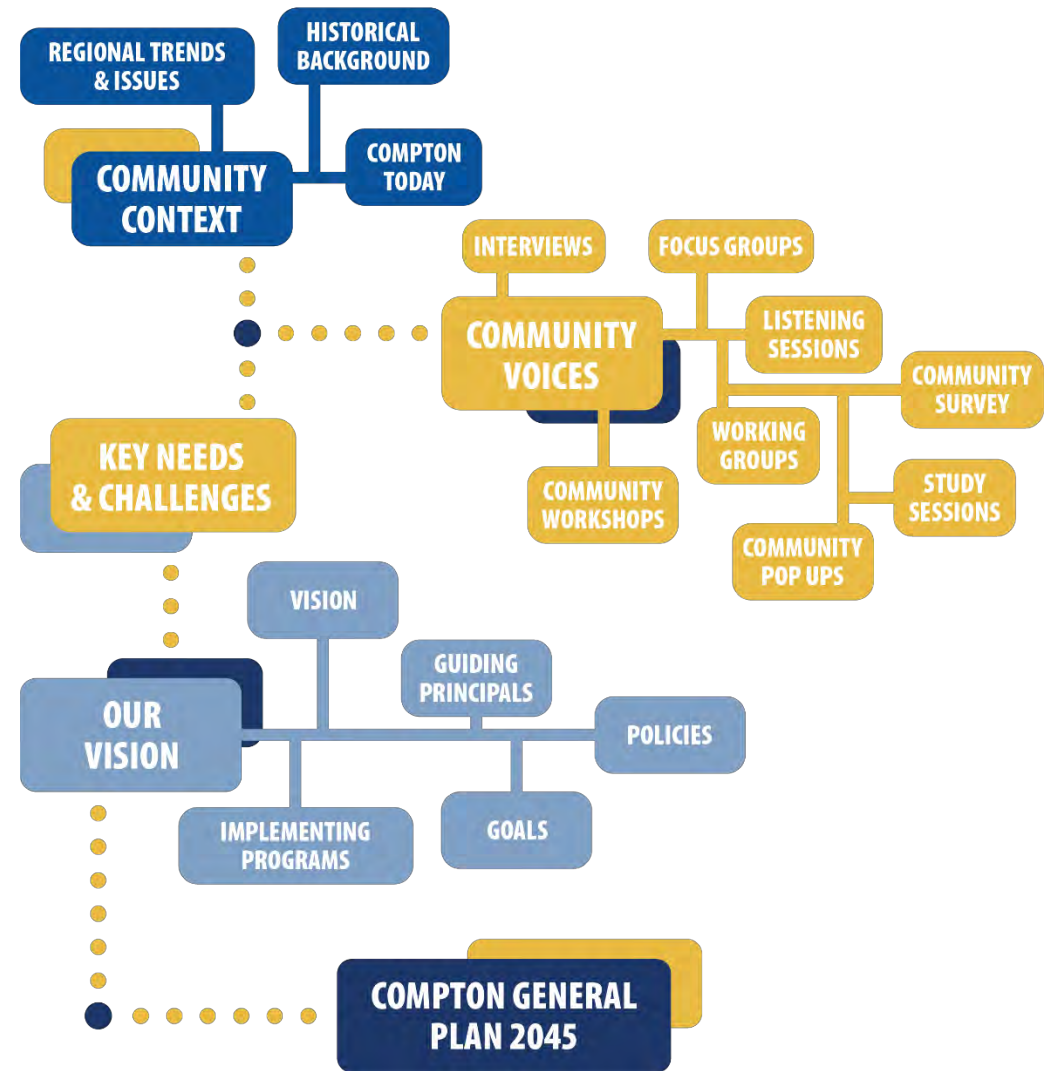
## Our Process

The General Plan is a long-range document, and ensuring it reflects residents' aspirations was of paramount importance.

Our planning process began by examining the *Community Context* in which the plan is being created; this includes current local and regional factors, as well as the historical influences that continue to shape the City and its residents. Next, we *Listened to the Community* through a variety of engagement activities to gather diverse perspectives. This input helped us identify *Key Needs* based on community knowledge and data-driven analysis. These needs then form the *Foundation of the General Plan*, guiding everything from the overarching vision to the specific programs that implement the vision.

This represented a comprehensive effort to identify a path forward for Compton. Now is the time for the City and community to implement the plan. This will take coordination, communication, and compromise. The General Plan is not static; it may need to be adjusted to account for factors we cannot foresee, but the foundation for the future is here and will serve as a guide as things change in the two decades ahead.

Figure INT-4: Our Program Diagram



## Our Vision

A vision statement identifies the desired future for Compton and answers the question: what is the desired outcome for our City? The statement is the foundation for future actions and will be referenced regularly, particularly during the City's annual budgeting process. The guiding principles, goals, policies, and implementation strategies outlined throughout the Compton General Plan were established to support this long-range vision and bring action to the statement. The vision statement describes the condition in Compton in 2045.

### Compton General Plan 2045 Vision:

We are a thriving, safe, and equitable City where revitalized neighborhoods flourish, vibrant commerce drives opportunity, and new investments uplift every corner of the community. With a commitment to reliable and affordable services, dependent infrastructure, inclusivity, and transparent governance, residents and community members are empowered to shape a brighter, more prosperous future. Together, we are **Building a Better Compton.**



*Fiestas Patrias: Compton Mexican Independence Day celebration*



*Giving back to the community: Unified Compton*



### Guiding Principles

The General Plan establishes the guiding principles for long-term growth and community enhancement. These principles guide decisions and capture aspects of what is important and unique about our government and community. They also shape and inform our priorities.



#### Street and Infrastructure Systems

- A complete street system paved and improved for all mobility types and that includes accessible, safe sidewalks and crosswalks, with maintained streetlights and shaded tree canopies.
- Reliable water and sewer infrastructure systems are sized and maintained to meet current and future demands and to minimize risks to public health and safety.
- A comprehensive network of City facilities well maintained to meet community needs.



#### Safe and Clean Neighborhoods

Safe, clean neighborhoods enhanced by street lighting improvements that create greater visibility in residential areas, removal of longstanding blighted structures, elimination of illegal dumping citywide, revitalized and maintained vacant lots, and other improvements shown to contribute to public safety and cleanliness.



#### Commerce and Entertainment

Vibrant commercial districts and corridors that provide many opportunities for entrepreneurs and flexibility for established local businesses to offer diverse goods and services, leisure activities, and places to dine and entertain. Prioritizing additional sit-down restaurants and entertainment and recreational uses.



#### Parks and Recreation

- Well-designed, well-maintained, and safe parks, recreational facilities, and community centers that meet diverse and evolving community needs.
- Recreational and community service programs that offer educational classes and culturally relevant events targeting Compton's youth, families, and seniors.



#### Equity and Environmental Justice

- Improved air quality, elimination of industrial noise and pollution, and noxious truck emissions that impact residential neighborhoods.
- A city where all residents have easy access to community facilities, healthy food choices, parks and facilities, and safety and sanitary homes.
- A community in which everyone can readily engage in civic life and public decision-making processes in languages in which they have the most comfort.







### City Communication

Modern and effective forms of communication between City leaders and residents and the business community that allow for trust and transparency, while recognizing cultural characteristics, different languages, and technological inequalities.



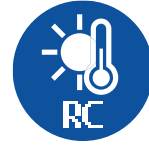
### Healthy Community

- Equal access for all residents to affordable housing, mental health and public health services, and other social services, particularly for low-income households and other vulnerable residents.
- Work force development and educational programs for residents to provide them with higher income earning potential.



### Fiscally Responsible

Quality and reliable municipal services funded by sustainable and reliable City revenues supported by competent financial management and highly capable staff and City leadership.



### Resilient Community

- People, infrastructure, and community assets protected from evolving climate threats and vulnerabilities, and from natural and human-caused hazards.
- A strengthened, healthy community that can better withstand the negative impacts of challenges both present and future.



### Housing Access for All

- Improved housing and expanded housing opportunities that result in a higher-quality living environment, with access to employment, community facilities, and services.
- Attractive and safe housing opportunities for a full range of housing types and affordability level with equal access and opportunity for all.



### Safe and Equitable Mobility

- An interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating pedestrians, cyclists, transit users, and motorists to move around Compton with convenience and ease.
- Safe multimodal mobility that creates pleasant travel ways for pedestrians, cyclists, and motorists and encourages transit use.

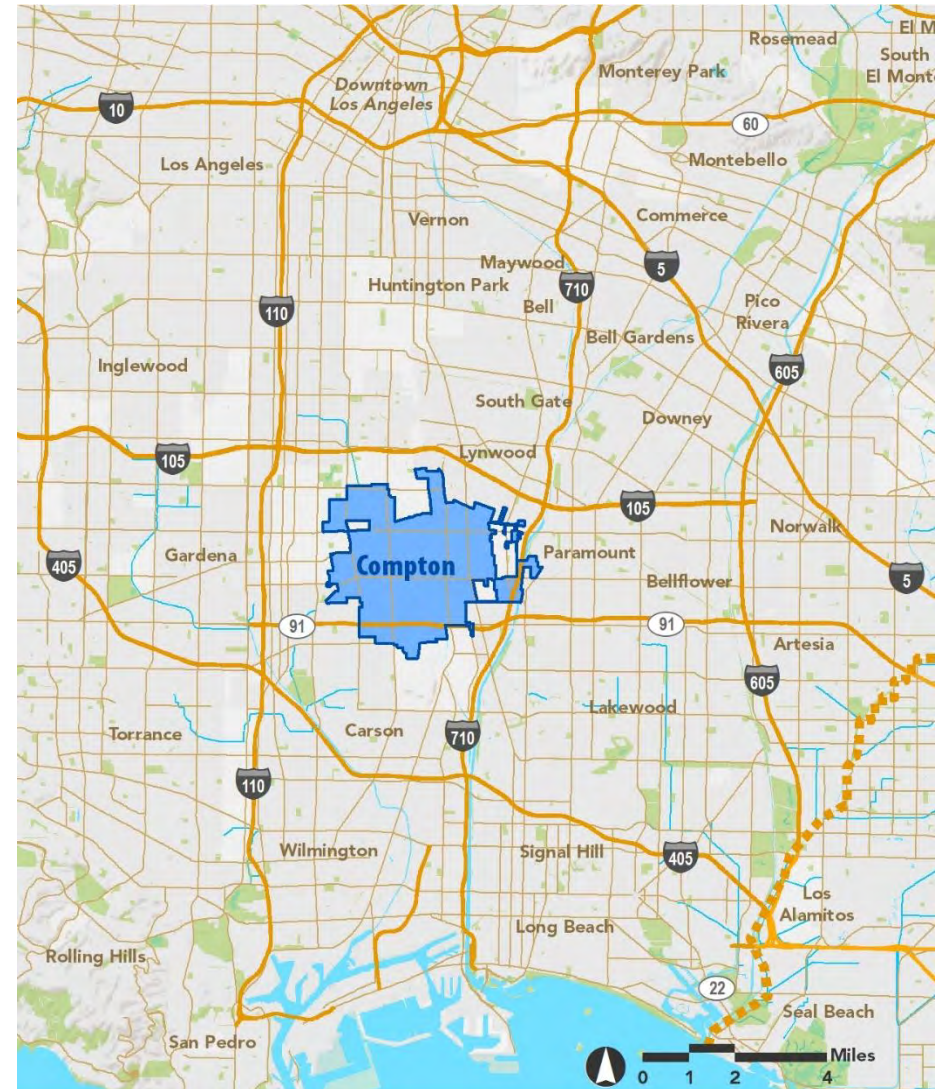
## Community Setting

### Regional Setting

Located in southern Los Angeles County, about 15 miles south of Downtown Los Angeles, the City of Compton is bordered by the city of Lynwood and unincorporated community of Willowbrook to the north, the city of Paramount to the east, the cities of Long Beach and Carson to the south, and the unincorporated area of East Compton (West Rancho Dominguez) to the west (see Figure INT-5). Compton, incorporated in 1888 as the eighth city in Los Angeles County, is one of its oldest cities and is often called the "Hub City" due to its central location and proximity to nearby communities.

Compton serves as a key industrial center, housing businesses in transit, technology, services, and manufacturing. It is surrounded by major freeways that provide easy access to neighboring cities. Interstate 105 runs along the northern edge, linking El Segundo to Norwalk; Interstate 710 extends from Long Beach to East Los Angeles along the eastern border; State Route 91 crosses the southern part of the city, continuing east to San Bernardino County; and Interstate 110 lies to the west, connecting Long Beach to Pasadena. Additionally, Compton is home to the public-use Compton/Woodley Airport and is served by two Metro light rail A Line stations.

Figure INT-5: Regional Location



## Planning Boundaries

The General Plan's planning area encompasses all properties within the incorporated City limits, as well as unincorporated properties within the City's sphere of influence (Figure IN-6).

### Sphere of Influence

State law defines the sphere of influence as the probable physical boundary and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) (California Government Code §56076). As of 2023, three areas were determined to be within the sphere of influence of Compton, and four areas fell within the joint sphere of influence of Compton and nearby cities. Spheres 2, 3, 4 and 5 are all part of the unincorporated area of East Compton, and this sphere of influence was established in 1984. Sphere 1 is in northwest Compton, and it is shared with the City of Los Angeles, however, since it is surrounded by four sides of incorporated Compton, it is considered in the City's Planning Area.

While the City has no formal authority within the sphere of influence areas, it is empowered by the State to consider areas that are related to the City's future. This planning approach provides cities with a means of shaping the future of areas they may eventually annex.

### Joint Sphere of Influence

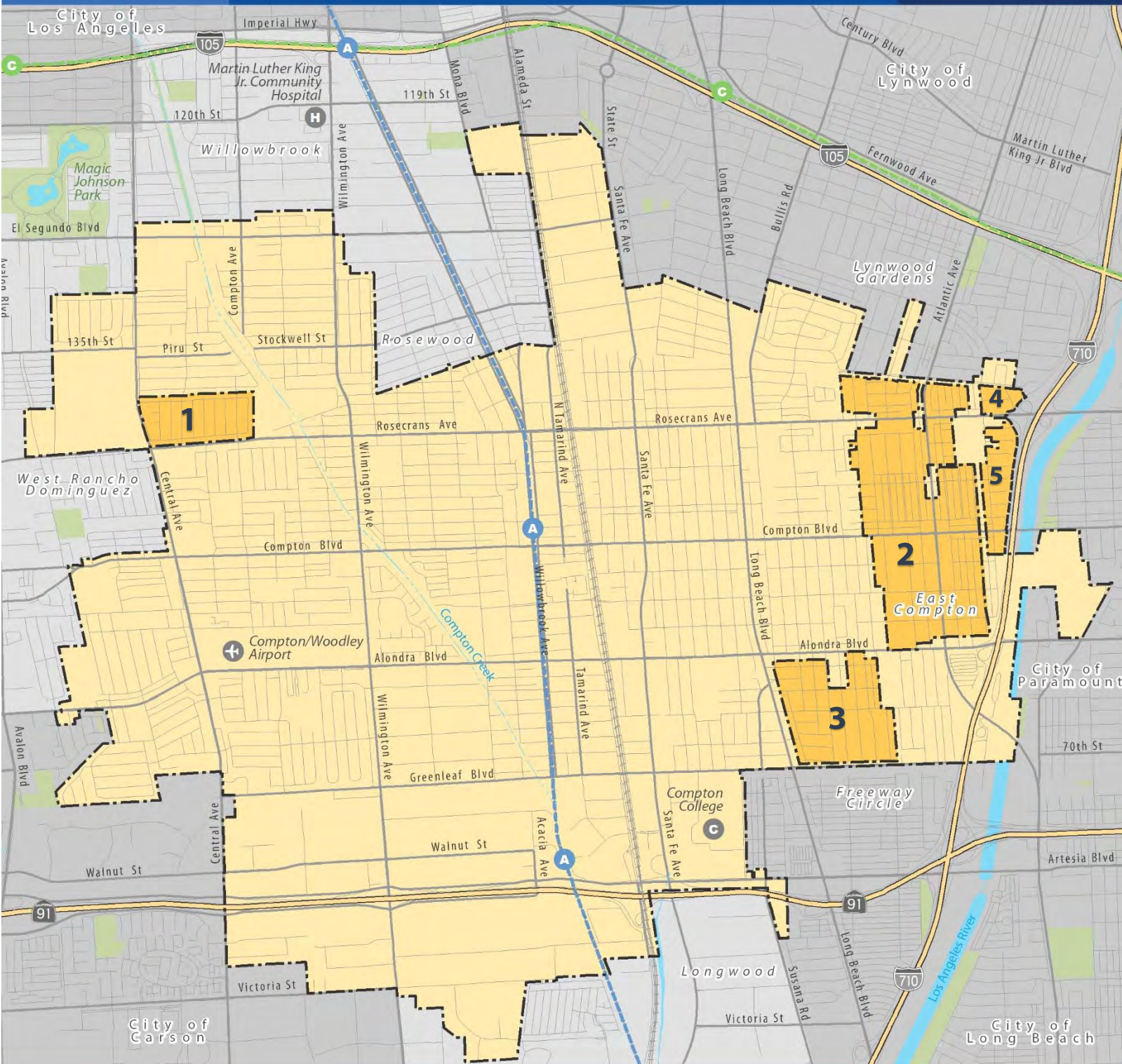
Joint spheres of influence (JSOIs) are areas where multiple cities share jurisdictional interests and responsibilities (see Figure INT-7). West of Compton, a JSOI designated by LAFCO in 1973 places parts of the area within the spheres of influence of both Compton and Los Angeles. Parcel 6, added in 2006, also lies to the west and falls under the JSOI of Compton, Los Angeles, and Carson. Additionally, an area south of Compton was designated in 2006 as part of the JSOI for Compton, Carson, and Long Beach.

LAFCO establishes JSOIs in areas where Compton and neighboring cities have overlapping service interests. These designations facilitate collaboration on planning, resource management, and service provision, especially in key areas like infrastructure, public safety, and boundary management.





# Figure INT-6 Planning Area



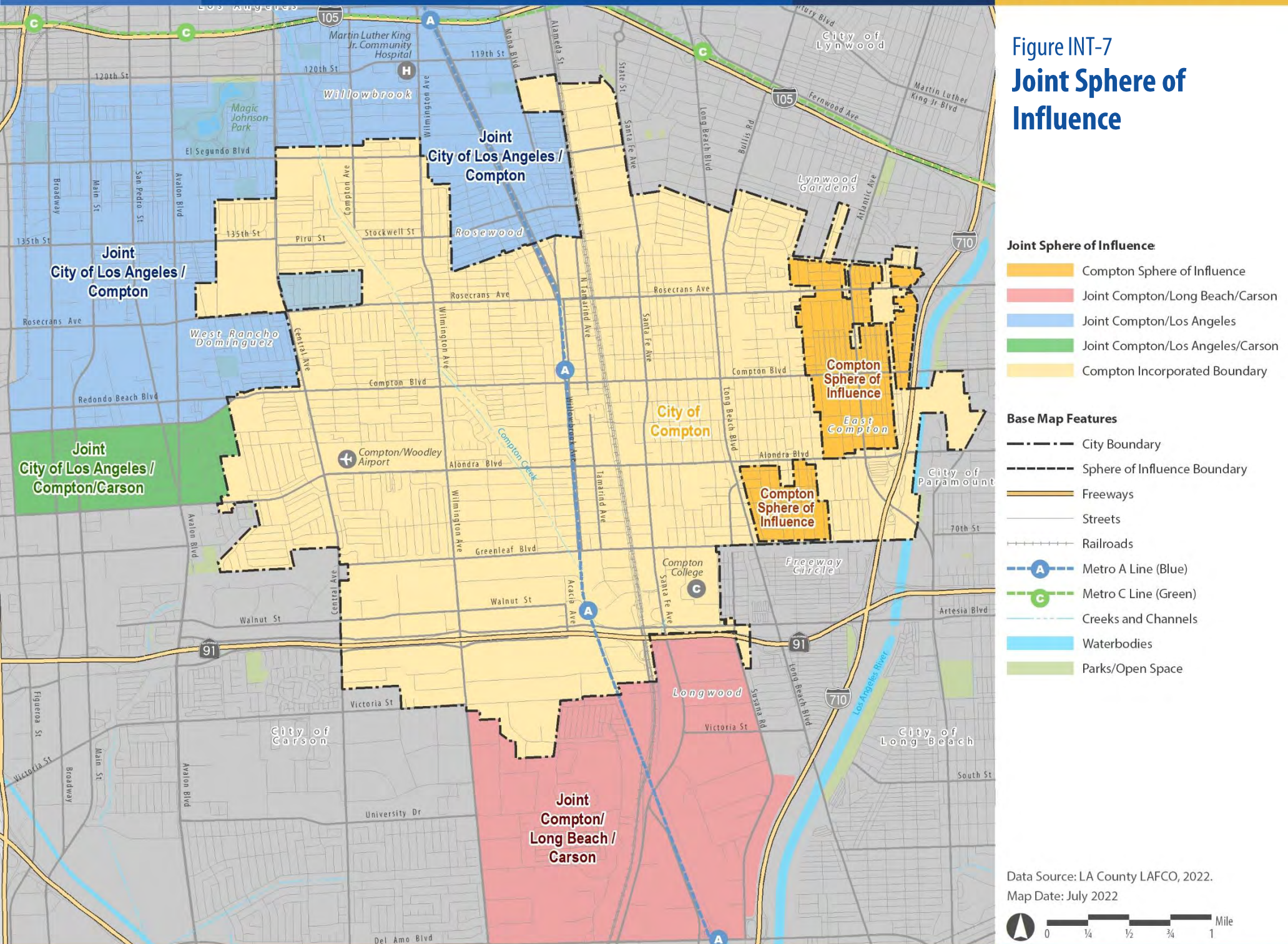
Data Source: City of Compton, 2022.

Map Date: July 2022





Figure INT-7  
**Joint Sphere of Influence**



## Community Profile

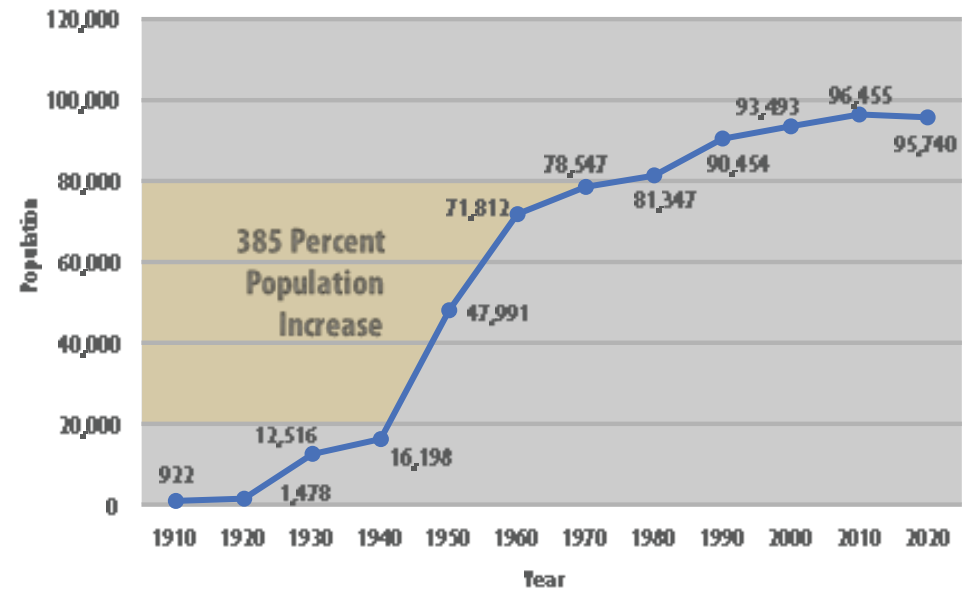
### City Growth

Compton experienced significant population growth between 1940 and 1970, with the number of residents increasing from 16,198 to 78,547, representing a 385 percent growth trend in just 30 years (see Figure INT-8). Following World War II, the 1950s and 1960s witnessed an exponential boom in the construction of single-family homes within Compton's residential neighborhoods. As the last remaining tract homes were built on the remaining agricultural and vacant lands, growth began to slow. Between 1980 and 2020, the City experienced only an 18 percent growth over 40 years, marking a stark contrast to previous decades.

During that same period, although population growth had slowed, the racial and ethnic composition of Compton changed dramatically. In 1980, nearly 74 percent of the population was Black and 21 percent Latino and/or Hispanic (see Figure INT-9). In 2020, 40 years later, those percentages flipped, with the Black population making up only 25 percent of the population, while the Latino and/or Hispanic populations were nearly 71 percent.

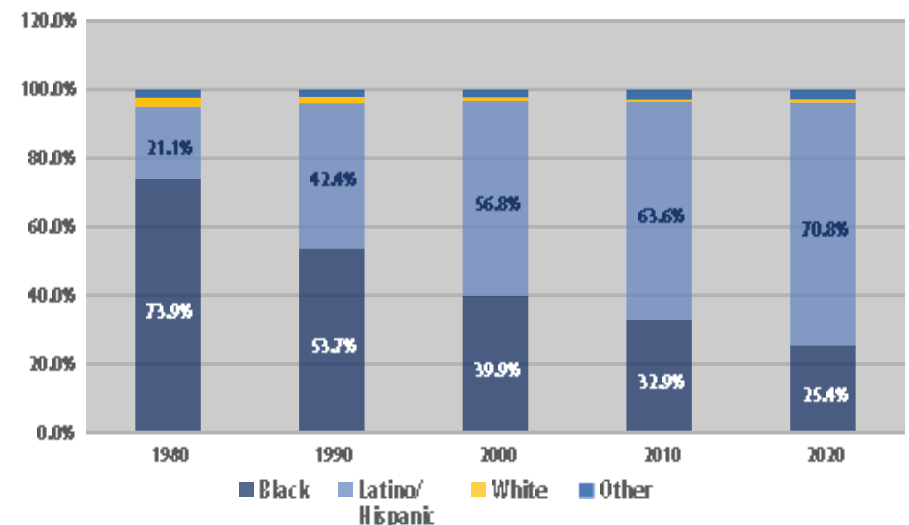
Compton's demographics have become more diverse over the years. Hispanic/Latinos, primarily of Mexican and Central American heritage, have also had a significant presence in Compton. Latino residents contribute to the cultural fabric of the city and have their own vibrant community organizations, businesses, and cultural celebrations. Compton also has a notable population of residents from other racial and ethnic backgrounds, including Asian Americans, Pacific Islanders, and individuals of mixed heritage. These communities further enrich the City's diversity and cultural exchange.

**Figure INT-8: Historical Population Growth**



Source: California Department of Finance Historic Population Estimates, 2020.

**Figure INT-9: Race/Ethnicity Change (1980 – 2020)**



Source: U.S. Census Bureau, 1980 to 2020.





Age Characteristics

Age distribution is a key indicator of housing and service needs, as preferences shift with age. In Compton, 29% of residents are under the age of 18 (as of 2023), compared to 22% in Los Angeles County. On the other end of the spectrum, 13.8% of Compton's population is 60 years or older, which is lower than the County's 18.8%.

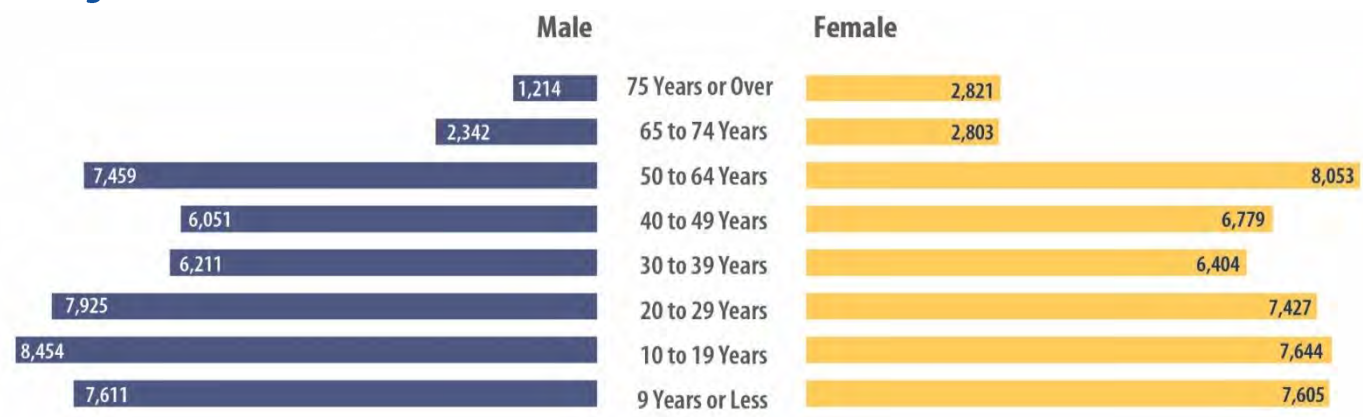
The median age in Compton is 31.2 years, making it a younger city than Los Angeles County as a whole, where the median age is 36.5. Younger residents are more concentrated in the central and eastern areas of Compton, while the western parts have a higher proportion of elderly residents.

Figure INT-10 shows the distribution of age by male and female, which is fairly balanced. However, there is a slightly larger proportion of females within each age category. Across the City, there is a greater number of males aged between 10 and 19 years, followed by females aged between 50 and 64 years.



Celebrity Basketball at East Rancho Dominguez Park

Figure INT-10: Age Characteristics (2020)



Source: U.S. Census Bureau, Decennial Census, 2020.

### Educational Attainment

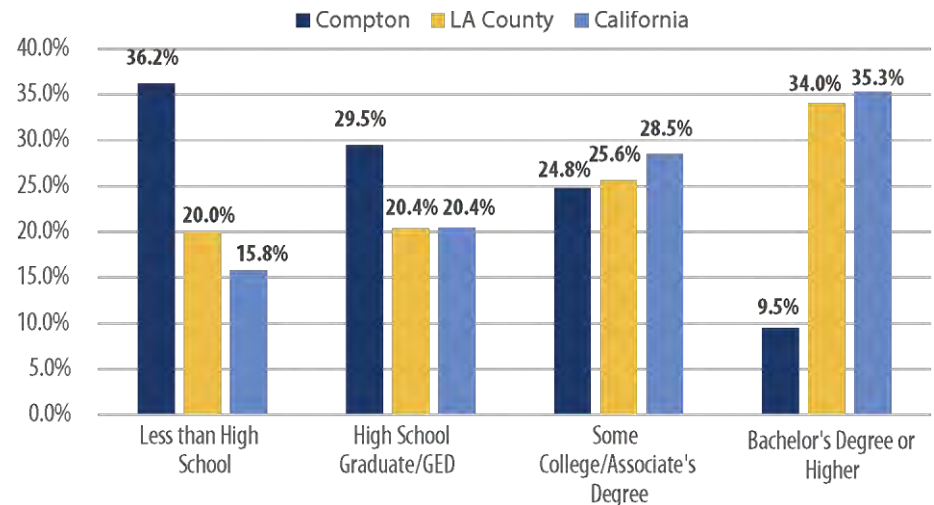
Education is a key aspect of Compton's community profile. In Compton, 29.5% of residents have at least a high school diploma, exceeding the rates for both Los Angeles County and California (both at 20.4%). However, 36% of residents have less than a high school education, which is notably higher than in these regions (see Figure INT-11). The percentage of residents with a bachelor's degree is also significantly lower compared to other areas.

While the City faces educational challenges, efforts are underway to improve access and outcomes. Compton has a variety of public, private, and charter schools, alongside community initiatives that provide educational support and mentorship programs. In 2025, the new Compton High School opened.

### Median Income

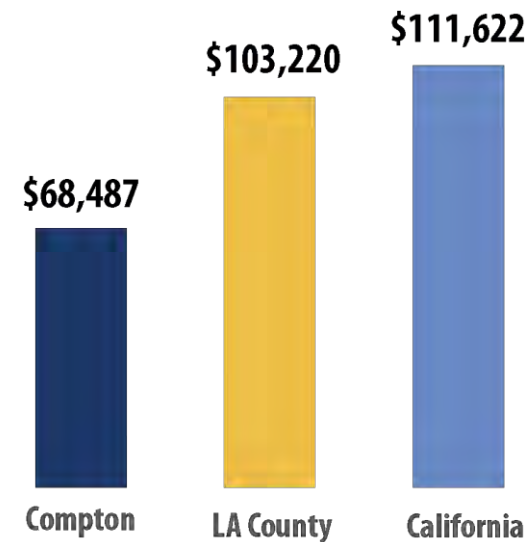
Historically, Compton has faced socioeconomic challenges that have impacted household income levels. According to the 2020 American Community Survey, the median household income in Compton is \$68,487, lower than both Los Angeles County (\$103,220) and California (\$111,622), see Figure INT 12. Income distribution varies across neighborhoods, with some areas reporting higher median incomes, and individual income is closely linked to factors such as education and employment opportunities.

**Figure INT-11: Educational Attainment (2021)**



Source: U.S. Census Bureau, Community Housing Survey, 2021.

**Figure INT-12: Educational Attainment (2021)**



Source: U.S. Census Bureau, Community Housing Survey, 2021.





## Using the General Plan

The Compton General Plan 2045 is structured around topics identified through community input, as shown in Table INT-1, which maps these themes to State-required elements.

Each chapter, or element, includes a community context section that highlights the baseline conditions and issues, such as economic, social, or environmental factors influencing policy choices. These sections also outline key concepts and policy approaches to address the identified challenges.

While the Vision and Guiding Principles are overarching directives, tailored goals, policies, and implementing programs are contained within each element.

Table INT-2 presents the plan's key themes and policy strategies.

### 1. Vision

Serves as the “common ground” from which all decisions are made, and it identifies priority areas where resources should be focused to ensure that our City is able to provide essential services to meet the community's needs while fostering growth and improvement in key areas for long-term prosperity.

### 2. Guiding Principles

Shared community values that are to be used in achieving the City's Vision.

### 3. Goals

A general expression of community values and direction, expressed as idealized policy directions to be achieved through implementation of policies.

### 4. Policies

Specific statements that guide decision-making and help implement the general plan's goals.

### 5. Implementing Programs

Actions, procedures, or techniques that carry out general plan policies.



**Table INT-1 General Plan Chapters**

Compton General Plan Chapters	Required Elements								Optional
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Environmental Justice	
Introduction: Our Vision, Our Plan									<input checked="" type="checkbox"/>
Land Use	<input checked="" type="checkbox"/>								
Our Mobility (Circulation)		<input checked="" type="checkbox"/>							
Economic Development									<input checked="" type="checkbox"/>
Meeting Our Housing Needs			<input checked="" type="checkbox"/>						
Urban Systems (Infrastructure)		<input checked="" type="checkbox"/>							
Community Culture, Services, and Resources				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Environmental Justice								<input checked="" type="checkbox"/>	
Public Safety							<input checked="" type="checkbox"/>		
Our Heritage (Historic Preservation)									<input checked="" type="checkbox"/>



Table INT -2: Element Context and Policy Approaches

General Plan Element	Context and Issues	Policy Approaches
<p><b>Land Use</b></p> <p>The <i>Land Use</i> element provides the foundation for future land use decisions by establishing planned land use patterns and development densities and intensities citywide. The overarching goals are to accommodate varied housing types, provide diverse employment opportunities, provide for diverse commercial and industrial uses, plan for parks and open spaces, and create great civic places. It establishes policies to guide land use, development, and redevelopment.</p>	<p>Conditions of <b>economic blight</b> are evident along major commercial corridors.</p> <p>Compton's <b>aging infrastructure</b>, built over the City's lifetime to accommodate a growing population, needs significant repair or replacement.</p> <p>Need for significant <b>community revitalization and diminished economic opportunities</b>.</p> <p>The <b>demand for housing for all income levels</b> is a local and regional issue; however, housing must be balanced with the need for revenue and employment-generating uses that pay for services and infrastructure.</p> <p>The Metro A Line Compton and Artesia stations in Compton provide an opportunity for <b>transit-friendly uses</b> and development intensities around these two rail stations.</p>	<p>Growth and public benefits are linked through the <b>Community Benefits Program (CBP)</b>. The CBP offers developers an avenue to achieve their full development objectives if they contribute community benefits that complement, rather than replace, those mandated by the City's development standards.</p> <p>Opportunities for future growth and intensification are targeted along the major <b>mixed-use corridors</b>: Rosecrans and Central Avenues and Compton, Alameda, Alondra, and Long Beach Boulevards.</p> <p><b>Complete Neighborhoods</b> are areas where residents have convenient access to the goods and services they need daily.</p>
<p><b>Our Mobility</b></p> <p>The <i>Our Mobility</i> element fulfills State requirements for the Circulation Element and serves as a comprehensive framework to</p>	<p>Compton is served by a network of <b>freeways</b> and a regional <b>light rail</b> system that provide connections to neighboring cities and the broader region and is strategically located near</p>	<p>Adopting a <b>complete streets</b> approach to mobility planning means integrating multiple modes of transportation into every stage of transportation network</p>



General Plan Element	Context and Issues	Policy Approaches
address the transportation needs of residents. It aims to enhance accessibility, safety, and efficiency in the movement of people and goods throughout Compton.	<p>the ports of Long Beach and Los Angeles and the <b>Alameda Corridor</b> which facilitates the transportation of goods from the ports.</p> <p><b>Street safety</b> is a significant concern due to collisions involving pedestrians and bicyclists, as well as speeding vehicles at major intersections.</p> <p>Compton's <b>streets suffer from long-term lack of maintenance</b> which underscores broader issues related to infrastructure investment, staffing shortages, and resource allocation.</p> <p>Streets throughout the City are <b>plagued by trash buildup</b> and ill-maintained landscaping, conditions, and poor lighting that diminish quality of life.</p>	<p>development. This approach recognizes that not all streets can cater to every mode.</p> <p>In addressing street safety issues, the City embraces a <b>Vision Zero</b> approach to prioritize the well-being of its residents and eliminate traffic fatalities and severe injuries.</p> <p>Transit or pedestrian <b>priority streets</b> are roadways designated and designed to prioritize the movement of public transit vehicles or pedestrians over other modes of transportation.</p> <p>A <b>first/last mile strategy</b> addresses barriers that discourage potential riders from using transit because a station or stop cannot be easily accessed from home, work, or other destinations.</p>

General Plan Element	Context and Issues	Policy Approaches
<p><b><i>Economic Development</i></b></p> <p>The <i>Economic Development</i> element addresses a topic emphasized by community members but is not required by law. This chapter provides policies to diversify the economic base and increase employment opportunities by attracting new and retaining existing businesses.</p>	<p>Compton faces challenges in attracting and <b>retaining competitive businesses</b> to support job growth and local services.</p> <p>There is a <b>need to align job training and education with local business demands</b> to reduce unemployment and support local job creation.</p> <p>The City needs to <b>grow its tax base</b> by increasing the number and quality of commercial and industrial businesses to support essential services.</p> <p><b>Aging commercial centers</b> require periodic redevelopment to meet market demand and serve as vibrant community and retail spaces.</p> <p><b>Strategic investments in infrastructure</b> are essential for supporting business growth and redevelopment efforts in key areas.</p> <p>The City must implement <b>competitive financial incentives</b> to attract businesses that will create jobs and generate new tax revenues.</p>	<p>The City will <b>provide business assistance and incentives</b> through its Economic Development Division and external partnerships to attract and retain businesses.</p> <p>Compton will <b>partner with educational institutions and workforce organizations</b> to align training with business needs and <b>promote job opportunities</b> for residents.</p> <p>The City will <b>grow its commercial and industrial sectors</b>, updating its Economic Development Plan and leveraging financial incentives and grants to boost tax revenues.</p> <p>Compton will streamline approvals, invest in infrastructure, and actively <b>promote mixed-use, transit-oriented development</b> to revitalize aging commercial areas around transit stations and corridors.</p>
<p><b><i>Meeting Our Housing Needs</i></b></p> <p>The <i>Meeting Our Housing Needs</i> element identifies the City's housing conditions and</p>	<p>This element fulfills the <b>requirements of State law</b> which are very specific on the content of Housing Element and mandate that the City</p>	<p>The City will <b>affirmatively further fair housing (AFFH)</b> by taking meaningful actions to ensure equal access and opportunity to housing.</p>



General Plan Element	Context and Issues	Policy Approaches
<p>needs, establishes the goals, objectives, and policies that are the foundation of the City's housing strategy, and provides an array of programs to create sustainable, mixed-income neighborhoods across the City.</p>	<p>contribute to the attainment of State housing goals.</p> <p>Rising <b>housing costs</b> have put homeownership beyond the reach of lower- and moderate-income families.</p> <p>Compared to the region, more households in Compton live in <b>overcrowded</b> situations and experience <b>cost burdens</b>, which refers to paying more than 30% of income toward housing.</p> <p>The City is required by law to make available housing sites zoned for housing to accommodate its need. That housing need for the 2021-2029 planning period is referred to as the Regional Housing Needs Assessment (<b>RHNA</b>) and identifies a need for 1,004 units.</p> <p>Compton has large populations of <b>special needs</b> populations and sensitive communities compared to the County and neighboring jurisdictions and all areas of the City are also considered low resource areas and of <b>high segregation and poverty</b>.</p>	<p>Using <b>City-owned land</b>, Compton will pursue partnerships with housing developers to include affordable housing for lower income and special needs households.</p> <p>A <b>Zoning Update Program</b> will address the following areas: emergency shelters, single-room occupancy units, transitional and supportive housing, residential parking requirements, residential minimum unit size, residential objective design standards, and accessory dwelling units.</p>
<p><b>Urban Systems</b></p> <p>The Urban Systems chapter addresses topics required for the My Mobility Element: water</p>	<p>Many of Compton's <b>roads, water, and sewer systems are outdated and need significant upgrades</b> to support business growth and redevelopment.</p>	<p><b>Prioritize investment</b> in upgrading roads, water, and sewer systems to support economic growth and improve service delivery.</p>





General Plan Element	Context and Issues	Policy Approaches
<p>supply storage and delivery, wastewater collection and treatment, flood control, solid waste management, and telecommunications</p>	<p><b>Strategic infrastructure improvements are required</b> to enhance economic development and attract private investment.</p> <p>There is a need to <b>establish sustainable financing mechanisms to fund high-priority infrastructure projects</b>.</p> <p><b>Increased investment in street lighting, sidewalks, and traffic safety</b> measures is necessary to improve public safety and encourage community engagement in business districts.</p>	<p><b>Focus infrastructure investments on revitalization zones</b> and transit-oriented development areas to attract private investment and support mixed-use projects.</p> <p><b>Develop funding sources</b> such as grants, public-private partnerships, and infrastructure bonds to finance high-priority infrastructure projects.</p> <p><b>Improve public safety infrastructure</b> with better lighting and traffic controls, while expanding broadband access to enhance business and community connectivity.</p>
<p><b><i>Community Services, Open Spaces, and Resources</i></b></p> <p>The <i>Community Services, Open Spaces, and Resources</i> element addresses the cultural, social, and community services in Compton and reflects the community's desire for access to quality recreation, culture, education, and health and wellness, and opportunities for improved quality of life for all residents and conservation of resources, community forest, and climate and air quality.</p>	<p><b>Park and recreation services</b> and <b>natural resources</b> provisions are lacking at a time when a critical need and community desire exist for health and wellness resources.</p> <p>Compton faces significant <b>challenges</b> that prevent it from being considered a fully <b>healthy community</b> due to limited access to quality healthcare, high rates of chronic diseases, environmental pollution, and food deserts, where access to fresh, nutritious food is scarce.</p> <p><b>Public facilities</b> in Compton are in a state of significant disrepair and have been poorly</p>	<p>Policies require provision of community and open space in future developments and providing incentives to developers to do so through a <b>Community Benefits</b> Program.</p> <p><b>Complete Neighborhoods</b> are those which benefit from the full range of services and facilities required for day-to-day life. This includes, for example, primary schools, local parks, and shops within reasonable walking and cycling time from home.</p> <p>Create quality and sustainable parks and a recreation system.</p>



General Plan Element	Context and Issues	Policy Approaches
	<p>maintained. There is also a lack of welcoming <b>youth spaces</b>, separate from home and work/school, where young residents can spend their time constructively.</p> <p>Community members have identified the <b>lack of communication</b> and information sharing as limiting factors in accessing community services. Renowned for its <b>art and music scene</b>, Compton also embraces visual arts, community murals, and grassroots initiatives that celebrate local talent and creativity.</p>	<p>Pursue <b>land use policies</b> that support the development of grocery stores, farmers' markets, and urban agriculture in underserved areas to improve access to nutritious foods.</p> <p>Pursue <b>climate change resilience</b> that will improve the City's ability to respond to and recover from climate change hazard events and maintain essential services.</p>
<p><b><i>Environmental Justice</i></b></p> <p>The <i>Environmental Justice</i> element addresses the unequal distribution of environmental burdens and a history of unjust governmental actions that have affected Compton directly. Policies establish a framework for ensuring that all people receive equal treatment, equal access, and equal protections, and that everyone can engage in decisions that affect their health and economic well-being.</p>	<p>The effects of <b>racial segregation</b> have had a lasting impact on Compton, contributing to a legacy of inequality and limited opportunities for many within the community.</p> <p>Compton has many areas disproportionately affected by <b>environmental pollution</b> and other hazards and many <b>high-need areas</b> with concentrations of people that are of low income, high unemployment, low levels of homeownership, higher rent burden, sensitive populations, and/or low levels of educational attainments.</p> <p>Within some neighborhoods, residents have little or no access to <b>healthy and affordable food</b> options due to a limited number of grocery stores,</p>	<p><b>Land Use and Transportation Strategies</b> reduce pollution burdens and improve air quality and increase opportunities for new park and open space uses.</p> <p>Address <b>illegal dumping and blight</b> through a coordinated community education effort to promote responsible waste management practices and foster a clean and sustainable urban environment.</p> <p>Address <b>food desert conditions</b> to improve access to healthy and affordable food options for all residents.</p> <p>Prioritize meaningful <b>community engagement</b> to ensure that the City's</p>





General Plan Element	Context and Issues	Policy Approaches
	quality restaurants, community gardens, and farmers' markets. Some areas are overly concentrated with fast-food restaurants and convenience and liquor stores.	priorities reflect residents' values, interests, and demographics.
<p><b>Public Safety</b></p> <p>The <i>Public Safety</i> element establishes a framework that identifies potential risks within the City that pose a threat to the community's welfare, public health, and overall safety and prepares the community to minimize risks and harm resulting from these hazards.</p>	<p>Compton has had a historically high <b>crime rate</b> relative to the region, but crime rates can vary over time, and the City has made efforts to address these issues and improve public safety.</p> <p>Compton has <b>aging fire department stations</b> that are deteriorating and need financial investments.</p> <p>Due to Compton's prevalence of industrial sites near residential areas, the risk of <b>pollution-related health problems</b> is increased.</p> <p>This strategic location presents Compton useful economic opportunities, it also risks higher levels of pollution, urban heat island effect, and greenhouse gas emissions.</p>	<p>Strengthen community policing, increase law enforcement presence, and expand crime prevention programs to <b>improve public safety</b>.</p> <p>Secure funding to renovate and <b>modernize aging fire department stations</b>, ensuring they can effectively respond to emergencies.</p> <p>Enforce <b>stricter pollution control measures</b> and enhance monitoring around industrial sites near residential areas to protect public health.</p> <p><b>Promote green infrastructure</b>, increase urban tree cover, and reduce greenhouse gas emissions to combat the urban heat island effect and enhance climate resiliency.</p> <p>Promote increased code enforcement activity against Compton Municipal Code violations.</p>



General Plan Element	Context and Issues	Policy Approaches
<p><b><i>Our Historic Resources</i></b></p> <p>The <i>Historic Resources</i> element provides guidance that will allow the City of Compton to effectively preserve, enhance, and maintain buildings, sites, and landmarks which have been deemed architecturally, and/or historically significant.</p>	<p>As Compton continues to grow, identifying and protecting historic resources that reflect local architectural, historical, and cultural identity will enrich the physical and social environments.</p> <p>Compton lacks a comprehensive <b>Local Historic Resources Identification and Designation Program</b>, which has resulted in missed opportunities to recognize and protect significant historical resources. Without a formal program, many of Compton's unique assets remain under-acknowledged and at risk of deterioration or loss.</p>	<p>The City's three-phase <b>preservation strategy</b> involves public engagement and collaboration, asset identification, and establishing preservation regulations and incentives.</p> <p>A <b>historic asset mapping program</b> can give community members a participatory platform to spotlight local historic assets that are significant and comply with accepted historic preservation criteria.</p> <p>Support efforts to identify and commemorate historic structures and sites, and historically and culturally sensitive areas in Compton through a <b>historic structures and site commemoration program</b>.</p> <p>Pursue grant funding opportunities dedicated to Historic Resource Preservation and <b>adopt a Historic Resource Preservation Ordinance</b> to formalize protections for historic assets. Additionally, prohibit the demolition of structures over 50 years old without first conducting an analysis to determine their potential for preservation.</p>





CITY OF COMPTON

# Chapter 2

## LAND USE ELEMENT





# CITY OF COMPTON





# Chapter 2

## Land Use Element



### Introduction

This chapter provides the foundation for future land use decisions by establishing planned land use patterns and development densities and intensities citywide. The overarching goals are to accommodate varied housing types, provide diverse employment districts, plan for parks and open spaces, and create great civic places.

**Land use** refers to the purposes for which land is planned and utilized to meet societal needs and a city's economic objectives. In suburban communities like Compton, land is used for many purposes: as residential neighborhoods, commercial shopping centers, office and business parks, centers of industrial activity, schools and parks, and flood control. While Compton's land use patterns have been long established, evolving community needs and external influences, such as the extension of light rail transit to and through the City in the 1990s, can result in incremental change. The land use component of this element defines the envisioned and desired changes.

**The Land Use Element reflects the Compton community's vision; promotes thoughtful, equitable, and accessible distribution of different land uses; and aligns with other General Plan elements. But land use is only a starting point. Improvement of the physical city must be coupled with policies and actions focused on underlying social and economic issues.**

## LAND USE ELEMENT

### Purpose of the Element

Consistent with State law (Government Code section 65302(a) d), the land use section of this element designates the general distribution and intensity of land uses, including housing, commercial, business, industry, open space, and public facilities. This element also addresses urban design to improve Compton's character and identity. In practice, the element addressing land use is often the most visible and frequently consulted element in a general plan. Yet, the goals, policies, and programs in this element must respond to the specific contents in all other elements.



*Martin Luther King, Jr. Memorial at the Civic Center*

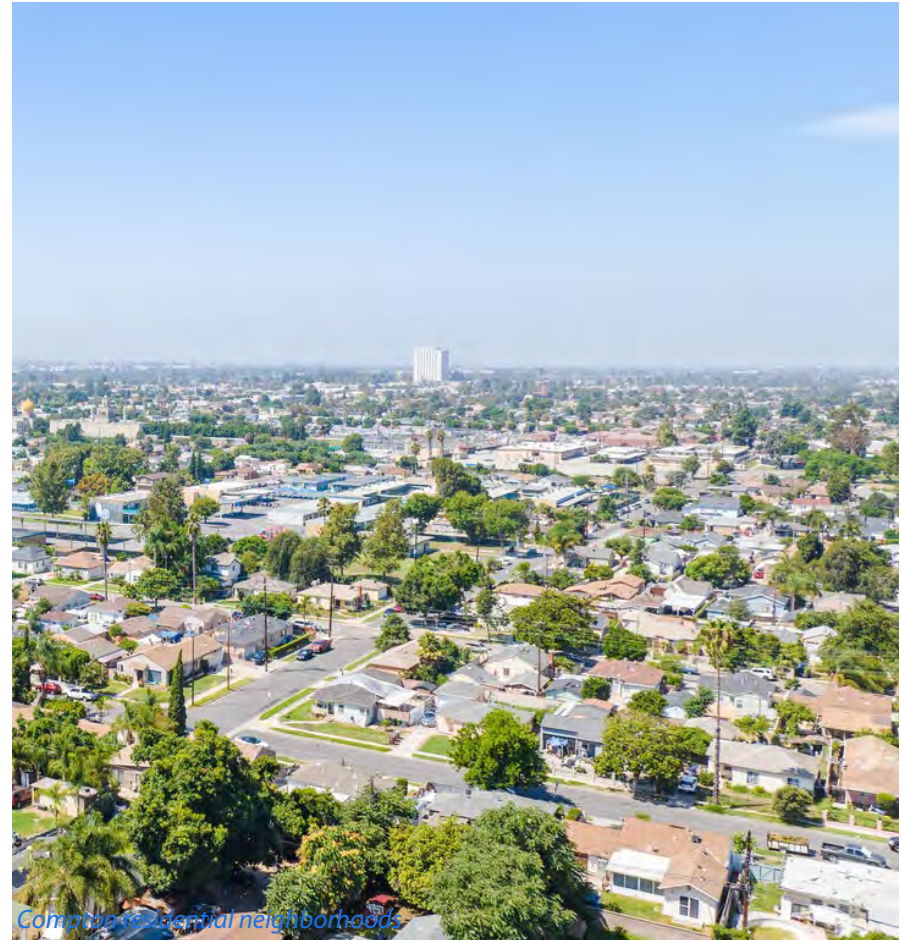


## Land Use and Physical Environment

### Community Context

Compton holds the distinction of being one of the oldest cities in Los Angeles County, having been incorporated on May 1, 1888. During its long history, the City has evolved from an agricultural community to a significant industrial center, encompassing transit, business services, technology, and manufacturing. This progression has been accompanied by formidable challenges due to rapid change, particularly in the immediate post-World War II years. As soldiers returned to the United States looking for places to settle and raise families, Compton became a distinctly residential community, with new subdivisions replacing the farmlands. This promise of home ownership, however, did not extend to African American families. Discriminatory land use practices and racially motivated violence kept African Americans from moving into the city. And when these families began to make progress in integrating into neighborhoods, many white families and businesses left, taking with them their wealth and investments. The effects of structural racism and inequality still impact the health and livelihoods residents today. Past practices of exclusion, disinvestment, economic decline, and sustained poverty are evidenced by the higher pollution exposure, underinvestment in physical and civic infrastructure, limited services, low homeowner rates, and many vacant commercial storefronts. Despite these challenges, Compton residents remain resilient and optimistic that the community can change.

The land use and mobility plans in this element acknowledge the history of underinvestment and look to overcome the barriers that have constrained change and community enhancement.



Compton residential neighborhoods

Compton Today

Compton's land use and physical development patterns reflect the city's history and evolution. Compton incorporated in 1888, and the earliest development areas were centered around what is today Downtown Compton and the surrounding neighborhoods. Decisions made long ago have influenced the location of residential neighborhoods, commercial centers, and industrial districts. They have also played a role in establishing the street pattern, which predominantly follows a grid system. On July 14, 1990, the Metro A Line (formerly Blue Line) Compton Station opened, creating new opportunities within the built environment within walking distance of the station.

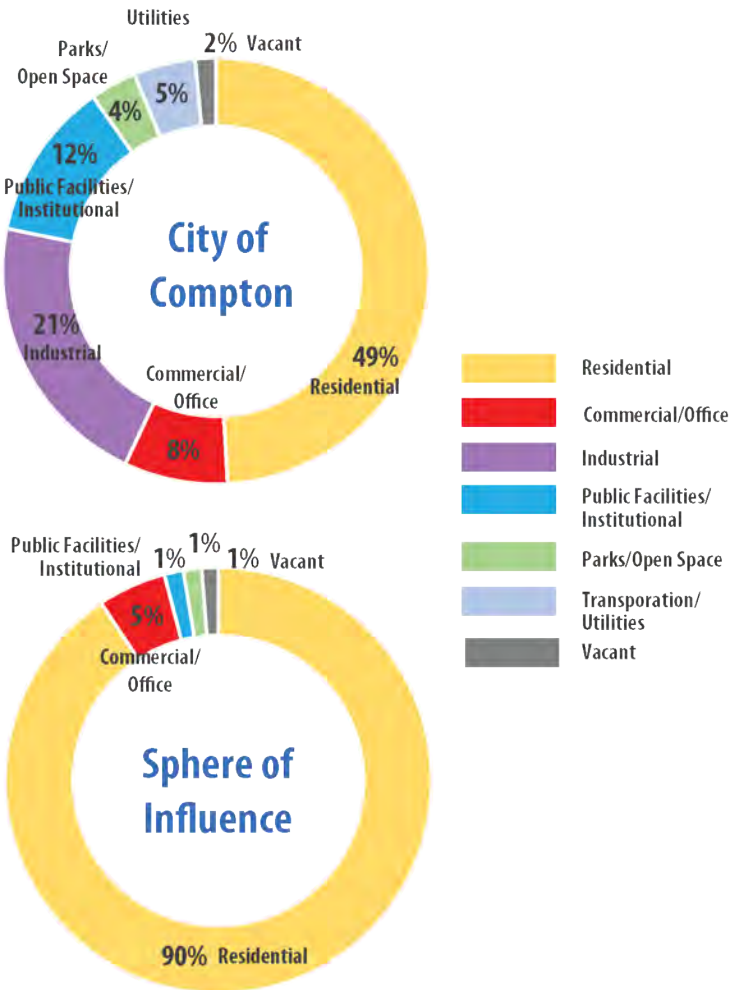
Land Use

Existing land use and development plans and regulations provide a starting point for understanding past planning efforts that have shaped and continue to shape Compton.

Existing land use reflects the current condition of the built environment in a city, which may not always align with the zoning code and map. Compton comprises roughly 19,698 parcels, covering almost 5,090 acres, excluding street rights-of-way. The sphere of influence adds 423 acres. Together, the corporate city boundary and all sphere areas are considered the "Planning Area." Most development within the Planning Area is residential (2,461 acres). Figure LU-1 depicts land use acreage in Compton as of 2024. Single-unit residential uses overwhelmingly dominate Compton's land use, with most development consisting of subdivisions of detached homes built out at 7.1 to 10 dwelling units per acre. Single-unit residential land uses are distributed citywide, while industrial uses are concentrated along the north, south, and central corridors. Educational land use exists in pockets, and commercial land uses are primarily located

along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard.

Figure LU-1: Land Use Acres Percentage (2024)





## Urban Form

Urban form refers to the physical layout, structure, and spatial characteristics of a city or urban area. The term encompasses the arrangement, design, and organization of buildings, streets, public spaces, infrastructure, and land uses within an urban environment. Urban form reflects the historical, cultural, social, economic, and environmental factors that have shaped a city over time. Generally, the age of buildings in Compton tends to be older, with only a few areas featuring construction from 1991 to the present. A significant number (64.5%) of buildings in Compton were constructed between 1931 and 1950, while over 51% of units were built between 1940 and 1959. Buildings older than 60 years may begin to deteriorate if not properly maintained. Much of the city features smaller building footprints, reflecting residential subdivisions and smaller business areas. In Compton, the average single-unit dwelling lot size is 7,000 square feet, whereas multi-unit dwelling lot size averages 11,000 square feet. Commercial or industrial zoning have specific lot size requirements and are typically larger to accommodate large buildings and parking for vehicles and trucks. Commercial lots in Compton average 11,000 square feet in size, whereas industrial buildings average 70,000 square feet. Lot size is an important consideration when buying or selling property, as it can affect the property's value, potential use, and zoning regulations. Lot size can also contribute to the overall character and aesthetics of a neighborhood or community.

To take better advantage of light rail service and bus service along the corridors, opportunities exist to create mixed-use environments. Also, the separation of industrial districts serves the city well in terms of creating distinct areas for employment-generating uses, including those that may generate noise and other impacts incompatible with residential neighborhoods.



*Wilson Park and surroundings along Alameda Corridor*

### Key Considerations

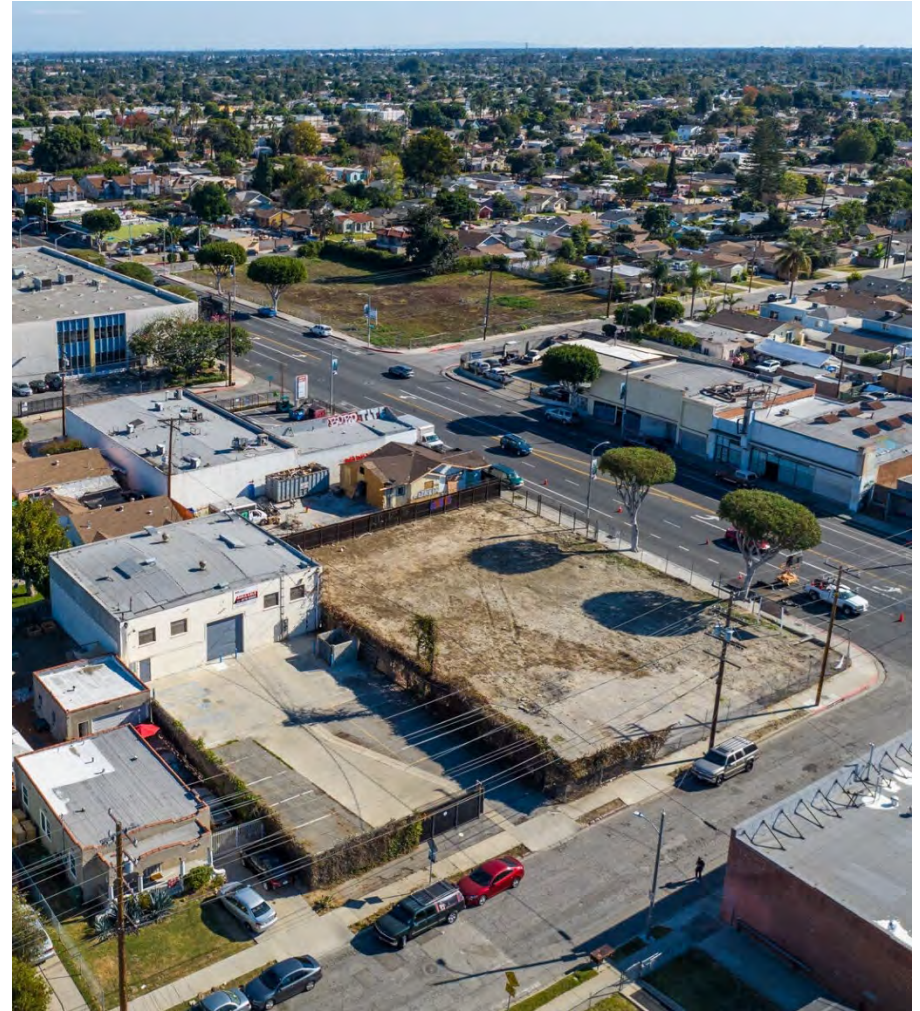
For decades, Compton has wrestled with a negative image that does not reflect the community's deep and diverse cultural roots, its longstanding commitment to advocacy and social justice, and its historic legacy of being a suburban haven for young families. The Compton of today is much different than the Compton of the 1980s and 1990s. While the challenges the City faces today have changed, those challenges are still significant, complex, and interconnected. The key land use challenge and goal for Compton is community improvement and transformation. Working toward this goal requires a multi-faceted approach that addresses the factors needed for a healthy, livable city.

#### Community Safety

The physical appearance of a community and residents' perceptions of physical space affect feelings of safety. In Compton, issues such as community deterioration, lack of public gathering spaces, and diminished economic opportunities have created areas where residents feel unsafe. Community safety also affects community health, as people may not be as willing to be outside walking, biking, or exercising if they feel unsafe.

#### Physical and Economic Blight that Detracts from Community Character

Conditions of physical and economic blight are evident along major commercial corridors. Businesses do not necessarily provide goods and services that residents desire. The corridors lack a cohesive visual identity and do not integrate with adjoining neighborhoods. Issues include aging vacant or abandoned buildings, lack of private investment, high business turnover, distressed properties, lack of uniformity, deficiencies in pedestrian amenities, and incompatible uses.



*Vacant properties along Compton Boulevard*





### **Aging and Deficient Infrastructure**

Compton's aging infrastructure, built over the city's lifetime to accommodate a growing population, needs repair or replacement. If infrastructure conditions are left unaddressed, consequences include increased safety concerns, reduced service levels, accelerated depreciation of assets, increased community dissatisfaction, and property damage claims.

### **Lack of Diverse Employment Uses**

While Compton has substantial land area devoted to industrial uses, a lack of a diversity of other job-producing uses, namely office and research and development uses, limits local employment opportunities. Expanding job-producing uses can diversify the economy and advance the economic position of city residents.

### **Economic Development**

The demand for housing for all income levels is a local and regional issue; any housing built is quickly absorbed. However, housing must be balanced with the need for revenue and employment-generating uses that pay for services and infrastructure. When economic development is prioritized, residents may have better access to jobs and services.

### **Need for Commercial and Local Services**

Residents have expressed a need for better access to local and diverse commercial goods, restaurants, family entertainment, and services—and grocery stores in particular—near established residential neighborhoods. Opportunities exist to increase the number, location, and variety of retail stores and establishments citywide, especially along commercial corridors.

### **Housing Demand**

Since the early 2000s, housing production in California has lagged and the State legislature has placed pressure on communities to create friendlier conditions for new construction: through land use policies, zoning regulations, and streamlined processes for development applications. One key driver for the land use plan is the housing production goal, known as the Regional Housing Needs Assessment (RHNA), established every eight years by the Southern California Association of Governments (SCAG). For the 2021-2029 planning cycle, Compton has been required to demonstrate land use capacity to accommodate 1,004 new housing units. Subsequent planning cycles may have equally aggressive targets.

### **Extension of Passenger Rail**

The City is accessible via the Metro A Line (formerly the Blue Line) light rail system, which connects downtown Los Angeles to Long Beach. The Compton and Artesia stations in Compton provide a convenient rail transit option for commuters and other travelers. A significant opportunity for transit-friendly uses and development intensities is presented around these two rail stations.

### **Negative Impacts from Industrial Uses**

Industrial uses are an important part of the City's economic and employment strategy. At the same time, the type and location of industrial uses must be considered. Issues include proximity of heavier industrial uses to residential neighborhoods and a high level of truck traffic on streets and the resulting pollution burden this creates. The Alameda Corridor, the 20-mile freight rail expressway that connects the ports of Los Angeles and Long Beach with the transcontinental mainlines near downtown Los Angeles, also contributes to elevated pollution burdens.

## LAND USE ELEMENT

### **Lack of Parks Space**

Residents have commented on Compton's lack of adequate parks and spaces for recreation. Compton has less than 1 acres of parkland per 1,000 residents (2023). Typically, cities use a benchmark of anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents as sufficient to meet needs. The limited availability of parkland can result in overcrowding in existing parks, limited opportunities for outdoor activities, and potential negative impacts on community members' physical and mental health.

### **Community Design**

Basic urban design principals focus on creating "a sense of place"—an identity—and ensuring public spaces and streets make people feel comfortable. For private properties, good urban design means requiring that development projects reflect the high design quality that Compton strives for and that the community desires. Urban designers must also consider the needs and perspectives of all residents and prioritize equitable development to ensure that all residents can benefit from well-designed buildings and public spaces.

### **Compton Station Specific Plan**

In 2022, the City adopted a transit-oriented development specific plan to transform the Compton Transit Station area into a vibrant mixed-use village with access to enhanced public spaces. Future development here will have the highest densities in the city. Land use policies applicable to adjacent areas should continue the transit-oriented land use approach.

### **Environmental Justice**

Professional planners and public health experts have fueled a growing awareness of how the design of the physical environment affects public health. Within some Compton neighborhoods, residents have little or no

access to healthy and affordable food options due to a limited number of grocery stores, quality restaurants, community gardens, and farmers' markets. Some areas are overly concentrated with fast-food restaurants and convenience and liquor stores.

Compton's expanses of structures, asphalt, and concrete, combined with a lack of tree canopies and shading facilities, contribute to increases in ground temperatures and create an adverse urban "heat island" heat effect.

### **Preserving the City's Heritage**

Compton's urban culture is distinguished by its diversity, liveliness, and resilience, along with a steadfast commitment to advancing social justice and constructing a more robust and fair community for all residents. One neighborhood that exemplifies this culture and heritage is Richland Farms, recognized for its rural atmosphere, equestrian lifestyle, and horse-keeping traditions. The area showcases a distinct cultural heritage within the urban landscape and should be preserved. The many murals in the city are also a testament to the artistic talent and creativity of the Compton community. The many places of religious worship attest to the importance of residents' faith and community cohesion.





### Displacement Risk

While new investment can bring positive changes, it can also result in long-term residents being displaced due to rising housing costs and thus not benefiting from new investments in housing, healthy food access, or transit infrastructure. The Urban Displacement Project<sup>1</sup> defines gentrification as “a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in – as well as demographic change – not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents.” Even for long-time residents who can afford to stay in newly gentrified areas, changes in the make-up and character of a neighborhood can lead to a reduced sense of belonging or feeling out of place in one’s own home. As the City pursues needed investment and development, it should also consider the effects on these communities (see Figure LU-3) to mitigate large-scale displacement.

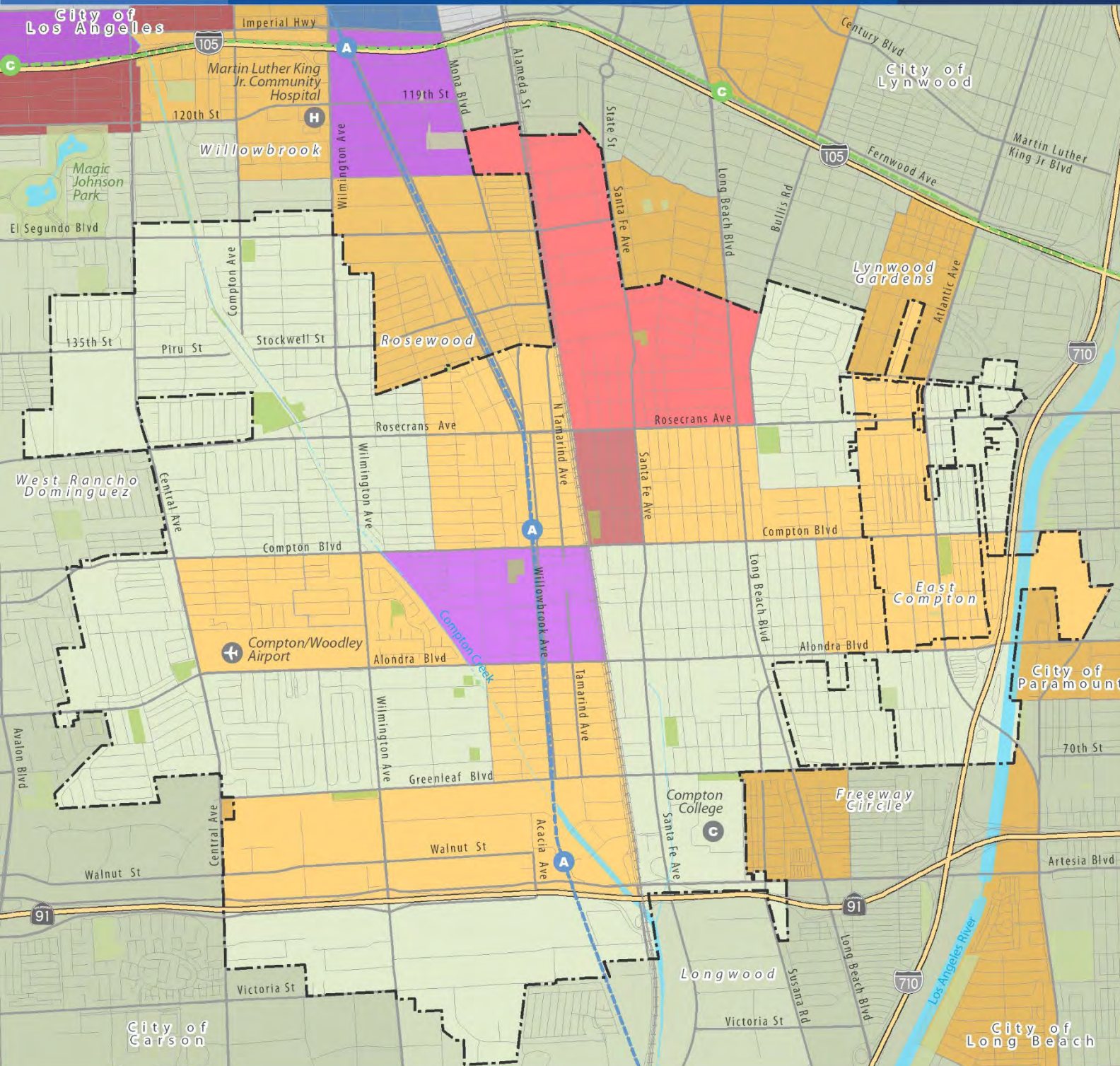
**Notable portions of Compton have low-income renting communities who are more susceptible to displacement. As the City pursues needed investment and development, it should also consider the effects on these communities to mitigate large-scale displacement.**

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<sup>1</sup> The Urban Displacement Project is a collaboration between the University of California, Berkeley and the University of Toronto (Canada) focused on understanding and describing

“the nature of gentrification, displacement, and exclusion, and also to generate knowledge on how policy interventions and investment can support more equitable development.”

Figure LU-3  
Displacement Risk



#### Displacement Categories

- Elevated Displacement for Very Low-Income and Low-Income Households
- Elevated Displacement for Low-Income and High Displacement for Very Low-Income Households
- Elevated Displacement for Very Low-Income Households
- Elevated Displacement for Low-Income Households
- High Displacement for Very Low-Income and Low-Income Households
- At Risk of Displacement
- Lower Displacement Risk
- Low Data

#### Base Map Features

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

Data Source: Urban Displacement Project.  
Chapple, K., & Thomas, T., and Zuk, M.; 2022.  
Map Date: July 2022





## Land Use Plan

Compton is committed to planning for land uses that create a balanced community, one that:

- Transforms aging commercial corridors into mixed-use districts
- Provides housing opportunities for people of all income levels and lifestyles
- Maintains a diverse and welcoming business environment
- Ensures the City's financial health with sufficient reserves
- Improves community health
- Leads to equitable outcomes
- Protects and enhances community assets
- Creates opportunities for community benefits from future development
- Provides opportunities for orderly growth and supports redevelopment opportunities
- Exemplifies community pride

The Land Use Plan consists of land use categories and the land use map that displays the pattern, distribution, and intensity of those land use categories, or types.

## Community Benefits Program

Growth in Compton must be sustainable and equitable and produce vital public community benefits responsive to community needs; this is a central General Plan objective. This General Plan links growth and public benefits through the Community Benefits Program (CBP). The CBP offers developers an avenue to achieve their full development objectives if they contribute to a community benefit program. This program applies only to new developments within the Community Mixed Use and Transit Priority Mixed Use land uses (see discussion below). Guidelines for utilizing the CBP will be outlined in the zoning code and will offer a predictable and transparent process. Community benefits secured via the CBP must complement, rather than replace, those mandated by the City's development standards and any existing impact fee or in-lieu fee requirements. Developer incentives will be commensurate with the benefits provided to the community, as assessed by the City. While the City has identified specific community benefits as key priorities to align with the General Plan vision, developers are encouraged to propose alternative potential benefits (see Figure LU-4).

**Figure LU-4: Community Benefits**





## Policy Approaches

Compton uses the concept of “land uses” to designate the appropriate and desired development patterns for each type. The land uses provide the design intent and key planning, and design parameters related to how each place will be developed, as well as guidance on elements such as density and building height. Collectively, the defined elements of each land use help ensure that future development creates the desired character and function.

The overarching strategy is to facilitate redevelopment and provide for new uses that strengthen and diversify the business sector and provide additional housing opportunities. These key policy approaches frame the creation of the place type classifications:



Opportunities for future growth and intensification are targeted along the City’s **major mixed-use corridors**: Rosecrans and Central Avenues and Compton, Alondra, and Long Beach Boulevards. Residential will continue to be the predominant land use. Industrial areas will be preserved to maximize employment and economic development opportunities. Established single- and multifamily neighborhoods will be preserved.



Land use **transitions** will minimize conflicts between new and established development. Buildings must transition in scale to the adjacent neighborhoods, and businesses should have operating characteristics compatible with adjacent uses. All new development will respect the height, massing, and open space characteristics of the neighborhood. New buildings will be designed to reflect

the established community to allow for better integration.



A **community benefits** program allows developers and property owners to incorporate community benefits into proposed development projects in exchange for increased development potential. This program is intended to facilitate the production of new multifamily and mixed-use residential development with amenities that benefit the public and are offered in two mixed-use place types.



**Complete Neighborhoods** are areas where residents have convenient access to the goods and services, they need on a daily basis. This includes a range of housing options, grocery stores and other neighborhood-serving commercial services, quality public schools, public open spaces and recreational facilities, and access to reliable transit. In a complete neighborhood, the network of streets and sidewalks is interconnected, which makes walking and bicycling to these places relatively easy for people of all ages and abilities.



Community improvement and investment can bring positive changes but can also result in long-term residents being displaced and therefore not receiving benefit from new investments in housing, healthy food access, or transit infrastructure. Policy approaches that address **displacement** include economic development strategies that leverage emerging opportunities and balance the need for revenue-generating uses with the need for new, accessible housing and the preservation of

## LAND USE ELEMENT

neighborhoods with cultural and historic roots. Ensuring that any new development projects provide community benefits that enhance the community's quality of life is critical.



**Healthy communities** are places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstance.



**Sustainable communities** include a quality of life that is balanced between the economic, social and environmental needs of the communities. Sustainable development combines strategies to reduce pollution and preserve natural resources with improvements in transportation and housing, public safety and health, and social amenities.



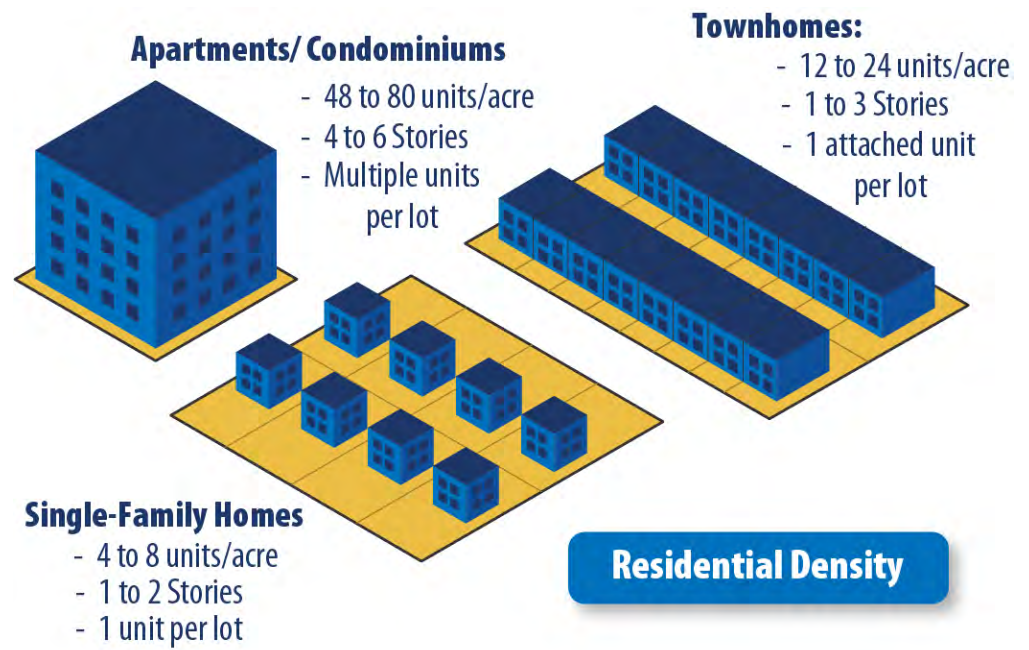
## Place Type Map

The Land Use Map (Figure LU-5) identifies the planned patterns of land use in Compton, with details for each place type described below. For each place type, a maximum level of development density or intensity is established.

- **Density.** For each residential and mixed-use designation, the range of allowable development is defined as its density, calculated as the number of dwelling units allowed per net acre (du/ac). The maximum density represents a potential maximum density, or number of housing units per acre, that could be achieved if all other requirements are met, including development standards such as minimum setback and maximum building height set forth in the zoning code.

## Figure LU-5: Residential Density

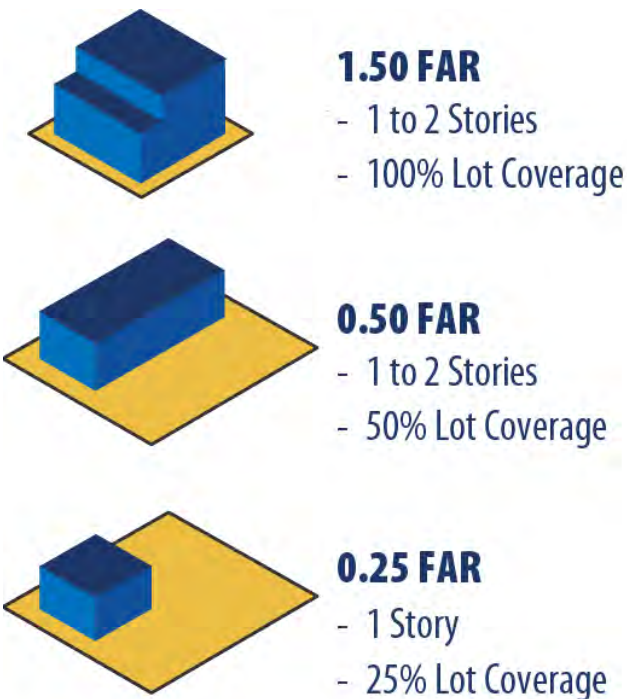
Residential housing density refers to the number of dwelling units per acre and represents a way to describe a type of housing, from detached single-unit dwellings to duplexes, townhomes, and multi-unit developments.



- **Intensity.** Land use intensity for nonresidential uses is measured in terms of floor area ratio, or FAR. FAR is the ratio between the total gross floor area of all buildings on a lot and the total lot area. Higher FARs generally indicate larger buildings and/or more stories, although the size and height of buildings can vary a great deal within the same FAR (see Figure LU-6).
- **Density and Intensity in Compton.** To establish a dynamic mix of residential and commercial uses in mixed-use areas, more residential building intensity is regulated by FAR where nonresidential uses are planned. All projects are subject to additional regulations in the zoning code, applicable specific plans, and other special zoning tools.

### Figure LU-6: Non-Residential Floor Area Ratio (FAR)

Floor Area Ratio (FAR) defines the ratio of a building's total floor area to the size of the parcel of land upon which it is built, controlling development intensity. For non-residential developments like commercial or industrial buildings, FAR dictates the permissible building volume relative to land area, influencing design, height, and massing.

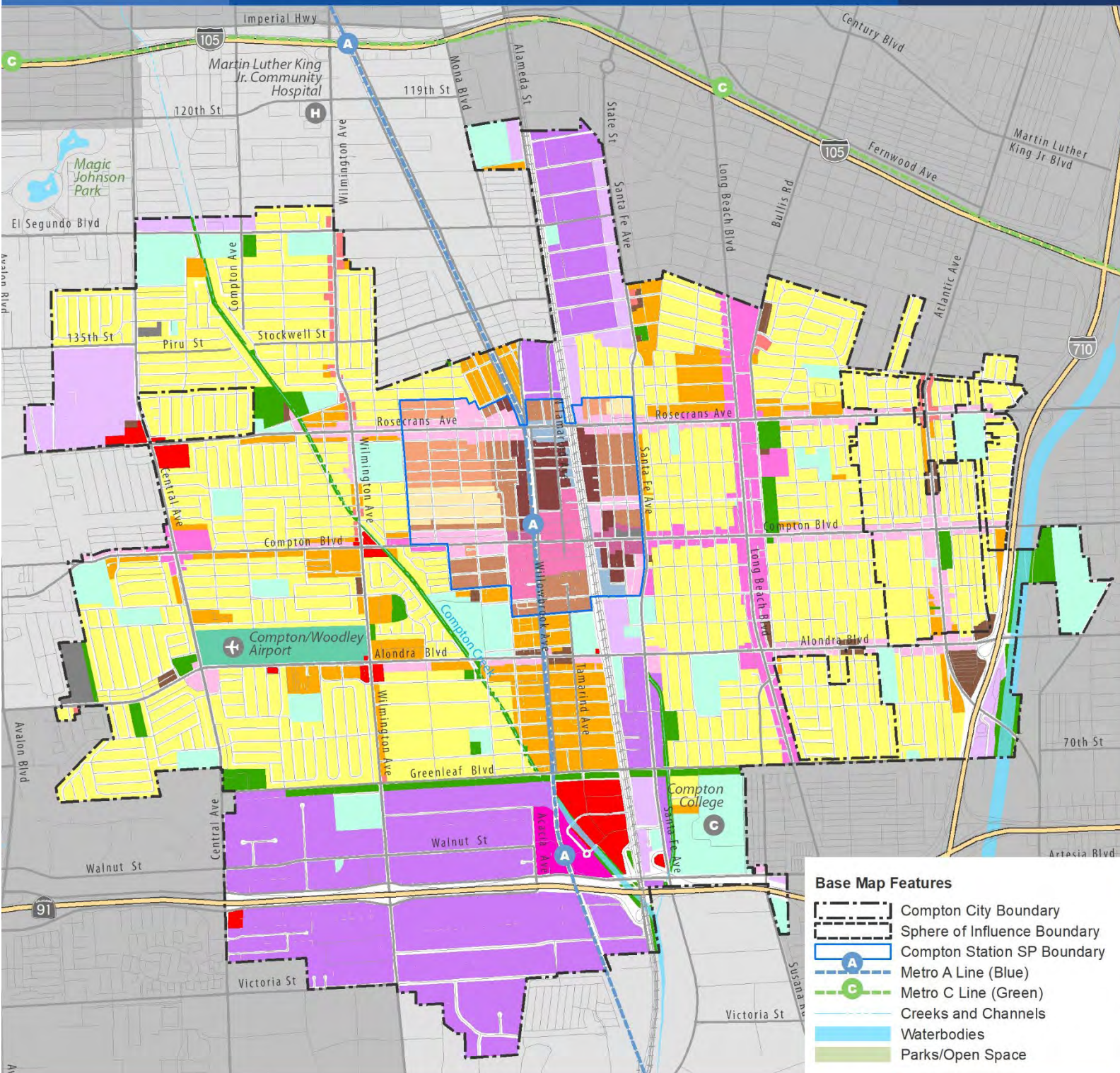


**Floor-Area Ratio (FAR)**



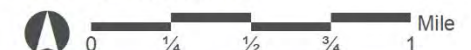


Figure LU-7  
Land Use Policy Map



Data Source: City of Compton, 2024.

Map Date: January 2025

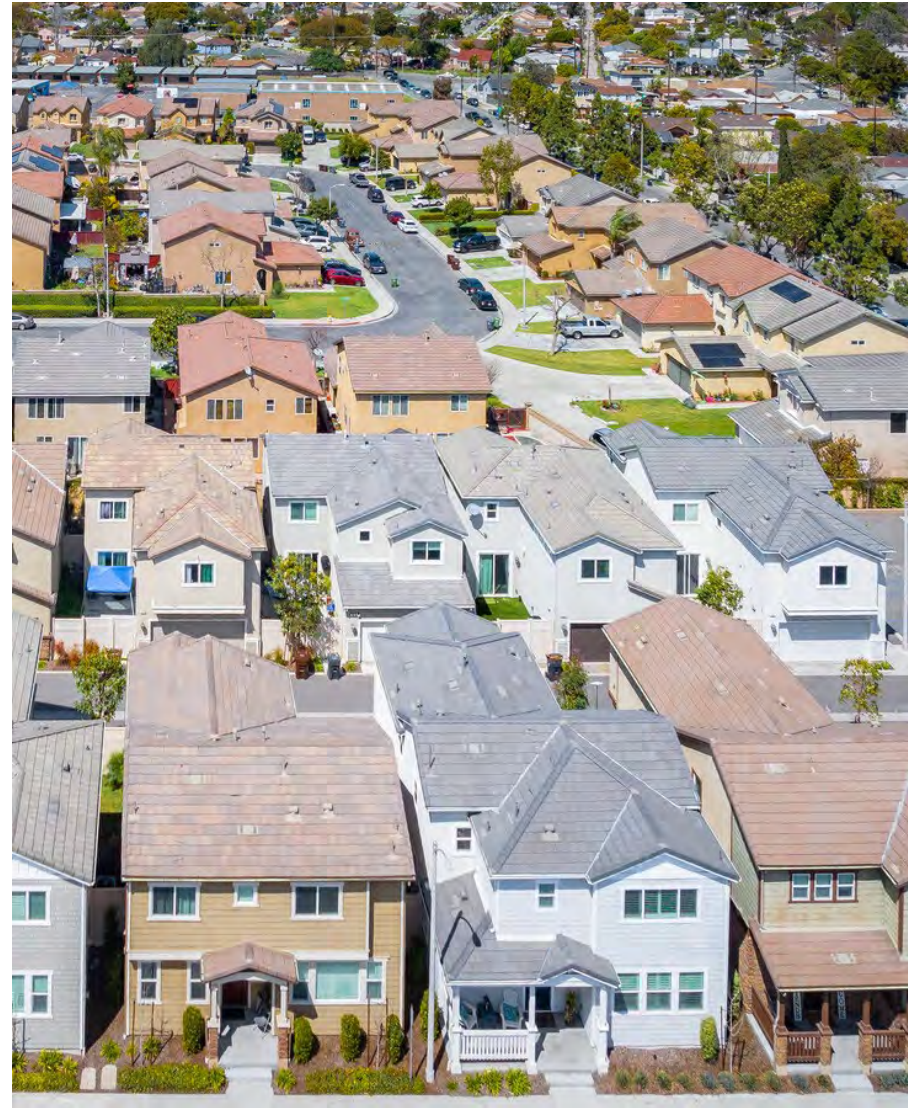




### Residential Place Type Designations

Three residential designations apply to properties that support residential uses, together with institutional and recreational uses that help create complete neighborhoods: schools, public parks, and religious institutions. Limited neighborhood-serving businesses in small buildings may be allowed on select corner parcels to provide goods and services for daily needs and community gathering spots. Civic uses, such as fire stations, schools, and churches are allowed, provided such uses are oriented toward serving the needs of the neighborhoods.

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



*Residential neighborhood near Rosecrans Avenue and Thorson Avenue*







## Low Density Residential

### Context

Single-unit detached residential use is the most predominate land use within Compton. Subdivisions of detached housing dominate the land use pattern. Most areas have a residential housing density ranging from seven to 10 units per acre. Reflective of the long-ago “ranchette” development approach, a few areas have relatively low densities, from 0.3 to 5.0 units per acre, such as in Richmond Farms bounded by Greenleaf, Alondra, Wilmington and Compton Creek. In this neighborhood, homes are set farther back from the street and have deep backyards, where animal keeping was common through the World War II era.

### Development Pattern

This Land Use maintains established development patterns, densities, and scale. The LDR Place Type promotes maintaining single-family homes. Development will consist primarily of single-family detached homes with a mix of single-family attached housing, such as duplexes, triplexes, quadplexes, and townhomes, consistent with allowed maximum densities. In key locations, properties may have equestrian and animal uses and related activities.

Parking is provided in garages accessed by street (front loaded) or alley (rear loaded).



## LAND USE ELEMENT

### Density/Intensity

1.0 to 12 units per acre

4 to 50 persons per acre<sup>2</sup>

### Building Height Transitions

1 to 2 stories

### Transitions

The Low Density Residential Place Type promotes maintaining single-family homes while allowing neighborhood edges, transitions and key intersections to have appropriately scaled multi-family structures, public facilities, and small-scale neighborhood-serving commercial uses. New buildings will be designed to reflect the characteristics of single-family homes to allow for better integration. All new development will respect the height, massing, and open space characteristics of the neighborhood.

### Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, and bicycle facilities
- Sidewalks
- Neighborhood commercial uses with pedestrian orientation

### Community Health and Sustainability

- Green building approaches integrated into retrofits of established homes
- Increase street tree coverage

- Drought-tolerant landscaping and efficient irrigation
- Solar power accommodation
- Green buffers between residential areas and industrial businesses or freeways



<sup>2</sup> Based on 4.17 persons per household, per the 2020 U.S. Census.







## Medium Density Residential

### Context

In Compton, medium density residential uses provide a transition between lower-density areas and more intense land uses. West of Compton Creek and between Alondra and Compton Boulevards, neighborhoods typically have densities ranging from 10 to 20 per acre. In this area, a housing development consists of single-unit homes with small lot sizes, allowing for a higher number of homes per acre.

### Development Pattern

This Place Type maintains and enhances the character of suburban neighborhoods of single-family attached and multifamily housing.

Attached housing, such as duplexes, triplexes, quadplexes, small multiple unit buildings, and townhomes are allowed, consistent with allowed maximum densities. New development complements established development patterns, densities, and scale.

Parking is provided in garages or surface parking lots.

### Density/Intensity

12.1 to 25 units per acre

50 to 104 persons per acre

### Building Height Transitions

1 to 3 stories

## LAND USE ELEMENT

### Transitions

The Medium Density Residential Land Use promotes maintaining a single-family home character and acts as a transition between lower-density areas and more intense residential or commercial uses. Key intersections will have appropriately scaled multi-family structures, public facilities, and small-scale neighborhood-serving commercial uses. New buildings will be designed to reflect the characteristics of surrounding homes to allow for better integration. All new development will respect the height, massing, and open space characteristics of the neighborhood.

### Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- Sidewalks
- Integrated private recreational facilities and communal gathering spaces
- Building facades and entrances oriented toward streets
- Designed for pedestrian emphasis
- Crime prevention through environmental design approaches

### Community Health and Sustainability

- Orient buildings to maximize roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Increase street tree coverage
- Encourage green building approaches
- Accommodate electric vehicle charging
- Require secure bicycle parking



*Pedestrian friendly street fronts*







## High Density Residential

### Context

Compton has only a few high-density residential areas. In most instances, these areas are located at the edges of lower-density residential neighborhoods and along major corridors such as Rosecrans Avenue, Willowbrook Avenue, and Compton and Alondra Boulevards.

### Development Pattern

The High Density Residential Place Type promotes well-designed infill housing where multi-family residential already exists or where residents would be well served by proximity to commercial and transit services. Designs should contribute to walkable streets by incorporating pedestrian-oriented building frontages, balancing building massing with usable on-site open space, allowing edge transitions, accommodating mixed-use building approaches where commercial services are lacking,

and providing innovative multi-family housing options that address the varying needs of residents.

Land uses are characterized by two- to four-story multi-unit residential buildings with higher building heights where context appropriate. Uses should include on-site private and common open space areas.

Parking is provided through shared or private facilities such as garages, surface parking lot, or parking structures.

### Density/Intensity

25.1 to 40 units per acre

50 to 167 persons per acre

### Building Height

2 to 4+ stories

## LAND USE ELEMENT

### Transitions

The design of multi-family buildings must relate to surrounding context, whether it is historic or associated with a recognizable design era. All development must exhibit a high standard of design and materials, maintain privacy standards, and require public frontages that contribute to the larger street and block character.

### Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- Sidewalks
- Integrated private recreational facilities and communal gathering spaces
- Building facades oriented toward streets
- Designed for pedestrian emphasis
- Crime prevention through environmental design approaches
- Encourage facilities to handle package deliveries

### Community Health and Sustainability

- Orient buildings to maximize roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Increase street tree coverage
- Encourage green building approaches
- Accommodate electric vehicle charging
- Require secure bicycle parking



*Common open space recreation facilities*



*Communal garden plots*





## Commercial Place Type Designations

Two commercial categories are established to support a broad range of commercial services that meet residents' needs, attract regional spenders, and generate local tax revenues.

- Neighborhood Commercial
- Community Commercial



*Commercial businesses that offer entertainment opportunities*





## Neighborhood Commercial

### Context

In Compton, commercial land uses are located primarily along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, Alondra, Santa Fe, and Compton Boulevard. Most commercial areas abut lower-density residential uses. Future commercial intensification is expected through mixed-use development in the core of the City, within the Compton Station Specific Plan, and along major corridors. As such, this Place Types is intended for smaller, neighborhood-serving commercial uses where smaller lot development patterns predominate.

### Development Pattern

The Neighborhood Commercial Land Use is defined by low- and moderately-scaled neighborhood-serving development that provides for a broad range of daily needs—commercial goods and services, civic

amenities, and community gathering spaces—at prime locations within easy reach of neighborhood residents. Commercial development should accommodate and encourage pedestrian access and connectivity and must be compatible with surrounding development in terms of scale, building design, materials, color, and quality architecture.

Allowed uses focus on low-impact businesses, with an emphasis on local-serving uses. Small-scale office use is allowed. Prohibited uses include any with late-night operations and any that result in overconcentration of businesses engaged in alcohol sales.

Street parking is encouraged to buffer the sidewalk zone from passing cars and buses. District or shared-use public or private parking areas may be an appropriate strategy where parking is difficult to accommodate on small individual parcels.





**Density/Intensity**

1.0 FAR maximum

**Building Height**

Up to 2 stories

**Transitions**

Given the small block sizes and mix of different uses, transitions between uses and developments are critically important in commercial Place Types. Flexibility is key, but businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Adequate setbacks must be provided to separate auto-oriented repair/maintenance developments from adjacent residential neighborhoods. Buildings must transition in scale to the adjacent neighborhoods.

**Community Health and Sustainability**

- Encourage electrical systems for rooftop solar panels
- Require climate-appropriate landscaping
- Encourage green building approaches
- Require easy pedestrian access from sidewalks and building entrances
- Provide bicycle facilities
- Incorporate well-lighted public gathering spaces
- Crime prevention through design



*Neighborhood commercial businesses*



## Community Commercial

### Context

In Compton, higher-intensity commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard. Most commercial areas abut lower-density residential uses. Future commercial intensification is expected through mixed-use development in the core of the City, within the Compton Station Specific Plan, and along major corridors. As such, this Land Use is intended for stand-alone commercial centers.

### Development Pattern

The Community Commercial Place Type provides for broader and more intense regional-serving commercial services that generate local tax revenues. Development will consist of integrated shopping centers and large retail uses.

Office uses are also allowed, particularly those that provide point-of-sale benefits to the City. Development allows for more intensive uses that maximize walkability and support transit.

Allowed commercial uses include a full range of retail, service, office, and entertainment uses. Specifically, regional and destination shopping centers and recreation-related commercial services are encouraged. Prohibited uses include any that result in overconcentration of businesses engaged in alcohol sales.

Transit stops should be well integrated with sidewalks, with pedestrian amenities provided for transit users where possible.

Onsite commercial parking must be designed so that it does not exacerbate parking issues in neighborhoods already impacted by a





shortage of available residential parking. Where a parking structure is used, it should have active ground-floor uses or be designed to be tucked within, behind, or under other building uses to preserve the sidewalk environment rather than detract from it. Shared parking opportunities should be explored so visitors can park to visit multiple merchants. Also, commercial parking, through agreements, can be used during non-business hours to reduce parking impacts within adjacent residential neighborhoods.

At key entryways, attractive gateway elements should be developed. Designs should reflect the City's culture, history, and community.

### **Density/Intensity**

0.5 to 1.0 FAR

### **Building Height**

Up to 3 stories

### **Transitions**

Given the small block sizes and mix of different uses, transitions between uses and developments are critically important in commercial Land Uses.

Flexibility is key, but businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation.

Adequate setbacks and screening must be provided to separate auto-oriented developments from adjacent residential neighborhoods. Buildings must transition in scale to adjacent neighborhoods.

### **Community Health and Sustainability**

- Encourage electrical systems for rooftop solar panels
- Require climate-appropriate landscaping
- Encourage green building approaches
- Design for freeway visibility where possible
- Accommodate vehicle charging stations
- Provide well-lighted public gathering spaces
- Thematic street trees and landscaping
- Provide bicycle facilities
- Accommodate public transit stops and curbside drop-off areas for pedestrians
- Crime prevention through design



*Regional commercial businesses*

### Mixed-Use Designations

This General Plan establishes three mixed-use categories to accommodate a diversity of complementary uses at varying scales of development along major corridors and near transit stations. The intent is to encourage investment in areas where market conditions and trends have resulted in vacant storefronts. Mixed-use development integrates residential and commercial uses as part of a cohesive development plan, with residential components located in the same building as commercial uses (vertical mixed use) or on an adjacent lot with a clear relationship to commercial uses (horizontal mixed use). On mixed-use properties, stand-alone residential and non-residential uses are allowed. Along transit corridors, this designation provides valuable new housing opportunities and encourages revitalization and intensification. Two of the mixed-use designations allow for increased densities through a community benefits incentive system.

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



*Mixed-use development example with pedestrian-friendly street frontage*







## Neighborhood Mixed Use

### Context

The City's major commercial corridors show signs of limited private investment and redevelopment, together with lack of maintenance and upkeep. Although these corridors have high visibility, with thousands of cars traveling along them daily, they lack the diversity of commercial and service uses desired by the community. The addition of mixed uses can work to revitalize struggling areas by providing much needed new housing development, which in turn increases the local presence of consumer for the goods and services offered.

### Development Pattern

The intent of the Neighborhood Mixed Use Place Type is to encourage revitalization and intensification of the City's corridors and to expand housing opportunities.

The Land Use allows a mix of compatible residential and commercial uses within a single development, integrated either horizontally or vertically. Stand-alone residential uses are also allowed. The design of these developments is critical to establishing their function as places where people can live, work, shop, recreate, and enjoy life in a compact district. The design of mixed-use developments should encourage socialization and pedestrian activity.

Onsite commercial parking must be designed so that it does not exacerbate parking issues in adjacent neighborhoods already impacted by a shortage of available residential parking. Where a parking structure

## LAND USE ELEMENT

is used, it should have active ground-floor uses or be designed to be tucked within, behind, or under other building uses to preserve the sidewalk environment rather than detract from it. Shared parking arrangements can benefit the intertwined residential and commercial uses.

### Density/Intensity

25 to 40 units per acre

50 to 167 persons per acre

1.0 FAR maximum

### Building Height

Up to 3 stories. Four stories if Mixed Use

### Transitions

Flexibility is key, but businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation.

Adequate setbacks along with visual and noise buffers must be provided to separate auto-oriented developments from adjacent residential neighborhoods. Buildings must transition in scale to the adjacent neighborhood, and single-family attached units or multifamily residential uses should act as a transition between the auto-oriented corridor and the adjacent single-family neighborhood.

### Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities

- Community gathering places
- Sidewalks with landscape buffers
- Integrated private recreational facilities and communal gathering spaces
- Street-fronting building façades scaled and oriented toward pedestrians
- Wayfinding signage
- Crime prevention through environmental design approaches
- Shared parking facilities
- Adaptive reuse of vacant or underused buildings

### Community Health and Sustainability

- Orient buildings to maximum roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Encourage green building approaches
- Consider parking reductions near transit
- Provide bicycle facilities
- Provide well-lighted public gathering spaces
- Integrate pedestrian access to transit stops
- Crime prevention through design







## Community Mixed Use

### Context

Similar to the Neighborhood Mixed Use context, areas for Community Mixed Use occur along cross-town travel corridors. Underinvestment in commercial uses has resulted from changes in consumers' shopping habits and the lingering effects from the 2020 COVID-19 pandemic. The addition of mixed uses is intended to revitalize struggling areas and expand opportunities for new housing at higher densities.

### Development Pattern

The Community Mixed Use Place Type integrates residential and compatible commercial uses with an emphasis on entertainment, retail, restaurants, offices, and hotels to create a regional destination. This designation allows for vertical or horizontal integration of uses. Stand-alone residential uses are also allowed.

The design of these developments is crucial in establishing their function as places where people can live, work, shop, recreate, and enjoy life in a compact district.

The design of mixed-use developments should encourage socialization and pedestrian activity, integrating these typically opposing types of land uses into a complementary relationship. High-quality design will support long-term sustainability. Internal active or passive recreation areas and amenities are required for residential projects.

Onsite parking must be designed to avoid impacts on adjacent low-density residential neighborhoods in terms of both access and supply. Parking strategies may include: 1) establishing base parking requirements for mixed-use shared facilities; 2) establishing a parking district; and/or 3) consolidating parking in structures, underground, on street corners or wrapping into ground-floor retail.

## LAND USE ELEMENT

At key entryways into Compton, attractive gateway elements should be developed. Designs should reflect the City's culture, history, and community. The addition of a community benefits program will ensure that the City's corridors are revitalized in a sustainable, equitable, healthy, and inclusive manner, and capture vital public community benefits that are responsive to neighborhood needs.

### Density/Intensity

- 35 to 45 units per acre (up to 55 units per acre with Community Benefits)
- 146 to 229 persons per acre
- 1.5 FAR maximum

### Building Height

Up to 5 stories

### Transitions

Uses with greater building intensity should be located nearest major intersections, with smaller-scale housing and/or lower-scale buildings on corridor segments with smaller lot patterns and functionally closer to single-family residential neighborhoods.

Proposed developments should be designed to transition to adjacent existing or planned land uses. Adequate setbacks along with visual and noise buffers must be provided to separate auto-oriented developments from adjacent residential neighborhoods. Businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation.

### Complete Neighborhoods

- Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- Community gathering places
- Wide sidewalks with landscape buffers along arterial roadways
- Integrated private recreational facilities and communal gathering spaces
- Street-fronting building façades scaled and oriented toward pedestrians
- Crime prevention through environmental design
- Shared parking facilities
- Adaptive reuse of vacant or underused buildings

### Community Health and Sustainability

- Orient buildings to maximum roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Encourage green building approaches
- Require vehicle charging stations
- Consider parking reductions near transit
- Require secure bicycle parking
- Provide well-lighted public gathering spaces
- Integrate pedestrian access to transit stops
- Provide thematic street trees and landscaping
- Provide secure roof top amenities







## Transit Priority Mixed Use

### Context

The Metro Line A Artesia Station is surrounded by industrial properties with large areas of surface parking, the Crystal Casino property, and the SR-91 freeway. The low-scale, underutilized pattern of development misses the opportunities presented by the transit station and freeway. Many properties could be reinvented as compact, walkable neighborhoods that encourage ridership and create vibrant day/night environments.

### Development Pattern

The Transit Priority Mixed Use Place Type promotes moderate to high development intensities in a pedestrian, bicycle, and transit-supportive environment, configured in a compact pattern with a complementary mix of land uses.

While vertical or horizontal integration is allowed, the emphasis is on having the right mix of complementary uses. The design of transit-oriented developments, or TODs, must be crafted to support a seamless integration of many supportive uses: housing, entertainment, shopping, dining, gathering places, and workspaces. Denser housing development provides entry-level home ownership opportunities. The development of internal active or passive recreation areas and amenities are required for residential projects.

The addition of a community benefits program will ensure that new TODs are developed in a sustainable, equitable, healthy, and inclusive manner, and capture vital public community benefits that respond to neighborhood needs.

Contextually appropriate parking strategies must be developed to support the light rail transit function and should be lower than elsewhere in the City. Standards require parking structures to be well designed and





## LAND USE ELEMENT

wrapped with active ground-floor uses. Underground garages are encouraged to minimize the visual impact of parking and to avoid large, blocky and expansive parking structures at the pedestrian level. Major gateway elements are required. Designs should reflect the City's culture, history, and community. The goals and policies and objectives for this land use designation would be accomplished through adoption of a specific plan.

### Density/Intensity

- 60 to 80 units per acre (up to 95 units per acre with Community Benefits)
- 250 to 396 persons per acre
- 3.0 FAR maximum

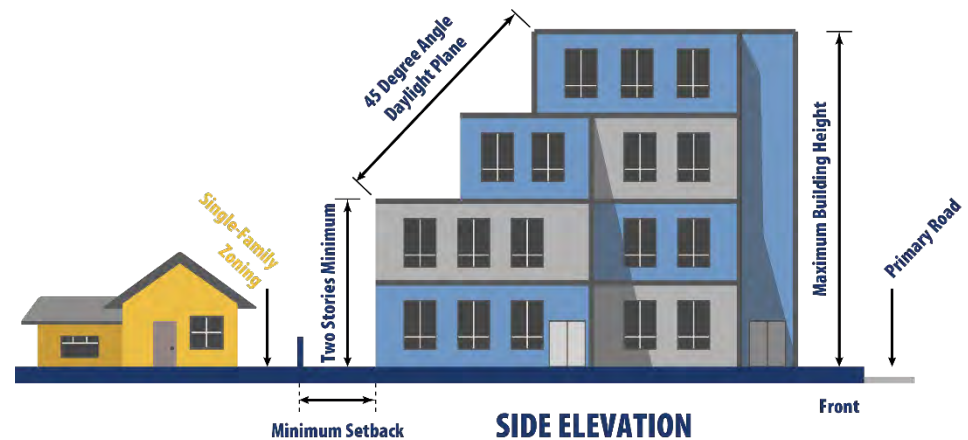
### Building Height

Up to 8 stories

### Transitions

Proposed developments should be designed to transition to adjacent existing or planned land uses with respect to building height and to create aesthetically pleasing architecture that addresses scale and massing. Adequate setbacks, along with visual and noise buffers, must be provided to separate more intense developments from adjacent residential neighborhoods (see Figure LU-8). Businesses should have operating characteristics compatible with adjacent uses, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Pedestrian connectivity to the transit station should be prioritized.

**Figure LU-8: Transitions – Upper-Story Setback**



**Complete Neighborhoods**

- Transit station adjacency or within one-quarter mile
- Wayfinding signage
- Public gathering spaces/plazas
- Wide sidewalks
- Shops and services within walking distance to homes
- Access to gathering places, transit, bicycle facilities, and employment opportunities
- Pedestrian-oriented and pedestrian-scaled building frontages along streets
- Active street fronts
- Easy pedestrian and bike crossings
- Crime prevention through environmental design

**Community Health and Sustainability**

- Orient buildings to maximum roof exposure toward the sun for solar panels
- Consider passive solar design approaches
- Require climate-appropriate landscaping
- Provide landscaping as an accent, without extensive landscaping coverage requirements
- Encourage green building approaches
- Require vehicle charging stations
- Reduce parking requirements
- Require secure bicycle parking
- Provide well-lighted public gathering spaces

- Integrate pedestrian access to transit stops
- Accommodate public transit stops and curbside drop-off areas for pedestrians
- Provide thematic street trees and landscaping
- Provide thematic pedestrian streetscapes

### Industrial Designations

Accommodating businesses that provide skilled labor jobs, generate local tax revenues, and fuel the Southern California economy, benefits the City and the region. Two industrial categories are established to support all types and intensities of industries, with a layered approach that restricts and buffers industry types adjacent to and near residential neighborhoods, schools, and parks. Recognizing that trucking-intensive uses can also create noise, emit harmful pollutants, and tear up streets, the City looks to limit any businesses and operations that have particularly deleterious effects.

- Light Industrial
- Industrial



*An example light industrial use*







## Light Industrial

### Context

Most industrial areas will remain as they were developed years ago. In other areas, industrial sites are underutilized and have less than desirable employment yields, limiting opportunities for employment of residents and revenue generation. The latter represent opportunity areas for innovation and investment. Additionally, some older industrial areas are directly adjacent to or across from residential neighborhoods, with transitions between these two land uses that are less than ideal. The Light Industrial Land Use is intended to guide reinvestment and reuse of industrial areas in a cleaner and more sustainable manner, retain and enhance employment opportunities, and encourage clean supporting uses that buffer industrial uses and long-existing homes.

### Development Pattern

The Light Industrial Land Use allows for light industrial processes and manufacturing activities in multi-tenant, small-scale industrial

developments. New industrial uses that manufacture, store, or generate high volumes of hazardous material will be prohibited. Supporting and complementary commercial retail and services are permitted. Businesses should have limited impact on nearby residential areas in terms of lighting, signage, traffic, odor, noise, and hours of operation. Development should be designed to be compatible with surrounding development in terms of scale, site layout, and building design, with loading and truck parking areas to be screened to prevent noise and other impacts on adjacent sensitive uses—residences, schools, and parks.

Standard parking requirements shall be applied and must be designed so that uses do not exacerbate existing parking issues in adjacent neighborhoods. Shared parking may be considered where converted industrial sites/buildings lack sufficient lot size.

Supporting or complementary commercial retail and service uses are allowed.



## LAND USE ELEMENT

### Density/Intensity

1.0 FAR maximum

### Building Height

Up to 40 feet

### Transitions

Buffers should be created between residential and active industrial uses. New industrial developments must be set back from sensitive neighbors (e.g., schools, parks, residences) using surface parking, landscaped open space buffers and lower buildings. More intense industrial uses must be sited away from abutting residential uses. Incompatible industrial land uses and operations shall be located 200 feet away from and screened from view of residential neighbors and all public views. Industrial uses must always comply with federal, State, and City regulations for noise, emissions, traffic circulation and other environmental considerations.

### Community Health and Sustainability

- Encourage solar passive design
- Require climate-appropriate landscaping
- Provide rideshare and transit use incentives
- Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches



*An example flexible, light industrial uses*



*An example of recreation and outdoor eating areas for employees*







## Industrial

### Context

Similar to properties designated Light Industrial, those with the Industrial designation are envisioned to continue to support long-established businesses. However, when either reuse or redevelopment opportunities arise, land use policies will shift new uses toward enterprises that are less polluting, offer skilled labor jobs, and encourage innovation, and discourage truck and container storage yards.

### Development Pattern

The Industrial Land Use allows for the broadest range of industrial, manufacturing, and logistic activities, generally in large buildings and on large properties. Heavy industrial Land Uses involving petroleum manufacturing, refining, or processing as well as the manufacturing, processing or storage of hazardous chemicals shall not be permitted. Development is stand alone or master planned business parks. Onsite operations cannot immediately abut residential zoning or other sensitive uses. Supporting or complementary commercial retail and service uses are allowed.

Standard parking requirements shall be applied and must be designed so that it does not exacerbate parking issues in surrounding neighborhoods





## LAND USE ELEMENT

that are already impacted by a shortage of available residential parking. Shared parking may be considered where converted industrial sites/buildings lack sufficient lot size.

### Density/Intensity

1.0 FAR maximum

### Building Height

Up to 60 feet

### Transitions

For new developments, office and commercial uses rather than industrial and manufacturing operations, should abut residential zoning. Visual screens must be provided wherever possible. Where new development is adjacent to residential uses, buildings must step down as a transition to residential building heights. Development intensity must also be graduated from lower intensity near residential neighbors to moderate intensity near wholly industrial uses.

Industrial uses must always comply with federal, State, and City regulations for noise, emissions, traffic circulation and other environmental considerations.

### Community Health and Sustainability

- Encourage adding internal electrical system for potential roof-top solar panels
- Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches
- Require climate-appropriate landscaping
- Encourage green building approaches

- Encourage solar passive design
- Require vehicle charging stations and consider charging stations for large trucks
- Provide rideshare and transit use incentives



## Public Facilities Designations

The two Public Facilities categories encompass public and quasi-public uses such as public schools, libraries, fire and police stations, religious institutions, historical sites, community facilities, utility and infrastructure facilities, major drainage facilities, and government service facilities. The building intensity is highly variable and tied to each individual use.

- Public
- Airport



*Douglas F. Dollarhide Community Center*



*Center for Sustainable Communities*







## Public

### Context

Public community facilities in Compton provide essential services to residents, including information, events, recreation, classes, and places to gather.

The Compton Unified School District operates 25 elementary schools, eight middle schools, four high schools, three K-12 schools, and various alternative facilities.

Compton College is a two-year community college enrolls approximately 18,000 students, employs 290 full-time and part-time faculty members, and offers over 40 degree and certificate programs.

Compton residents have ready access to two public libraries operated by the County of Los Angeles Library system.

Four community centers are available to residents: two run by the City and two operated by Los Angeles County.

### Development Pattern

The Public Land Use encompasses uses such as public schools, libraries, fire and Sheriff stations, religious institutions, historical sites, community facilities, utility and infrastructure facilities, major drainage facilities, and government service facilities. The building intensity is highly variable and tied to each individual use.

If the public or semi-public use of mapped facilities is terminated, alternative community-serving uses compatible with the surrounding development, in keeping with community character, are permitted, consistent with zoning regulations.

Generally, standard parking requirements will be applied to new developments. However, the City may allow reduced parking where appropriate to encourage retention of historic and cultural resources and/or to promote transit usage, providing no negative impacts occur on adjacent streets.





### Density/Intensity

1.0 FAR maximum

### Community Health and Sustainability

- Encourage roof-top solar panels
- Use climate-appropriate landscaping
- Use green building approaches
- Provide vehicle charging stations for public vehicles
- Provide rideshare and transit use incentives for public employees
- Provide bicycle facilities for visitors and employees
- Require adequate onsite parking



*Compton/Woodley Airport*

### Airport

#### Context

Compton/Woodley Airport, with its origins dating to 1924, is a public general aviation airport open seven days a week. The airport is used by private pilots, flight schools, and small businesses. The airport has undergone several renovations and improvements, including a new terminal building, expanded parking, and updated navigational equipment.

#### Development Pattern

The Airport Land Use is reserved for the Compton/Woodley Airport property. Any future development of the site will require a specific plan and compliance with any applicable airport land use plan. As of 2024, Compton/Woodley Airport did not have an adopted airport land use plan (ALUP); thus, the airport is addressed in the Los Angeles County ALUP.

Development in the Airport Place Type is allowed consistent with the Los Angeles County ALUP, with the overarching objective to attract aviation-related business that support economic development.

Abutting and adjacent land uses should be transitioned to low occupancy non-residential land uses in the approach and departure paths to and from the airport.

#### Transitions

Surrounded by residential and commercial areas, the airport has a noise abatement policy which establishes flying patterns, landing and takeoff procedures, and areas to avoid, all focused on mitigating noise to

surrounding areas. Tall structures adjacent to the airport shall be prohibited.

The Los Angeles County Airport Land Use Commission (ALUC) regulates activities which may adversely affect adjacent areas and nearby land use which may interfere with airport operations. Specifically, the ALUC develops plans for achieving land use compatibility between airports and their surrounding environment.

Compton/Woodley Airport supports over 60,000 annual takeoffs and landings, averaging approximately 164 daily operations, serving as a hub for general aviation. While the airport has a strong operational record, notable incidents have occurred, including a collision in 2019 that resulted in one fatality and a 2023 street crash near the airport with no major injuries. These events underscore the importance of maintaining stringent safety protocols to protect residents and airport users, ensuring the continued safe operation of this vital community asset.

#### Community Health and Sustainability

- Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches
- Require climate-appropriate landscaping
- Encourage green building approaches
- Encourage solar passive design
- Require vehicle charging stations for airport visitors





## Open Space Designation

The Open Space category applies to public parks, publicly owned open space properties such as lands used for flood control purposes, and cemeteries. Permitted uses are limited to active and passive recreation.

## Open Space

### Context

Compton has approximately 15 parks and recreation facilities. These park facilities vary in size and amenities, with some including community facilities within their boundaries.

### Development Pattern

Parks and flood control facilities are located citywide, with these facilities to remain in place. Similarly, established cemeteries will continue.

### Community Health and Sustainability

- At parks, use native landscaping and minimize turf, except for play fields
- Provide shade trees around playgrounds
- Use green building approaches for all park structures
- Encourage use of grey-water systems for irrigation
- Provide amenities such as water fountains, restrooms, and covered tables and benches



## LAND USE ELEMENT

### Compton Station Specific Plan

The Compton Station Specific Plan is a transit-oriented development specific plan developed to transform the Metro A-Line Compton Transit Station area into a vibrant mixed-use village with access to enhanced public spaces. Place Types adjacent to the plan area should continue the transit-oriented land use approach. The Compton Station Specific Plan contains precise guidance for land development, infrastructure, and amenities in this area. Detailed policy and/or regulatory requirements are contained within the Specific Plan.



*Compton MLK Transit Center*



## Targeted Areas of Change

Through the process of preparing this General Plan, the City identified key areas of change, shown in Figure LU-9, where land use transitions will occur to achieve these key objectives:

- Encouraging intensification of key corridors to:
  - Attain urban renewal through the renovation and reuse of underutilized or vacant property.
  - Provide new housing opportunities to meet local and regional needs.
  - Strengthen the business and services sectors that support economic development and serve local residents.
- Taking advantage of rail transit stations as places for urban-scale transit-oriented development
- Ensuring land use diversity and balanced development that provide employment, commercial, and experiential opportunities
- Encouraging the envisioned development of Downtown into a vibrant mixed-use village with access to enhanced public spaces

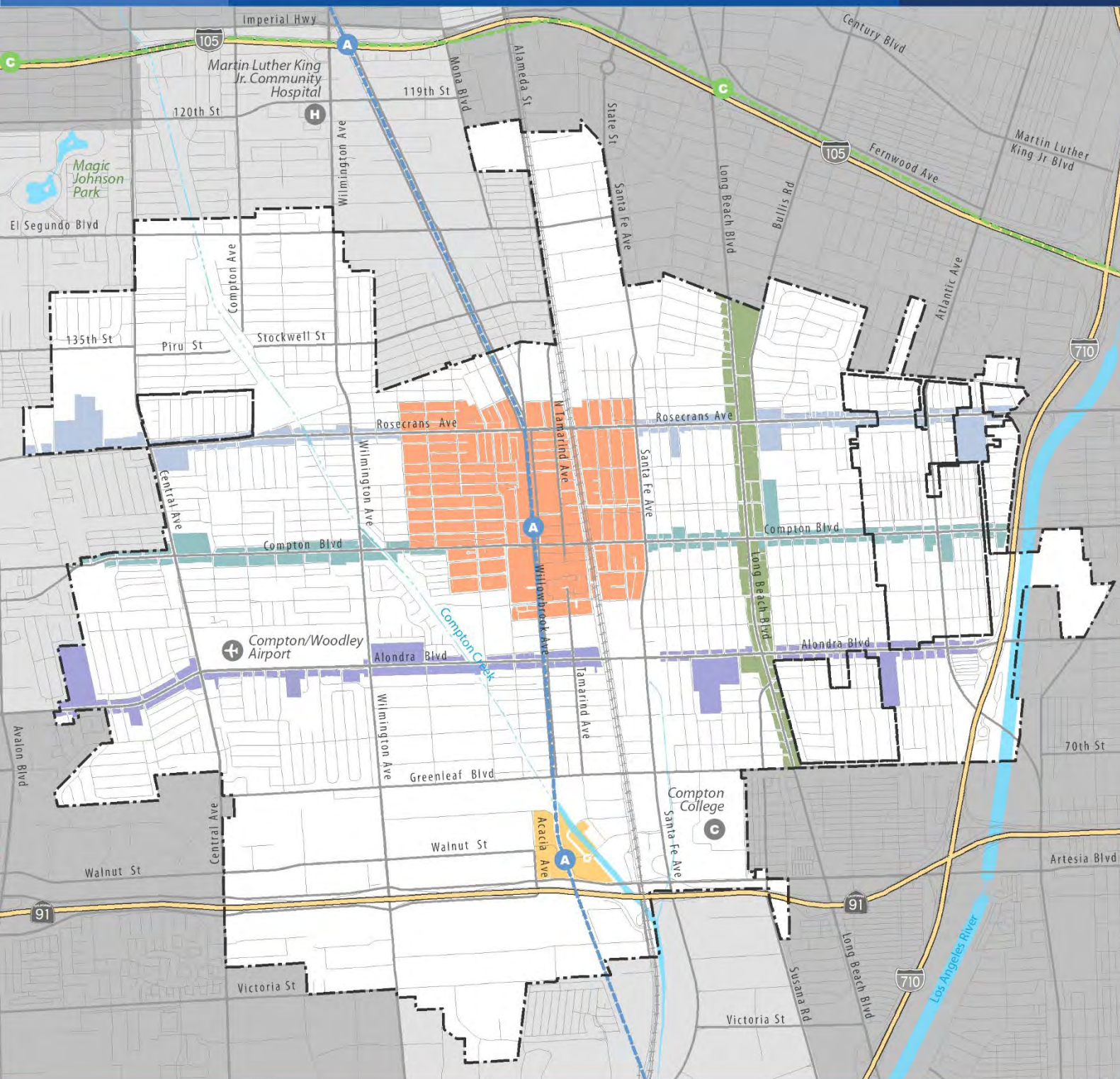
Effective urban revitalization goes beyond land use; it requires a comprehensive strategy that addresses many factors, including physical characteristic (urban form), mobility infrastructure, transitional elements, and environmental and socioeconomic considerations. In addition to encouraging transition within the areas of change, the land use and urban design strategies discussed will work to promote quality infill redevelopment that preserves and enhances neighborhood and district quality and character.



*Public gathering areas and festival and event street*



Figure LU-9  
Target Areas of  
Change





## Long Beach Boulevard Corridor

Along Long Beach Boulevard, this plan envisions opportunities for residential development adjacent to established neighborhoods, commercial centers, schools, and parks along a transit-rich corridor. As the City's major High Quality Transit Area (HQT), the Long Beach Boulevard corridor accommodates the most consistent and frequent transit services in Compton.

### Objectives

- Facilitate high-quality property improvements and infill development along Long Beach Boulevard. Development will be walkable and compact and facilitate multimodal connections between land use and transportation.
- Provide housing opportunities and economic development benefits through reduced retail leakage and provisions of commercial service and dining businesses that support the community.

### Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Long Beach Boulevard Corridor.

- The higher-intensity mixed-use land use designation will allow for mixed-use residential and commercial developments to complement existing adjacent residential uses, create housing and employment opportunities and expand access to essential goods and services.

- Design elements will activate streetscapes, enhance walkability and safety, and contribute towards a shared sense of place for residents.
- Compact and safe urban environments will be developed with places for current and new residents to live, work, shop, dine, and gather.
- A safe and pleasant network of streets and sidewalks will emphasize walking and biking connections between transit and key destinations.
- First/last mile improvements to street and sidewalk infrastructure will include:
  - Traffic calming, curb extensions, street trees and landscaping
  - Signal timing for pedestrians and cyclists
  - Bike lanes and bike parking
  - Real-time transit information and wayfinding signage to key destinations and transit connections
  - New or improved sidewalks and crosswalks

### Land Use and Urban Form

- Design that ensures harmonious development adjacent to existing residential neighborhoods and building types should take into consideration shallow lots and proximity to heavily traveled streets
- Public and private realm improvements that improve the walking experience and encourage transit use
- Screening, massing, and setbacks that protects the privacy and character of adjacent lower-scale neighborhoods
- Building alignment and orientation that creates an attractive and well-defined frontage

### Compton Boulevard Corridor

The Compton Boulevard corridor presents an opportunity to reimagine this corridor as a place for residential and mixed uses in an area that historically has supported only commercial activities. Underdeveloped land might be redeveloped to expand housing opportunities and create spaces for locally servicing commercial businesses with convenient access to Downtown. New community services and amenities will be within easy walking distance to serve surrounding neighborhoods.

#### Objectives

A vibrant, mixed-use corridor that supports a diverse economy, provides affordable housing opportunities, and creates an attractive environment through quality development and landscape and streetscape improvements, and complements the Compton TOD-SP.

#### Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Compton Boulevard Corridor.

- A mix of medium- to high-density residential uses with locations for people to shop, eat, socialize and take care of daily activities
- Replacement or improvement of older, distressed buildings and uses with high tenant vacancies
- Design elements that activate streetscapes, enhance walkability and safety, and contribute towards a shared sense of place for residents
- Compact and safe urban environments with places for current and new residents to live, work, shop, dine, and gather

- Inviting signage, landscaping, and streetscape improvements
- Streetscape improvements that improve the pedestrian experience

#### Land Use and Urban Form

- Development intensity and character that complement Downtown at the City's core and transition to lower-scale towards the City's periphery
- Higher-intensity, compact land uses that complement adjacent residential uses
- Larger-scale commercial uses at major nodes
- Pedestrian-friendly design that provides access to and from the corridor
- Building types that take into consideration shallow lots and proximity to lower-density single-family neighborhoods
- Public and private realm improvements that improve safety and the walking and cycling experiences



## Rosecrans Avenue and Alondra Boulevard Corridors

The goal is to create opportunities for new residential and commercial development adjacent to established neighborhoods. Smaller-scale commercial uses can complement the new multi-family housing.

### Objective

A smaller-scale urban environment with residential development and local-serving commercial corridor adjacent to established neighborhoods.

### Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Rosecrans Avenue and Alondra Boulevard Corridors.

- Neighborhoods with a mix of housing types and residential densities integrated with goods and services in a walkable community that residents visit daily
- Development that complements nearby neighborhoods
- Streetscape improvements that improve the pedestrian experience

### Land Use and Urban Form

- Design should ensure harmonious development adjacent to existing residential neighborhoods and provide pedestrian friendly access to the corridor.
- Building types should take into consideration shallow lots and proximity to lower-density single-family neighborhoods through

the development of lower impact, smaller scale development that utilizes massing reductions, setbacks and sensitive transitions

- To compensate for more limited transit access, public and private realm improvements that improve the walking and cycling experiences
- Mixed use developments up to three stories



### Artesia Transit Station Area

The Artesia Transit Station area surrounds Metro's at-grade A-Line light rail station at Artesia Boulevard, near the intersection of Alameda Street and near the Artesia Freeway (SR 91). The access to a major regional transit system and high visibility from regional drive-through traffic provide ample opportunities to meet housing, economic development, and regional transportation access goals. Future development aims to transition auto-dominated properties into a compact, walkable district of homes, shops, restaurants, live-work spaces, and gathering places. It is recommended that a Specific Plan be prepared for this area.

#### Objectives

- A dynamic transit village that fully integrates the surrounding community into a major transportation hub by enhancing access to Artesia station and building upon existing community to create a thriving place for residents to live, move and play
- Convenient transit access and complementary land uses that encourage transit use, bicycle use, and pedestrian activity

#### Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Artesia Station neighborhood.

- Intensified development around the Artesia Transit Station, leveraging the area's visibility to create a regional destination that captures a greater share of local and regional spending
- Reduced auto-oriented uses such as parking lots and increased multi-modal infrastructure

- Connectivity with adjacent neighborhoods
- Commercial focal point for businesses that require significant square footage and capture a greater share of regional spending
- Improved physical appearance at the City's southern gateway
- A safe and pleasant network of streets and sidewalks that emphasize walking and biking connections between transit and key destinations
- Dynamic streetscapes and public spaces that improve the walking experience through ground-floor retail and multi-modal amenities
- Real-time transit information and wayfinding signage to key destinations and transit connections
- Higher density mixed use development up to 10 stories



### Land Use and Urban Form

- Building and site designs that encourage pedestrian activity and socialization and establish the station's function as places where people can live, work, shop, and play
- Public realm improvements such as landscaping, outdoor seating, social gathering plazas, and lighting that improve walkability
- Multi-modal infrastructure, including bicycle and transit amenities such as bike racks, repair stations, and protected bus stops to enhance the mobility experience
- First/last mile improvements to street and sidewalk infrastructure that include:
  - Traffic calming, curb extensions, street trees, and landscaping
  - Signal timing for pedestrians and cyclists
  - Bike lanes, bike parking, and bike share stations
  - Wayfinding signage to key destinations and transit connections
  - New or improved sidewalks and crosswalks
- Urban design improvements that provide a character statement from the exit off SR-91 at the Alameda Street and Santa Fe Avenue exit
- Thematic architecture and design motifs



*Example of transit-oriented development around a transit station*

### Downtown Compton & Compton Station

Walkable, pedestrian-friendly commercial destinations supported by multifamily residential in a vibrant mix of uses that will continue to bolster downtown's role as the historic heart of Compton.

#### Objectives

- An economically active and vibrant station area which attracts investment and provides quality amenities to the community
- A safe and well-maintained Downtown with a built environment that reflects the history, creativity, and excellence of Compton

#### Envisioned Character

- A strengthened role as the political and symbolic heart of the City
- Adequate and affordable housing that enables the residents of Compton to remain in the community for the long term
- A vibrant and active district in the region, with improved restaurant, shopping, and entertainment options and open space, housing, and offices in a new walkable urban pattern
- Intensified mixed use development around the Compton Transit Station, leveraging the area's visibility to create a regional destination that captures a greater share of local and regional spending
- Real-time transit information and wayfinding signage to key destinations and transit connections
- Gateway signage that identifies Downtown
- Public art and spaces that highlights Compton's historic history and culture

- Industrial transition areas that serve as centers of cultural/arts production for artisans and artists, with limited hours of operation, live/work development, and housing

#### Land Use and Urban Form

- Vertically integrated mixed-use buildings that frame the sidewalk and the public realm, with retailers and restaurants primarily located on the first floor (with higher first-floor heights to support active uses)
- Walkable corridors, combining local-serving retail with three story multifamily residential uses
- Mixed-use buildings (residential or office over retail) along Compton Boulevard and key retail frontages
- A distinction between a more intense institutional and commercial core and the more locally focused and residential periphery
- Usable and sustainable open space created on roofs of buildings due to the small or shallow nature of many sites
- Calm and attractive routes and networks for pedestrians and bicycles
- Public spaces programmed and equipped for large events such as concerts, demonstrations, and public celebrations
- Adaptive reuse of the historic buildings for more active use
- Gateway elements that identify and define entry into Downtown



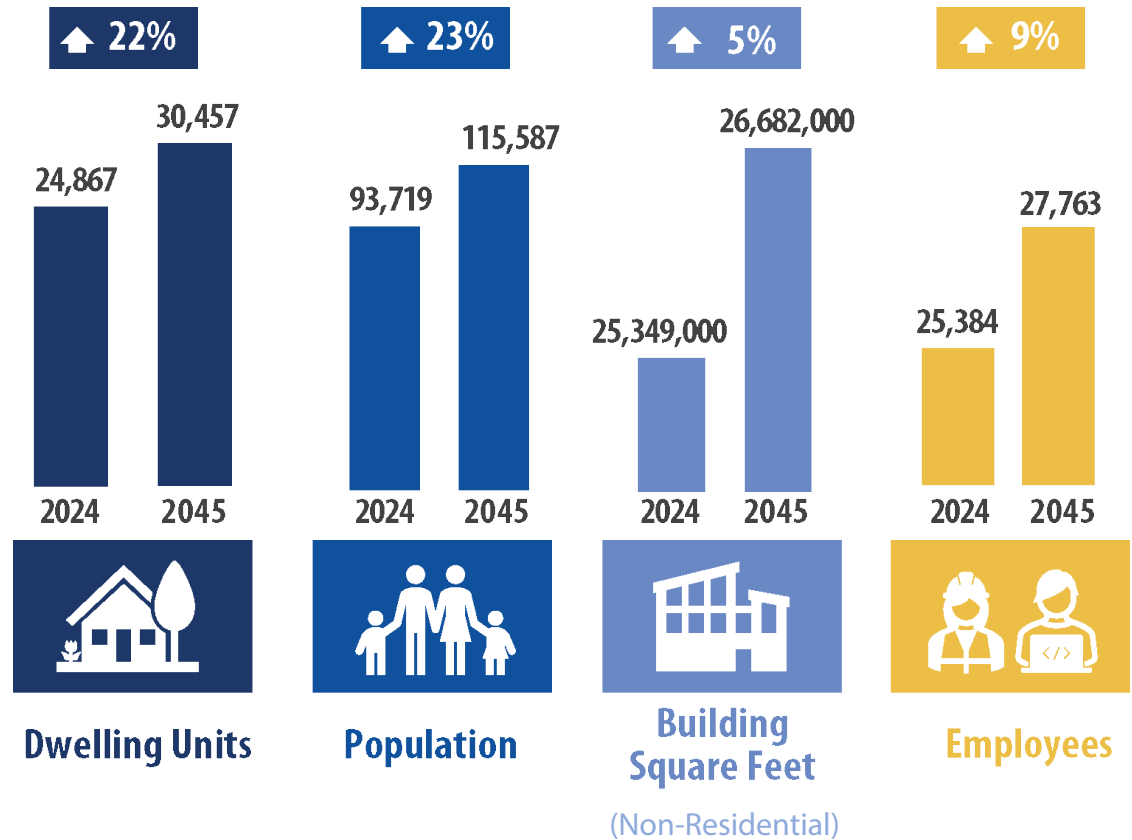


## Land Use Plan Build Out

Implementation of the Land Use Plan will result in new housing units in Compton. Figure LU-10 shows the build-out numbers between 2024 (baseline) and 2045 (Future). It presents the estimated build-out potential for housing units, nonresidential building square footage, and jobs that could be generated by the Land Use Plan and overarching growth strategy. These estimates provide a tool to monitor growth, representing informed estimated projections of future development. The actual development will likely vary.

**Figure LU-10: Compton Build-Out Growth**

*Between 2024 and 2045, the anticipated land use build-out for dwelling units, population, building square feet, and employees is projected to reflect moderate growth. Over the next 20 years, the number of dwelling units is expected to increase 22% to accommodate a growing population, which is estimated to grow as well. Concurrently, commercial and industrial development will drive the expansion of non-residential building square feet, leading to the construction of new buildings and facilities. This expansion will also result in nine percent rise in employment opportunities, with a marked increase in the number of employees across various sectors. This growth trajectory will necessitate comprehensive planning and infrastructure development to support the expanding communities and economic activities.*



## Land Use Goals and Policies

The following goals and policies will guide land use decision-making, working in tandem urban design objective and goals and policies in all General Plan elements to establish a coordinated vision for the future built environment.

### Community Safety

#### GOAL LU-1: AN IMPROVED QUALITY OF LIFE THROUGH SAFE AND SECURE NEIGHBORHOODS AND PUBLIC PLACES

- Policy LU-1.1:** **Crime Prevention through Environmental Design (CPTED).** Incorporate CPTED principles into community design and planning efforts to reduce crime and enhance public safety within residential neighborhoods, corridors, and commercial districts, including measures such as improved lighting, clear sightlines, and enhanced surveillance for safer and more secure environments for residents and businesses.
- Policy LU-1.2:** **Integrate Public Safety.** Incorporate consideration of public safety in the review of development applications and design review public facilities.
- Policy LU-1.3:** **Natural Surveillance.** Maximize natural surveillance through physical design features, including, but not limited to, visible entryways from surrounding structures and businesses; well-defined and visible walkways and gates; well-

lighted driveways, walkways, and exteriors; and landscaping that preserves or enhances safety.

**Policy LU-1.4:**

**Transportation Safety.** Evaluate the siting and expansions of freight corridors, heliports, and helipads/helistops on the basis of transportation and land use need and potential safety and noise impacts on existing and planned surrounding land uses.

**Policy LU-1.5:**

**Natural and Human-induced Hazards.** Require that development be located and designed to protect property and residents from the risks of natural and human-induced hazards.

### Complete and Healthy Neighborhoods and Vibrant Corridors

#### GOAL LU-2: HEALTHY AND COMPLETE NEIGHBORHOODS

**Policy LU-2.1:**

**Neighborhood Enhancements.** Continue to improve residential neighborhoods by enhancing streetscapes and crosswalks, increasing the number of trees, creating conditions that encourage walking and bicycling, integrating green infrastructure and communications technology, and allowing connectivity to activity areas, public gathering areas, and community facilities.



- Policy LU-2.2:** **Parking Impacts.** Protect residential neighborhoods from parking spillover impacts from adjoining non-residential uses and facilities.
- Policy LU-2.3:** **Local-Serving Retail.** Promote local-serving public amenities at key locations within residential neighborhoods and within walking distance to corridors. Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities, and services to residents within walking distance of their homes.
- Policy LU-2.4:** **Low-Density Residential Neighborhoods.** Preserve and enhance the low-density nature of residential neighborhoods, and minimize height impacts from new corridor developments.
- Policy LU-2.5:** **Neighborhood Context.** Consider adjoining neighborhood context when planning new residential uses, including but not limited to traffic, density, height, massing, and setbacks.
- Policy LU-2.6:** **Low-Impact Home Businesses.** Allow home offices, and other low-impact home businesses, that do not change the character of the residential unit or neighborhood and remain incidental to the primary residential use.
- Policy LU-2.7:** **Proactive Code Enforcement.** Foster and maintain a proactive code enforcement program that involves collaboration with stakeholders, responds to community needs, and maintains

and improves the quality of properties and buildings.

- Policy LU-2.8:** **Local Business Assistance.** Assist existing local business owners in accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, façade renovation, and other financial assistance.
- Policy LU-2.9:** **Registration of Vacant/Foreclosed Properties.** Require owners to register vacant and foreclosed properties to better monitor conditions.
- Policy LU-2.10:** **Blighted Properties.** Use fines, permit denials, or criminal charges to encourage repair and maintenance for blighted properties that threaten health and safety.
- Policy LU-2.11:** **Clean-up Priority Areas.** Identify and focus code enforcement efforts and penalties on “cleanup priority areas” such as City entryways and areas with high levels of blight and vacant land.
- Policy LU-2.12:** **Community Cleanup.** Expand the use of public trash cans, community cleanup events, and bulk item pickup opportunities.
- GOAL LU-3: VIBRANT AND ATTRACTIVE MIXED-USE CORRIDORS**
- Policy LU-3.1:** **Infill Mixed-use Development.** Accommodate infill mixed-use development affordable to all



## LAND USE ELEMENT

	incomes on vacant and underutilized parcels along designated mixed-use corridors.		
<b>Policy LU-3.2:</b>	<b>Key Commercial Corridors.</b> Develop area or specific plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.	<b>Policy LU-3.6:</b>	<b>Streamlined Permitting Process.</b> Establish a streamlined permitting process specifically tailored for infill and mixed-use development projects along corridors, reducing governmental barriers and expediting approval timelines to encourage investment and development.
<b>Policy LU-3.3:</b>	<b>Infill Development Priority Areas.</b> Promote infill development near transit stations and along corridors, especially in the targeted redevelopment areas of Downtown, Artesia Station, Compton Boulevard, and Long Beach Boulevard, while avoiding the displacement of existing residents.	<b>Policy LU-3.7:</b>	<b>Public-Private Partnerships for Streetscape Improvements.</b> Foster partnerships between the public sector and private developers to invest in streetscape improvements along corridors, including enhancements such as widened sidewalks, landscaping, lighting, and public amenities to create more attractive and pedestrian-friendly environments.
<b>Policy LU-3.4:</b>	<b>Mixed-Use Zoning Incentive.</b> Implement zoning regulations that encourage mixed-use development along commercial corridors, allowing for a blend of residential, commercial, and retail spaces within the same building or development parcel.	<b>Policy LU-3.8:</b>	<b>Facilitation of Affordable Housing.</b> Implement policies that prioritize the inclusion of affordable housing units within mixed-use developments along corridors, ensuring that new development contributes to diverse and inclusive communities while addressing housing affordability challenges.
<b>Policy LU-3.5:</b>	<b>Density Bonus for Infill Development.</b> Offer density bonuses or other incentives to developers who choose to build infill projects along commercial corridors, promoting denser development that utilizes underutilized spaces and contributes to the revitalization of these areas.	<b>Policy LU-3.9:</b>	<b>Active Transportation Infrastructure Investment.</b> Identify resources that can be targeted toward the development of active transportation infrastructure such as bike lanes, pedestrian pathways, and public transit stops along corridors to promote accessibility and support alternative modes of transportation.



- Policy LU-3.10:** **Design Guidelines for Character Preservation.** Establish design guidelines and standards that aim to preserve and enhance the unique character and architectural identity of corridors, ensuring that new development projects contribute positively to the overall aesthetic and cultural fabric in context to each corridor.
- Policy LU-3.11:** **Economic Incentives for Small Businesses.** Provide economic incentives and support programs targeted towards small businesses and entrepreneurs looking to establish or expand operations within corridor focus areas, fostering local entrepreneurship and contributing to economic vitality.
- Policy LU-3.12:** **Flexibility in Zoning Regulations.** Adopt flexible zoning and use regulations that accommodate a diverse range of uses and business types along corridors, allowing for adaptive reuse of existing buildings and promoting creative and innovative approaches to development.

## Commercial and Local Services

**GOAL LU-4: ACCESS TO LOCAL AND DIVERSE COMMERCIAL GOODS, GROCERY STORES, RESTAURANTS, FAMILY ENTERTAINMENT, AND SERVICES NEAR ESTABLISHED RESIDENTIAL NEIGHBORHOODS**

- Policy LU-4.1:** **Local Commerce Enhancement Initiative.** Pursue commercial development and businesses oriented to Compton residents to decrease sales leakage.
- Policy LU-4.2:** **Small Business Support and Revitalization.** Implement programs and initiatives to support small businesses and entrepreneurship within residential neighborhoods and commercial districts, including access to resources, technical assistance, and financial incentives to encourage business retention, expansion, and investment in the local economy.
- Policy LU-4.3:** **Neighborhood Convenience Development Program.** Encourage development of shops and services for everyday needs—including groceries, day care, cafes and restaurants, banks, and drug stores—within an easy walk from residential neighborhoods.
- Policy LU-4.4:** **Essential Services Targeting Strategy.** Target commercial essential services to locate in underserved areas of the City, with a focus on grocery stores.
- Policy LU-4.5:** **Diverse Entertainment Promotion Initiative.** Encourage a variety of local and regional entertainment and experiential destinations that respond to a range of preferences of residents and the businesses community.

## LAND USE ELEMENT

- Policy LU-4.6:** **Destination Commerce Attraction Plan.** Secure unique entertainment/destination commercial enterprises to attract shoppers from nearby cities.
- Policy LU-4.7:** **Community-Centric Urban Design Policy.** Integrate land uses and urban forms that support community needs, including vibrant retail environment, buildings along the street, restaurants and commercial services, healthy food options, and quality public and private parks.
- Policy LU-4.8:** **Complete Neighborhood Development Standard.** Require new development sufficiently large to establish a complete neighborhood to include a neighborhood center such as a large open space area within easy walking distance of surrounding residences.
- Policy LU-4.9:** **Balanced Commercial Districts Policy.** Ensure that commercial districts are balanced and do not exclude the retail, employment, and service needs of residents.
- Policy LU-4.10:** **Neighborhood Commercial Vitality Program.** Promote opportunities for neighborhood-serving commercial uses as part of complete neighborhoods. Such uses can include sit-down restaurants, local retail, public spaces within shopping centers, and neighborhood-oriented retail areas that provide essential goods and services.

- Policy LU-4.11:** **Development Incentives.** Offer development incentives, such as streamlined permitting processes, fee waivers, and tax incentives, to attract new family entertainment venues and facilities to Compton, including but not limited to small amusement parks, indoor play centers, family-friendly restaurants, movie theaters, and recreational facilities.
- Policy LU-4.12:** **Cultural Diversity.** Promote cultural diversity and inclusion in family entertainment offerings by showcasing and celebrating the rich cultural heritage and traditions of Compton's diverse communities through programming, events, and performances that reflect the interests and preferences of local residents.

## Strategic Growth and Change

### GOAL LU-5: REINVENTION OF MAJOR CORRIDORS AS VIBRANT MIXED-USE, PEDESTRIAN-FRIENDLY, TRANSIT-ACCESSIBLE DISTRICTS

- Policy LU-5.1:** **Mixed-Use Corridor Development.** Create mixed-use corridors with commercial services and diverse housing options that complement surrounding business districts, with activated street frontages, pedestrian-friendly streetscapes, attractive gateway elements, architectural design themes, public art, street trees, and landscaping features.





- Policy LU-5.2:** **Downtown Revitalization.** Create a thriving Downtown within the Compton Station Specific Plan that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces.
- Policy LU-5.3:** **Node-Based Development.** Concentrate new commercial/mixed use development at designated nodes, corridors, and catalyst sites.
- Policy LU-5.4:** **Transit-Oriented Development.** Promote transit-oriented development strategies that leverage existing transit infrastructure, such as the Metro A Line Compton and Artesia Stations, to catalyze sustainable and transit-friendly development within walking distance of transit stops, enhancing accessibility, reducing dependence on private vehicles, and supporting compact, mixed-use urban growth patterns.
- Policy LU-5.5:** **Freeway Corridor Economic Promotion.** Accommodate and encourage regional-serving uses along the SR-91 freeway corridor and the A-Line Artesia station, focusing on regional retail trade and hospitality and entertainment.
- Policy LU-5.6:** **Transit-Supportive Development.** Promote development surrounding the Metro A Line Compton and Artesia Stations that provide transit-supportive housing types/densities and businesses that contribute to a lively living environment.

- Policy LU-5.7:** **Density Bonus Incentive.** Allow development projects within mixed-use areas to exceed maximum densities if the development demonstrates features that provide significant community benefits, such as:
- Local business priority or lower rents.
  - Essential commercial and services uses such as grocery stores, restaurants, and financial services providers
  - Provision of affordable housing
  - Public open spaces or gathering spaces
  - Incorporation of public or community facilities (art galleries, community/non-profit space, educational and institutional spaces)
  - Workforce development facilities
  - Childcare and youth activity space
  - Climate adaptation, trees, shading
  - Public infrastructure improvements
- Policy LU-5.8:** **Community Benefits Oversight.** Ensure that proposed community benefits will be owned or operated by the City (unless otherwise noted), will not result in an undue negative fiscal impact to the City, and will comply with all applicable City guidelines, standards, regulations, and conditions for dedication and acceptance by the City.

## LAND USE ELEMENT

**Policy LU-5.9:** **Community Benefits Implementation and Monitoring.** Require that the community benefits are completed prior to the issuance of a Certificate of Occupancy for any development relying upon the increased height, FAR, and/or density limits; alternatively, require a financial surety from the property owner or developer to ensure completion of the community benefits at a time appropriate to the given circumstances.

**Policy LU-5.10:** **Community Benefits Accountability.** Identify desired outcomes and regularly monitor the success of the community benefits program.

## Housing Opportunities

### GOAL LU-6: A VARIETY OF HOUSING TYPES AND DENSITIES TO ACCOMMODATE CURRENT AND FUTURE RESIDENTS

**Policy LU-6.1:** **Land Use Efficiency Directive.** Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new residential development meet the density minimums of applicable plan designations.

**Policy LU-6.2:** **Housing Diversity Initiative.** Provide a variety of housing types and sizes with varying levels of affordability in residential and mixed-use developments.

**Policy LU-6.3:** **Inclusive Zoning Standards.** Ensure zoning regulations accommodate a range of housing

types at all price levels, both ownership and rental, for people in all stages of life.

**Policy LU-6.4:** **Mixed-Income Community Promotion.** Promote mixed-income communities with mixed housing types to create inclusive and economically diverse neighborhoods.

**Policy LU-6.5:** **Comprehensive Housing Integration Policy.** Require new large residential developments to integrate a range of housing types and unit sizes.

**Policy LU-6.6:** **Innovative Housing Solutions Program.** Consider innovative housing types and services that meet the needs of the community.



## Industrial Uses

### GOAL LU-7: PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS

- Policy LU-7.1:** **Industrial Diversity Enhancement.** Strengthen the diversity of industrial uses, emphasizing manufacturing, urban agriculture, biotechnology, technology, commercial innovation, research and development, and clean industries.
- Policy LU-7.2:** **Clean and Green Industries Promotion.** Promote and encourage clean and green industries that provide well-paying jobs, revenue and other community and environmental benefits; support efforts to require existing industries to decrease harmful emissions and impacts; and promote a mix of uses and a range of activities on industrial land to create jobs and revenue while avoiding conflict between industrial and non-industrial uses.
- Policy LU-97.3:** **Hazardous Substances Regulation.** Monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.
- Policy LU-7.4:** **Strategic Industrial Zoning.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

#### Policy LU-7.5:

**Pollution Reduction Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

#### Policy LU-7.6:

**Industrial-Residential Interface Management Strategy.** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

#### Policy LU-7.7:

**Green Industrial Practices Incentive.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

#### Policy LU-7.8:

**Economic Development Criteria Framework.** Apply the following criteria when encouraging and approving new industries to locate and established businesses to remain in the City, and when considering proposed expansion of existing industries:

- Contributes to the local tax base
- Offers well-paying, skilled employment opportunities
- Provides substantial improvements or employment



## LAND USE ELEMENT

- Provides a favorable relationship between the costs of providing municipal services and the municipal benefits produced
- Does not produce excessive traffic congestion or environmental degradation
- Responsibly manages or minimizes environmental impacts locally and regionally

### Parks, Recreation, and Open Space

#### GOAL LU-8: QUALITY PARKS, RECREATION FACILITIES, OPEN SPACES, AND URBAN GREENERY THAT THE COMMUNITY'S DIVERSE NEEDS

- Policy LU-8.1:** **Parks Preservation.** Preserve, protect, and maintain parks and recreation facilities as critical spaces in Compton, recognizing that such uses contribute to a high quality of life.
- Policy LU-8.2:** **Open Space Requirement.** Require the provision of adequate on-site open space and communal areas for residential developments.
- Policy LU-8.3:** **Green Streetscape Promotion.** Promote greenery and active street frontages throughout the City by requiring well-landscaped and well-maintained setbacks, including sidewalks that meander and/or otherwise set back from the curb face.

**Policy LU-8.4:**

**Small Parks Network Establishment Program.** Establish a network of small parks and plazas with amenities such as seating, lighting, and public art.

**Policy LU-8.5:**

**Public Space Funding Innovation.** Explore innovative methods and private partnerships for funding and constructing new public spaces.

**Policy LU-8.6:**

**Vacant Space Utilization.** Leverage underutilized sidewalks, medians, parking spaces, and vacant land to incorporate temporary and permanent public spaces and green infrastructure.

**Policy LU-8.7:**

**Neighborhood Beautification Program.** Encourage visually attractive residential neighborhoods by expanding climate-appropriate street trees and other types of streetscape and hardscape, and by using attractive drought-tolerant landscaping.

**Policy LU-8.8:**

**Public Space Allocation.** Encourage the provision of approximately 10 percent of a commercial/mixed use project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites.

### Community Design

#### GOAL LU-9: A PATTERN AND SCALE OF DEVELOPMENT THAT PROVIDES VISUAL DIVERSITY, CHOICE OF LIFESTYLE, OPPORTUNITIES FOR SOCIAL INTERACTION, AND RESPECTS DESIRABLE COMMUNITY CHARACTER AND CONTEXT



<b>Policy LU-9.1:</b>	<b>Neighborhood Preservation.</b> Retain the City’s character by maintaining the scale of established residential neighborhoods and integrating new higher density residential development into the community fabric.	<b>Policy LU-9.6:</b>	<b>Mixed-Use Corridor Revitalization.</b> Encourage mixed-use development along key corridors, promoting a blend of residential, commercial, and retail uses to create vibrant and walkable environments that serve the needs of residents while also supporting local businesses and economic activity.
<b>Policy LU-9.2:</b>	<b>Historic Neighborhood Preservation.</b> Identify and preserve the City’s historic buildings and well-established, single-family neighborhoods including, but not limited to Richland Farms.	<b>Policy LU-9.7:</b>	<b>Downtown Revitalization.</b> Create vibrant street environment in Downtown (CSSP) by integrating business, residential, hospitality, commercial, and public uses, and designing building(s) and the street(s) and sidewalks to create a pedestrian-friendly, walkable environment with strong social and civic connections.
<b>Policy LU-9.3:</b>	<b>Neighborhood Design Guidelines and Standards.</b> Develop and implement neighborhood design guidelines and standards that promote cohesive and attractive residential environments, including standards for building aesthetics, landscaping, and streetscape elements, to enhance the overall quality and character of Compton’s residential neighborhoods.	<b>Policy LU-9.8X:</b>	<b>Public Space Activation Program.</b> Activate Downtown by creating places for people to socialize in flexible public spaces for community events and activities, such as street fairs, farmers’ markets, arts festivals, celebrations, concerts, and other special events.
<b>Policy LU-9.4:</b>	<b>Thematic Urban Design.</b> Create pleasurable environments by focusing on thematic design elements: unique streetscapes, gateways, landmarks, wayfinding systems, public art, street trees and landscaping, public spaces, enhanced street corners, and urban green spaces.	<b>Policy LU-9.1</b>	<b>Civic and Cultural Enhancement.</b> Integrate public art and cultural amenities that contribute to the civic and cultural life of Compton, and that reflect the City’s history, heritage, and unique character.
<b>Policy LU-9.5:</b>	<b>Mixed-Use Building Activation.</b> Design mixed-use and commercial corridor buildings to face activate street frontages and promote social interaction through creative and innovative design strategies.	<b>Policy LU-9.10:</b>	<b>Streetscape Enhancement.</b> Create streetscapes that include amenities for visual interest and pedestrian accommodation, sidewalks that are

## LAND USE ELEMENT

- offset from the curb, seating, trees for shade, and green buffers.
- Policy LU-9.11:** **Green Infrastructure Integration.** Integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being.
- Policy LU-9.12:** **Industrial and Commercial District Character.** Promote distinctive architecture, landscaping, and shade trees along street frontages and on private property that define the character of industrial and commercial districts.
- Policy LU-9.13:** **Urban Heat Island Mitigation Framework.** Integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest.
- Policy LU-9.14:** **Sustainable Development Integration.** Use sustainable building methods in accordance with the sustainable development policies in the Urban Systems Element.

- Policy LU-9.15:** **Transit-Oriented Design.** Incorporate existing and proposed transit stops or stations into project design.
- Policy LU-9.26:** **Surface Parking Reduction.** Reduce the visual impact of surface parking lots through visual screening.

## Equitable Development

### GOAL LU-10: EQUITABLE DISTRIBUTION OF PUBLIC FACILITIES, INFRASTRUCTURE, HOUSING, AND SERVICES.

- Policy LU-10.1:** **Healthy Communities.** Improve community health by ensuring equal access to parks, groceries that provide good-quality fresh food and community facilities, and by reducing pollution burdens.
- Policy LU-10.2:** **Neighborhood Equity.** Ensure disadvantaged neighborhoods have access to healthy foods, parks and open spaces, mobility options, community services and programming, and safe and sanitary homes.
- Policy LU-10.3:** **Efficient Public Facility Development Strategy.** Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.
- Policy LU-10.4:** **Equitable Facility Distribution.** Continue to promote equitable distribution of community facilities and infrastructure. Community facilities





- should continue to be located near residents to serve as neighborhood centers and maximize use.
- Policy LU-10.5: Community-Driven Facility Planning Program.** Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.
- Policy LU-10.6: Environmental Health Integration Policy.** Consider proximity to environmental health risks when planning for residential uses.
- Policy LU-10.7: Inclusive Planning for Environmental Justice.** Ensure environmental justice in the planning process through meaningful public involvement.
- Policy LU-10.8: Equitable Development Standards.** Implement development policies to protect public health, safety, and welfare equitably among all segments of the population.
- Policy LU-10.9: Resource Allocation Equity Plan.** Prioritize and allocate citywide resources to provide public facilities and services to communities in need.
- Policy LU-10.11: Environmental Justice Enforcement Protocol.** Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies.
- Policy LU-10.12: Balanced Land Use Distribution Strategy.** Avoid overconcentration of potentially

- hazardous industrial businesses in any one geographic area, community, or neighborhood.
- Policy LU-10.13: Neighborhood Maintenance Partnership.** Work with community groups and property owners to ensure adequate street maintenance, public landscape maintenance, law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.
- Policy LU-10.14: Annexation Area Planning Strategy.** Identify prospective annexation areas for long-range planning purposes that will avoid duplication of services with special districts; will be financially self supporting, promote orderly growth and development and preserve open space, as necessary, on its periphery; and promote a more cost-efficient delivery of urban services to both existing areas that already have urban services and future development areas that require urban service extensions from contiguous City areas.

## Displacement

### GOAL LU-11: A COMMUNITY THAT BENEFITS FROM EXPANDED OPPORTUNITY WITHOUT DISPLACING ESTABLISHED RESIDENTS AND BUSINESS OWNERS

- Policy LU-11.1: Affordable Housing Production.** Prioritize the development of affordable housing options within residential neighborhoods and along commercial corridors, ensuring that housing

## LAND USE ELEMENT

	remains accessible and affordable for residents of diverse income levels while also supporting inclusive and equitable community growth, including middle-income housing, to help offset the displacement of the existing population.		
<b>Policy LU-11.2:</b>	<b>Luxury Development.</b> Prohibit large-scale luxury developments.	<b>Policy LU-11.9:</b>	<b>Homeownership Support.</b> Pursue funding to expand housing rehabilitation and home improvement assistance for existing homeowners.
<b>Policy LU-11.3:</b>	<b>Neighborhood Stabilization.</b> Pursue neighborhood stabilization policies including community land trusts, right of first refusal, renter protections, and rent control.	<b>Policy LU-11.10:</b>	<b>Community Engagement Initiative.</b> Provide ample opportunity for residents and business owners to provide input into new developments in their neighborhoods.
<b>Policy LU-11.4:</b>	<b>Inclusionary Housing.</b> Consider implementing an inclusionary housing program.	<b>Policy LU-11.11:</b>	<b>Anti-Displacement Strategy.</b> Implement the anti-displacement policies in the Housing Element.
<b>Policy LU-11.5:</b>	<b>Equitable Housing.</b> Address racial and economic segregation in the city by creating housing opportunities that address historic patterns of discrimination and exclusion.	<b>Policy LU-11.12:</b>	<b>Resident-Centric Investment.</b> Provide that new housing-related investments benefit current residents.
<b>Policy LU-11.6:</b>	<b>Tenant Empowerment.</b> Strengthen tenant protections by expanding tenants' rights, enforcement, and legal assistance needed to access those rights.	<b>Policy LU-11.13:</b>	<b>Displacement Risk Management.</b> Identify and use data that track high displacement risk areas and the outcomes of policy actions.
<b>Policy LU-11.7:</b>	<b>Housing Stability.</b> Promote the use of housing for long-term residents; limit practices such as short-term rentals, conversions to hotels, and prolonged vacancies.		
<b>Policy LU-11.8:</b>	<b>Affordable Housing Preservation.</b> Preserve and protect the existing affordable housing stock.		





CITY OF COMPTON

# Chapter 3

## OUR MOBILITY ELEMENT







# CITY OF COMPTON



# Chapter 3

## Our Mobility Element



### Introduction

Moving within Compton and the region requires a convenient and efficient system of pathways, roadways, freeways, and railways. Mobility options allow people to access educational, employment, healthcare, and recreational opportunities. The transportation network connects communities, facilitating trade and commerce and promoting overall societal well-being. This Mobility Element identifies the network planned to accommodate evolving mobility modes and forwards initiatives to support a healthy economy, environment, and populace.

### Purpose of the Element

The Mobility Element defines the comprehensive framework to address Compton's transportation needs. At its core, this element aims to enhance accessibility, safety, and efficiency in the movement of people and goods. Compton faces challenges related to deteriorating street infrastructure, traffic congestion, and disparities in access to transportation infrastructure. Therefore, the Mobility Element tackles these issues through a multifaceted approach that integrates land use planning, equity and inclusion, and transportation policy.

A primary objective is to improve connectivity within Compton and to its neighboring communities. This involves creating a well-connected network of streets, sidewalks, bike lanes, and public transit routes that offer convenient and reliable options for residents. Residents have access to several transportation facilities and modes, including the multi-use trail

systems along Compton Creek and the Los Angeles River and two Metro A-Line light rail stations: Compton Station and Artesia Station. By enhancing connectivity, the plan aims to expand alternatives to private automobiles, enhance street infrastructure, alleviate congestion, and promote walking, bicycling, and public transit use.

Furthermore, the Mobility Element prioritizes safety by implementing measures to reduce traffic accidents and enhance pedestrian and cyclist protection. This includes the design and maintenance of safe streets, improved crosswalks, traffic calming measures, and education campaigns aimed at promoting responsible driving behavior. By creating safer streets, the plan both encourages active transportation — walking and biking — which promotes community health.

This Mobility Element incorporates principles of efficient traffic movement, goods movement, equity, sustainability, and community engagement. By addressing the diverse transportation needs and fostering a more connected, safe, and sustainable transportation system, the plan creates a more complete city for current and future generations.

### Mobility Context

The local mobility network encompasses various transportation modes and infrastructure:

- **Freeways.** Compton is served by a network of freeways that provide connections to neighboring cities and the broader region. East-west freeway are the Century Freeway (Interstate 105) and Artesia Freeway (SR-91). The Long Beach Freeway (Interstate 710) passes north to south.
- **Major Roadways.** The City's system of arterial streets connects neighborhoods within Compton and provides access to the major roadways. Arterial streets include Alondra Boulevard, Rosecrans, Central Avenue, Compton Boulevard, and Long Beach Boulevard, all corridors that extend into neighboring jurisdictions.
- **Public Transportation.** Compton is served by regional light rail and bus services operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro bus routes connect Compton to neighboring cities and other parts of Los Angeles County, offering residents and visitors a means of traveling within the region. Long Beach Transit has lines that serve the Metro station on Artesia Boulevard.
- **Metro Rail.** Compton is also accessible via the Metro A Line light rail system, which connects downtown Los Angeles with Long Beach. The Compton and Artesia stations in Compton provide a convenient rail transit option for commuters and other travelers.

- **Freight Movement.** Compton's regional mobility network also considers the movement of goods. The City is strategically located near the ports of Long Beach and Los Angeles. The Alameda Corridor, a grade-separated rail trench that traverses the City, facilitates the transportation of goods from the ports to regional rail-to-truck transfer facilities near downtown Los Angeles.



*Pedestrians walking to Compton Station*





## Key Mobility Considerations

Community engagement and technical analysis has identified the following key mobility issues for today and the future.

### Street Safety

Street safety in Compton is a significant concern due to collisions involving pedestrians and bicyclists, as well as speeding vehicles at major intersections. These accidents often lead to severe injuries or fatalities, highlighting the critical need for improved infrastructure, stronger enforcement of traffic laws, and education. Collisions are concentrated at intersections along major arterial roads like Rosecrans Avenue and Compton Boulevard, with most crashes occurring on Compton Boulevard and Long Beach Boulevard.

### Deteriorating Street Infrastructure

Compton's streets suffer from long-term underinvestment in simple maintenance. Potholes in particular pose dangers to drivers and cyclists and can damage vehicles. The state of Compton streets underscores broader issues related to infrastructure investment, staffing shortages, and resource allocation. Limited funding for street maintenance has hampered efforts to address these challenges effectively. Consequently, residents are frustrated and inconvenienced by the poor condition of local roads and sidewalks, which can hinder daily activities and project a sense of neglect.

### Blighted Rights-of-Way

Streets throughout the City are plagued by trash buildup and ill-maintained landscaping, conditions that diminish property values and are unsightly and unhealthy. Litter, discarded furniture, and debris clutter sidewalks and roadways. These conditions not only diminish neighborhood aesthetics but attract pests and increase fire and crime

hazards. Furthermore, neglect undermines community pride and cohesion, perpetuating a cycle of disinvestment and decline.

### Street Takeovers

Street takeovers are illegal gatherings involving drivers performing stunts like donuts and burnouts in intersections or on public roads. These activities disrupt traffic flow, endanger participants and bystanders, and result in property damage, noise disturbances, and heightened accident risks. Moreover, addressing street takeovers strains law enforcement resources, diverting attention from other community needs.



*Example of damaged pavement in Compton*

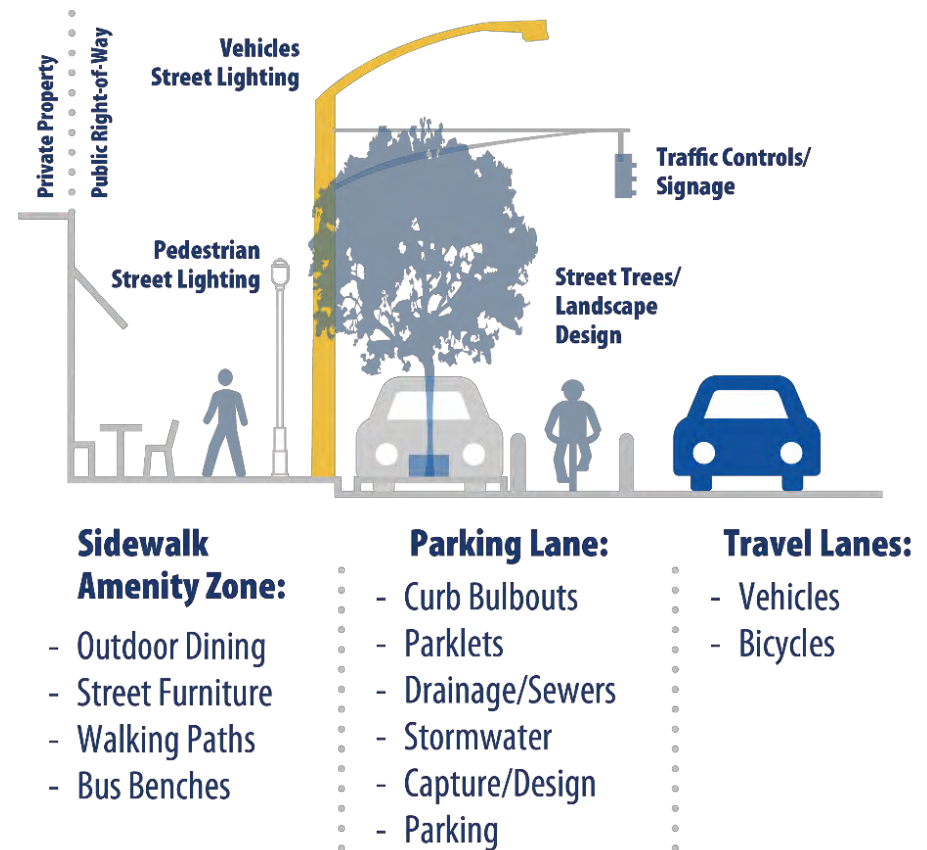
## Complete Streets

In Compton, adopting a complete streets approach to mobility planning means integrating multiple modes of transportation into every stage of transportation network development. This approach ensures that streets are not solely designed for one mode of transportation but rather accommodate pedestrians, vehicles, bicyclists, trucks, and trains, recognizing that not all streets can cater to every mode. Some streets may prioritize vehicles, pedestrians, and bicyclists, while others are better suited for trucks and buses. The goal is to create an integrated street network that efficiently moves all modes of transportation. Balancing the needs of automobiles, trucks, cyclists, pedestrians, transit riders, and emerging mobility options while also allowing freight and light rail trains to serve the community is the central focus of this element.

The complete streets planning approach has demonstrated its ability to promote healthier and more equitable communities. Its implementation yields health benefits, including decreased traffic congestion and a reduction in traffic collisions. By providing safer and more accessible pathways for pedestrians, bicyclists, and public transit users, complete streets encourage active living and provide opportunities for exercise. Additionally, the integration of complete streets can lead to improved air quality in surrounding neighborhoods.

Moreover, complete streets can serve as vital social spaces, enhancing community cohesion and interaction. By integrating into streets features like outdoor seating, event spaces, green spaces, and outdoor dining areas, streets evolve into bustling centers of social interaction. Compton residents express a genuine desire for these amenities, envisioning vibrant spaces that foster connections (see Figure OM-1).

**Figure OM-1: Complete Streets**



These spaces not only provide opportunities for recreation and leisure but also facilitate community gatherings and events, fostering a sense of belonging and connection among residents. In essence, the implementation of complete streets goes beyond mere transportation infrastructure; it enriches the fabric of communities, promoting physical health and social well-being.

## Street Safety

In addressing street safety issues in Compton, the City can embrace Vision Zero approaches to prioritize residents' safety and eliminate traffic fatalities and severe injuries. Through a holistic approach, the Mobility Element focuses on assessing streets to promote safer behaviors of all road users. This involves implementing measures such as reducing speed limits, enhancing pedestrian infrastructure, and improving intersections to minimize collision risk. Educational campaigns can be used to raise awareness about safe road practices and the importance of obeying traffic laws. Enforcement efforts in collaboration with the Los Angeles County Sheriff's Department can be strengthened to deter reckless driving behaviors, including street takeovers, with increased law enforcement patrols and the use of automated enforcement systems. Compton can also leverage data-driven strategies to identify high-risk areas and prioritize safety improvements. By embracing Vision Zero principles, Compton is committed to creating streets that are safer, more accessible, and equitable for all residents.

Figure OM-2 illustrates intersections where vehicle collisions have been frequented over the past 10 years. Compton completed a Local Roadway Safety Plan that identified the leading causes of collisions. According to the analysis, the most prevalent cause is improper turning, accounting for 1,392 incidents, which represents approximately 22% of all collisions. Following closely behind is unsafe speed, contributing to 1,146 collisions, making up 18% of the total. Additionally, auto right-of-way violations are

notable, with 974 reported cases, constituting about 15% of the collision data.

Compton can implement several measures to deter or minimize frequent vehicle collisions at major intersections. These may include enhancing visibility with improved lighting and signage, implementing traffic calming measures such as raised crosswalks to reduce vehicle speeds, adding dedicated turn lanes and protected left-turn signals to prevent conflicts, conducting traffic engineering studies to identify and address specific safety concerns, increasing enforcement efforts to deter reckless driving behaviors, and implementing public awareness campaigns to educate drivers about safe driving practices and the importance of adhering to traffic laws. Additionally, investing in infrastructure improvements and collaborating with local stakeholders and transportation agencies can help prioritize safety and reduce the risk of collisions at major intersections in Compton.

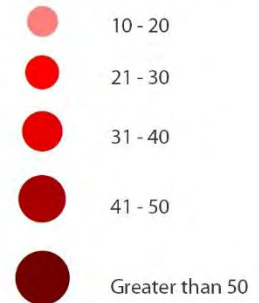


*Street crossing improvements*



## Figure OM-2: Vehicle Crashes

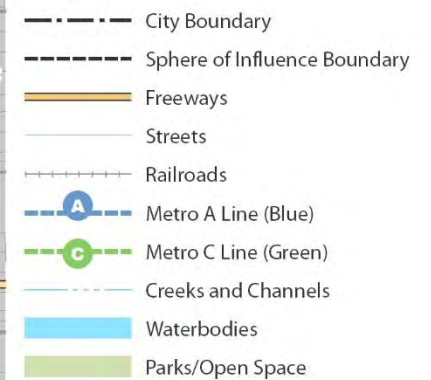
### Vehicular Crashes at Key Intersections (2011 to 2021)



### Vehicle Crash Density (2011-2021)

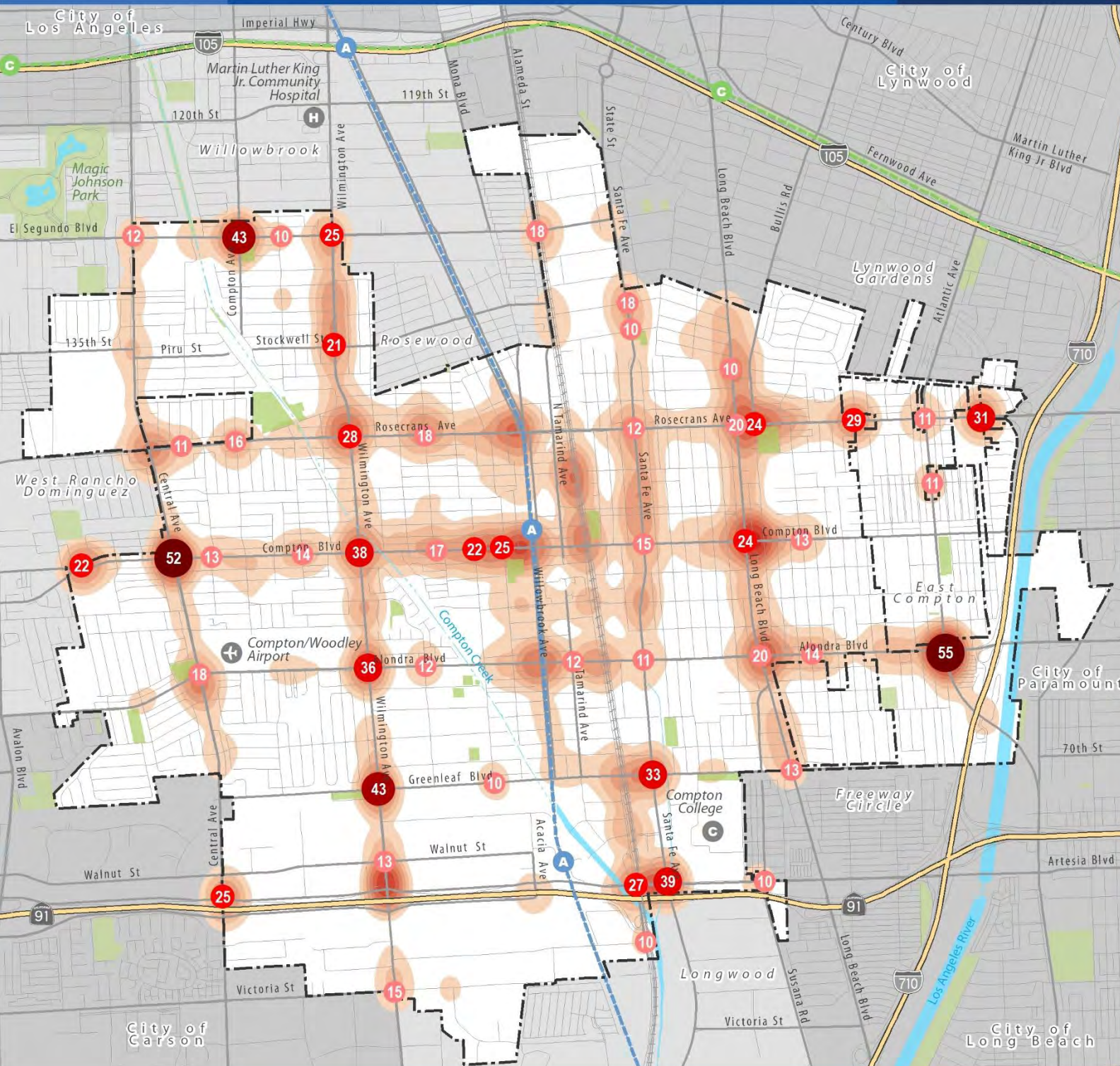


### Base Map Features



Data Source: Transportation Injury Mapping System, UC Berkeley, 2011-2021.

Map Date: July 2022





## Pedestrian Plan

The Pedestrian Plan outlines strategies to enhance pedestrian infrastructure and safety citywide. This plan focuses on creating walkable environments, promoting active transportation, and reducing dependence on cars. By prioritizing pedestrian needs and community input, it aims to improve connectivity and accessibility while fostering vibrant, sustainable neighborhoods throughout the City.

### Walkable Streets for Pedestrians

Safe, accessible, and comfortable pedestrian paths encourage walkability in residential neighborhoods and business districts for people of varying abilities and ages. When the street environment supports walking with wide sidewalks, sidewalks offset from the curb, well-marked crosswalks, street trees for shade, and easily identifiable and accessible building entrances, the number of people who walk increases significantly. What do pedestrians need to feel comfortable as they walk around an area? Walkable environments incorporate features to address:

- **Safety.** People walking need to be protected from vehicles traveling at high speeds, truck noise, emissions, and train crossings. Streets can be made safe for pedestrians through thoughtful urban design, including traffic-calming measures, ample lighting, and clear signage. To feel safe from vehicles, measures such as lower speed limits, well-marked crosswalks, traffic signals, raised pedestrian crossings, and separated bike lanes can be implemented and can help pedestrians feel safer.
- **Convenience and Comfort.** People who walk need the street to provide for their physical abilities and mental ease. People on foot need to be able to get where they are going directly, without going out of their way. Streets can be made more comfortable and convenient for pedestrians by incorporating wider sidewalks, curb ramps, pedestrian-friendly traffic signals, ample seating

areas, shade-providing trees, night-time lighting, and pedestrian-oriented streetscapes and buildings.

### Safer Streets for Pedestrians

The City has identified a focused strategy to minimize severe injuries that occur on local streets. This multipronged approach focuses on programs and policies categorized by design, law enforcement, and information. As many modern roadways have been designed for the efficient use of motor vehicle traffic, the consideration of bicyclist and pedestrian safety and convenience has often been a secondary concern. A complete streets strategy involves designing to meet pedestrian and bicyclist mobility and safety needs rather than assume they will not use the facility.

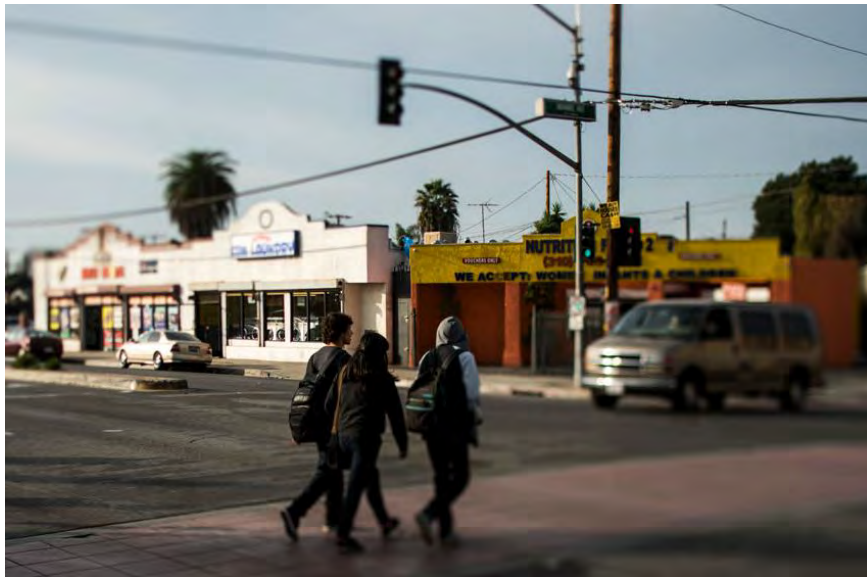
Key principles in keeping streets safer for pedestrians include:

- **Street Improvements.** Reconfiguring streets to slow down cars involves implementing various design measures aimed at reducing vehicle speeds and enhancing safety for all road users. Implementing improvements along an expanded multimodal network, including reconfigured roads with separated bicycle lanes and enhanced safety features for pedestrian crossings.
- **Traffic Calming.** Conducting speed management projects, including traffic calming road design changes and setting appropriate speed limits for all road users. This can include narrowing travel lanes, adding speed humps or raised crosswalks, installing curb extensions or chicanes to create visual narrowing, and implementing road diets by reallocating space from vehicle lanes to other uses like bike lanes or wider sidewalks.
- **Safety Enhancements.** Installing safety enhancements such as upgraded pedestrian crossings, sidewalks, and additional lighting to support pedestrians, cyclists, and users of mobility assistive devices.



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- **Safe Routes to School.** Developing safe routes to school and public transit involves promoting walking, biking, and transit use around public and private schools, as well as Compton College. Key strategies include adding crosswalks, flashing school zone signs, sidewalks, speed humps, and crossing guards, alongside educational programs to teach students and drivers about pedestrian safety.
- **Increased Enforcement.** No one likes getting a traffic ticket. Increased enforcement, with signage warning motorists and bicyclists of a no-nonsense approach to traffic law enforcement, can increase driver/rider vigilance.



*Pedestrian crossing Rosecrans Avenue at Aranbe Ave*

## Comfortable and Convenient Streets

When a pedestrian sets out on a trip, his or her comfort depends upon the environment. On warmer days, walkers will be uncomfortable unless their route is shaded, with places to rest and water to drink. If signs are misleading, pedestrians may become tired and frustrated during searches for their destination. When sidewalks are poorly maintained and graffiti covers walls or fences, people walking may feel threatened, in contrast to people in cars, who can relax in the familiarity and safety of their vehicle. This means that people walking rely heavily on features such as:

- **Short Blocks and Pedestrian Short Cuts.** Smaller street blocks create shorter walking distances for pedestrians. Although the street system in Compton is well established, pedestrian short cuts within mixed-use and commercial centers and linkages within blocks and between buildings create environments that are easy to navigate and conducive to walking.
- **Urban Cooling.** Urban cooling includes shade trees, shade elements and shelters (e.g., shade sail), hydration stations, and cool pavements to keep pedestrians cool under warm walking conditions and minimize impacts from the hot weather and heat-reflective surfaces.
- **Comfort.** Convenient seating and benches create respites for comfort, especially for people walking long distances and enhancing accessibility and inclusivity for individuals with mobility impairments, such as those who use wheelchairs, walkers, or strollers.
- **Wayfinding and Signage.** Wayfinding signage can be used to educate and inform visitors of their new surroundings to help familiarize themselves with the features and functions of the





space they are in. Mobile devices and electronic displays can allow users to interactively experience Compton's historical and cultural landmarks.

- **Active Ground Floor.** The ground floor is where vibrancy and public life exist and is most visually apparent. People coming and going from businesses or sitting on terraces having a drink or eating a meal—this all happens at the street level on the ground floor. Activating the ground floor is not practical for all of Compton given the industrial character of much of the City, but is ideal within pedestrian priority zones, mixed-use districts, and the downtown setting (see Figure OM-3).



*Example of pedestrian sidewalk improvements*

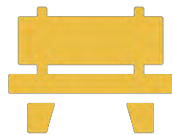
**Figure OM-3: Comfortable Street Elements**



**Short Blocks and  
Pedestrian Shortcuts**



**Urban Cooling**



**Comfort**



**Wayfinding  
and Signage**



**Active  
Ground Floor**

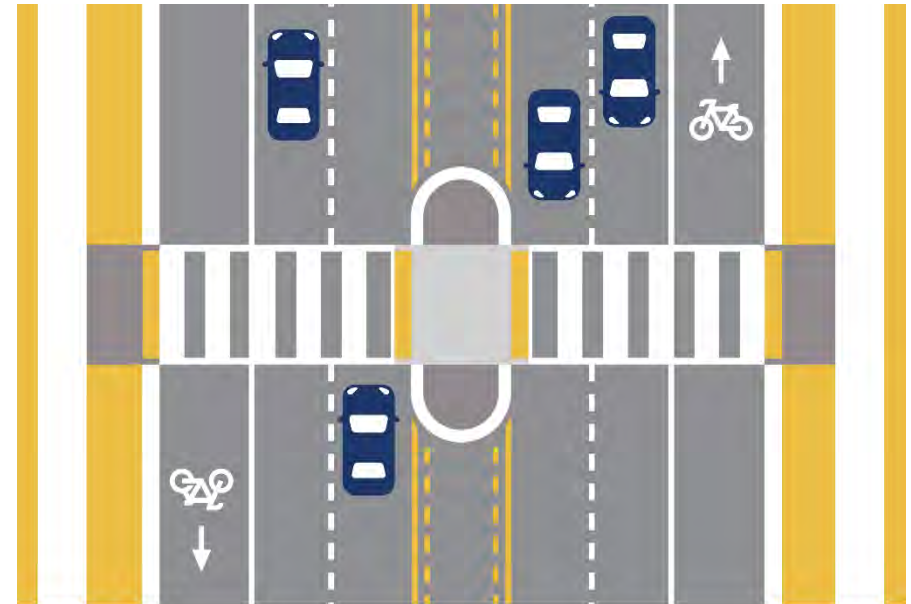
## OUR MOBILITY ELEMENT

### Sidewalks and Crosswalks

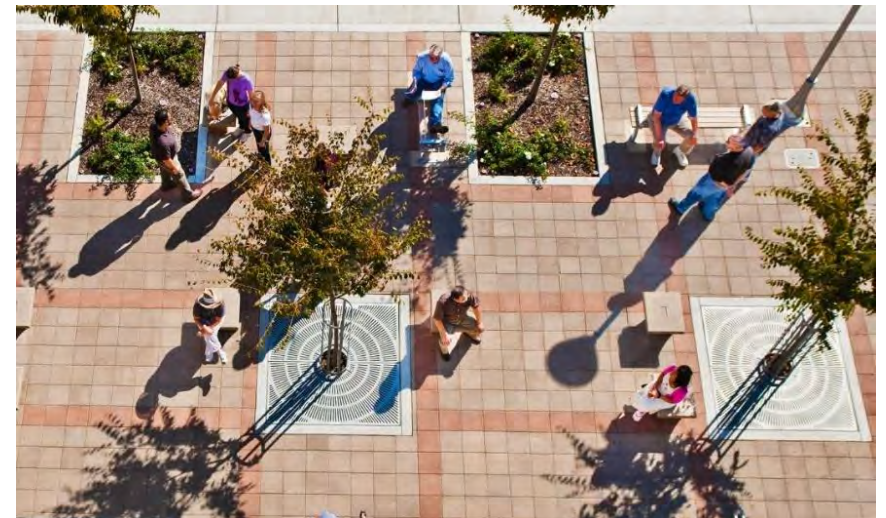
While the City has a relatively complete sidewalk network in residential neighborhoods, a few residential streets lack sidewalks (see Figure OM-4). Adding sidewalks to existing streets can be costly and almost infeasible where right-of-way does not exist, but retrofits can be accomplished when funds are available. Improvements to existing walking paths can include adding shade trees and curb cuts to accommodate wheelchairs and strollers. All new developments will require sidewalks on both sides of the streets and include the planting of climate appropriate shade trees.

Marked crosswalks are an essential tool for helping pedestrians move safely, conveniently, and predictably across roadways. In the City, both intersections and some mid-block crossings feature different types of crosswalks, such as stamped colored crosswalks, ladder crosswalks, and standard painted crosswalks. See Figure OM-5 for locations of crosswalks and signal lights. Crosswalks can also provide a unique streetscape design treatment to emphasize pedestrians' presence and right-of-way. Streetscape design should emphasize crosswalks, where warranted, as a fundamental part of the pedestrian realm, not as an intrusion into the roadway reserved for vehicles only.

Midblock crosswalks and safety islands facilitate crossings to places that people want to go but that are not well served by the existing traffic network. These pedestrian crossings, which commonly occur at schools, parks, bus stops, and other destinations, have historically been overlooked or difficult to access, creating unsafe or unpredictable situations for both pedestrians and vehicles. The Compton Department of Public Works will consider midblock crossing when deemed necessary and/or feasible.



*Example of mid-block crossing*

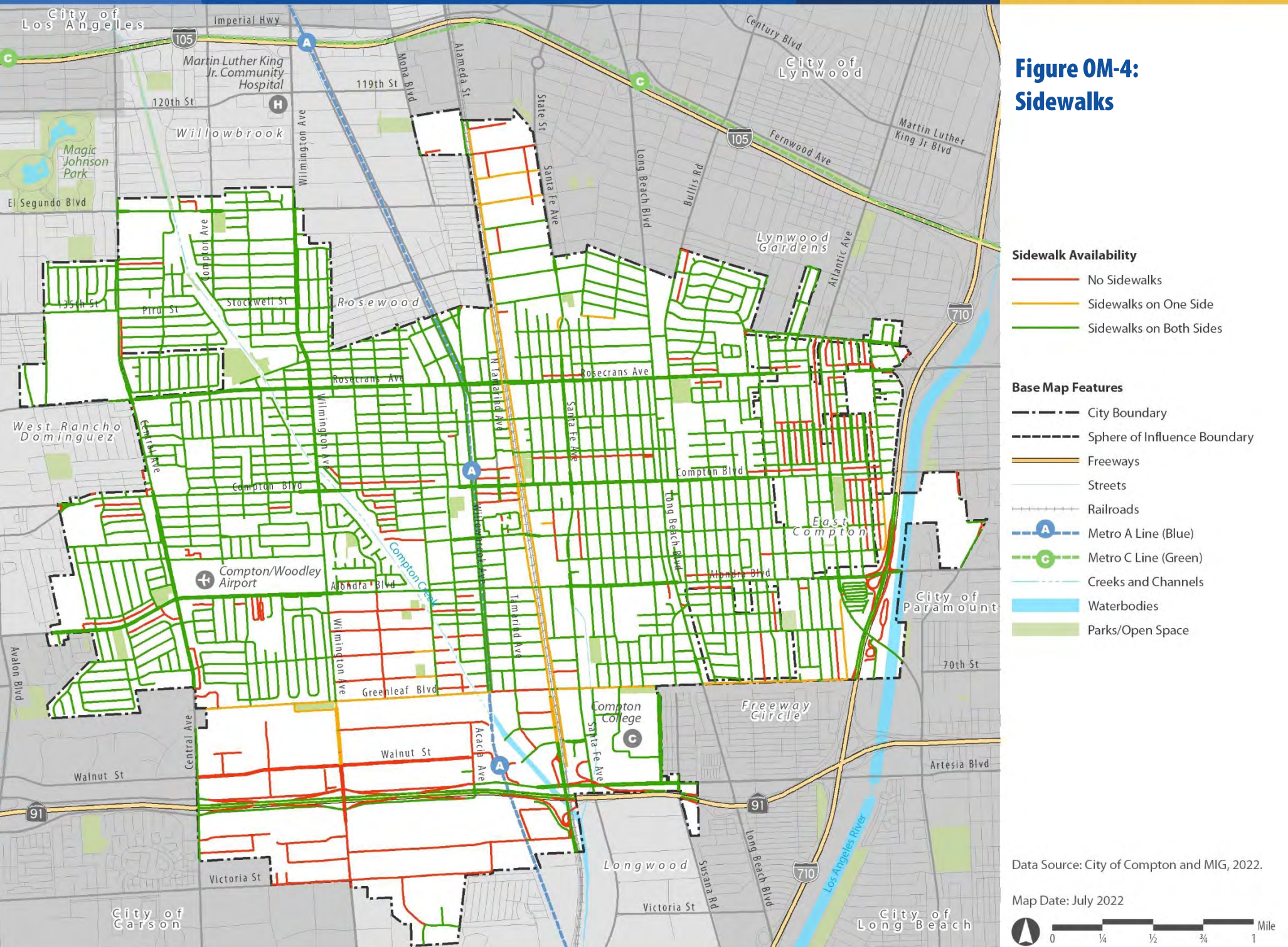


*Example of sidewalk improvements*

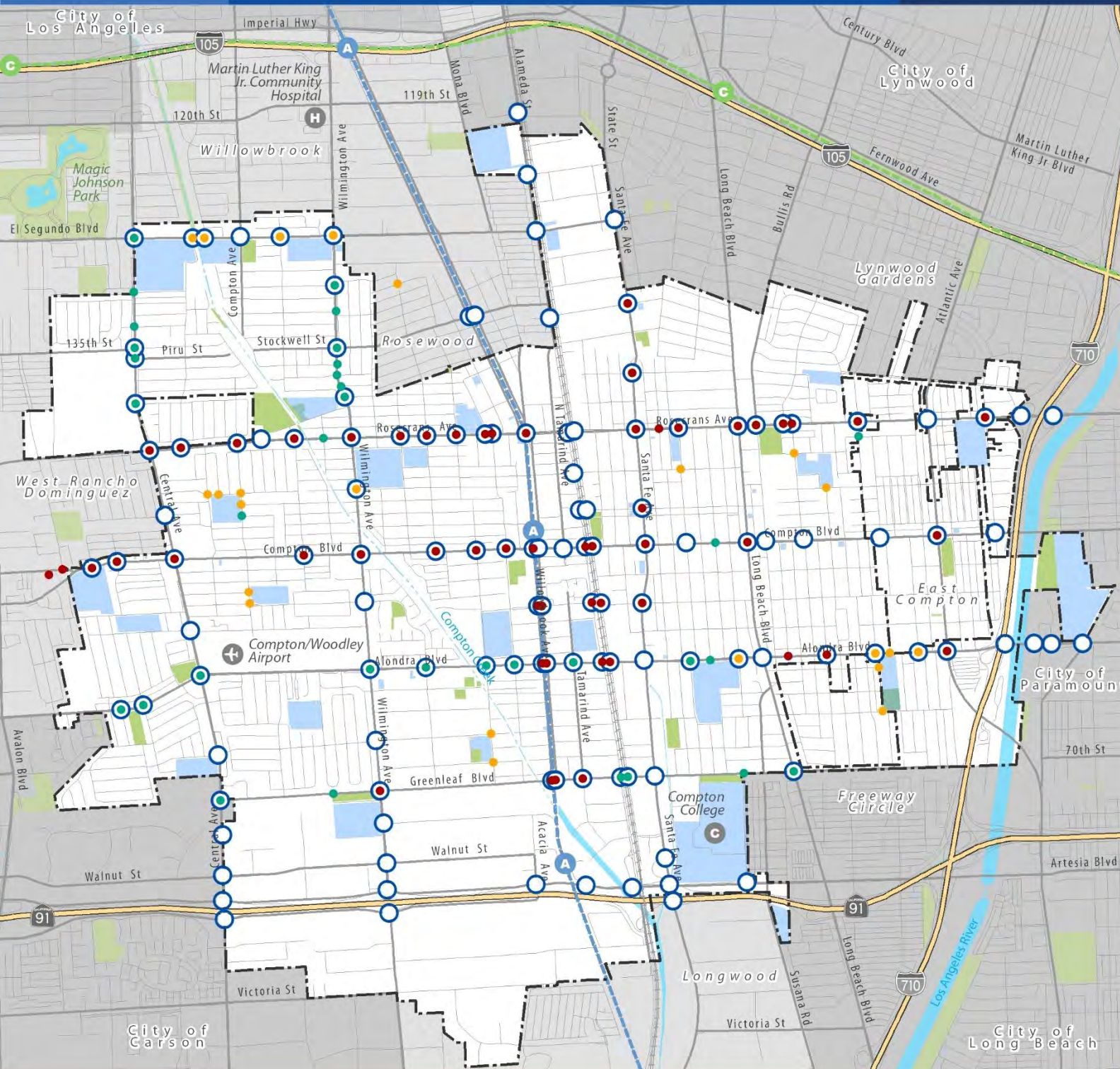




**Figure OM-4:  
Sidewalks**







**Figure OM-5:  
Street Intersections and  
Crosswalks**

Data Source: City of Compton and MIG, 2022.

Map Date: July 2022





## Pedestrian Priority Streets

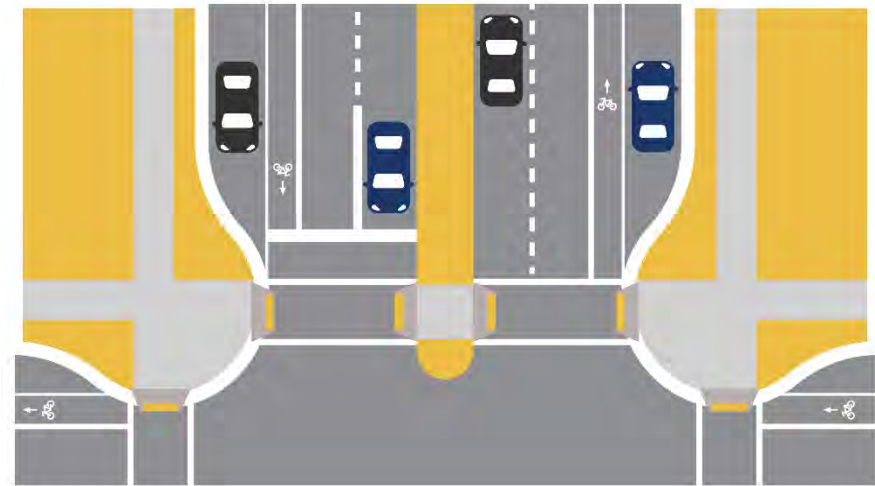
Pedestrian priority streets are streets that include improvements that increase the safety, convenience, and comfort for pedestrians. These streets can provide direct routes to schools, parks, commercial districts, and transit stations. The following are the different types of priority streets, as shown in Figure OM-6.

### Long Beach Boulevard

Long Beach Boulevard offers high-quality transportation options to residents and commuters. With its fixed-route bus service, the boulevard ensures convenient and reliable access to public transportation. During peak commute hours, service intervals on this route are consistently maintained at no longer than 15 minutes, facilitating efficient travel for passengers. This frequent and punctual service enhances accessibility and contributes to reducing congestion and promoting sustainable mobility in the community. Pedestrian priority improvements that can be added to a corridor with a high-frequency bus line include:

- **Bus Priority Lanes.** Collaborate with Metro on NextGen Bus Plan or designating lanes exclusively for buses to reduce congestion and improve bus travel times, allowing pedestrians to cross safely without interruptions from vehicle traffic.
- **High-Visibility Crosswalks.** Installing high-visibility crosswalk markings and signage to enhance pedestrian visibility, thus encouraging drivers to yield to pedestrians at intersections and mid-block crossings.
- **Pedestrian Refuge Islands.** Constructing pedestrian refuge islands at mid-block crossings to provide safe havens for pedestrians to wait while crossing the street, particularly on wide corridors with heavy traffic.

- **Signalized Crossings.** Installing pedestrian-activated signalized crossings at key intersections along the corridor to provide dedicated crossing times for pedestrians and improve safety.
- **Bulb-Outs and Raised Crossings.** Constructing bulb-outs or raised crossings at intersections to reduce crossing distances for pedestrians, slow vehicle speeds, and improve visibility at crossing points.

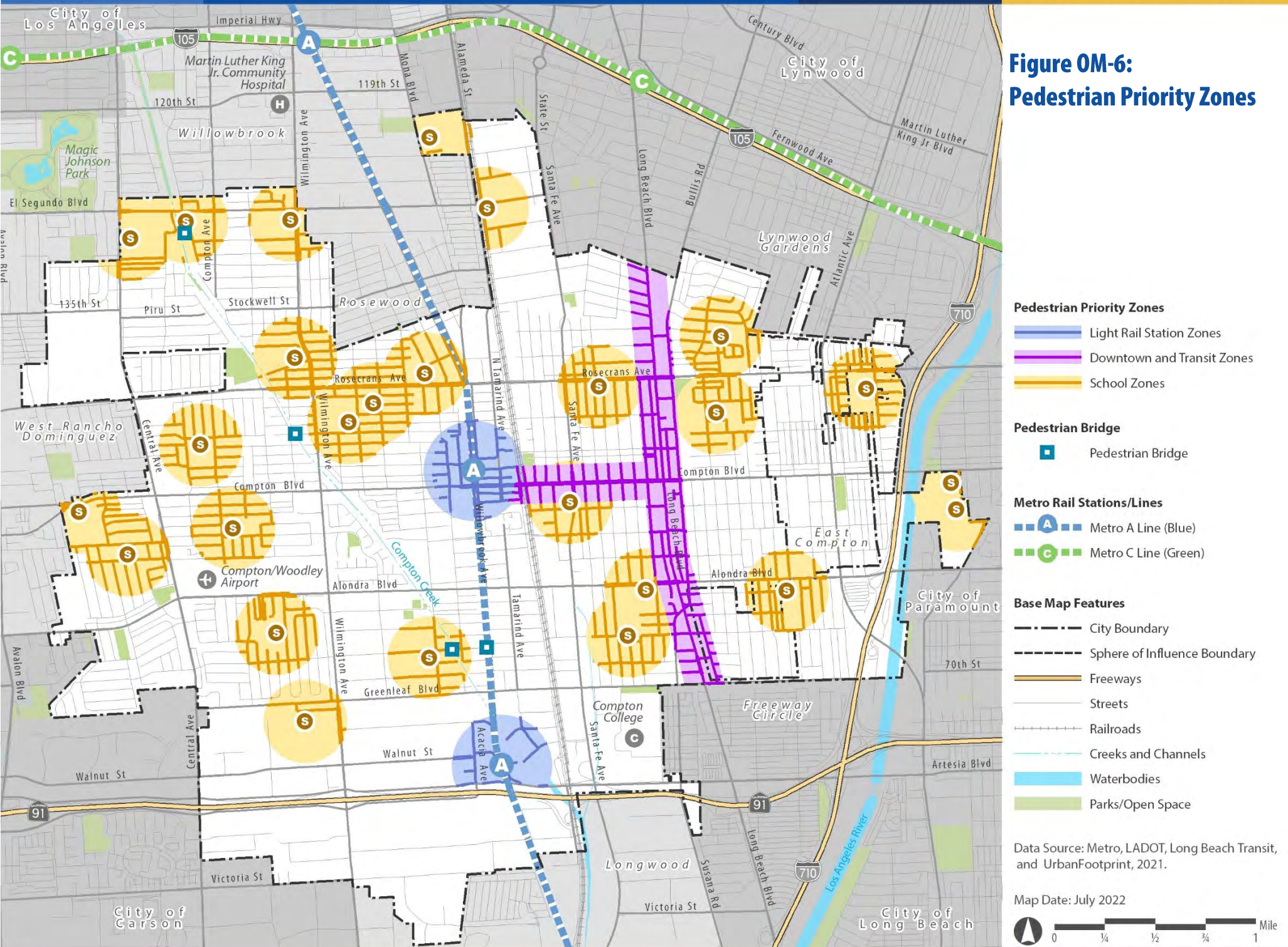


*Example of bulb-outs at an intersection*





**Figure OM-6:  
Pedestrian Priority Zones**





- **Enhanced Lighting.** Improving street lighting along the corridor to enhance visibility for pedestrians, particularly during nighttime hours, and increase overall safety.
- **Transit Shelters and Amenities.** Installing transit shelters, seating, and other amenities at bus stops along to improve the comfort and convenience of pedestrians waiting for buses.
- **Wayfinding and Information Signage.** Installing wayfinding signs and information panels at bus stops and key pedestrian crossings to provide clear guidance and improve the pedestrian experience.

### Metro A Line Compton Station and Artesia Station

The light rail Compton Station and Artesia Station link travelers to destinations throughout Los Angeles County. These stations serve as hubs where various transportation modes converge, offering residents the ability to board buses or use on-demand services to reach destinations beyond the rail stations. The trains facilitate seamless travel for the community to employment centers, educational institutions, and recreational destinations. By accommodating multiple modes of transportation, including bus services, bicycles, and pedestrian pathways, these stations promote multi-modal connectivity, reducing dependency on private vehicles and alleviating traffic congestion.

Adjacent to Compton Station is the Martin Luther King Jr. Regional Transit Center, which enhances connectivity by providing access to bus routes and transit services operated by different agencies. This interconnectivity allows commuters to easily transfer between different modes of transportation, maximizing accessibility and mobility options. Additionally, they enhance accessibility and mobility options for residents, particularly those without personal vehicles, ensuring equitable transportation access across the community.

- **Downtown and Compton Boulevard.** In addition to the Compton Station, downtown Compton streets, like Compton Boulevard, should be equipped with pedestrian-friendly features such as wider sidewalks and designated pedestrian zones. These specialized zones, known as sidewalk amenity zones, span the area between buildings and sidewalks, providing room for outdoor seating and street furniture. These enhancements create a more welcoming environment for pedestrians and provide safer conditions by offering ample space for walking.
- **Mixed Use Street Corridors.** Compton's mixed-use corridors present unique transportation needs due to the blend of residential, commercial, and recreational land uses. The corridors require a transportation infrastructure that accommodates various modes of travel, including pedestrians, cyclists, public transit users, and motorists. To meet these needs effectively, the corridors should prioritize pedestrian safety by incorporating ample sidewalks, well-marked crosswalks, pedestrian-friendly amenities, and first/last mile improvements around bus stops. Additionally, dedicated bike lanes and bike-sharing programs can encourage cycling as a sustainable mode of transportation and using a complete street approach. Efficient and reliable public transit options, such as bus routes, are essential for connecting residents and visitors to key destinations within the corridor and beyond. Furthermore, the integration of smart transportation technologies, like real-time transit information systems and traffic management solutions, can optimize traffic flow and improve overall mobility. By addressing these diverse transportation needs, a mixed-use corridor can foster vibrant, accessible, and sustainable communities.
- **Safe Routes to Schools and Parks.** Safe Routes to School streets, typically within a one-quarter-mile radius around schools, are areas prioritized for enhancements such as improved

## OUR MOBILITY ELEMENT

intersections, crosswalks, and the addition of missing sidewalks or curb cuts where possible. Similarly, Safe Routes to Parks initiatives aim to improve amenities around parks, recreational areas, and public gathering spaces. These enhancements may include streetlights, connected sidewalks, and bicycle facilities, all designed to promote safety and accessibility for pedestrians and cyclists.

### Pedestrian Street Improvements

Categories of recommended pedestrian projects are:

1. **Sidewalks and Paths.** New sidewalks/paths, sidewalks offset from the curb, meandering sidewalks, and sidewalk gap closures make walking along the street safer, more comfortable, continuous, and accessible for people using mobility devices.
2. **Crossing Enhancements.** Crossing enhancements make crossing the street at intersections and midblock easier, including high-visibility crosswalks, advance yield markings, and pedestrian refuge islands.
3. **Curb Treatments.** Curb ramps and curb extensions and intersections increase accessibility for people crossing the street and accessing sidewalks from the street.
4. **Beacons and Signals.** Beacons and pedestrian-activated warning devices (e.g., Rectangular Rapid Flashing Beacons [RRFBs]) to help people safely cross the street at uncontrolled locations, particularly where high traffic volumes or speeds are prevalent.
5. **Green Infrastructure.** Trees, landscaping, and stormwater capture features provide shade, increase cooling green space, contribute visual character, and improve comfort for pedestrians.

### Universal Access and Design

Seniors and disabled persons face similar challenges: transportation system designs and policies that impair their ease of mobility and access. Such barriers include missing sidewalks, poorly marked intersections, inadequate time to cross wide intersections, and a lack of benches for resting.

Universal design (also called inclusive design or accessible design) refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual disabilities and other special needs. Transportation efficiency can be encouraged by universal design. Increased walkway widths and smooth walking surfaces improve convenience for all travelers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers, bicycles, and wheelchairs.



## Bicycle Network Plan

A transportation system that integrates a comprehensive network of bicycle facilities—from bicycle routes to bike racks—results in fewer vehicle trips, reduces greenhouse gases, and improves air quality. An added benefit is that people get exercise while cycling. Recognizing that trucks and bicycles do not mix well, the Bicycle Network Plan identifies paths along the San Gabriel River and streets to accommodate bike facilities that provide connections from neighborhoods to parks, schools, activity areas, and commercial centers, while ensuring alternative connections to avoid bike facilities on major truck routes.

## Bicycle Facility Types

In planning and designing bicycle facilities, the City takes design cues from Caltrans' Highway Design Manual standards and the City's 2021 Active Transportation Plan. Compton supplements these classes of facilities with modified design standards customized for its context and in the future, to accommodate other bicycle design classifications. Shared street facilities are comparatively low-cost ways to start a comprehensive and functional bicycle network since existing rights-of-way are used. Location of bicycle facilities are shown in Figure OM-8.

### Off-Street Bike Facilities

Pathways separated from the street right-of-way and intended for the exclusive use by bicyclists are called off-street bike facilities or shared use paths (Class I).

### On-Street Bike Facilities

On-street facilities include bike routes, striped bike lanes, and buffered bike lanes (Class II, Class III, Class IV). These facilities are recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough to permit an adjacent facility,

but high enough to preclude a “shared” facility. As a simple rule for low-stress bike lanes, the greater the separation from vehicle traffic, the better. Buffered bike lanes are recommended anywhere roadway space allows. Protected bike lanes, which are separated from vehicle lanes by vertical physical barriers, are recommended where vehicle speeds and volumes are high.

### Bicycle Amenities

Bicycle amenities are thoughtful investments in bicycle infrastructure that complement bicycle travel.

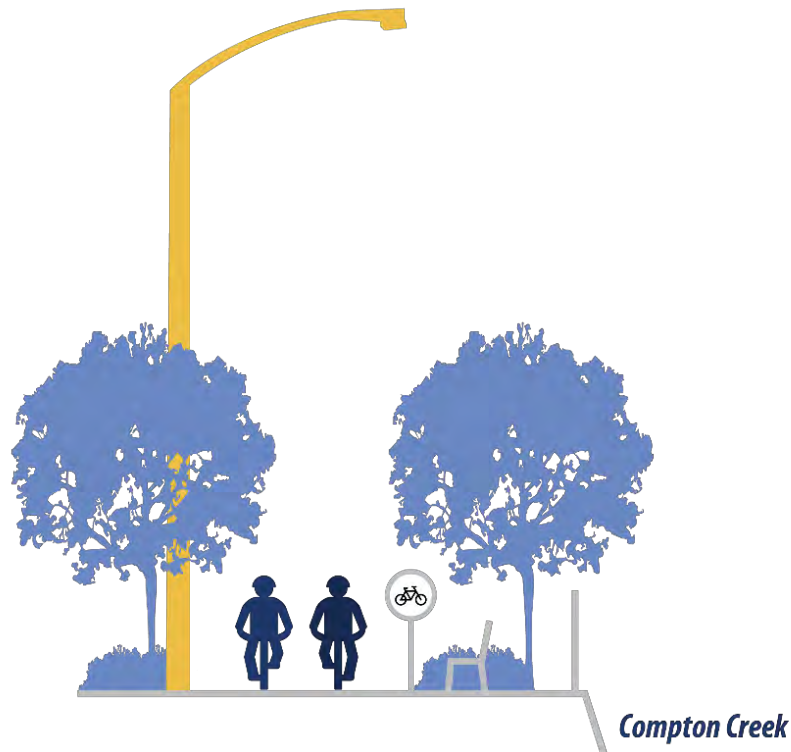
- **Bicycle Parking and Storage.** Ample bicycle parking encourages people to bicycle more often, increases business visibility by installing parking spaces in front of stores, and provides well-designed shared spaces for bicyclists and pedestrians. Understanding bike parking design and function can help communities prioritize needs, functionality, and optimal design considerations. Standard bicycle racks like hoop, wave, and grid style are simple in design and cost effective and keep cyclists from locking their bikes to trees or streetlights.
- **Bicycle Shelters.** Bicycle shelters provide bike storage in areas that would not normally accommodate bicycle parking. Shelters come in a variety of styles and sizes, including modular systems that provide covered and secure bicycle storage while being extremely space efficient and cost effective.
- **Bike Rooms.** Bike rooms provide high-security, long-term parking when there are no outdoor shelters or lockers. Dedicated indoor bicycle storage rooms are praised by bicyclists for residential and commercial use.



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- **End-of-Trip Facilities.** Cyclists and non-cyclists agree on the need to provide good parking for bicyclists – especially secure, sheltered parking to help prevent theft, protect bicycles from inclement weather, and keep them out of the way of pedestrians. People appreciate amenities that encourage them to bike more often, such as offering tools like public repair stands where people need them – near streets, shops, trails, and bicycle storage areas. Other end-of trip facilities may include bike wash stations, showers, and locker rooms to store changes of clothes.

**Figure OM-7: Class I – Shared Use Path**



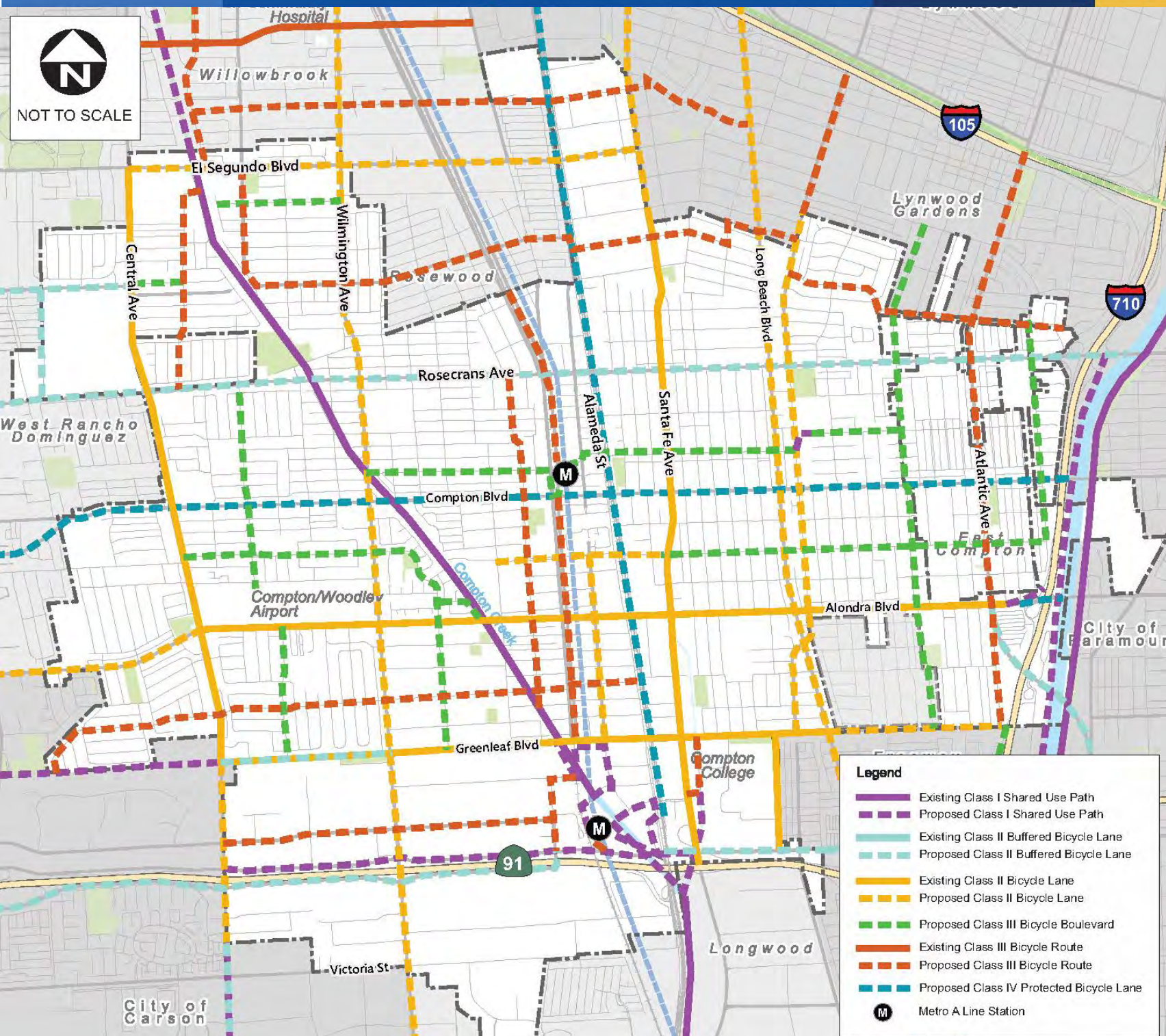
*Protected bicycle lane*

### **Class I: Shared Use Path**

Class I: Shared Use Patha type of bicycle path that is physically separated from motor vehicle traffic by an open space or barrier. These paths are designed to be used by bicyclists, pedestrians, and other non-motorized users. They are often referred to as multi-use trails, greenways, or shared-use paths, such as the trail along Compton Creek or the Los Angeles River.







**Figure OM-8:  
Bicycle Network**

**Figure OM-9: Class II – Bicycle Lane**



**Class II: Bicycle Lane**

A Class II Bicycle Lane is a designated portion of a roadway that is specifically reserved for the use of bicycles. It is typically marked with painted lines on the road surface, often accompanied by symbols such as a bicycle icon, and may include signage to indicate its purpose. Class II Bicycle Lanes are intended to provide a safer space for cyclists by giving them a defined area on the road, reducing the potential for conflicts with motor vehicles. These lanes are usually located on the right side of the road, between the vehicle travel lane and the curb or parking lane.

**Figure OM-10: Class III – Bicycle Route**



**Class III: Bicycle Route**

A Class III Bicycle Route is a shared roadway where bicycles and motor vehicles coexist in the same travel lanes. Unlike a dedicated bike lane, this route is marked with signs or pavement markings, such as "sharrows" (shared lane markings), to indicate that the road is intended for use by both cyclists and motorists. Class III routes are typically found on streets with lower traffic volumes and speeds, where a separate bike lane is not feasible or necessary. These routes help to promote safe and efficient sharing of the roadway by all users.





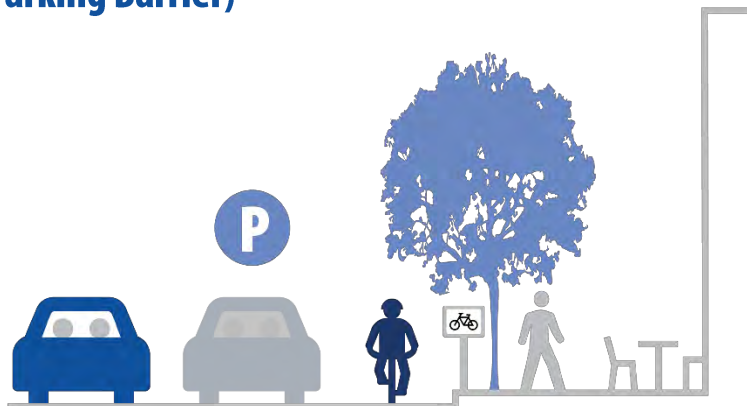
**Figure OM-11: Class IV – Protected Bicycle Lane**



**Class IV: Protected Bicycle Lane**

A protected bike lane is a type of bicycle lane that includes an additional buffer zone separating the bike lane from adjacent motor vehicle travel lanes or parking lanes. The purpose of the buffer is to provide extra space and safety for cyclists, reducing the risk of conflicts with moving vehicles or "dooring" incidents (when a car door is opened into the path of a cyclist).

**Figure OM-12: Class IV – Protected Bicycle Lane (Parking Barrier)**



**Class IV: Protected Bicycle Lane (Parking Barrier)**

This type of bike lane provides a physical separation between cyclists and motor vehicle traffic, using parked cars as barriers. In this configuration, the bicycle lane is positioned between the sidewalk and a row of parked vehicles, with the parked cars serving as an additional buffer between cyclists and moving traffic. This design enhances cyclist safety by providing a more secure and comfortable riding environment, reducing the risk of conflicts with motor vehicles.

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### Micro Mobility

Micro mobility refers to short-distance transportation options that typically involve small, lightweight vehicles such as electric scooters, electric bicycles, and shared bicycles. These transportation modes are designed for individual or shared use and are well-suited for suburban environments. Micro mobility offers convenient and environmentally friendly alternatives to traditional modes of transportation, particularly for trips within neighborhoods or for first- and last-mile connections to public transit. By providing flexibility, affordability, and accessibility, micro mobility contributes to reducing traffic congestion, lowering emissions, and promoting more active lifestyles. Small electric scooters and bikes offer several benefits to the transportation network:

- **Last-mile connectivity.** Electric scooters and bikes provide convenient options for short trips, filling the gap between public transit stops and final destinations. This enhances the overall accessibility and usability of public transportation systems.
- **Reduced traffic congestion.** By encouraging people to use alternative modes of transportation for short trips, electric scooters and bikes help alleviate traffic congestion on roads and highways, particularly during peak travel times.
- **Environmental sustainability.** Electric scooters and bikes produce zero emissions during operation, contributing to improved air quality and reduced greenhouse gas emissions compared to traditional vehicles. This aligns with sustainability goals and helps combat climate change.
- **Cost-effectiveness.** Electric scooters and bikes are often more affordable than owning and operating a car. This makes them an attractive option for individuals looking to save money on transportation expenses, especially for short-distance trips.
- **Flexibility and convenience.** Electric scooters and bikes are easy to use and can navigate through traffic and narrow streets more

efficiently than larger vehicles. They also offer greater flexibility in terms of parking options, as they require minimal space for storage.

Overall, integrating small electric scooters and bikes into the transportation network complements existing modes of transportation, promotes sustainable mobility, and enhances the overall efficiency and accessibility of urban transportation systems.



*Electric bike is an affordable mobility option*



## Expanding Transit Use

Quality transit service is critical for people who do not own cars and can encourage use by people looking for more pleasant commutes. As a suburban community, Compton has long lacked the needed concentration of population for regular bus service, although a resident population (as of 2024) of 93,761<sup>1</sup> persons, coupled with a day-time employee population of around 40,000 and just under 5,000 students at Compton College, suggests that transit can fill a need. Trends such as work-from-home and an increase in young adults foregoing car ownership mean that buses, light rail transit, and other forms of transportation are more necessary. Transit will grow to be an important mobility mode in Compton.

Increasing transit usage requires a combination of strategies for improving accessibility, convenience, affordability, and overall user experience, such as:

- **Improving Service Frequency and Reliability.** Ensuring that buses and trains run frequently and adhere to schedules can make transit a more reliable option for commuters. Investing in infrastructure upgrades and implementing technologies like real-time tracking can help minimize delays and improve service reliability.
- **Expanding Transit Coverage.** Increasing the reach of transit networks to underserved areas can attract new ridership. This could involve extending bus routes into neighborhoods with limited access to public transportation.
- **Enhancing Connectivity.** Integrating different modes of transit, like ride-hailing or bike-sharing, can provide seamless connections and thereby make transit more convenient and appealing for passengers.

<sup>1</sup> State Department of Finance Population and Housing Estimates

- **Promoting Transit-Oriented Development (TOD).** Encouraging dense, mixed-use development around transit stations and along transit corridors can create walkable communities where residents are more likely to use public transportation for their daily needs.
- **Implementing Fare Incentives.** Offering discounted fares for frequent riders, students, seniors, or low-income individuals can make transit more affordable and attractive. Free or reduced-price transfers between different transit modes can also encourage ridership.
- **Enhancing the Passenger Experience.** Investing in comfortable, clean, and safe transit vehicles and stations, as well as providing amenities such as wi-fi, bike racks, and information displays, can improve the overall passenger experience and make transit a more appealing option.

## Transit Priority Areas

### Transit Priority Streets

A transit priority street is a roadway designated and designed to prioritize the movement of public transit vehicles, primarily buses, over other modes of transportation. These streets can be equipped with dedicated transit lanes, signal priority systems, and other infrastructure enhancements to ensure efficient and reliable transit service. By giving precedence to public transit, transit priority streets aim to improve travel times, reliability, and frequency of service for transit users, while also encouraging the use of sustainable transportation options and reducing congestion and emissions on roadways. Pedestrian improvements on transit priority streets aim to create safer and more accessible walking environments, especially near transit stops. These improvements include widening sidewalks, installing marked crosswalks with curb ramps and

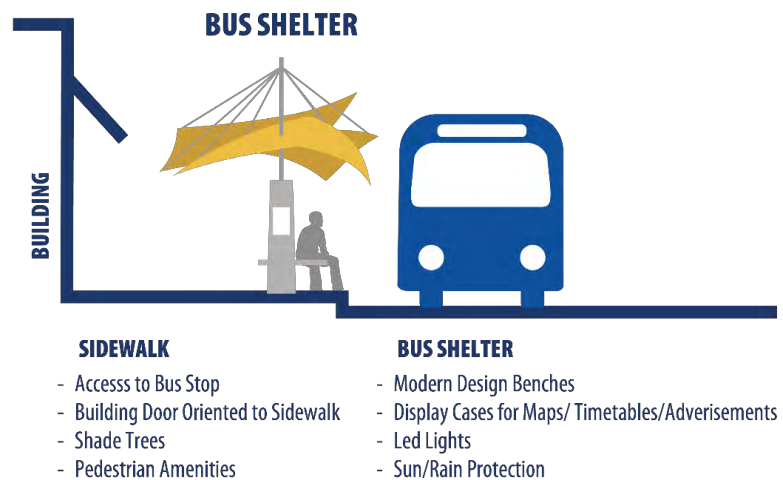




## OUR MOBILITY ELEMENT

tactile paving, pedestrian-activated signals at intersections, pedestrian islands, bulb-outs at intersections, enhanced street lighting, wayfinding signage, and public amenities such as shaded bus shelters, benches, and seating areas (see Figure OM-13). See Figure OM-14 for the location of Transit Priority Streets.

**Figure OM-13: Bus Shelter**

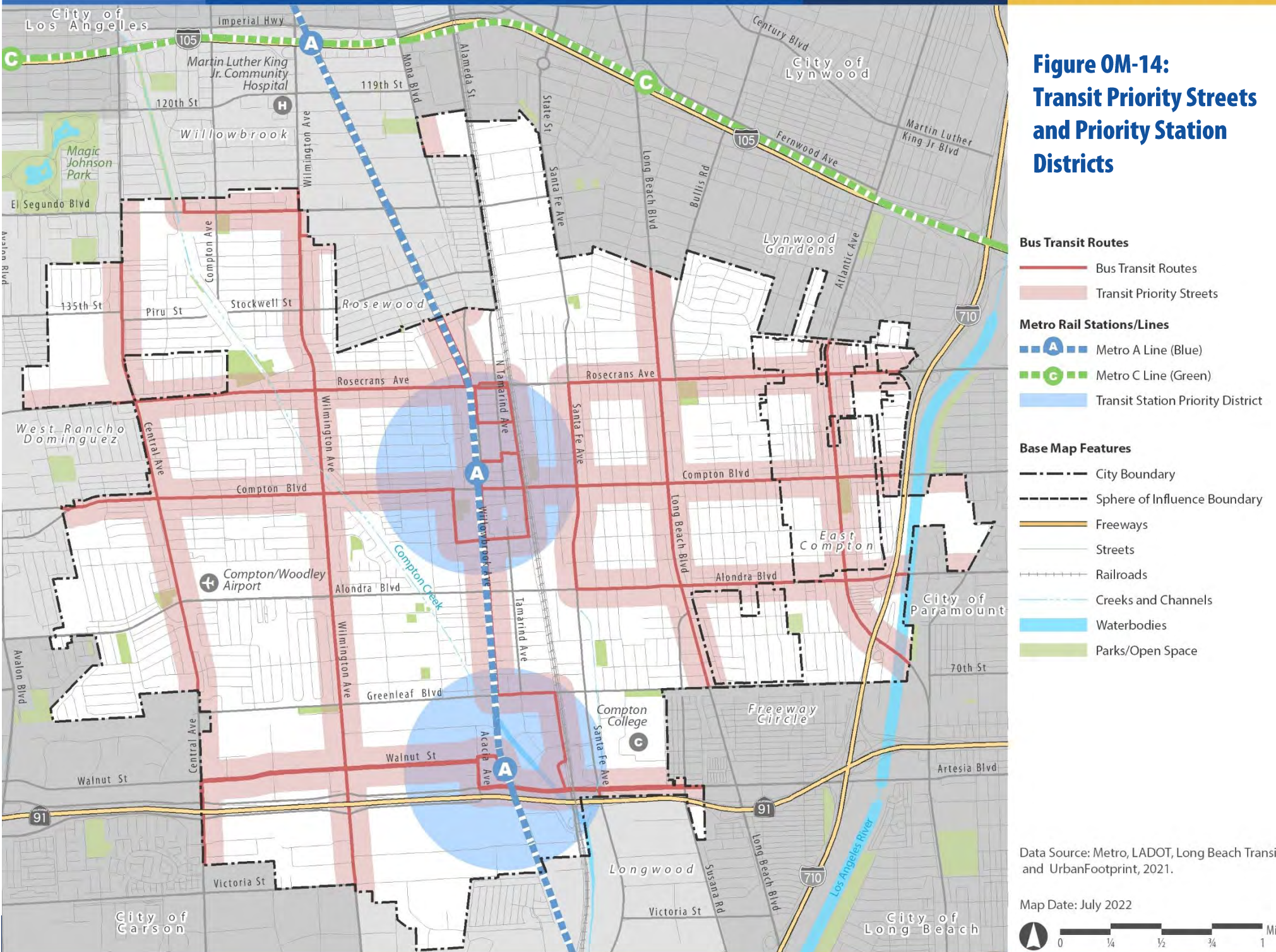


*Martin Luther King Jr. Transit Center adjacent to Compton Station*





**Figure OM-14:  
Transit Priority Streets  
and Priority Station  
Districts**



OUR MOBILITY ELEMENT

Transit Station Priority Districts

Transit Priority Districts include improvements around the Compton and Artesia Stations that encompass enhancements aimed at creating a pedestrian-friendly environment that supports transit ridership. Street design improvements may include wider sidewalks, compact development patterns, multi-modal connections, pedestrian crossings with signals, and enhanced streetscapes with landscaping and street furniture. Public spaces near the station can be revitalized with plazas, parks, and gathering areas, providing opportunities for social interaction and community events. Physical design enhancements may involve integrating public art, wayfinding signage, and lighting to enhance the aesthetic appeal and functionality of the station area. Building orientation can be optimized to create active frontages and pedestrian-friendly streetscapes, with ground-floor retail, cafes, and other amenities that animate the street and contribute to a sense of place. Land uses surrounding the station can be diversified to promote mixed-use development, including residential, commercial, and office space, fostering a vibrant and economically resilient urban environment. Overall, these improvements create a transit-oriented community that is accessible, attractive, and conducive to sustainable living and mobility.

The Our Land Use Element establishes policies that will transition the approximate one-half mile around transit stations and transit corridors with mixed uses, engaging ground-floor spaces, and public gathering places that accommodate pedestrians moving to and from the rail station. A mix of uses with higher-density residential development, along with first/last mile strategies, prioritized non-motorized transport networks, and multi-modal connections, will enhance ridership.

First/Last Mile Strategy

A first or last mile gap is a barrier that discourages potential riders from using transit because a station or stop cannot be easily accessed from

home, work, or other destinations. The gap can be created by elements of geography, topology, street network and design, or a lack of available transportation options. All transit riders must contend with the first/last mile challenge; the easier it is to access the system, the more likely people are to use it. Improving access starts with creating urban environments with cohesive pedestrian and bicycle networks that are inviting and safe, with multiple transportation options available including shared transportation systems, and with a comprehensive transit system. As such, the best practice is to pursue multiple strategies that increase the number of transit access points and options. First/last mile improvements are recommended for transit stations and high-quality corridors, and all bus stops within pedestrian priority zones. See **Table OM-1** for first/last mile tools.

Table OM-1: First/Last Mile Tools

Type	Tools
Infrastructure	Bike lanes, bike parking, sidewalks, crosswalks, curb extensions, street trees, and landscaping
Shared Services	Use Bike share, car share, and "kiss and ride" areas
Signage	Wayfinding signage, information kiosks, and mobile apps
Other	Traffic calming, signal timing for pedestrians and cyclists, and intersection treatments

NextGen Bus Plan

The NextGen Bus Plan by LA Metro is a comprehensive initiative aimed at redesigning and modernizing the bus system to meet the evolving needs





of Los Angeles County residents. It involves a thorough analysis of existing bus routes, schedules, and service levels, as well as extensive community engagement to gather input from stakeholders and riders. The plan focuses on improving service frequency, reliability, and connectivity; reallocating resources to high-demand routes; and implementing innovative strategies to enhance the overall customer experience. This includes initiatives such as more frequent service on key corridors, simplified and streamlined routes, improved bus stop amenities, and better integration with other modes of transportation.

Compton will continue to participate in the NextGen Bus Plan by actively engaging with Metro and providing input on the specific transportation needs and priorities of its residents. Compton can also advocate for the inclusion of residents' concerns and preferences in implementation of the NextGen Bus Plan, ensuring that planned changes align with community needs.

## Shuttles and Paratransit

Compton has long provided Dial-A-Ride shuttle service to transit-dependent residents for transportation to medical institutions and to deliver meals to residents. This program offers curb-to-curb transportation service to seniors and disabled persons anywhere within City boundaries and to medical facilities in nearby communities, such as Kaiser facilities in Bellflower, Downey, and Harbor City, Harbor General, Martin Luther King, and St. Francis Hospitals. Shuttle service is also provided to assist seniors, youth, and disabled groups with subsidized excursions to attend educational, recreational, and cultural events. Trips funded through this program are open to the public.

Compton can enhance its shuttle service and dial-a-ride services by expanding coverage to underserved areas, increasing frequency and operating hours, ensuring accessibility, implementing user-friendly booking systems, promoting awareness among residents, coordinating

with local institutions and employers, soliciting feedback for route adjustments, and exploring partnerships for efficient service delivery. These measures aim to provide residents with reliable, accessible, and convenient transportation choices to meet their diverse travel needs.



*Compton Dial-A-Ride shuttle*

### Roadway Plan

The Roadway Plan articulates the City's vision for development and maintenance of a comprehensive roadway network that will move people and goods throughout the City and region. The plan builds on the street design by providing for improvements, such as more pedestrian/bike facilities and methods to address traffic safety and increased vehicle congestion while accommodating trucks and freight movement.

Design standards set the baseline for street improvements and dedications. Streets with excess capacity, given their configurations and anticipated long-term daily volumes, are candidates for conversion to complete streets, where excess capacity can be repurposed for bicycle, transit, pedestrian, or other alternative travel modes.

### Street Classification

Compton classifies its streets into four categories, as described below and show on Figure OM-15 and OM-16. Each road type serves a specific purpose and accommodates different traffic volumes.

- **Principal Arterial.** These are large arterial roads that serve as primary transportation routes, often connecting major destinations and accommodating high volumes of traffic. Major highways in Compton may include major thoroughfares such as Alondra Boulevard, Santa Fe Avenue, Rosecrans Avenue, and Long Beach Boulevard.
- **Secondary Arterial.** Secondary Arterial are also arterial roads but may have slightly lower traffic volumes and serve as secondary routes connecting neighborhoods, commercial areas, or other key destinations within Compton. These roads may provide alternative routes to major highways or serve as feeder routes to

them. Examples of secondary highways include Willowbrook Boulevard and Alameda Street.

- **Collector Street.** Collector Streets are local roads that collect and distribute traffic from residential neighborhoods to higher-order roads such as secondary highways or major highways. They typically have lower traffic volumes and speeds compared to Principal and Secondary Arterials and primarily serve local traffic within neighborhoods or commercial areas.
- **Collector - Industrial Street.** Collector Industrial Streets are similar to regular Collector Streets but are specifically designed to accommodate industrial traffic, particularly trucks. These streets primarily serve established industrial areas.
- **Local Streets.** Local streets are low-traffic roads that provide direct access to residential, commercial, and other local destinations. They often have lower speed limits and may incorporate traffic-calming measures to prioritize pedestrian and bicycle safety.

In addition to roadways, the circulation network includes supporting infrastructure such as bridges, tunnels, overpasses, underpasses, and ramps. These structures enable the road network to traverse geographical features, accommodate various modes of transportation, and separate travel modes.





**Figure OM-15:  
Street Classification**

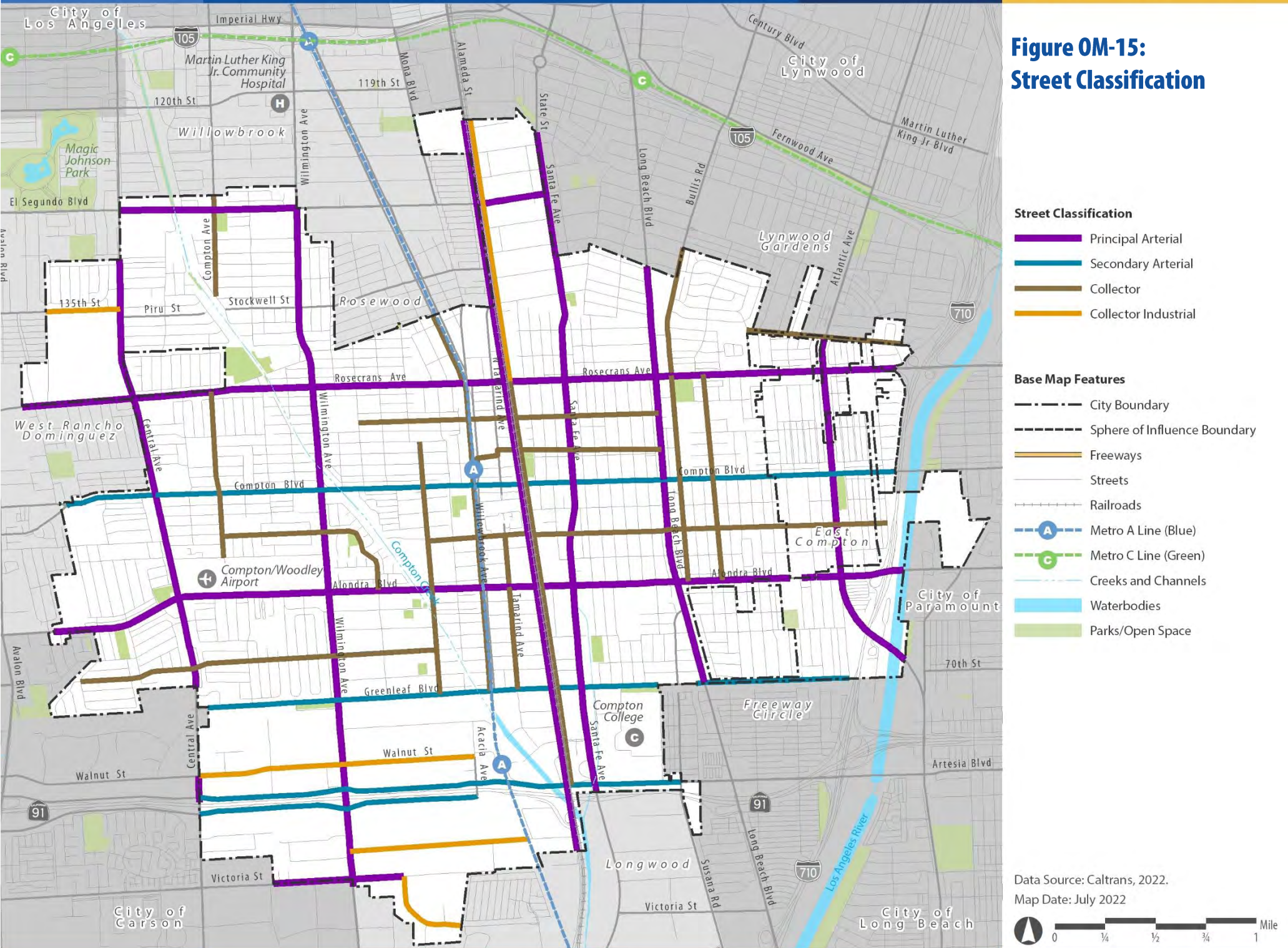
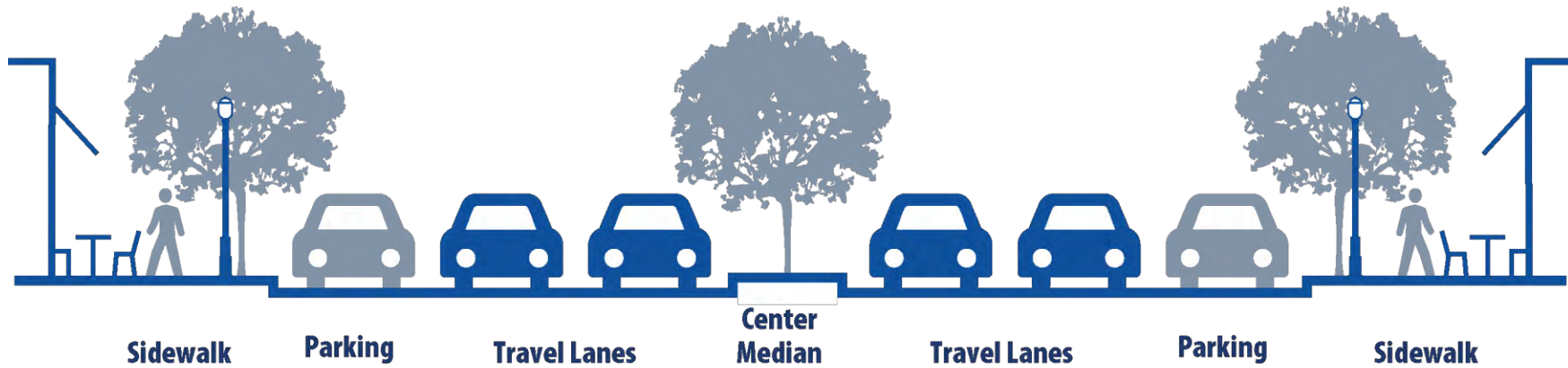


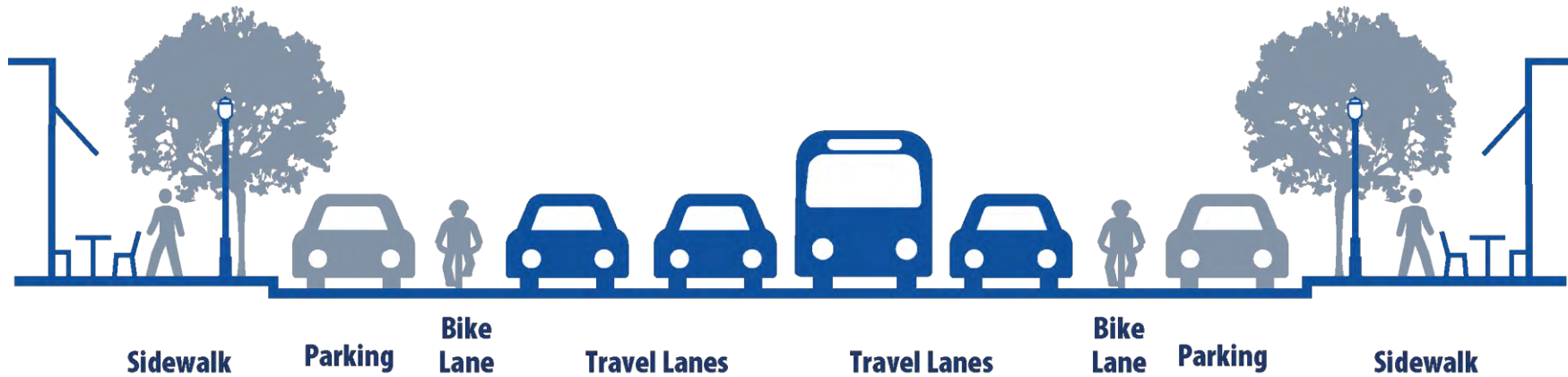


Figure OM-16: Street Cross Sections

Principal Arterial

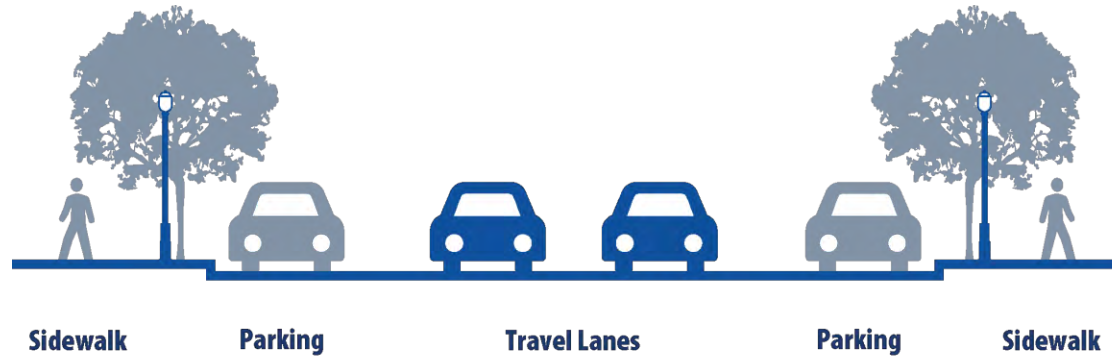


Secondary Arterial

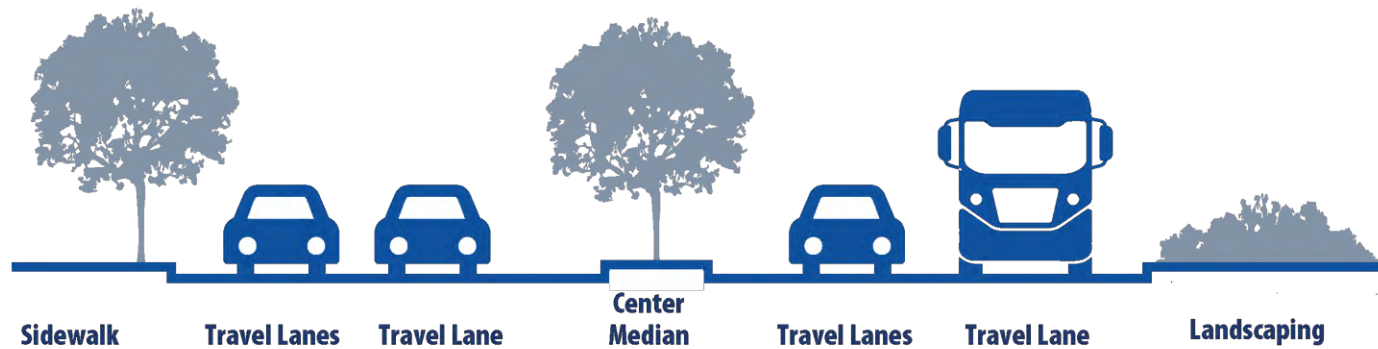


**Figure OM-16: Street Cross Sections**

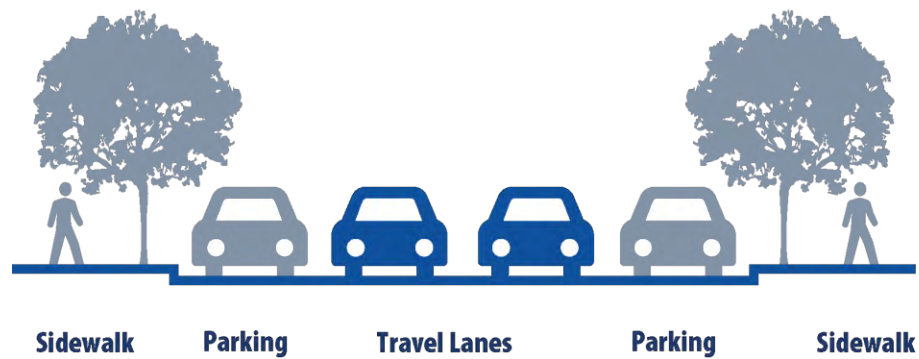
**Collector**



**Collector - Industrial**



**Local**



### Transportation Management

Compton is committed to improving local traffic conditions. Driving a vehicle will remain the most common method of travel for residents. The City will continue to find ways to ensure that roadways operate at optimum level. The City will also continue to monitor street performance and repair and/or retrofit as needed, as funds are available. The City will continue to require street dedication, transportation system improvements on and off-site, and traffic impact analysis for new development when necessary.

### Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measurement of the total mileage traveled by all vehicles in an area. This is a useful measurement directly related to fuel consumption and associated pollutant emissions, which harm the environment. The farther a person drives a vehicle, measured in miles, the more fuel is consumed.

Although VMT is focused on auto travel, the goal of a zero-or-less per capita VMT growth rate leads to an emphasis on the effects of development patterns (e.g., land use mix and density), together with attractive pedestrian, bicycle, and transit infrastructure, given that these factors have an impact on the number and length of vehicle trips. Efforts to reduce VMT may include implementation of transportation demand strategies and improvements to pedestrian, bicycle, and transit infrastructure as an alternative to personal vehicle usage. Although beyond the City's control, the increase in electric-powered vehicles on the streets and freeways will minimize pollutant emissions as well but will not affect VMT.

As a guide, the City has established significance thresholds for VMT transportation impacts for each land use type in a project. These may be

adjusted over time in response to changing conditions and State legislation.

### Level of Service (LOS)

In 2013, Senate Bill (SB) 743 introduced Vehicle Miles Traveled (VMT) as a replacement for Level of Service (LOS) as the primary metric for evaluating transportation system performance in California. While VMT is now the baseline metric for California Environmental Quality Act (CEQA) analysis, local agencies may still use LOS for ongoing transportation planning purposes.

Compton's goal is to prevent deterioration of LOS at critical intersections and roadway segments throughout the city, while also meeting state VMT reduction targets. To achieve these goals, the City will implement a wide range of strategies to maintain and improve roadway LOS through 2045. Engineers and planners rely on LOS ratings to identify issues and prioritize improvements, with facilities operating at LOS D or E generally targeted for upgrades.

Under the growth allowed by the Mobility Element, the City's street network may not be able to support General Plan buildout conditions without some intersections falling to LOS F. To reduce potential future congestion, the City is committed to transportation strategies that encourage mode shifts, including protected bike and pedestrian lanes and advanced Intelligent Transportation Systems (ITS) for all transportation modes. Incremental improvements to the street system will be necessary over time to enhance LOS conditions and address congestion as the city grows. The city will require a LOS study with development to prevent the lowering of any Level of Service around a project.





## Street and Infrastructure Improvements

The importance of replacing or improving street infrastructure, such as deteriorating bridges, cannot be overstated. These structures serve as vital links in our transportation network, facilitating the movement of people, goods, and services. Deteriorating bridges pose significant safety risks to motorists, cyclists, and pedestrians, as structural weaknesses can lead to collapses or accidents. By investing in the replacement or improvement of street infrastructure, we can enhance safety and ensure the long-term sustainability of our transportation system.

Improvements include replacing the aging Compton Boulevard Bridge over Compton Creek with a modern precast concrete structure, addressing structural deficiencies, and enabling safer passage for larger vehicles. This project enhances vehicular safety and efficiency by upgrading aging infrastructure to meet current standards and accommodate heavier traffic loads.

## Traffic Calming and Reducing Cut-Through Traffic

Traffic is always a problem for drivers, especially during rush hour. When the fastest route is backed up, people may look for a cut-through to dodge the traffic and get to their destination faster. Finding that perfect cut-through street can make a commute so much better, but if this cut through is in a residential area or neighborhood, it can be dangerous to those living there. Wayfinding apps have aided this behavior and vexed people living along streets frequented by these impatient motorists. When a street becomes known as a cut-through route, residents begin to complain of excess volumes, speeding and distracted drivers, and new hazards when using the once-quiet road. Local roads paralleling major north-south and east-west roadways can become cut-through traffic targets. Additionally, local streets within residential neighborhoods around schools also become prime cut-through traffic areas during school drop-off and pick-up times.

Traffic-calming strategies are focused on design improvements meant to address excessive speeding on roadways. Traffic-calming measures can offer a menu of design solutions to reduce collisions between drivers and pedestrians, cyclists, and others on the streets. Examples of traffic calming infrastructure include speed cushions, sidewalk bulb outs, or designating and upgrading low-speed streets to “bike boulevard” status. These are in addition to traffic lights and traffic signals that regulate traffic flow.



## OUR MOBILITY ELEMENT

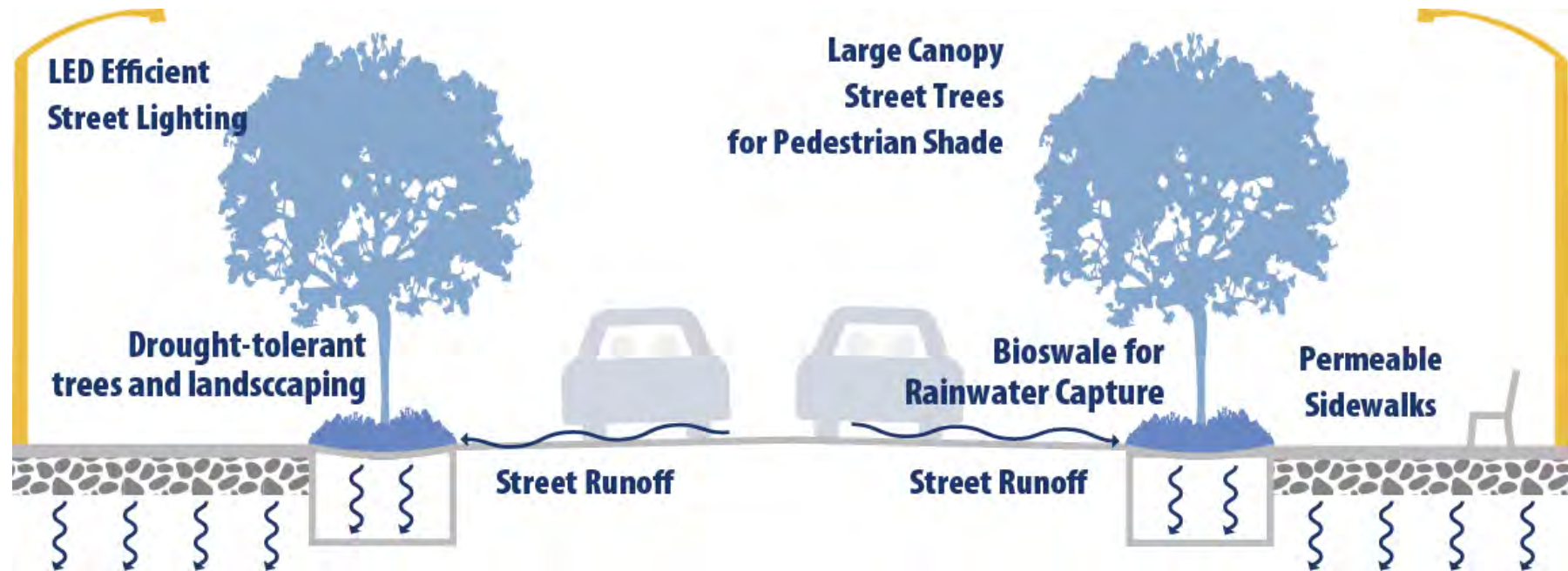
### Green Streets

“Green Streets” integrate green infrastructure elements such as trees, vegetation, and permeable surfaces into street design to mitigate the urban heat island effect, improve air quality, and reduce and clean stormwater runoff (see figure OM-17). In Compton, these design approaches can help protect the health of Compton Creek and the Los Angeles River. Additionally, green streets promote active transportation and create pleasant, inviting environments for pedestrians and cyclists. Overall, the implementation of green streets along these drainage corridors aligns with Compton's commitment to environmental stewardship, resilience, and the well-being of its residents.



*Green Streets use natural processes, including filtration through plants and soil, to treat water runoff in an environmentally friendly way*

**Figure OM-17: Green Streets**

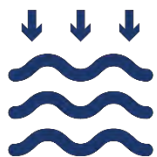


An example of a green street is the Center Avenue Green Street Improvement Project designed to address flood protection, water quality improvement, and recreational enhancement needs in areas lacking adequate drainage and green space. It involves extending and expanding the existing storm drain system along Center Avenue and incorporating catch basins, lateral lines, and gravity main lines. Restoration of the existing road surface is also part of the project scope. Structural low-impact development practices along Center Avenue and Alondra Boulevard intercept and treat stormwater flow, thereby mitigating neighborhood flooding issues and enhancing water quality for waters discharging into Compton Creek and the Los Angeles River.



**Figure OM-18: Benefits of Green Streets**

*A stormwater management approach that uses plants and soil to slow, filter, and cleanses stormwater from streets*



**Flood  
Mitigation**



**Improved  
Water Quality**



**Increased  
Water Supply**



**Water  
Conservation**



**Watershed  
Protection**



**New  
Natural Resources**



## OUR MOBILITY ELEMENT

### Parking

Parking issues vary throughout Compton's neighborhoods and commercial districts. In some neighborhoods, residents are challenged to find parking due to high population density and older housing developments with inadequate parking supply. Parking congestion occurs near popular destinations such as shopping centers, schools, and public facilities. Illegal parking, such as blocking driveways or parking in restricted areas, contributes to traffic congestion.

The need for parking impacts the design of the built environment, the cost of development, housing affordability, and traffic flow.

The City has considered solutions to address parking problems in residential areas, particularly on streets with limited off-street parking and/or spillover parking from adjacent nonresidential uses. On-street parking restrictions and permit parking programs have been implemented based on residents' requests and studies documenting significant parking conflicts.

Each new development project is required to provide on-site parking based on zoning code requirements for the uses proposed. However, to address parking concerns associated with long-established uses and districts, the City works to better manage existing parking resources through strategies such as:

- **Parking Management Plans.** Develop comprehensive parking management plans tailored to the specific needs of each neighborhood, considering factors such as residential density, commercial activity, and available parking infrastructure.
- **Parking Permits.** Implement residential parking permit programs in areas with high demand for parking, allowing residents to have priority access to on-street parking spaces near their homes.

- **Parking Restrictions.** Enforce parking restrictions, such as time limits and no-parking zones, to prevent illegal parking and ensure turnover of parking spaces in high-demand areas.
- **Parking Infrastructure.** Invest in the expansion and enhancement of parking infrastructure, including constructing parking lots or garages in areas with limited on-street parking availability.
- **Smart Parking Technologies.** Implement smart parking technologies, such as sensors and mobile apps, to provide real-time information on parking availability and help drivers locate parking spaces more efficiently.





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In conjunction with these physical improvements, educational initiatives promote awareness and understanding between equestrians and motorists. Public awareness campaigns can educate residents and visitors about the rights and responsibilities of equestrians on the road, as well as provide guidance on how to safely interact with horses while driving. Furthermore, outreach efforts can encourage collaboration among equestrian groups, local authorities, and transportation agencies to address concerns and implement effective solutions.

Street improvements tailored to accommodate equestrian activities in the Richland Farms area are essential for enhancing safety, accessibility, and connectivity for riders, drivers, and residents. By prioritizing the needs of equestrians and integrating their requirements urban planning and street design, Compton can preserve its rich equestrian heritage and promote the continued success and vitality of its horse community.



*Equestrians sharing the roadways in Compton*





## Goods Movement

Freight movement refers to the transportation of goods and commodities from one location to another, typically involving the movement of cargo over long distances, including use of trucks, trains, ships, and aircraft. Freight encompasses the logistics and transportation activities associated with the shipment of goods, including the handling, storage, and delivery of products. Compton has a history as an industrial city, and many industrial sites still exist that are dependent upon and benefit from ready access to freight corridors.

### Alameda Corridor

The Alameda Corridor is a dedicated below-grade freight rail corridor that connects the ports of Los Angeles and Long Beach to the transcontinental rail terminals near downtown Los Angeles. The Alameda Corridor consists of a series of bridges, underpasses, overpasses, and street improvements that separate rail freight circulation from local road circulation. The Alameda Corridor runs centrally through Compton, and it is jointly utilized by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP). There are no rail stops in Compton. As of 2023, this corridor was used by up to 28 trains per day, carrying an average of 12,300 daily shipment containers with international and domestic cargo. The Alameda Corridor Transportation Authority (ACTA) is the joint powers authority formed by the City of Los Angeles and City of Long Beach to maintain the corridor. ACTA is governed by a seven-member board, with representatives from the Cities of Los Angeles and Long Beach, the Ports of Los Angeles and Long Beach, and the Los Angeles County Metropolitan Transportation Authority.

## Local Rail Freight

Local rail freight refers to the transportation of goods and commodities using railroads within a specific region or local area. It involves the movement of freight over shorter distances, typically within a city or a specific geographic region.

In Compton, Union Pacific's Wilmington Subdivision branch line traverses Compton, sharing the Metro A Line right-of-way. From this branch line, several industrial spur tracks diverge from the main line and provide access to industrial areas for loading and unloading. The local rail freight plays a role in supporting regional economies, industrial activities, and supply chains within the Southern California region. Sharing the Alameda Corridor right-of-way, but above grade, is the Union Pacific's Patata Industrial Lead, which connects ports of Long Beach and Los Angeles to the Titan Terminal Transport in Cudahy before connecting to the Los Nietos Subdivision in Norwalk (see Figure OM-18).



*Alameda Corridor*

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To address local freight train challenges comprehensively, several strategies can be implemented. These include upgrading railroad infrastructure to enhance safety and efficiency by modernizing tracks, improving signaling systems, implementing real-time monitoring technology, and where feasible, adding new grade separations. Additionally, enhancing safety measures at grade crossings through installations of warning signs, lights, and gates, and considering grade separation projects where feasible, is vital. Noise pollution concerns can be mitigated by implementing measures such as sound barriers and quiet zones, while environmental impact can be minimized by promoting cleaner locomotives and eco-friendly practices in rail line operations. Ensuring regulatory compliance and enforcement of safety standards are essential, alongside developing traffic management strategies to alleviate congestion during train movements, especially in busy areas and peak hours, through coordination with local transportation agencies.

### Truck Routes

Truck routes, also known as trucking corridors, are specific roadways designated for the use by commercial trucks. These routes are carefully selected and designated to optimize the movement of freight and ensure the safe and efficient transportation of goods by trucks (see Figure OM-20). Truck routes are often designed to avoid roadways with restrictions or limitations that could hinder truck operations. These restrictions may include low bridges, weight limits, narrow roadways, or areas with tight turning radii not suitable for trucks. Truck routes often avoid densely populated residential areas, school zones, or areas with heavy pedestrian traffic to reduce potential hazards and improve road safety.

Trucks routes running north to south include Wilmington Avenue, Alameda Street, Long Beach Boulevard, Santa Fe Avenue, and Atlantic Avenue. Routes running east to west include El Segundo Boulevard, Rosecrans Avenue, Alondra Boulevard, and Artesia Boulevard.

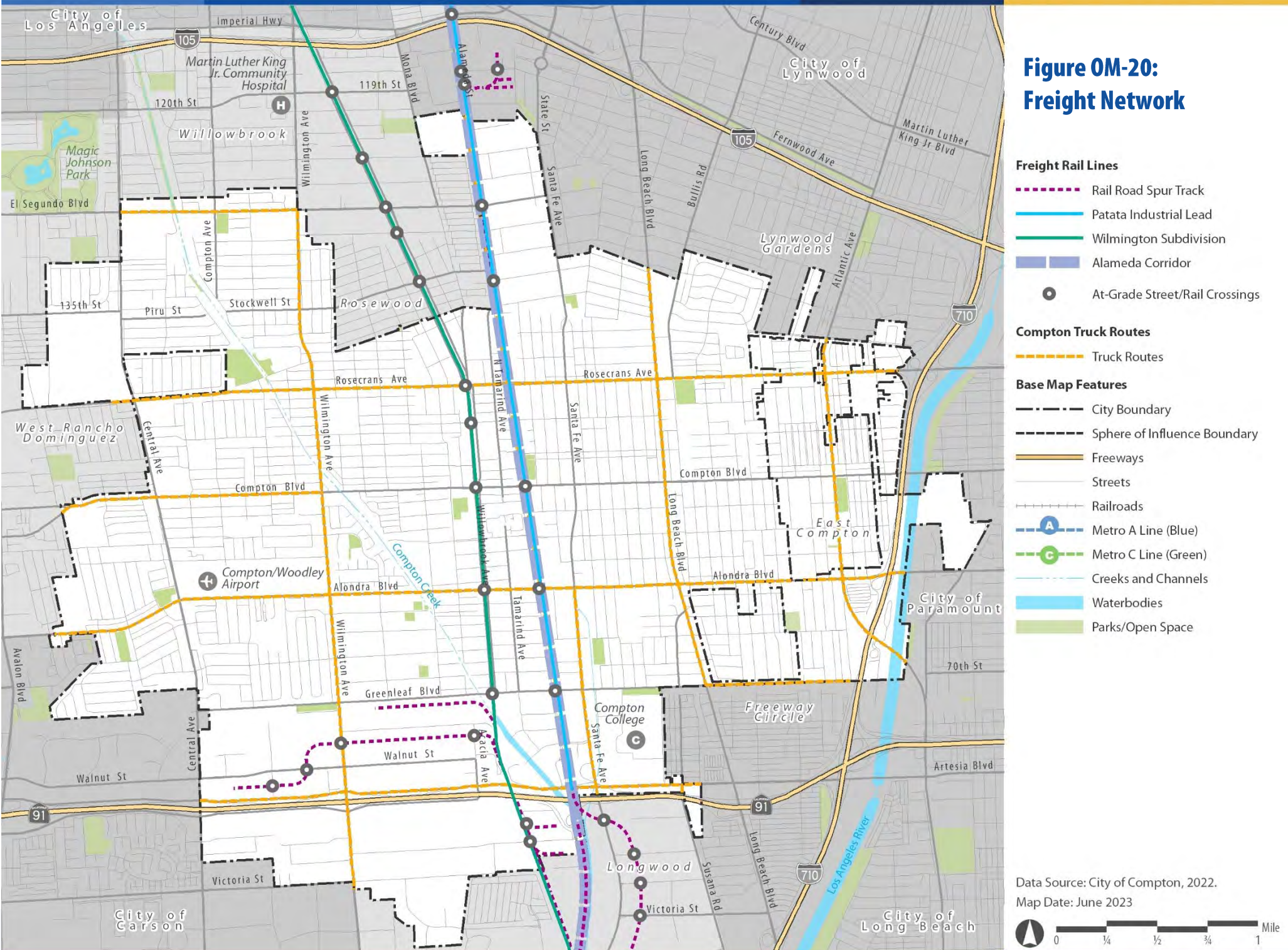
### Delivery Vehicles

With the dominance of e-commerce, the delivery of merchandise to homes and businesses has increased significantly. As more goods are ordered, more delivery trucks will be dispatched onto local streets. Often, delivery box trucks and vans will double-park on two-lane streets that lack loading zones, snarling the traffic behind them. The City will monitor delivery vehicles and determine if additional loading zones will be required within the highest-need areas to minimize traffic and safety issues. Also, delivery by drone, while reducing on-street delivery vehicles, may distract motorists. Drone delivery technologies and regulations will continue to evolve, and the City will be mindful of the effects locally.





# Figure OM-20: Freight Network





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### Greenhouse Gas Reduction

In conjunction with land use planning, this Circulation Element bolsters City compliance with AB 32 (Global Warming Solutions Act) and SB 375 (Sustainable Communities and Climate Protection Act) to reduce the City's contribution to greenhouse gases that contribute to human-caused climate change. Vehicles on the roadway that rely on fossil fuels are the main generators of greenhouse gases. Greenhouse gas reduction will be achieved holistically by a robust complete streets strategy, including support for pedestrians and bicycling systems and sustainability policies that reduce the reliance on fossil fuel energy.

### Transportation Technology

Mobile technology and artificial intelligence have radically transformed mobility options and transportation systems. As the future of transportation continues to evolve, the City will remain flexible in accommodating better and more efficient ways to address transportation. Self-driving cars and trucks, web-enabled parking meters, smart street technology, adaptive signal controls, parking availability information, and other forms of new technology can improve many aspects of all modal experiences. The deployment of advanced technology could be used to assist in traffic enforcement.

### Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use advanced technology to make traveling safer, faster, and more efficient. By providing real-time information about traffic conditions, delays, alternate routes, and even available parking or bus seats, ITS helps drivers, transit riders, and cyclists plan their trips more effectively. For example, digital signs along roadways can alert drivers to accidents or heavy congestion ahead, suggesting

detours to save time. Similarly, apps can show bus or train arrival times and how crowded they are, making public transit more convenient.

The goal of ITS is to improve the overall flow of traffic, reduce travel times, and prevent accidents by using tools like smart traffic lights that adjust based on traffic patterns or warning systems that notify drivers about upcoming hazards. Additionally, ITS supports environmental sustainability by reducing fuel consumption and air pollution caused by idling vehicles stuck in traffic. For Compton, integrating ITS can help create a more reliable and accessible transportation network that benefits everyone, from commuters to pedestrians and transit users.



*Examples of congestion warning sign*



## Autonomous Vehicles

Self-driving vehicles are cars or trucks in which human drivers are never required to take control to safely operate the vehicle. Also known as autonomous or “driverless” vehicles, they combine sensors and software to control, navigate, and drive the vehicle. This is technology the City will need to monitor and consider how to properly regulate their use before it is established or widely adopted for local implementation.

In addition to regulatory considerations, autonomous vehicles have the potential to significantly impact local mobility systems, infrastructure planning, and land use. The reduced need for traditional parking spaces could transform urban spaces, freeing up valuable land for alternative uses such as green or public spaces, added or expanded bicycles lanes, or pedestrian sidewalks. Altered traffic patterns might lead to improved roadway efficiency, but they could also require redesigning intersections, traffic signals, and street networks to accommodate autonomous vehicles effectively. Furthermore, integrating autonomous vehicles with public transit systems presents opportunities to create seamless, multi-modal transportation networks, potentially reducing reliance on private vehicles.

However, ensuring pedestrian and bicyclist safety will necessitate rigorous testing of vehicle sensors and software in complex urban environments. Addressing equity is also critical, as the City must ensure that autonomous mobility solutions are accessible and affordable to all residents, including low-income communities, seniors, and people with disabilities, to prevent further transportation inequities.



*Autonomous vehicle*



## Other Mobility Options

### Scooter Service, Bike Sharing, and Similar Systems

A scooter-sharing system is a service in which scooters are made available for short-term rentals using a dockless system and activated by mobile devices. Popularly used vehicles include electric-powered devices such as scooters and bicycles. These vehicles can travel on local roadways, particularly within bike lanes, and are not recommended on sidewalks. These systems are popular in communities with colleges or tourist attractions. However, such systems could be applied in Compton as an alternative transportation option. The City staff will monitor and regulate any systems before they are established locally.

### Ride-Hailing Services

Ride hailing services are services that use online-enabled platforms to connect passengers with local drivers using their personal vehicles. In most cases, they are a comfortable method for door-to-door transport. As this service continues to expand for not just rides but deliveries, the City may consider designating curb-side pick-up/drop-off areas within Downtown, commercial centers, schools, and other popular activity areas.



*Electric and adaptive micromobility devices may also increase mobility for older adults, parents with young children, or individuals with disabilities, as they are less strenuous to operate than traditional bicycles or scooters.*





## Mobility Element Goals and Policies

The Mobility Element embodies a comprehensive approach to enhancing transportation and accessibility within the community. With a focus on pedestrian mobility, bicycling infrastructure, public transit accessibility, equestrian pathways, trails, street safety measures, and efficient freight mobility, this element supports a diverse and sustainable transportation network. By prioritizing the needs of all users, the Mobility Element promotes accessible and interconnected streets where traffic flows smoothly, transit is an easy option, and pedestrians, cyclists, and equestrians feel safe.

### GOAL OM-1: A PEDESTRIAN-FRIENDLY ENVIRONMENT THAT PRIORITIZES SAFETY, ACCESSIBILITY, AND COMFORT FOR RESIDENTS AND VISITORS OF ALL AGES AND ABILITIES

- Policy OM-1.1: Pedestrian Infrastructure Improvement.** Prioritize the enhancement of pedestrian infrastructure citywide to create a safe, accessible, and interconnected network of walkways for pedestrians of all ages and abilities.
- Policy OM-1.2: Complete Streets Pedestrian Priority.** Implement a complete streets approach to street design and development, ensuring that all new and reconstructed streets accommodate pedestrians safely, comfortably, and conveniently.
- Policy OM-1.3: Crosswalk Enhancement.** Improve crosswalks and pedestrian crossings to enhance pedestrian safety and accessibility, particularly at intersections and high-traffic areas.

- Policy OM-1.4: Sidewalk Maintenance and Repair.** Establish a comprehensive sidewalk maintenance and repair program to address sidewalk deficiencies, hazards, and obstructions.
- Policy OM-1.5: Pedestrian Safety Education and Outreach.** Develop and implement pedestrian safety education and outreach programs to raise awareness about pedestrian rights and responsibilities, promote safe walking behaviors, and improve interactions between pedestrians and other road users.
- Policy OM-1.6: Pedestrian Amenities.** Increase the availability of pedestrian amenities such as benches, shelters, lighting, and wayfinding signage at key destinations and along pedestrian corridors.
- Policy OM-1.7: Pedestrian Priority Zones.** Designate pedestrian priority zones within mixed-use corridors, Downtown Compton, Compton Station and Artesia Station, and around schools to create vibrant, pedestrian-friendly environments that support walking as a mode of transportation and recreation.
- Policy OM-1.8: Sidewalk Shading.** Expand tree canopies and other shading strategies to minimize hot climate conditions for pedestrians.



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### GOAL OM-2. REDUCE TRAFFIC-RELATED INJURIES AND FATALITIES, AND CREATE SAFE AND MORE ACCESSIBLE STREETS FOR ALL USERS

- Policy OM-2.1:** **Complete Streets.** Implement a complete streets approach to street design and development, ensuring that streets are designed to accommodate the safe and convenient movement of all users, including pedestrians, cyclists, motorists, equestrians, and public transit users.
- Policy OM-2.2** **Vision Zero.** Utilize Vision Zero approaches to help eliminate traffic-related fatalities and severe injuries on City streets.
- Policy OM-2.3:** **Safe Routes to School.** Develop and implement Safe Routes to School programs and initiatives in cooperation with public and private schools.
- Policy OM-2.4:** **School and Street Safety Program.** Develop programs to implement infrastructure improvements near schools, apply educational campaigns, and utilize enforcement efforts to promote safe travel behaviors and reduce traffic hazards in school zones.
- Policy OM-2.5:** **Traffic Calming.** Establish traffic calming measures to address speeding and improve safety on residential streets, around schools, along street corridors, and at high vehicle collision intersections.
- Policy OM-2.6:** **Pedestrian Safety.** Develop and implement pedestrian safety policies focused on improving crosswalk visibility, enhancing pedestrian crossings, and reducing pedestrian-vehicle

conflicts, including installing pedestrian countdown signals, refuge islands, and high-visibility crosswalk markings to enhance pedestrian safety at intersections and mid-block crossings.

- Policy OM-2.7:** **Bicycle Safety.** Adopt a bicycle safety policy to promote safe cycling practices and improve conditions for cyclists on City streets, including expanding bicycle infrastructure, installing bike lanes and bike parking facilities, and providing bicycle education and outreach programs to encourage safe and responsible cycling behavior.

- Policy OM-2.8:** **Street Lighting.** Develop a street lighting policy to improve visibility and enhance safety on streets. Prioritize lighting improvements in underserved areas to improve nighttime visibility and reduce traffic-related incidents.

- Policy OM-2.9:** **Street Takeovers.** Implement measures to prevent street takeovers, including increased law enforcement presence, enhanced surveillance, community engagement initiatives, and stricter penalties for offenders to improve safety and protect roadways from illegal and dangerous activities.

- Policy OM-210:** **Blighted Streets Revitalization.** Develop a comprehensive revitalization strategy for blighted streets, including targeted cleanup efforts, infrastructure improvements, beautification projects, community engagement initiatives, and partnerships with local stakeholders and organizations to restore vitality,



safety, and aesthetic appeal to affected neighborhoods.

**Policy OM-2.11:** **Long-Term Recreational Vehicle Parking.** Implement regulations to manage long-term parking of recreational vehicles on City streets, including designated parking areas, time limits, permit requirements, and enforcement measures, to ensure fair use of public space, preserve neighborhood aesthetics, and address concerns related to safety and livability.

**GOAL OM-3. HIGH-QUALITY PUBLIC TRANSIT ACCESSIBILITY AND RELIABILITY THAT PROMOTE SUSTAINABLE MOBILITY OPTIONS FOR ALL**

**Policy OM-3.1:** **Transit-Oriented Development (TOD).** Promote transit-oriented development around existing and planned bus and light rail transit stations to encourage mixed-use, higher-density development within walking distance of transit facilities.

**Policy OM-3.2:** **First and Last Mile Connectivity.** Develop strategies to improve first and last-mile connectivity to bus and light rail transit stations, particularly in underserved communities.

**Policy OM-3.3:** **Transit Service Expansion.** Advocate for the expansion and enhancement of bus and light rail transit services to improve accessibility and mobility options for residents throughout the city.

**Policy OM-3.4:**

**MLK Transit Center.** Maintain and promote the Martin Luther King Jr. (MLK) Transit Center as a multi-modal transit stop.

**Policy OM-3.5:**

**Transit Priority Corridor.** Designate key corridors and routes for transit priority treatment to improve the reliability and efficiency of bus and light rail transit services.

**Policy OM-3.6:**

**Transit Safety and Security.** Enhance safety and security on bus and light rail transit systems to promote a safe and comfortable riding experience for passengers.

**Policy OM-3.7:**

**Transit Integration.** Promote seamless integration and coordination between different transit modes and agencies to improve connectivity and enhance the overall efficiency and effectiveness of the transit network.

**Policy OM-3.8:**

**Transit Network.** Coordinate with the Los Angeles County Metro, the cities of Gardena and Long Beach, and the Compton Renaissance Transit System to maintain bus routes and regular bus schedules citywide for both local and regional trips.

**GOAL OM-4: AFFORDABLE AND OPEN TRANSIT FOR EVERYONE, ESPECIALLY IN UNDERSERVED AREAS AND FOR VULNERABLE GROUPS, THROUGH IMPROVED ACCESS, REDUCED FARES, AND FLEXIBLE SERVICES**

**Policy OM-4.1:**

**Equitable Transit Access Policy.** Ensure that transit services and infrastructure expansions prioritize underserved areas and communities



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	with high proportions of vulnerable populations to guarantee access for all.				and priorities of vulnerable communities through participatory planning and community-led initiatives.
<b>Policy OM-4.2:</b>	<b>Accessible Infrastructure Mandate.</b> Implement regulations enforcing accessibility standards in transit infrastructure, including stations, stops, vehicles, and pathways, to ensure full access for individuals with disabilities and mobility challenges.	<b>Policy OM-4.7:</b>		<b>Transit Safety and Security Standards.</b> Enforce regulations requiring comprehensive safety and security measures in transit systems, including lighting upgrades, surveillance systems, and anti-harassment policies, to promote a secure and welcoming environment for all passengers.	
<b>Policy OM-4.3:</b>	<b>Transit Fare Affordability.</b> Provide a program that enables transit fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.	<b>Policy OM-4.8:</b>		<b>Transit-Oriented Development Incentive Policy.</b> Offer incentives, such as financial support, zoning incentives, and density bonuses to developers for building affordable housing near transit stations and corridors.	
<b>Policy OM-4.4:</b>	<b>Flexible Transit Services Regulation.</b> Set guidelines requiring transit agencies to offer flexible scheduling options, paratransit services, and on-demand transit solutions tailored to the unique needs of vulnerable populations for enhanced mobility and accessibility.		<b>GOAL OM-5: STREET DESIGNS THAT ACCOMMODATE TRANSPORTATION MODES AND USERS OF ALL ABILITIES</b>		
<b>Policy OM-4.5:</b>	<b>Multicultural Outreach and Inclusivity Directive.</b> Collaborate with transit agencies to develop inclusive outreach plans, including multilingual communications and cultural competency training, to engage diverse communities and ensure equitable access to transit services.	<b>Policy OM-5.1:</b>		<b>Street Rehabilitation.</b> Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented based on the condition of the street.	
<b>Policy OM-4.6:</b>	<b>Community Partnership and Engagement Policy.</b> Establish mechanisms for ongoing collaboration among transit agencies, community-based organizations, and local governments to address transportation needs	<b>Policy OM-5.2:</b>		<b>Crosswalks.</b> Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.	
		<b>Policy OM-5.3:</b>		<b>Street Design.</b> Maintain and implement street system standards for roadway and intersection	



classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

- Policy OM-5.4:** **Driveway Access.** Require that driveway access points onto arterial roadways be limited in number and location or shared jointly to ensure the smooth and safe flow of vehicles and bicycles.
- Policy OM-5.5:** **Green Streets.** Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.
- Policy OM-5.6:** **Streetscape Aesthetics.** Promote an enhanced aesthetic image through hierarchical streetscaping, median improvements, and careful implementation of nonessential signage.
- Policy OM-5.7:** **Interim Design Strategies.** Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.
- Policy OM-5.8:** **Improvement Consultation.** Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.

## GOAL OM-6: A TRANSPORTATION SYSTEM DESIGNED TO MINIMIZE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMISSIONS

- Policy OM-6.1:** **Integrated Transportation and Land Use.** Align transportation and land use planning to decrease vehicle miles traveled and reduce greenhouse gas emissions.
- Policy OM-6.2:** **GHG Reduction.** Work to reduce greenhouse gas emissions through reduction in Vehicle Miles Traveled (VMT) achieved via land use planning, improved transit access, and improved active transportation infrastructure.
- Policy OM-6.3:** **Transportation Demand Management Evaluation.** Assess the effectiveness of transportation demand management strategies and intelligent transportation systems in lowering vehicle miles traveled.
- Policy OM-6.4:** **Alternative Transportation Incentives.** Encourage businesses to offer incentives for employees to use alternative modes of transportation, such as carpooling, vanpooling, public transit, cycling, and walking.
- Policy OM-6.5:** **Employer Transportation Demand Management Support.** Support the adoption of employer transportation demand management requirements outlined in the regulations of the South Coast Air Quality Management District.
- Policy OM-6.6:** **Ridesharing Promotion.** Increase ridesharing awareness and participation through publicity and information dissemination via web-based



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apps and collaborative efforts with other agencies and jurisdictions.

**Policy OM-6.7: Electric Vehicle Infrastructure.** Apply the latest California Green Building Standard Code for electric vehicle infrastructure in developments.

### GOAL OM-7: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

**Policy OM-7.1: Environmental Impact Evaluation.** Develop thresholds for the determination of environmental impacts for proposed residential, commercial, and industrial uses based on VMT per resident or per employee.

**Policy OM-7.2: Cut-Through Traffic Management Strategy.** Develop and implement a comprehensive strategy to manage cut-through traffic in residential neighborhoods by designing local and collector streets to discourage through traffic, implementing enforcement measures to deter speeding and shortcuts, and conducting education campaigns to raise awareness about the impacts of cut-through traffic on neighborhood safety and livability, while still allowing alternative traffic routes.

**Policy OM-7.3: Traffic Signal Installation Requirement.** Require that new development projects include installation of or upgrades to traffic signals at intersections or arterials where a thorough study demonstrates that signalization is warranted based on traffic volume, pedestrian activity, and safety considerations to improve traffic flow and

safety in areas experiencing increased development and vehicular activity.

**Policy OM-7.4: Collaborate with Regional Partners.** Participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.

**Policy OM-7.5: Sustainable Community Strategy (SCS).** Participate in the development of the sub-regional SCS being prepared by the Gateway Cities Council of Governments to ensure that the City of Compton is represented in the development of the SCS.

**Policy OM-7.6: Transportation Demand Management.** Promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

**Policy OM-7.7: Neighborhood Protection.** Discourage non-residential “spillover” traffic into residential neighborhoods through a neighborhood calming program.

### GOAL OM-8. EQUESTRIAN FACILITIES ENHANCEMENTS WITHIN RICHLAND FARMS AND OTHER AREAS WITH HORSE-RELATED ACTIVITIES

**Policy OM-8.1: Equestrian Paths.** Designate and construct dedicated equestrian trails and/or paths alongside or separate from roadways to provide safe routes for equestrians within and around the Richland Farms area.





- Policy OM-8.2:** **Equestrian Crossings.** Install designated equestrian crossings in Richland Farms at intersections and roadways to allow safe passage for horses and riders, including use of signage, flashing lights, or pedestrian-activated signals to alert motorists to the presence of equestrians.
- Policy OM-8.3:** **Trailhead Facilities.** Develop trailhead facilities with amenities such as trailer parking, hitching posts, mounting blocks, and rest areas to support equestrian trail riding activities around Richland Farms and Greenleaf Parkway and corridor.
- Policy OM-8.4:** **Horse-Friendly Intersections.** Design intersections with features such as wide turning radii and textured pavement to accommodate horses and riders safely, including but not limited to dedicated horse crossing zones and signage to alert motorists to yield to equestrians.
- Policy OM-8.5:** **Equestrian-Friendly Street Design.** Consider street design features such as wider shoulders, reduced traffic speeds, and traffic calming measures to accommodate equestrians sharing the road with motorists.
- Policy OM-8.6:** **Richland Farms Streets.** Maintain THE rural nature of Richland Farm streets, including the absence of sidewalks and gutters and low-level streetlights, but integrate green infrastructure elements and appropriate drainage facilities.

**GOAL OM-9. ENHANCED BIKING INFRASTRUCTURE, ACCESSIBILITY, AND SAFETY TO ENCOURAGE RESIDENTS AND VISITORS TO CHOOSE BIKING AS A VIABLE AND AFFORDABLE MODE OF TRANSPORTATION**

- Policy OM-9.1:** **Bicycle Infrastructure Expansion.** Expand and improve of bicycle infrastructure citywide to create a connected network of safe and accessible routes for cyclists of all ages and abilities.
- Policy OM-9.2:** **Bicycle Trails Connections.** Improve bicycle access to Compton Creek and the Los Angeles River by enhancing infrastructure and facilities to better accommodate cyclists.
- Policy OM-9.3:** **Bicycle Parking and Storage.** Increase the availability of secure and convenient bicycle parking and storage facilities within activity areas and transit stations, including the expansion of bike racks, lockers, and other amenities at key destinations to support cyclists' needs.
- Policy OM-9.4:** **Bicycle Education and Outreach.** Develop and implement bicycle education and outreach programs to promote safe cycling practices, increase awareness of bicycle-related laws and regulations, and encourage active transportation choices among residents of all ages. This policy aims to improve roadway interactions between cyclists and other road users through educational initiatives.
- Policy OM-9.5:** **Bicycle Maintenance and Repair.** Support bicycle maintenance and repair services within parks and community facilities to provide for bicycles to be well maintained for regular use.

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**Policy OM-9.6:** **Electric Bicycle Equity.** Implement initiatives to expand the use of electric bicycles among low-income families by providing subsidies, incentives, and community programs aimed at increasing affordability and accessibility.

**Policy OM-9.7:** **Bicycle Safety Enforcement.** Enhance enforcement of traffic laws and regulations related to bicycle safety to improve roadway safety for cyclists and other road users, focusing on educating cyclists and motorists about their rights and responsibilities, enforcing laws related to bicycle infrastructure, and addressing safety concerns through targeted enforcement efforts.

### GOAL OM-10: SUFFICIENT, WELL-DESIGNED, AND CONVENIENT OFFSTREET PARKING FACILITIES

**Policy OM-10.1:** **Parking Programs.** Establish parking management plans, preferential permit parking districts, and/or parking programs that address parking problems and minimize neighborhood parking overflow, where needed.

**Policy OM-10.2:** **Shared Parking.** Promote joint-use or shared parking arrangements where it can be shown that such arrangements will not create on-street parking problems.

**Policy OM-10.3:** **Joint-Use Parking Structure.** Explore the potential for developing a joint use municipal parking structure in downtown commercial areas to promote redevelopment of aging properties.

**Policy OM-10.4:** **Parking Enforcement.** Ensure equitable and fair parking enforcement practices.

**Policy OM-10.5:** **Parking Consolidation.** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

**Policy OM-10.6:** **Sufficient Parking.** Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

**Policy OM-10.7:** **Parking Landscaping and Maintenance.** Require parking areas to be well landscaped and maintained and well lighted.

### GOAL OM-11. SAFE, EFFICIENT, AND SUSTAINABLE FREIGHT TRANSPORTATION

**Policy OM-11.4:** **Truck Route Enforcement.** Enforce the ordinance limiting heavy trucks to designated truck routes.

**Policy OM-11.2:** **Fair Share Payment for Truck-Related Street Damage.** Consider strategies and programs that require trucking-intensive businesses to contribute directly to the maintenance and repair costs of streets and paving proportionate to the damage they cause.

**Policy OM-11.3:** **Industrial Development Review.** Review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.



- Policy OM-11.4: Safety Infrastructure.** Enhance safety infrastructure at freight crossings (in partnership with rail operators), including active warning devices such as flashing lights, gates, and audible alarms, that alert motorists and pedestrians of approaching trains and prevent collisions.
- Policy OM-11.5: Emergency Response Preparedness.** Coordinate with emergency responders and railroad operators to develop and implement emergency response plans for incidents involving freight trains and vehicles at crossings.
- Policy OM-11.6: Freight Infrastructure Investment.** Advocate for strategic investments in freight infrastructure, including roads, bridges, and rail lines, to accommodate current and future freight transportation needs.
- Policy OM-11.7: Last-Mile Freight Delivery.** Develop strategies to improve last-mile freight delivery operations within industrial areas, including reducing congestion, minimizing environmental impacts, and enhancing safety in residential and commercial areas.
- Policy OM-11.8: Freight Emissions Reduction.** Implement measures to reduce emissions from freight transportation activities, including incentivizing the use of low-emission and zero-emission vehicles, promoting freight electrification, and adopting clean technology standards for freight vehicles and equipment.
- Policy OM-11.9: Freight Safety and Security.** Enhance safety and security measures for freight transportation (truck

& rail) activities to minimize risks to public safety and infrastructure integrity, including initiatives such as implementing truck route management plans and enhancing truck parking facilities.

- Policy OM-11.10: Freight Industry Collaboration.** Foster collaboration and partnerships among public agencies, private sector stakeholders, and community organizations to address freight transportation challenges and opportunities.

### GOAL 12-1. EXPANED MICRO-MOBILITY SOLUTIONS TO OFFER CONVENIENT AND AFFORDABLE TRANSPORTATION OPTIONS FOR SHORT-DISTANCE TRIPS

- Policy OM-12.1: Micro-Mobility Integration.** Integrate micro-mobility options such as electric scooters, bicycles, and electric bicycles into the transportation network to provide residents and visitors with convenient, sustainable, and affordable alternatives to traditional modes of transportation.
- Policy OM-12.2: Micro-Mobility Infrastructure.** Develop and maintain dedicated infrastructure for micro-mobility options, including designated lanes, parking facilities, and charging stations, to support the safe and convenient use of these alternative transportation modes.
- Policy OM-12.3: Equity and Accessibility.** Ensure equitable access to micro-mobility options for all residents, regardless of income, age, or ability, by implementing programs and initiatives to address barriers to access and promote



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affordability and inclusivity in micro-mobility services.

**Policy OM-12.4: Safety and Regulation.** Establish safety standards and regulations for micro-mobility devices and operators to mitigate risks and ensure the safe operation of these alternative transportation modes on city streets and sidewalks.

### GOAL OM-13. A FORWARD-THINKING APPROACH TO TRANSPORTATION PLANNING BY EMBRACING EMERGING TECHNOLOGIES AND ANTICIPATING FUTURE MOBILITY TRENDS

**Policy OM-13.1: Emerging Technology.** Update roadway and operational standards to incorporate emerging technology trends, such as micromobility, micro transit, electric vehicle charging, and connected and autonomous vehicles.

**Policy OM-13.2: Traffic Signal Coordination.** Implement traffic signal coordination timing on arterial streets to the maximum extent practical and integrate signal coordination efforts with those of adjacent jurisdictions.

**Policy OM-13.3: Intelligent Transportation Systems.** Implement intelligent transportation systems strategies such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, signal operation, and real-time parking availability information to reduce traffic delays, lower greenhouse gas emissions, improve travel

times, and enhance safety for drivers, pedestrians, cyclists, and equestrians.

**Policy OM-13.4: Transportation Technology Integration.** Integrate emerging transportation technologies, such as autonomous vehicles, electric vehicles, and smart mobility solutions, into the transportation network to enhance safety, efficiency, and sustainability.

**Policy OM-13.5: Future Mobility Planning.** Develop comprehensive plans and strategies to anticipate and accommodate future mobility trends, including changes in transportation technology, travel behavior, and urban development patterns, to ensure the long-term resilience and adaptability of the transportation system.

**Policy OM-13.6: Data-Driven Decision Making.** Utilize data analytics, modeling tools, performance measures, and predictive analytics to inform transportation planning and decision-making processes, enabling proactive responses to emerging mobility challenges and opportunities.





CITY OF COMPTON

# Chapter 4

## HOUSING ELEMENT





# CITY OF COMPTON







# CITY OF COMPTON

## Chapter 5

### ECONOMIC DEVELOPMENT ELEMENT





# CITY OF COMPTON



# Chapter 5

## Economic Development Element



### Introduction

#### A Framework for Economic Resilience and Sustainability

This Economic Development Element outlines strategies to improve the local economy. It identifies ways to create jobs, attract new businesses, and support existing business enterprises. This element will guide efforts to increase investment in key areas, boost entrepreneurship, and provide more opportunities for residents to improve their personal economic status. It also addresses how the City can use available resources, such as its Opportunity Zones, to attract new businesses and development which will bring new jobs and economic growth to the community. By focusing on these goals, the Economic Development Element helps ensure that Compton's growth benefits everyone, with a more vibrant economy, better services, and stronger support for local businesses.

#### Legal Framework

An economic development is not one of the mandatory elements required by State law, but it can be included as an optional element per Government Code Section 65303. This allows cities like Compton to address specific economic development concerns within the context of their community's overall growth strategy. The optional elements of a General Plan carry the same legal weight as required elements, meaning they must align with the General Plan's overall goals and policies.

### Relationship to Other Elements

Economic development is deeply tied to the land use plan in the Land Use Element, as it determines how land is designated for commercial, industrial, and mixed-use purposes, shaping where businesses can operate and how they can thrive. Strategic land use decisions support job creation, business expansion, and commercial growth, all of which are central to economic development.

Housing availability and affordability goals in the Meeting Our Housing Needs Element require robust economic activity to support public fund contributions to housing improvement. Also, a city with a range of housing options for different income levels attracts and retains a skilled workforce, which is vital for sustaining businesses. The presence of affordable housing near employment centers reduces commute times and supports local economies.

Economic growth relies on adequate infrastructure, including transportation networks, utilities, and technology. Roads, public transit, water systems, and broadband access are essential for businesses to operate efficiently and for employees to commute, as identified in the Urban Systems Element. Investment in infrastructure enhances business growth, encourages investment, and improves access to job centers.



### Economic Context

By understanding the local and regional business environments and workforce dynamics, City leaders can craft an economic development strategy that builds on Compton's assets. This information can also be used to identify gaps and shape workforce development and business attraction programs.

The information here provides a snapshot of conditions in Compton in 2023/2024, including unemployment rates, workforce demographics, major employers and their community impact, and the City's tax revenue, fiscal challenges, and real estate development. The discussion further examines infrastructure conditions, income disparities, poverty rates, and the role educational institutions and training programs serve in aligning skills with market needs to promote economic development.



*Commercial businesses along Long Beach Boulevard*



**Compton's Economic Strengths**

Compton's economic strengths include its strategic location, robust industrial base, and a growing focus on small business development. Located near key transportation hubs such as the Ports of Los Angeles and Long Beach, major freeways, and rail networks, Compton serves as a vital logistics and distribution hub. The City boasts a diverse industrial sector, including manufacturing, aerospace, and warehousing, which provide employment opportunities and attract business investment. Additionally, Compton has a local entrepreneurial spirit, supported by programs that promote small business growth and innovation. Opportunity Zones within the city further enhance its appeal for economic development by offering tax incentives to investors.

**Compton's Economic Needs**

Compton's economic needs include addressing workforce development, enhancing infrastructure, and expanding access to quality retail and services. Many residents face barriers to employment due to skills gaps, requiring investments in education and vocational training tailored to local industries. The City's infrastructure, including roads, utilities, and broadband connectivity, needs modernization to attract and retain businesses. Additionally, Compton experiences a lack of diverse retail options and quality dining and entertainment venues, driving residents to shop and spend outside the city. Encouraging local entrepreneurship, reducing crime, and leveraging Opportunity Zones can help address these challenges and foster sustainable economic growth.



*Industrial warehousing in Compton*



Businesses and Employers

In 2023, 2,332 businesses operated in Compton, employing approximately 27,170 workers. The local business environment is characterized by a diverse mix of small- to medium-sized enterprises, including retail shops, service providers, and local manufacturers. These businesses create jobs, foster local entrepreneurship, and contribute to the City’s unique cultural and economic identity. Many local businesses are family-owned or community-based, and they tend to focus on serving the immediate needs of residents, offering personalized services and products.

In contrast, corporations in Compton, which may include larger retail chains, manufacturing facilities, and distribution centers, typically have a broader operational scale and more significant resources. These corporations can drive substantial economic activity, providing numerous jobs and contributing significantly to the City’s tax revenue.

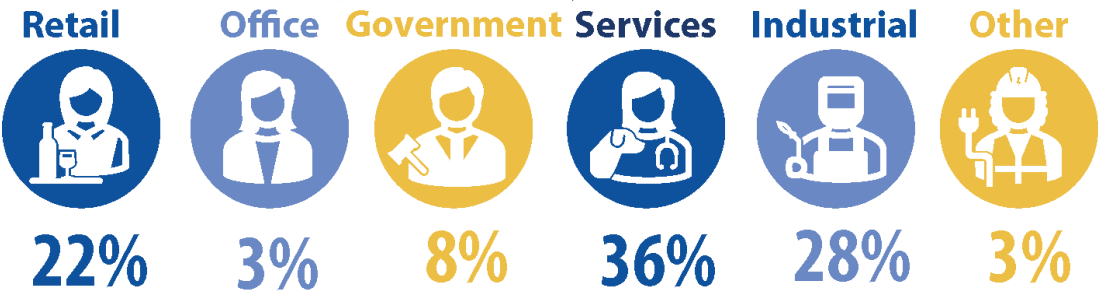
Overall, while local businesses in Compton contribute to the community's character and economic resilience, corporations can bring scale and investment that supports economic growth. Balancing the needs and benefits of both sectors is essential for fostering a thriving local economy.

The services sector makes up 35.6% of employment in Compton, with educational institutions contributing significantly at 11.9% (see Figure ED-1). Service jobs include hospitality staff, automotive technicians, healthcare professionals, legal practitioners, and educators. As of 2024, Compton College employed 621 full-time and part-time staff. The retail sector accounts for 21.9% of employment, with food stores at 4.5% and eating and drinking establishments at 5.9%. Manufacturing follows at 10.5%, with government at 8.2%, wholesale trade at 7.7%, and finance, insurance, and real estate at 2.3%. These figures underscore the importance of services and retail in the local economy.

In the southern part of the City, industrial and warehousing businesses have a higher density of employees per establishment compared to the northern industrial district, which has a slightly lower employee density. The distribution of employment density suggests that industrial and warehousing businesses in the southern sector are more efficient in terms of the number of employees they have relative to their size, while smaller businesses tend to employ fewer workers.

Small businesses along the corridors tend to have fewer employees, while larger shopping districts accommodate a greater number of retail employees. Additionally, the Compton Civic Center has a high concentration of government employees; see Figure ED-2.

Figure ED-1: Percentage Major Employer Sectors (2024)

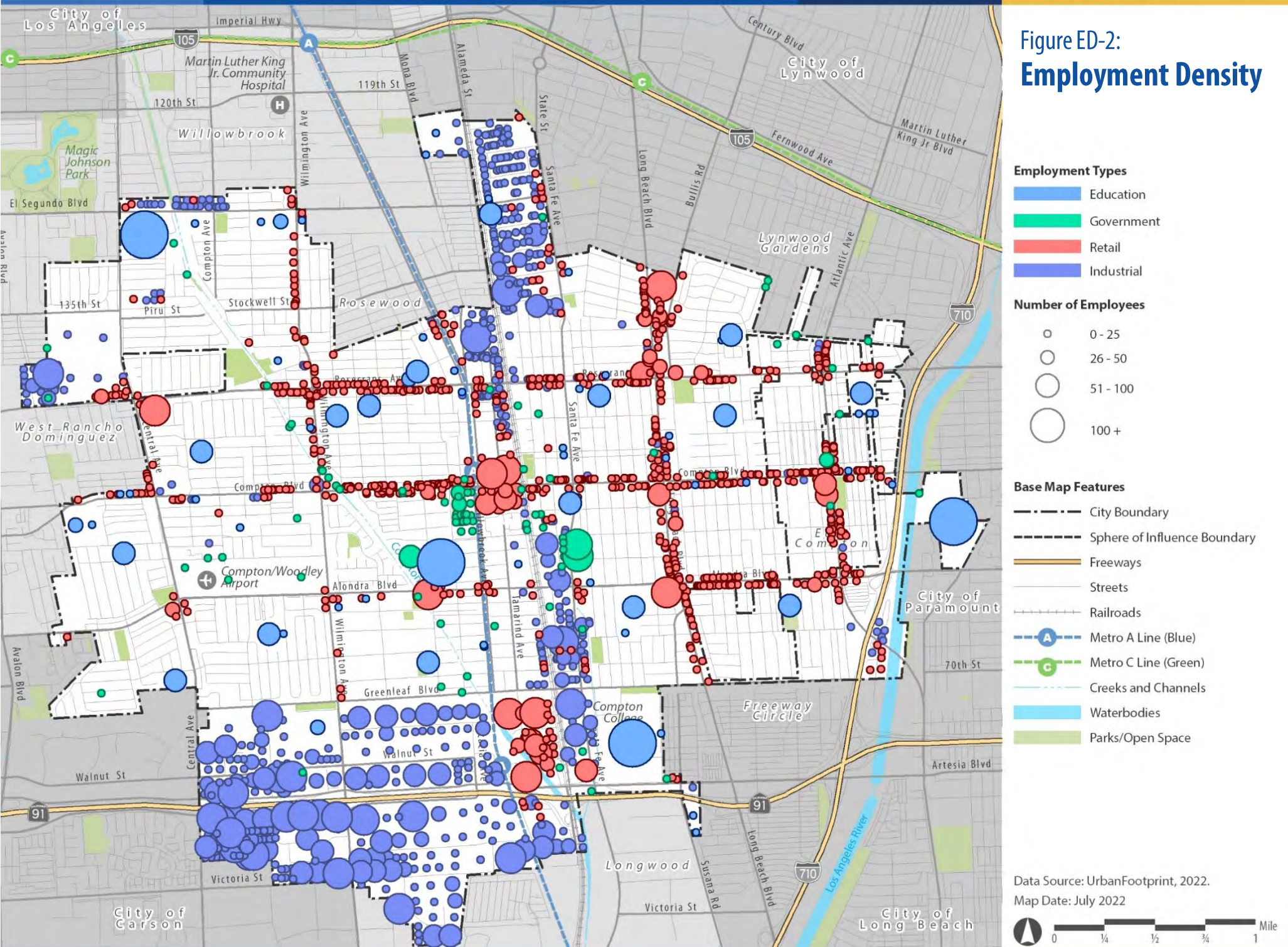


Source: Esri business and Employment Summary Data, 2024.





Figure ED-2:  
Employment Density



**Table ED-1: Percent of Total Employees by Industry Classification in Comparison to Los Angeles County**

Industry Classification	Compton	Los Angeles County	Difference	Employment Sectors	Compton	Los Angeles County	Difference
<b>Retail Trade Summary</b>	<b>22.0%</b>	<b>19.1%</b>	<b>+2.9%</b>	<b>Services Summary</b>	<b>35.6%</b>	<b>47.0%</b>	<b>-11.4%</b>
Home Improvement	1.1%	0.8%	+0.3%	Hotels & Lodging	0.1%	1.2%	-1.1%
General Merchandise Stores	2.6%	1.6%	+1.0%	Automotive Services	1.6%	1.3%	+0.3%
Food Stores	4.5%	2.5%	+2.0%	Entertainment	3.1%	4.6%	-1.5%
Auto Dealers & Gas Stations	1.9%	1.6%	+0.3%	Health Services	3.3%	9.7%	-6.4%
Apparel & Accessory Stores	1.8%	1.3%	+0.5%	Legal Services	0.4%	2.0%	-1.6%
Furniture & Home Furnishings	1.5%	1.1%	+0.4%	Education Institutions & Libraries	11.9%	8.7%	+3.2%
Eating & Drinking Places	5.9%	7.5%	-1.6%	Other Services	15.2%	19.5%	-4.3%
Miscellaneous Retail	2.7%	2.7%	+0.0%	<b>Industry Summary</b>	<b>27.3%</b>	<b>15.9%</b>	<b>+11.4%</b>
<b>Finance, Insurance, Real Estate Summary</b>	<b>2.3%</b>	<b>7.9%</b>	<b>-5.6%</b>	Manufacturing	10.4%	7.6%	+2.8%
Banks, Savings & Lending Institutions	1.0%	1.6%	-0.6%	Transportation	9.2%	4.1%	+5.1%
Securities Brokers	0.2%	1.2%	-1.0%	Wholesale Trade	7.7%	4.2%	+3.5%
Insurance Carriers & Agents	0.1%	1.3%	-1.2%	<b>Other</b>	<b>2.5%</b>	<b>2.6%</b>	<b>-0.1%</b>
Real Estate, Holding, Other Investment Offices	1.0%	3.8%	-2.8%	Construction	2.1%	3.0%	-0.9%
<b>Government</b>	<b>8.2%</b>	<b>4.5%</b>	<b>+3.7%</b>	Communication and Utility	1.6%	1.4%	+0.2%
				Agriculture & Mining	0.7%	0.8%	-0.1%
				Unclassified Establishments	0.2%	0.4%	-0.2%

Source: Data Axle, Inc., and Esri Business Summary Report, 2024.





## Compton and Los Angeles Employee Comparison

The employment landscape in Compton differs notably from that of Los Angeles County, with distinct strengths and weaknesses across various sectors. Compton exhibits significant concentrations in industrial employment (27.3%) compared to Los Angeles County's 15.9%, an 11.4% difference. Transportation roles are also a standout, with 9.2% of Compton's workforce in this sector versus 4.1% in Los Angeles County, reflecting a 5.1% higher share. Wholesale trade is another strength, employing 7.7% in Compton compared to 4.2% countywide, a 3.5% difference. Government roles account for 8.2% of jobs in Compton, notably higher than Los Angeles County's 4.5%, while education institutions and libraries also have a stronger presence in Compton, with 11.9% of workers compared to 8.7% in Los Angeles County.

In retail trade, Compton slightly outpaces Los Angeles County overall (22.0% vs. 19.1%), with strengths in food stores (4.5% vs. 2.5%) and general merchandise stores (2.6% vs. 1.6%). However, Compton lags in eating and drinking places, which account for only 5.9% of its workforce compared to 7.5% in Los Angeles County. Conversely, Compton faces significant challenges in finance, insurance, and real estate sector, with only 2.3% of its workforce in these sectors compared to Los Angeles County's 7.9%, reflecting a 5.6% disparity. The services sector also shows a notable gap, with Compton at 43.8% versus Los Angeles County's 51.5%. Health services, in particular, are underrepresented in Compton, employing just 3.3% of workers compared to 9.7% in Los Angeles County.

Overall, Compton's employment profile is marked by strong industrial, transportation, government, and educational sectors but trails significantly in finance, health services, and broader service-oriented industries.



*An employee for Plenty vertical farm in a warehouse in Compton (Source: LAist)*





### Composition of Local Tax Revenue

The City of Compton relies on a diverse range of revenue funds to support its expenditure and essential services. The General Fund serves as the primary source for funding daily operations, encompassing public safety, infrastructure maintenance, and community services. Additionally, the passage of Measure P has provided dedicated resources for neighborhood protection and vital City services through a 1% sales tax. Compton also benefits from various grants and funds aimed at specific needs, such as the Supplemental Law Enforcement Fund for public safety initiatives, the Housing Successor Fund for affordable housing projects, and the American Rescue Plan Fund, which addressed recovery efforts related to the COVID-19 pandemic. Other notable sources include State and County gas tax revenues for transportation projects, and specialized funds like the Urban Greening Fund and Community Block Grant Fund that enhance the quality of life for residents. Combined, these revenue streams enable Compton to address its fiscal responsibilities and invest in the community's future.

#### Measure

In 2016, Compton voters approved Measure P, the Vital City Services and Neighborhood Protection Measure, which added a 1% sales tax to fund essential improvements. The measure has supported the repair of streets and sidewalks, enhancing street lighting, increasing public safety personnel such as sheriffs and firefighters, expanding youth job training and gang prevention programs, and improving local parks. Measure P also includes a citizen oversight component to ensure transparency in how the funds are spent. For the 2024-2025 Adopted Budget, Measure P was anticipated to generate \$15 million in revenue.

#### Retail Leakage

The retail leakage analysis for Compton reveals that the City is losing a significant portion of potential sales, primarily in automotive-related

businesses. In 2021, Compton captured less than one-third of the local demand for motor vehicle dealers and auto parts stores. However, retail sales in other categories, such as gasoline stations, general merchandise, and specialty stores, are boosted by non-residents shopping in the City. This means that while Compton is missing out on automotive sales, it benefits from shoppers coming in for gas, groceries, and other goods.



*Target retail store located at Gateway Towne Center on Alameda Street*



## Household Income and Poverty

Household income and poverty levels are critical indicators of economic development, as they directly influence consumer spending, business attraction, and overall community well-being.

In 2024, Compton's median household income was \$69,919, significantly lower than Los Angeles County (\$87,857) and California (\$97,646). However, this income was projected to rise by 17.7% to \$82,321 by 2029, which could stimulate spending and investment in the local economy.

Despite this potential growth, Compton faces challenges due to its high poverty rate of 17%, exceeding both Los Angeles County (14%) and California (12%). Elevated poverty levels hinder economic growth by reducing purchasing power, limiting tax revenues, and increasing the demand for public services. This situation creates difficulties for businesses in sustaining operations and attracting new investments, while also straining public resources that are essential for infrastructure and educational improvements.

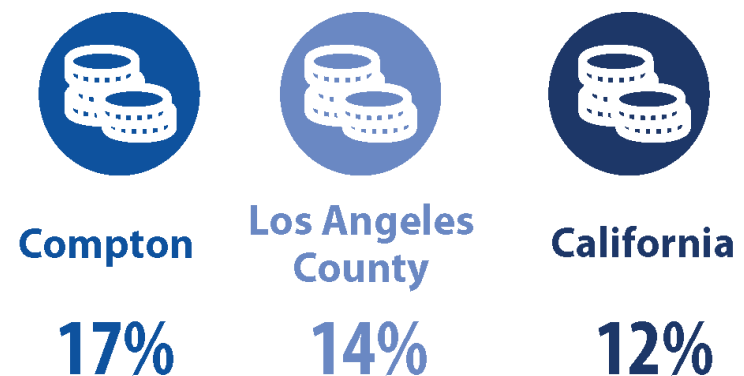
Addressing these economic challenges is vital to creating a stable and sustainable economy in Compton. Initiatives focused on workforce development, job training, affordable housing, and educational opportunities are crucial for reducing poverty and increasing household income. By tackling these issues, Compton can strengthen its local economy and pave the way for a more sustainable future.

**Table ED-2: Median Household Income**

Median Household Income	Compton	Los Angeles County	California
2024	\$69,919	\$87,857	\$97,646
2029	\$82,321	\$103,446	\$111,538
Change	+17.7%	+17.7%	+14.2%

*Source: Esri 2023 and 2024 Updated Demographics use the boundaries from the 2020 U.S. Census Bureau data; Esri 2029 five-year forecast for the Median Household Income.*

**Figure ED-3: Percent of Households Below Poverty Level (2024)**



*Source: U.S. Census Bureau data and adjusted by Esri, 2024.*

## Educational Institutions

The state of Compton's education system is critical to overall economic development, as a well-educated workforce is essential for attracting businesses and fostering economic growth.

In 2023, the Compton Unified School District served a diverse student population of 17,437, with 76.5% of students identified as coming from socioeconomically disadvantaged backgrounds and 26.4% classified as English learners (see Table ED-3). Academic assessments reveal some challenges, as students scored 26 points below the standard in English Arts and 56.5 points below in Mathematics, although Compton's Math performance is only slightly below the State average of 49.1. Despite these obstacles, 43.1% of students are prepared for college or careers, approaching the California average of 43.9%. This highlights both the potential for success and the urgent need for targeted interventions and support to improve educational outcomes in Compton.

### Career Technical Education (CTE)

The Compton Unified School District offers a comprehensive Career Technical Education (CTE) program designed to enhance workforce preparation and college readiness for all high school students.

Available on high school campuses, these programs provide students with essential skills and knowledge across various fields, preparing them for diverse career opportunities and supporting their academic success. By participating in CTE, students contribute to the economic development of the Compton community while gaining valuable experience for their future endeavors.

**Table ED-3: School District Test Assessment Scores**

2023 Student Population & Academic Performance	Compton Unified	Long Beach Unified	All California Schools
Enrolled Students	17,437	65,554	8,852,544
Percent Socioeconomically Disadvantaged	76.5%	55.4%	61.5%
Percent English Learners	26.4%	16.5%	19.0%
Percent Foster Youth	1.6%	0.8%	0.5%
English Arts Assessment (Points Above/ Below Standard)	-26.0	-7.0	-13.6
Mathematics Assessment (Points Above/ Below Standard)	-56.5	-47.3	-49.1
College/Career Prep (Percent Prepared)	43.1%	46.1%	43.9%

*Source: California Department of Education, Assessment Test Results, 2023.*





## Workforce Development Programs

Workforce development programs are essential for building a strong, resilient economy by equipping individuals with the skills and knowledge necessary to succeed in today's competitive job market. These programs provide pathways to meaningful employment, support lifelong learning, and help bridge the gap between education and industry needs. In Compton, workforce development initiatives play a critical role in economic growth and community empowerment by preparing residents for diverse career opportunities. Below are key examples of programs in Compton that support workforce development.

- **Compton Community College.** At Compton College, workforce development is a priority, preparing students for employment and further education in their chosen career paths. Through programs like Career Technical Education (CTE) and Workforce Development, students gain practical, hands-on experience in various fields, supported by expert instructors. The college offers numerous occupational programs with certificate or degree options and a comprehensive academic curriculum. Whether transitioning to a job, advancing skills, or exploring career options, students can benefit from career counseling and work-based learning opportunities. High school students can also earn college credits for free, preparing for career or university pathways in a technology-driven job market.
- **YouthBuild.** YouthBuild in Compton is a transformative program designed for young people aged 16 to 24 who have left or been pushed out of traditional school systems without earning a diploma. It offers a unique blend of education, vocational training, and leadership development, helping participants earn their high school diploma while gaining valuable job skills. In partnership with the YouthBuild Charter School of California, the program focuses on construction and other career pathways, providing hands-on learning and community service opportunities. YouthBuild empowers

Compton's youth to rebuild their lives and contribute to their community through personal and professional growth.

- **Unearthed and Empower Communities (UEC).** This community-focused initiative in Compton is dedicated to fostering growth, empowerment, and leadership among residents. The program emphasizes uplifting underserved communities through educational opportunities, job training, and civic engagement. UEC facilitates two workforce development programs for youth: Pathways Program and Compton Youth Career Pathways.

**UEC: Pathways Program.** The Pathways Program supports high school graduates in Compton by offering training, scholarships, and grants to help them pursue higher education, career training, or entrepreneurship. Students are given the tools and resources needed to navigate their chosen path after graduation, working closely with UEC, which partners with residents, businesses, and city officials to foster community development and empowerment.

**UEC: Compton Youth Career Pathways.** CYCP is a workforce development program for youth aged 14 to 24, focusing on career and trade skills through job shadowing, community service, and paid internships. The program offers career exploration workshops, resume building, interview skills, and interactive learning sessions, helping young people in grades 8 to 11 prepare for successful careers.

### Economic Development Challenges

Compton has had several economic development challenges, including financial mismanagement, which has strained resources, and struggles to retain leadership and staff, causing instability. The City has not invested in key areas like infrastructure, limiting growth potential, while barriers to business growth—such as outdated regulations—hinder local businesses.

#### Financial Mismanagement

Fiscal mismanagement weakens economic development by limiting the City's ability to invest in essential services, infrastructure, and community improvements that attract businesses and create jobs.

- **Financial Instability and Borrowing.** Compton's financial instability has led to a prolonged reliance on other funds to support its General Fund, which covers core administrative and operational activities. This practice has diminished the resources available in these funds for critical infrastructure projects.
- **Significant Borrowing and Unrepaid Debts.** Compton has borrowed millions of dollars to address cash shortfalls in its General Fund. Persistent debt has had long-term impacts on the City's ability to fund necessary projects.
- **Legal Risks and Consequences.** The borrowing from restricted funds, such as water and sewer funds, which collectively lent over \$20 million, has not only limited infrastructure investments but also placed Compton at risk of violating legal restrictions on fund usage. The City must carefully manage its repayment to avoid legal complications and further financial strain.

### Struggles to Retain Leadership and Staff

The inability to retain quality staff hinders economic development by disrupting the effective delivery of services, slowing down project implementation, and weakening long-term planning efforts necessary for sustainable growth.

- **Leadership Instability and Turnover.** Compton has faced significant leadership instability, with six City Managers and at least three City Controllers during the early 2020s. This lack of continuity has impacted financial and operational management. The City Manager and Controller play crucial roles in budgeting, financial reporting, and maintaining fiscal stability, but frequent turnover in these positions has hindered effective governance.
- **Vacancies in Key Departments.** Frequent vacancies in critical leadership roles have impeded Compton's ability to address infrastructure, economic development, and staffing needs. The absence of stable leadership has delayed key projects and affected the City's operational efficiency.



## Lack of Investments

**Lack of Investments for Development.** Compton has experienced a prolonged lack of investment in new development, contributing to a landscape dotted with vacant lots and underutilized buildings. This stagnation has hindered economic growth and reduced the City's appeal to potential investors. Many of these vacant properties, once prime areas for commercial or residential projects, have remained unused for years, leading to missed opportunities for revitalization and community improvement.



*Vacant land on Rosecrans Avenue*

## Barriers to Business Growth

Economic development and business growth in Compton face several significant barriers that impede the City's potential for revitalization.

- **Deteriorating Infrastructure.** One of the primary barriers to economic development in Compton is the aging and inadequate infrastructure. Roads, water systems, and transportation networks have deteriorated over time due to lack of investment and maintenance. This has made it more difficult for businesses to operate efficiently and for new companies to establish themselves. Inadequate transportation options, for instance, limit accessibility and mobility for workers and customers, which can deter businesses from setting up operations in the area. Additionally, subpar infrastructure can increase the cost of doing business, as companies may need to invest more in transportation, logistics, and utility services to meet their needs. Modernizing Compton's infrastructure is vital to supporting both current businesses and attracting new investment.
- **Inconsistent and Outdated Zoning Standards.** Zoning regulations shape a city's economic landscape, and Compton's outdated and inconsistent zoning standards present another barrier to business growth. Many of the City's commercial and industrial areas are governed by zoning regulations that do not reflect modern development trends, allow for mixed-use projects, or meet the needs of today's businesses. This rigidity makes it difficult for developers to pursue projects that could bring economic vitality to the City, particularly in areas that could benefit from mixed-use and transit-oriented developments. Furthermore, the lack of coordination between zoning and economic development strategies has resulted in conflicts in land use and underutilized properties, limiting the City's ability to maximize economic potential. See the Our Community Element for land use approaches to address these challenges.



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- **Perception of Crime and Public Safety Concerns.** Perceptions of crime and public safety can also be a significant deterrent to economic growth in Compton. While the City has made strides in reducing crime rates, lingering concerns about safety can dissuade both businesses and residents from investing in the community. A negative perception of safety may deter potential investors, reduce foot traffic in commercial areas, and discourage private development. Addressing these concerns through enhanced law enforcement presence, improved public spaces, and community engagement is critical to creating a safe and welcoming environment conducive to business growth. See the Safety Element for approaches to address crime and public safety.
- **Fragmented Economic Development Efforts.** Compton's economic development efforts historically have been fragmented, with limited coordination between City departments, businesses, and community organizations. This lack of a cohesive, long-term strategy has hindered the City's ability to effectively attract new businesses and support existing ones. The absence of a clear economic development plan also means that opportunities for public-private partnerships, redevelopment, and regional collaboration are often missed. To overcome this, the City needs a comprehensive and coordinated approach to economic development that aligns all stakeholders and provides a roadmap for future growth.
- **Impact of Trash and Debris (Blight).** Trash and debris on commercial streets in Compton create a significant barrier to economic development by projecting an image of neglect and disorganization. When streets and public spaces are littered with waste, people develop a negative perception of the area, making it appear unkempt and poorly maintained. This discourages potential businesses from investing or setting up shops, as the visual blight suggests a lack of civic pride and can be associated with lower property values and reduced foot traffic. For businesses, a clean and

attractive environment is essential for drawing customers and sustaining growth, and ongoing issues with trash can undermine these efforts, keeping new investors and revitalization opportunities at bay. See the Environmental Justice Element that identifies approaches to address illegal dumping and blight.



*Compton Initiative helping to clear trash and debris o*



## Economic Development Plan

Improving economic development in Compton requires creating and curating a competitive business climate, expanding employment opportunities, and increasing fiscal revenue through targeted redevelopment and private investment. By coordinating business services, offering incentives, and promoting workforce development programs, Compton can enhance local employment and attract new businesses. Revitalizing aging commercial centers with mixed-use development and addressing infrastructure needs will further encourage private investment, while stable City management will ensure long-term sustainability. Policies that focus on aligning workforce training with market needs and promoting transit-oriented development will help create a vibrant, resilient economy.

### Competitive Business Climate

Creating a competitive business climate in Compton is essential for attracting and retaining businesses that contribute to the local economy. By offering technical assistance, incentives, and leveraging federal programs, Compton can help both new and existing businesses thrive. The Economic Development Division plays a pivotal role in connecting businesses with resources, positioning Compton as a strong contender within the regional marketplace. Promoting trade shows and marketing the City as a business-friendly destination will further elevate its appeal, fostering job creation and economic growth.

### Improving Local Employment and the Workforce

Enhancing local employment and workforce development will reduce unemployment. Collaboration with educational institutions and workforce development organizations ensures that residents receive the necessary skills to meet the needs of local employers. By promoting hiring

tax credits and job training programs, Compton can connect its residents to local job opportunities and prepare its workforce for long-term success. These efforts are vital to addressing disparities in education and job readiness, ultimately strengthening the local labor market.

### Expanding the City's Fiscal Revenue

Increasing Compton's fiscal revenue is crucial for supporting City services and long-term economic stability. By encouraging the growth of commercial and industrial businesses and pursuing mixed-use developments, the City can boost its tax base. Additionally, exploring new revenue sources such as targeted financial incentives and strategic grants can help address fiscal challenges. Expanding the City's tax base through strategic redevelopment and economic policies will provide the necessary resources to improve infrastructure, public services, and overall quality of life.

### Revitalizing Aging Commercial Centers

Revitalizing aging commercial centers presents an opportunity to transform underutilized properties into vibrant community hubs. Streamlining the development process, investing in key infrastructure improvements, and offering market-responsive incentives will encourage redevelopment. By aligning these efforts with community needs and modern market demands, these revitalized centers can serve as focal points for economic activity, job creation, and public gathering spaces, enhancing both the local economy and quality of life.

### Encouraging Private Investment

Private investment is a critical driver of economic growth, and Compton can attract more developers by promoting mixed-use and transit-oriented developments. Marketing the City's opportunities to the Southern California development community and offering development-

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friendly zoning policies will stimulate interest in projects that bring housing, retail, and services closer to transit hubs. Streamlined approval processes and infrastructure investments will further ensure that Compton is a favorable environment for private sector growth and redevelopment.

### Leveraging Opportunity Zones for Economic Growth

Opportunity Zones in Compton present a significant opportunity to stimulate economic growth and revitalization in underserved areas. These zones, designed to attract private investment through tax incentives, can be instrumental in transforming the City's economically distressed neighborhoods.

Opportunity Zones incentivize investment and economic development in distressed communities by providing federal tax benefits to investors for qualified uses. The incentive enables a temporary deferral on capital gains for qualified investments through a Qualified Opportunity Fund (QOF) established with the Internal Revenue Service (IRS).

Investors can defer federal capital gains taxes on the invested gain amounts until there is an event that reduces or terminates the qualifying investment in the QOF. In addition, if the investor holds the investment in the QOF for at least 10 years, the investor is not required to pay federal capital gains taxes on any realized gains from the investment. All QOFs must hold at least 90 percent of assets in qualifying Opportunity Zone properties or businesses.

By targeting investment in these areas (see Figure ED-4), Compton can unlock new opportunities for sustainable growth and economic transformation.

### Stable City Management

Stable City management is foundational to Compton's economic development, providing the consistency needed to implement long-term growth strategies. With a focus on transparency, efficient service delivery, and proactive economic planning, Compton can foster investor confidence and community trust. Stable governance allows the City to execute its policies effectively, from attracting businesses to maintaining fiscal health, which is essential for sustained economic progress and community development.

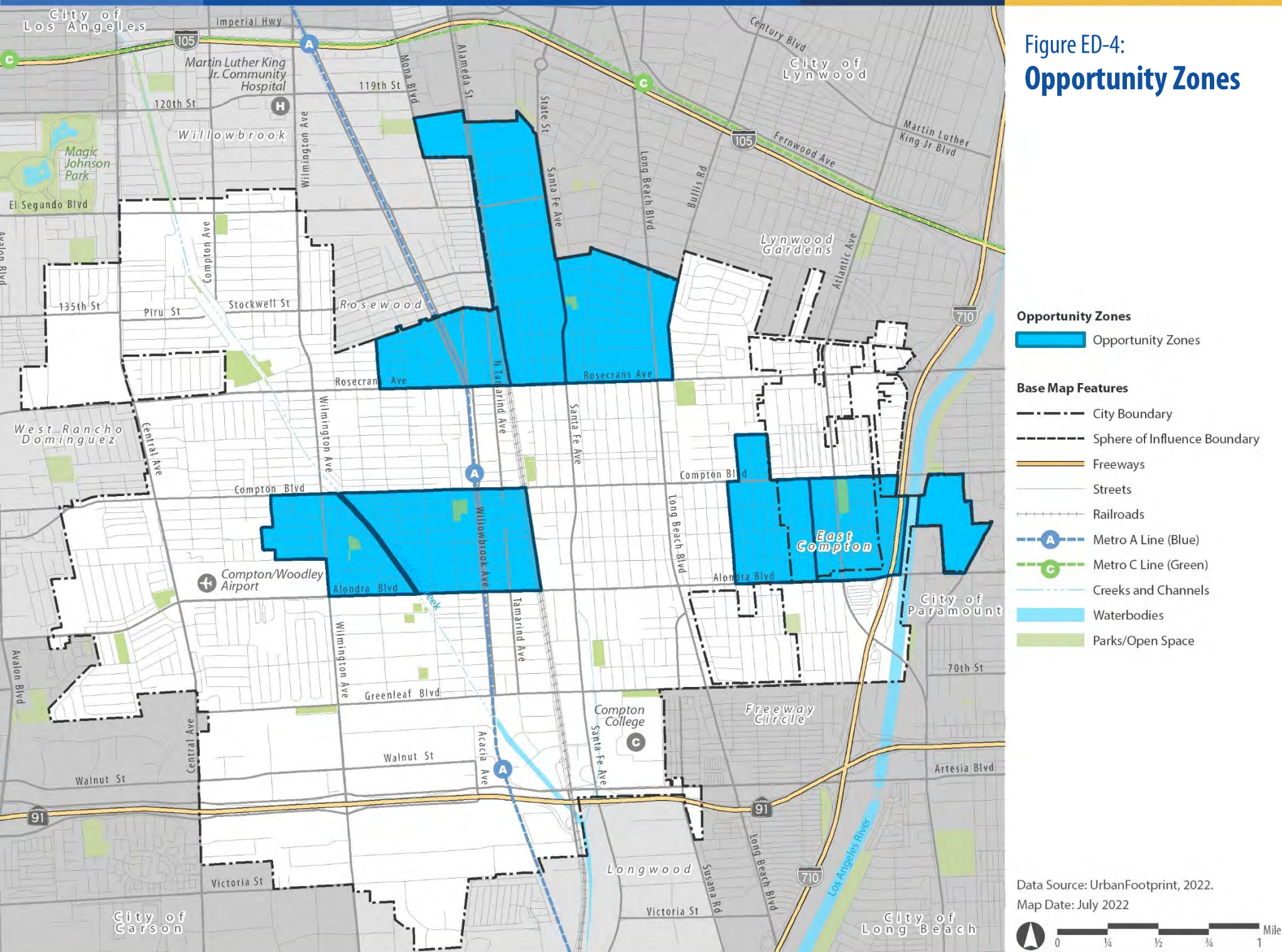
### Infrastructure Improvements

Refer to the Urban Systems Element, which outlines strategies and funding approaches to improve the City's infrastructure systems, including water supply, wastewater management, street pavement, and other critical facilities that support a functioning economy.





Figure ED-4:  
Opportunity Zones



## Economic Development Goals and Policies

The Economic Development Element focuses on fostering a resilient and inclusive local economy that supports long-term prosperity for residents and businesses. By promoting strategic investments, encouraging entrepreneurship, and attracting diverse industries, the City aims to create a vibrant economic landscape. The goals and policies outlined here are designed to enhance employment opportunities, improve commercial and industrial growth, and ensure equitable access to resources and services. Through these efforts, Compton will position itself as a thriving hub of economic activity, driving innovation and sustainable development.

### GOAL ED-1: A DESIRABLE AND COMPETITIVE BUSINESS CLIMATE THAT SERVES THE NEEDS OF THE COMMUNITY FOR JOBS AND SERVICES

- Policy ED-1.1: Coordinate Business Services.** Offer comprehensive business assistance services through in-house programs and external partnerships, with the Economic Development Division serving as a clearinghouse to refer local businesses to County, State, and Federal resources.
- Policy ED-1.2: Technical Assistance and Incentives.** Develop, promote, and deliver competitive incentives and technical assistance for Compton businesses, while periodically surveying similar jurisdictions to ensure the effectiveness of these policies.
- Policy ED-1.3: Leverage federal contract bid preferences and SBA loans.** Use these tools to help attract new

business to the City and help with existing business expansions.

#### Policy ED-1.4:

**Trade Shows/Exhibits/Marketing.** Use these tools to promote Compton as a strong location to start a new business or grow an existing business.

#### GOAL ED-2:

### A STRONG WORKFORCE BUILT THROUGH EXPANSION OF JOB TRAINING AND SKILL DEVELOPMENT PROGRAMS, AND REDUCED UNEMPLOYMENT THROUGH TARGETED EFFORTS THAT CONNECT RESIDENTS TO LOCAL JOBS

#### Policy ED-2.1:

**Improve Educational Outcomes.** Support efforts to increase adult literacy and high school and college graduation rates among residents.

#### Policy ED-2.2:

**Workforce Development Organizations/Job Training.** Create formal communication channels with workforce organizations to align training with business needs, support retraining for displaced workers, and maximize the relevance of local educational institutions.

#### Policy ED-2.3:

**Promote Hiring Tax Credits.** Make local businesses aware of the availability of new hiring tax credits when hiring Compton residents.

#### Policy ED-2.4:

**Coordinate With Local Businesses to Promote Job Openings.** Use tools such as Compton CareerLink to help connect Compton residents with local job opportunities.

#### Policy ED-2.5:

**Recruit Companies Engaged in International Trade.** Through tools such as trade missions to foreign countries and promotion of the of the





City's existing Foreign Trade Zone (FTZ), the City will target attraction and growth of firms engaged in international trade. As part of this effort, the City will promote logistics properties.

### **GOAL ED-3: STRATEGIES THAT INCREASE THE CITY'S FISCAL REVENUE (TAX) BASE**

**Policy ED-3.1: Increase Number and Quality of Local Businesses.** Pursue policies to increase the number and quality of commercial and industrial businesses in the City, providing greater employment opportunities and new tax revenues to support City services.

**Policy Ed-3.2: Economic Development Plan.** Prepare and periodically update a citywide economic development plan that details actions needed to retain and expand existing City businesses, along with strategies to attract new businesses.

**Policy ED-3.3: Retail/Restaurant Development Along with Housing.** Explore the potential for addressing this policy through mixed-use projects that combine commercial and residential uses, on redevelopment-appropriate parcels if necessary. This policy helps with re-capturing existing retail sales leakage in the City.

**Policy ED-3.4: Targeted Financial Incentives.** Assess the value of financial incentives and programs for business that create new jobs and/or tax revenues.

**Policy ED-3.5: Strategic Additional Revenue Sources.** Investigate the availability of appropriate private,

#### **Policy ED-3.6:**

State, and Federal grants that will support the expansion of the local tax base. These additional revenue sources could potentially include a "truck street tax" and/or a truck storage tax.

**Create a Fiscal Sustainability Plan.** Develop a fiscal sustainability plan to outline specific measures for increasing revenues, reducing expenditures, and eliminating fund deficits.

#### **Policy ED-3.7:**

**Adopt Budgeting Policies:** Implement budgeting practices that align with industry best standards, ensuring fiscal responsibility, transparency, and long-term financial stability for Compton.

### **GOAL ED-4: REDEVELOPMENT OF AGING COMMERCIAL CENTERS WITH A MIX OF LAND USES THAT FULFILL MARKET DEMAND AND SERVE AS COMMUNITY GATHERING PLACES**

**Policy ED-4.1: Market-Responsive Tools/Incentives to Encourage Redevelopment Of Aging Properties.** Streamline development entitlement process for targeted revitalization/redevelopment areas through preparation of specific plans, program-level CEQA documentation, etc.

**Policy Ed-4.2: Strategic Infrastructure Investments.** Assess infrastructure needs as part of specific planning process for targeted revitalization/redevelopment areas.



## ECONOMIC DEVELOPMENT ELEMENT

**Policy ED-4.3: Infrastructure Financing Mechanisms.** Establish financing mechanisms for high-priority infrastructure.

**Policy ED-4.4: Increased Sheriff Patrol and Code Enforcement.** Increase Sheriff patrols and code enforcement to reduce crime and improve the condition of properties to promote the visual appearance of Compton.

### GOAL ED-5: ATTRACT PRIVATE INVESTMENT IN MIXED-USE, TRANSIT-ORIENTED DEVELOPMENT PROJECTS

**Policy ED-5.1: Marketing of development opportunities.** Actively engage with the Southern California development community to promote mixed-use, transit-oriented development opportunities in Compton.

**Policy ED-5.2: Development-friendly zoning and development standards.** Revise zoning policies and development standards to facilitate diverse types of development, with a focus on promoting mixed-use projects near high-quality transit stations and corridors.

**Policy ED-5.3: Expedited entitlements for mixed-use opportunity sites.** Streamline entitlement, project review, and CEQA processes for projects meeting established criteria for mixed-use, transit-oriented development.

**Policy ED-5.4: Infrastructure investments for opportunity sites.** Prioritize City infrastructure investments that enhance the economic feasibility of mixed-

use development projects on targeted opportunity sites (especially water, sewer and road-related infrastructure).

### GOAL ED-6: STABLE CITY MANAGEMENT TO SUPPORT AND ENHANCE ECONOMIC DEVELOPMENT INITIATIVES

**Policy ED-6.1: Prioritize Open Hiring Processes.** Propose City Charter amendments to ensure an open, competitive hiring process for all positions, especially for key leadership roles.

**Policy ED-6.1: Formalize Human Resources Responsibilities.** Define the responsibilities of the Human Resources Department and ensure it meets these obligations.

**Policy ED-6.1: Conduct Salary Surveys.** Perform a salary survey for all positions and update regularly to maintain competitive compensation.

**Policy ED-6.1: Maintain Job Specifications.** Develop a process to regularly review and update job specifications for all positions.

**Policy ED-6.1: Implement Recruitment Plans.** Document a comprehensive recruitment plan to attract qualified applicants and take ownership of key recruitment processes.

**Policy ED-6.1: Assess Recruitment Efforts.** Formally evaluate each recruitment effort to identify areas for improvement.



**Policy ED-6.1:**

**Report on Human Resources Objectives.**

Require the City Manager to submit an annual report on the Human Resources Department's progress toward meeting objectives and reducing vacancies.

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Compton



CITY OF COMPTON

# Chapter 6

## URBAN SYSTEMS ELEMENT





# CITY OF COMPTON



# Chapter 6

## Urban Systems Element



### Introduction

The Urban Systems Element establishes the framework for ensuring the City's public infrastructure and services are sustainable, reliable, and capable of supporting current community needs and planned growth. This element sets forth policies to guide the development, maintenance, and enhancement of essential infrastructure systems, ensuring that they are adaptable to changing conditions, technological advancements, and climate impacts. It encompasses a broad range of urban infrastructure systems as follows.

- **Streets and Public Rights-of-Way Maintenance:** Ensuring the regular upkeep and repair of roadway networks, sidewalks, and bicycle lanes to maintain safety, efficiency, and accessibility for all users. The operations of streets and sidewalks are addressed in the Our Mobility Element.
- **Water and Wastewater Systems:** Addressing the provision of clean water, effective stormwater management, and wastewater treatment to maintain public health and environmental quality.
- **Utilities and Communications:** Ensuring the availability of electricity, gas, and telecommunications infrastructure, including high-speed internet access.
- **Climate Adaptation and Resilience:** Integrating strategies to strengthen infrastructure against climate-related risks such as extreme weather events, flooding, and rising temperatures.





### Purpose of the Element

The Urban Systems Element provides a comprehensive guide to proactively address the community's current and future infrastructure demands. Well-planned and maintained infrastructure systems are essential for public health, safety, economic stability, and quality of life. Because several non-City agencies and private companies are responsible for infrastructure provision and maintenance, this element reflects the need for public and private sector collaboration in delivering reliable, efficient, and sustainable services.

Through the policies set forth in this element, the City identifies priorities and can allocate resources effectively to address deferred maintenance and upgrade systems to accommodate planned growth and unexpected but welcome innovations.

### Relationship to Other Elements

The Urban Systems Element ties most closely to the Land Use Element, as infrastructure fundamentally affects how land is used and developed. The policies in this element also support the Our Mobility, Housing, and Economic Development Elements. . By ensuring that infrastructure systems are modern, resilient, and scalable, the Urban Systems Element helps reinforce the long-term vision for a thriving, adaptable, and sustainable urban environment.



*Street repaving in Compton*



## Community Context

A city's strength is built on the foundation of its infrastructure. This includes the construction and upkeep of streets, sidewalks, water and wastewater services, utilities, and storm drainage. Investing in infrastructure is crucial to meet the needs of both residents and businesses.

Each fiscal year, City staff recommend various infrastructure projects for City Council consideration to ensure resources are allocated where they will deliver the greatest benefits. In Compton, the City is responsible for streets, water services, wastewater (sewage) collection, and local stormwater collection.

## Streets and Public Right-of-Way

The Street Maintenance Division is responsible for maintaining public facilities. This includes maintaining sidewalks, streets, and curbs; repairing street potholes; and upkeeping street signs and markings, street trees, alleys, traffic signals, streetlights, sewer collection systems, and storm drain systems. Additional services include emergency response to accidents and incidents in City rights-of-way, asphalt repair, removal of illegally dumped trash, parkway and shoulder repair, street sweeping, graffiti removal, and support for special events. The Division also responds to service requests from the public and other City departments.

Both Southern California Edison (SCE) and the City of Compton share responsibilities for maintaining streetlights, including handling outages. SCE manages most streetlights, while the City maintains a portion in various areas. In 2020, SCE upgraded streetlights to energy-efficient LED versions citywide. The fixtures also include smart-communicating photo sensors, allowing for better management and energy savings.



*Street repair*

### Water Services

The Compton Water Department manages the local system that supplies water to approximately 80,000 residents, plus businesses, through 14,500 residential, commercial, and industrial service connections. The water infrastructure spans 156 miles, with pipes ranging from two to 24 inches in diameter, ensuring the efficient distribution of water.

Designed with flexibility, Compton's water system can adapt to emergency situations, droughts, and other unforeseen conditions by allowing for changes in the source of water supply when necessary. The Water Department operates a state-of-the-art water quality laboratory and maintains numerous water quality testing stations throughout the City. This proactive approach ensures that Compton's drinking water consistently meets or exceeds all State and Federal water quality standards.

The City uses groundwater from the Central Groundwater Basin, managed by the Compton Municipal Water District, as its primary water supply. In emergencies, the City can also acquire water from the Metropolitan Water District of Southern California to supplement supply. An assessment conducted for the *2020 Urban Water Management Plan* confirmed that service reliability can meet customer water demands under both normal and dry year conditions.

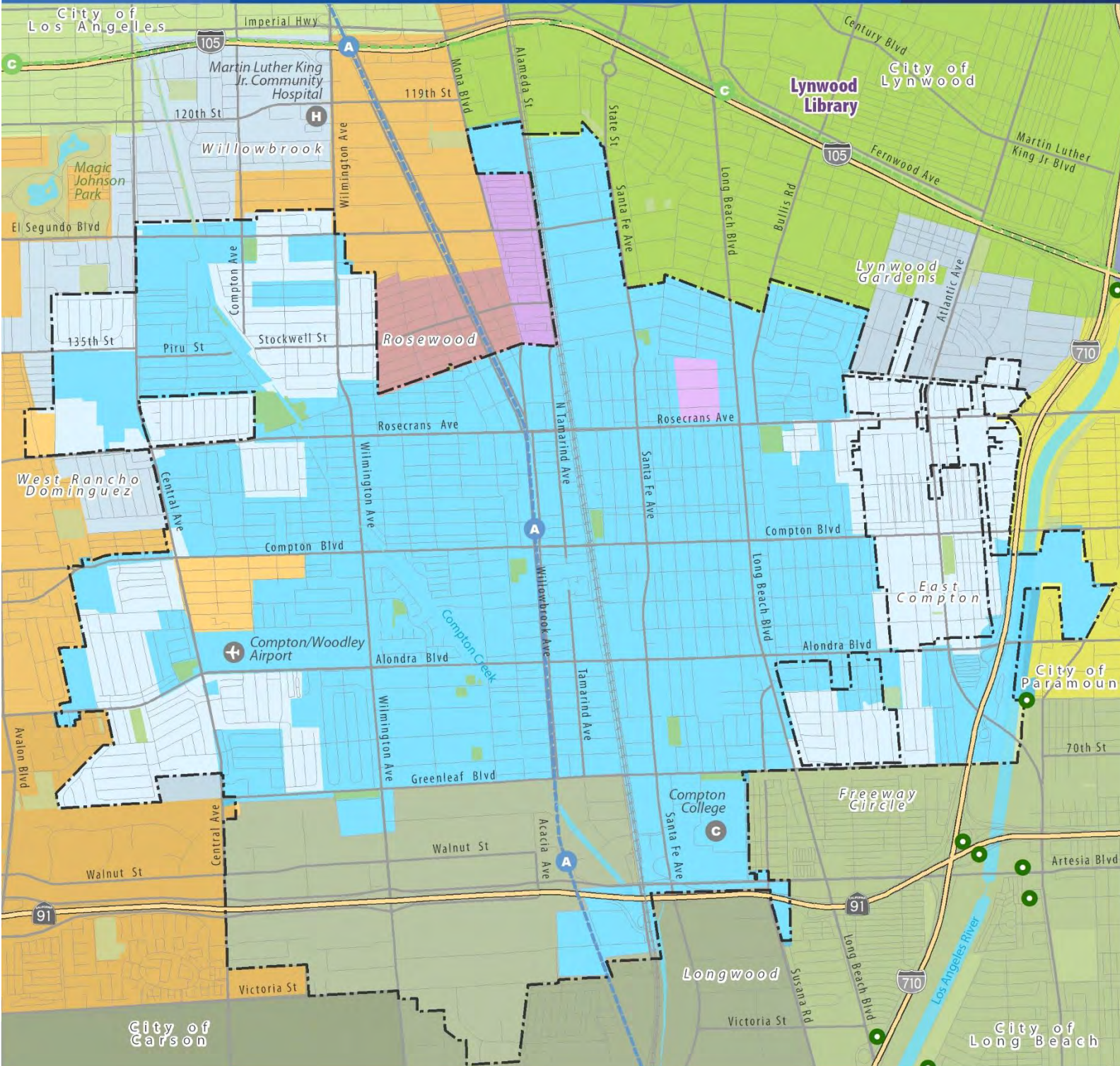


*A water storage tank with markings identifying Compton as an All-America City that was awarded by the National Civic League in 1952.*





Figure US-1  
Water Service Areas



#### Water Service Areas

- Compton Water Department
- Liberty Utilities Company
- Golden State Water Company
- Cal Water Service
- Sativa LA County Water District
- Lynwood Park Mutual Water Co.
- Long Beach Water Department
- Lynwood Water Department
- Paramount Water Department
- South Gate Water Department
- LA Dept. Water & Power

#### Base Map Features

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

Data Source: California Water Resources Boards, 2024.

Map Date: July 2022



### Wastewater

Compton's wastewater services ensure the safe and effective management of sewage generated by residential, commercial, and industrial customers. The Public Works Department oversees the municipal wastewater collection system, collects and transports wastewater to trunk sewerlines operated by the Sanitation Districts of Los Angeles County. Wastewater is transported to the A.K Warren Facility in the City of Carson for treatment. Here, the wastewater undergoes treatment before the resultant solids and remaining water are disposed of consistent with applicable laws.

The County's facility treats approximately 260 million gallons of wastewater daily (as of 2024), with a total permitted capacity of 400 million gallons per day. During primary and secondary treatment, solids are processed in anaerobic digestion tanks, where bacteria break down organic material and produce methane gas. After digestion, the solids are dewatered and sent off-site for composting, land application, or landfill disposal. The methane generated is harnessed to produce electricity and heating steam, allowing the plant to meet most of its own energy needs.





## Storm Drainage

Storm drainage refers to the network of pipes, channels, catch basins, and drains that collect stormwater and direct it from streets and properties into regional facilities and, ultimately the Pacific Ocean, thereby reducing the risk of flooding and protecting residents and infrastructure.

Storm drains are a key part of this network, consisting of pipes and culverts. Rainwater and urban runoff flow from street surfaces into catch basins, which are openings typically found at the edges of streets. The catch basins direct the flows into underground lateral lines, which then transport the water into larger main pipes or channels. Channels, such as the Compton Creek drainage channel, are large, open structures that allow stormwater to flow freely into larger bodies of water, such as the Los Angeles River and eventually the Pacific Ocean. The channels have been designed to accommodate flows to the extent that they prevent most urban flooding.

### Responsibilities for Maintenance

Storm drainage infrastructure in Compton is maintained by multiple agencies. The U.S. Army Corps of Engineers oversees the Compton Creek drainage channel, a key component of the local stormwater system that diverts water to larger systems, including the Los Angeles River. The Los Angeles County Public Works Department manages major drainage systems, such as the Los Angeles River and the East Branch of Compton Creek.

While larger channels fall under federal and county jurisdiction, Los Angeles County maintains most of the storm drains and catch basins in Compton's streets. The City of Compton is responsible for maintaining some stormwater infrastructure, ensuring smaller drains and catch basins are debris free to prevent localized flooding. This division of responsibilities ensures effective stormwater management and reduces flood risks.

### Potential for Stormwater Capture

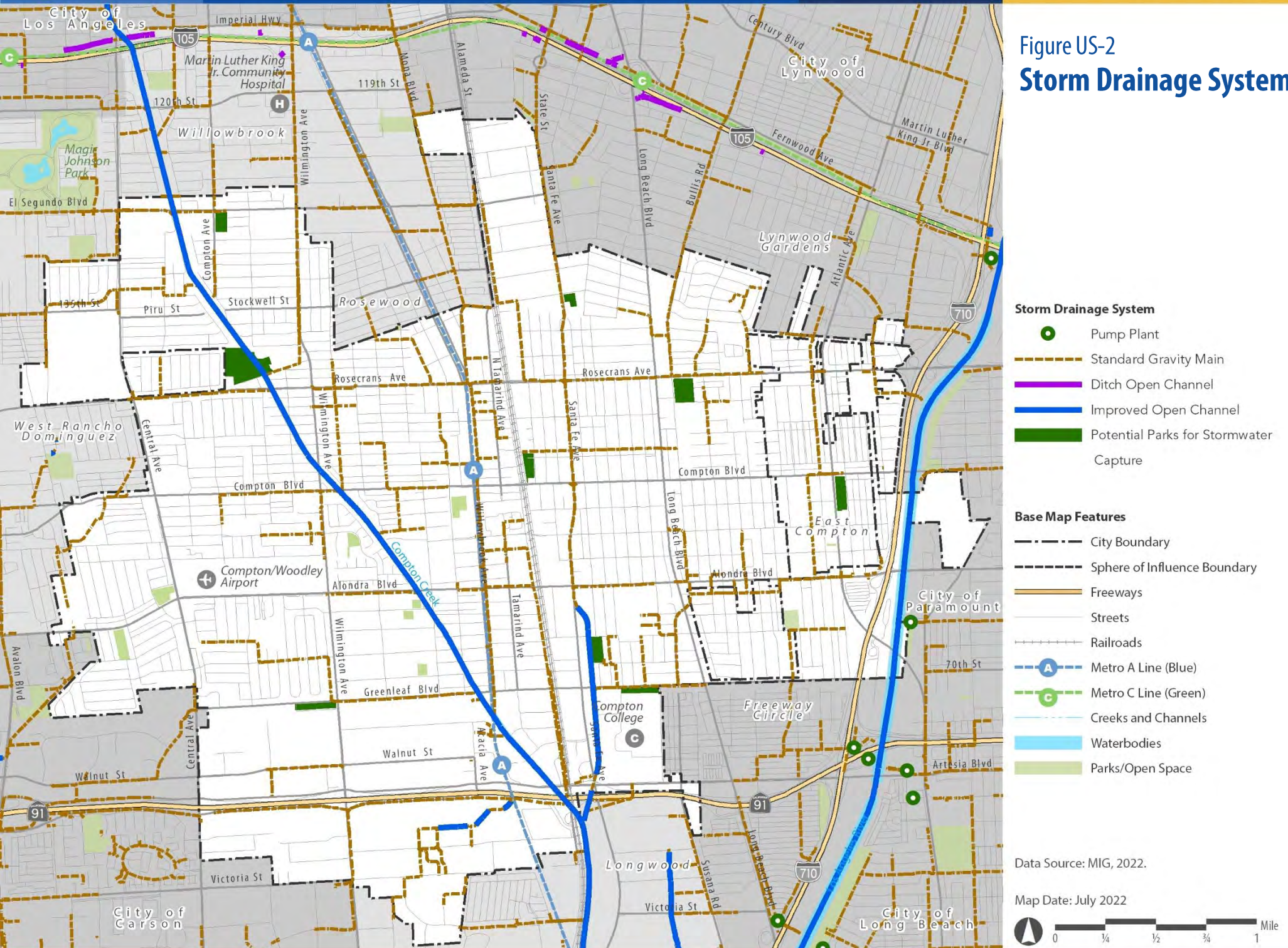
Parks located near storm drainage systems may offer significant benefits by capturing stormwater for reuse in landscape irrigation. These green spaces can act as natural water retention or detention ponds, reducing the burden on the drainage system during heavy rains and helping to prevent flooding. By using captured stormwater to irrigate park landscaping, Compton can conserve potable water, reduce water costs, and promote sustainable water management. Additionally, this process enhances the health of urban ecosystems, supporting greener, more resilient public spaces that benefit both the environment and the community. Figure US-2 identified parks within 100 feet of an open channel or storm drainage gravity main.



*Compton Creek*



Figure US-2  
Storm Drainage System



## Energy Utilities, Waste Management, and Communications

Other utility services are provided by a combination of private agencies and contractors for natural gas, electricity, waste collection and disposal, telecommunications, and data services. The City collaborates with these service providers to ensure the community has reliable access.

Southern California Gas Company provides natural gas infrastructure, ensuring safe delivery to homes and businesses. Electric services are provided by SCE, a key player in the region's energy sector; SCE focuses on maintaining a stable and sustainable electricity supply.

For waste management, Compton contracts with private haulers for trash collection and recycling. State laws dictate how the haulers operate, including requirements to provide separate collection of solid waste, organic materials (food waste), green waste, and recyclables.

Telecommunications services, including phone, internet, and cable, are offered by multiple providers, ensuring residents have a variety of options. Major providers in the area include Spectrum, AT&T, Frontier, Dish Network, and DirectTV, allowing residents and businesses to select services that best fit their needs.

Given the increasing demand for reliable and efficient utility services, the City is committed to working closely with these providers to enhance infrastructure, address service gaps, and ensure that all customers have equitable access to utilities.



### Climate Resilient Infrastructure

Upgrading critical infrastructure is essential to safeguarding against the impacts of climate change and severe storms, which are becoming increasingly frequent and intense. Enhancements to stormwater management systems, for example, can help mitigate flooding risks by improving water drainage and reducing runoff during heavy rainfall. Strengthening bridges, roads, and utility networks ensures they can withstand extreme weather events, protecting public safety and minimizing disruptions to essential services. Strengthening infrastructure against extreme weather involves retrofitting bridges with additional supports, reinforcing roads with weather-resistant materials, and enhancing drainage to prevent flooding. Installing stormwater systems and redundant utilities, such as backup power, further protects against disruptions. Regular inspections and maintenance across these systems ensure they remain resilient during severe conditions.

Additionally, existing infrastructure can incorporate green technologies, such as permeable surfaces and natural buffers, which provide environmental benefits and enhance the community's ability to adapt to changing climatic conditions.

An example of green infrastructure is the Center Avenue Green Street Improvement Project, designed to enhance flood protection, improve water quality, and create recreational opportunities in areas of Compton that lack adequate drainage and green space. The project extends the storm drain system and implements Low Impact Development Best Management Practices to address flooding and protect the adjacent Compton Creek and Los Angeles River watershed.

By prioritizing these upgrades, Compton can build a stronger infrastructure that protects both residents and the environment.



*Bioswale with drought-tolerant landscaping*



*Drought-tolerant landscaping*





## Disadvantaged Unincorporated Communities

As required by Senate Bill (SB) 244, Disadvantaged Unincorporated Communities (DUCs) within or adjacent to a city's sphere of influence are required to be identified in the General Plan, along with information regarding existing and planned water, sewer, flood control infrastructure, and fire protection services within those communities. DUCs are defined as inhabited unincorporated areas with an annual median household income that is less than 80 percent of the statewide annual median household income.

Under SB 244, any annexation proposal of more than 10 acres requires the annexation of any contiguous DUC unless certain exceptions apply. Additionally, the Los Angeles County Local Agency Formation Commission (LA LAFCO) must consider DUCs when updating or changing spheres of influence for services like sewer, water, or fire protection.

## Water and Wastewater

Water services DUCs surrounding Compton vary based on the area and sphere of influence (see Figure US-1 above). Within Compton's stand-alone spheres, water is provided by Liberty Utilities Company. In areas with joint spheres of influence, water services are shared among Sativa Los Angeles Water Company, Lynwood Park, Golden State Water Company, and Liberty Utilities Company. All DUCs are fully developed, with limited opportunities for new development. The responsible water districts have not reported any constraints on their ability to continue serving these communities.

The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts. Within the DUCs, the collection system interties into the regional mains that convey wastewater to the A.K. Warren Water Resource Facility. The Los Angeles County Sanitation Districts continually assesses demand associated with regional growth.

## Flood Control

The storm drain systems in the DUCs are integrated into the regional facilities described above, with street-level collection infrastructure maintained by the Los Angeles County Department of Public Works.

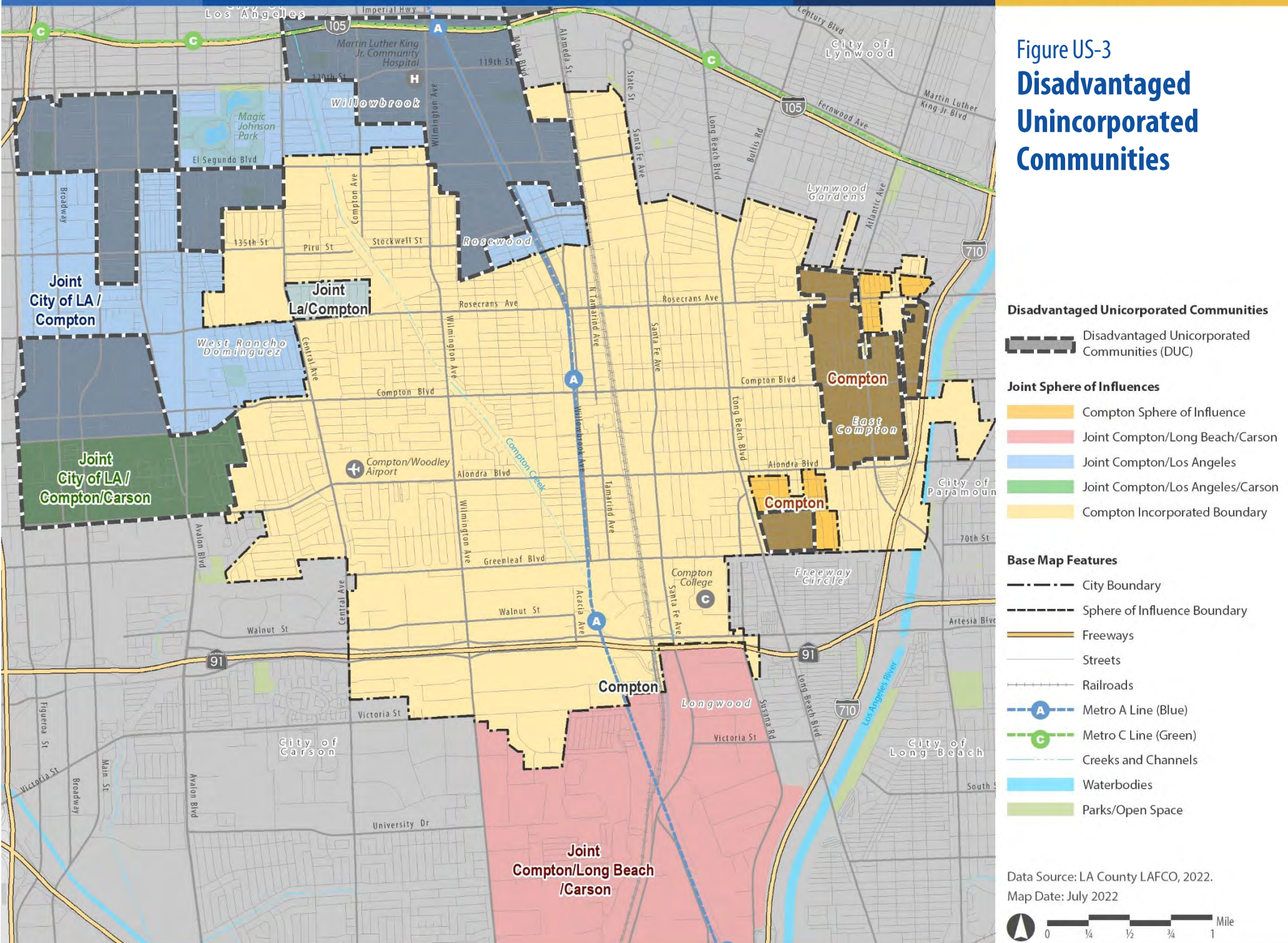
## Fire Services

Fire services for unincorporated areas are provided by the Los Angeles County Fire Department (LACFD). Two fire stations provide most immediate services to the DUC areas:

- Station 95: 137 W. Redondo Beach Boulevard in Gardena
- Station 41: 1815 E. 120<sup>th</sup> Street in Los Angeles

Fire Station 2 at 1320 E. Palmer Street in Compton, can provide services in the eastern portion of the City where unincorporated East Rancho Dominguez is located, including the DUC located here. The Compton Fire Department has mutual aid agreements with the Los Angeles County Fire Department.

Figure US-3  
**Disadvantaged  
 Unincorporated  
 Communities**





## Key Challenges

### Effective Capital Improvement Planning

Compton's infrastructure challenges are rooted in a lack of consistent improvement planning and adequate investment. While the City updated its Capital Improvement Plan (CIP) in 2018, integrating additional funding from Measure P, a one-percent sales tax aimed at repairing local streets, sidewalks, and enhancing pedestrian street lighting, further challenges remain. However, despite these efforts, the City still faces a long list of deferred maintenance on its facilities and infrastructure, which has further exacerbated its infrastructure needs. Regularly updating the CIP is crucial to ensuring the City can effectively prioritize projects, allocate funding, and prevent infrastructure from falling into disrepair. Without consistent planning and investment, deferred maintenance continues to accumulate, causing delays in necessary improvements and impacting both service reliability and public safety. A regularly updated CIP is essential for long-term infrastructure sustainability and the overall well-being of the community.

### Deteriorating Streets

Compton's streets face significant challenges, with 50 percent classified as poor or very poor, indicating the need for major reconstruction. A 2021 pavement report estimated that maintaining streets at their current condition would require \$2.6 million annually, while improving them to a fair condition would need \$50 million over five years. The City secured funding in 2021, including a \$37 million bond, to address some of these needs. However, consistent ongoing staffing shortages and the absence of a comprehensive CIP have made it difficult to fully implement the report's recommendations and address all critical street repairs.

### Aging Water Infrastructure

Compton's aging water infrastructure threatens the reliability of its water supply. Two of the City's eight water wells are currently inactive, one for over a decade, and several others are nearing the end of their useful lives. A 2022 water study identified over \$53 million in needed improvements, yet progress has been slow. Also in 2022, the City allocated \$8 million in federal funding, but this only addressed a fraction of the required upgrades. Challenges in planning and prioritizing water infrastructure projects in Compton have contributed to ongoing service interruptions and potential public safety concerns. Efforts to address aging infrastructure are underway, but further progress is needed to ensure reliable water service and mitigate risks.

### Sewer System Overflows

Compton experienced more than 40 sewage overflows between 2010 and 2024, resulting in public health and environmental hazards. Despite entering a legal agreement in 2016 to address its aging sewer system, the City has not completed key infrastructure projects. Three of the five required projects, estimated to cost \$12 million, remain unfinished. The City's outdated master sewer study from 2008, combined with limited funding and staffing shortages, has hindered its ability to prevent future overflows and meet legal obligations.





## Strategies for Infrastructure Renewal and Sustainable Growth

To address Compton's infrastructure challenges, the following comprehensive strategies can help improve planning, funding, and execution for critical projects across streets, water infrastructure, and the sewer system.

### Ongoing Capital Improvement Plan (CIP) Development and Update

#### Conduct a CIP Review and Update and Establish a Multiyear Process

To tackle Compton's infrastructure challenges, a comprehensive review of the existing Capital Improvement Plan is essential. This process will involve close collaboration with City staff and key stakeholders to update the plan, ensuring it reflects current conditions and aligns with long-term goals. By prioritizing the most critical infrastructure needs across all departments, the city can improve its planning efforts and better serve the community.

The development of a robust and rolling five-to-10-year CIP will further streamline the City's infrastructure planning efforts. By incorporating cross-departmental input, the City can effectively prioritize projects, enabling more strategic resource allocation. This multi-year approach will mitigate the piecemeal method of improvements, fostering a more cohesive and comprehensive strategy for infrastructure development.

#### Regular Monitoring and Reporting

To ensure transparency and accountability, implementing a monitoring and reporting system for the CIP is crucial. This will facilitate regular updates on progress and allow for timely adjustments to address

emerging infrastructure needs. By maintaining an ongoing assessment of the CIP and annual reporting to City Council, Compton can adapt its strategies to meet evolving challenges effectively.

#### Expand Funding Strategies

A diverse array of funding mechanisms is vital for the long-term success of infrastructure improvements. By actively pursuing state and federal grants, establishing public-private partnerships, and exploring additional local funding measures, Compton can secure the financial support necessary to address its infrastructure needs comprehensively.

### Street Maintenance

#### Leverage Existing Pavement Reports

Compton's Pavement Management Program recommended several key strategies to address the city's deteriorating streets. It emphasized the need for regular preventative maintenance like slurry seals and overlays, as these can extend the lifespan of streets and reduce the need for costly repairs. The program also highlighted a critical budgetary need: allocating funds specifically to maintain pavement condition and address the growing maintenance backlog. This includes targeting specific streets for major repairs and reconstruction based on their current state.

Utilizing the recommendations from the pavement report is a critical step in addressing the deterioration of Compton's streets. By creating a phased maintenance and reconstruction plan based on these findings, the City can focus on the most critical areas first, ensuring that resources are allocated where they are needed most.

#### Prioritize High-Impact Street Repairs

Allocating funding toward streets with the highest traffic volumes and safety concerns should be a top priority. Heavy warehouse and industrial trucking in Compton have severely impacted the condition of city streets.



These large trucks create far more stress on road surfaces than typical vehicles, leading to cracks, potholes, and accelerated pavement deterioration.

By addressing these high-impact areas in the initial phases of the reconstruction effort, Compton can enhance public safety and improve the overall condition of its streets.

## Aging Water Infrastructure

### Implement Recommendations from Current Water Studies

To enhance the reliability of Compton's water system, prioritizing the rehabilitation of inactive wells and the construction of new ones is essential. This action will address immediate concerns and lay the groundwork for a more resilient water supply infrastructure.

### Phased Infrastructure Upgrades

Developing a phased plan for replacing aging pipes and water tanks is crucial for long-term water system modernization. By beginning with the oldest and most vulnerable components, the City can systematically improve the infrastructure, reducing the risk of service interruptions.

### Enhance Monitoring and Maintenance

Investing in modern water monitoring systems and establishing proactive maintenance programs will significantly minimize future breakdowns and interruptions in service.

### Secure Additional Funding

To cover needed upgrades, exploring funding opportunities through the State Water Resources Control Board, federal infrastructure bills, and water-related grants is vital. Additionally, considering rate adjustments

and leveraging water utility revenue will support the City's long-term water infrastructure needs.

## Comprehensive Wastewater Management

### Complete Pending Sewer Projects

Prioritizing the completion of the remaining infrastructure projects mandated by legal agreements and California State Auditor is essential to avoid future penalties and minimize environmental hazards. By addressing these obligations, Compton can enhance its sewer management efforts.

### Regularly Update the Sewer Master Study

Regularly updating the Sewer Master Study will provide an ongoing assessment of current conditions, allowing for the continuous prioritization of pipeline replacements and the identification of additional improvement needs.

### Establish a Preventative Maintenance Program

Implementing regular annual inspection and maintenance schedules will significantly reduce the risk of sewer overflows. Routine cleaning and repairs of pipelines will help address issues before they escalate, ultimately enhancing the City's sewer system reliability.

### Pursue Funding and Partnerships

To support sewer upgrades, securing additional funding from state and federal sources is crucial. Exploring regional partnerships with neighboring cities for cost-sharing on larger infrastructure projects can also enhance the effectiveness and sustainability of sewer system improvements.

## Cross-Cutting Strategies for Staffing and Capacity Building

### Address Staffing Shortages

To improve Compton's capacity to manage infrastructure projects, hiring or contracting additional staff in key departments such as Public Works and Engineering is essential. Current staffing levels are low, limiting the city's ability to respond to service demands and address critical infrastructure needs. Increasing staff would enable more effective planning, consistent project execution, and better service provision to the community. A well-staffed team will ensure the city can tackle ongoing infrastructure challenges more efficiently, ultimately enhancing public safety and quality of life.

### Provide Staff Training and Development

Investing in training programs for current staff will enhance their expertise in project management, capital planning, and infrastructure maintenance. By developing the skills of the workforce, the City can better equip itself to address ongoing infrastructure challenges.

### Enhance Public Engagement and Communication

Regularly updating the public on the status of infrastructure projects is crucial for increasing transparency and fostering community support. Effective communication strategies will help build trust and ensure that residents are informed about the improvements being made to their City.

## Comprehensive Infrastructure Optimization

### Develop a Fee-for-Service Model

Implementing a fee-for-service model for certain City services can generate additional revenue while ensuring that costs are covered.

Services like bulk trash collection or special event permits could be charged based on usage, distributing the financial burden more equitably.

### Explore Public-Private Partnerships

Engaging in public-private partnerships (PPPs) can provide funding for infrastructure projects without relying solely on taxpayer dollars. By collaborating with private entities, the City can leverage additional resources for projects that benefit residents while minimizing financial risks. Public-private partnerships can help Compton finance infrastructure projects without relying solely on taxpayer dollars. By collaborating with private entities, the city can access additional resources for projects such as road upgrades, utility system improvements, or public parks. These partnerships allow the City to share financial risks, attract private investment, and ensure the long-term sustainability of projects. For example, private developers can finance housing projects or fund park renovations, while the city can offer incentives like land or tax benefits, ensuring that community needs are met with minimal public investments.

### Adopt Technology Solutions

Investing in technology can improve operational efficiency across City departments. Implementing digital solutions for processes such as permitting, billing, and maintenance tracking can reduce administrative costs and enhance service delivery for residents.

For example, implementing a digital permitting system can reduce wait times and paperwork, making it easier for residents and businesses to apply for permits. Billing systems can be automated to ensure timely payments and reduce errors, while maintenance tracking software can help departments monitor infrastructure repairs and equipment usage, ensuring timely service and reducing downtime. These digital solutions





improve efficiency, lower administrative costs, and enhance communication with residents

**Conduct Efficiency Audits**

Regular efficiency audits can identify areas for improvement within City operations. These audits should focus on optimizing workflows, reducing redundancies, and ensuring that resources are allocated effectively to maximize service delivery while minimizing costs.

**Encourage Community Involvement in Budgeting**

Creating a participatory budgeting process allows residents to engage directly in financial decision-making. By involving the community in budget allocation discussions, the City can ensure that funds are directed toward initiatives that align with residents' needs and priorities.

## Urban Systems Goals and Policies

In addressing the diverse needs of its residents and promoting sustainable development, the Urban Systems Element encompasses a comprehensive framework to guide the planning, management, and enhancement of essential public facilities and infrastructure services.

### GOAL US-1: ONGOING MAINTENANCE, REPAIR, AND UPKEEP OF CITY-OWNED INFRASTRUCTURE

- Policy US-1.1: Deferred Maintenance Assessment.** Assess deferred maintenance needs for City Hall and public buildings to prioritize repairs and allocate resources effectively.
- Policy US-1.2: Maintenance Management System.** Create long-term maintenance plans reviewed annually for regular inspections, preventive maintenance, and repairs to prevent further deterioration.
- Policy US-1.3: Capital Improvement Investments.** Allocate funds for capital projects to address maintenance backlogs, renovate aging facilities, and modernize infrastructure.
- Policy US-1.4: CIP Monitoring and Reporting.** Implement annual monitoring and reporting for the Capital Improvement plan (CIP) to track progress, ensure transparency, and adjust to emerging infrastructure needs.

### GOAL US-2: OPTIMIZED DELIVERY OF INFRASTRUCTURE SYSTEMS

- Policy US-2.1: Staff Capacity Building for Infrastructure Projects.** Address staffing shortages and enhance staff training to improve the City's ability to manage and execute infrastructure projects effectively.
- Policy US-2.2: Community Engagement in Infrastructure Planning.** Increase public communication on infrastructure projects to foster transparency and community support for ongoing improvements.
- Policy US-2.3: Public-Private Partnerships for Infrastructure.** Explore partnerships with private entities to fund and support infrastructure projects without solely relying on taxpayer dollars.
- Policy US-12.4: Adoption of Technology for Efficiency.** Invest in technology solutions to streamline City operations, reduce administrative costs, and enhance service delivery.
- Policy US-12.4: Annual Report on Measure P Funds.** Implement annual monitoring and reporting for the Measure P Funds to track progress and ensure transparency.

### GOAL US-3: SUSTAINABLE FUNDING SOURCES TO ADEQUATELY MAINTAIN AND IMPROVE INFRASTRUCTURE

- Policy US-3.1: Dedicated Infrastructure Maintenance Fund.** Establish a dedicated infrastructure maintenance fund, financed by a portion of City revenues and



- new fees, to address deferred maintenance and avoid future infrastructure deterioration.
- Policy US-3.2: Public-Private Partnerships for Infrastructure Investment.** Leverage public-private partnerships (PPPs) to attract private investment and share costs for critical infrastructure upgrades and deferred maintenance projects.
- Policy US-3.3: Infrastructure Bond Measures.** Pursue voter-approved infrastructure bond measures to generate immediate capital for repairing and upgrading aging infrastructure systems.
- Policy US-3.4: Infrastructure Improvement Grants and Federal Funding.** Actively seek State and Federal grants, including those for infrastructure resilience and innovation, to finance deferred maintenance projects across the City.
- Policy US-3.5: Long-Term Capital Improvement Plan with Deferred Maintenance Prioritization.** Update the long-term Capital Improvement Plan to prioritize deferred maintenance needs and allocate funding accordingly through multi-year budget cycles.
- GOAL US-4: SAFE, WELL-PAVED STREETS, WITH FUNDING FOR MAINTENANCE**
- Policy US-4.1: Street Paving and Resurfacing:** Implement a paving program to fix deteriorating streets, prioritizing high-traffic areas and roads needing the most maintenance through a priority point system.

- Policy US-4.2: Sidewalk Installation and Repair:** Create a sidewalk repair/replace program to expand and repair sidewalks, ensuring pedestrian safety and connectivity across the city, with a focus sidewalk upgrades in areas with high pedestrian activity, near schools, transit, and commercial districts.
- Policy US-4.3: Street Lighting Upgrades:** Upgrade streetlights to energy-efficient LEDs and expand coverage to improve visibility, safety, and deter crime.
- Policy US-4.4: Maximizing Street Infrastructure Funding.** Leverage available bonds, Measure P funds, and additional grants to accelerate critical street maintenance and repair projects.

**GOAL US-5: A WATER SYSTEM THAT PROMOTES CONSERVATION, RESOURCE STEWARDSHIP, AND LONG-TERM WATER SECURITY**

- Policy US-5.1: Infrastructure Investment.** Annually invest in upgrades and rehabilitation of water infrastructure to improve reliability, efficiency, and reduce water losses and leaks.
- Policy US-5.2: Proactive Maintenance.** Develop a proactive maintenance plan based on objective point system to address aging infrastructure, reduce water main breaks, and extend asset lifespan.
- Policy US-5.3: Water Quality Protection.** Implement source water protection, watershed management, and pollution prevention measures to safeguard drinking water from contamination.



## URBAN SYSTEMS ELEMENT

**Policy US-5.4:** **Water System Funding.** Seek grants and funding opportunities through state and federal sources to support essential water system upgrades.

### GOAL US-6: EFFICIENT AND ENVIRONMENTALLY SOUND WASTEWATER MANAGEMENT AND TREATMENT SERVICES

**Policy US-6.1:** **Collection System Maintenance.** Maintain, repair, and reconstruct wastewater systems to prevent overflows, reduce infiltration, and ensure functionality.

**Policy US-6.2:** **Regular Inspections.** Conduct regular inspections, cleanings, and repairs to prevent backups, spills, and contamination.

**Policy US-6.3:** **Wastewater Facilities Prioritization:** Prioritize infrastructure projects based on condition, risk, compliance, and community impact.

**Policy US-6.4:** **Industrial Collaboration:** Work with industrial users to reduce pollutants and protect water quality through best practices and prevention measures.

**Policy US-6.5:** **Reclamation Projects:** Implement water reclamation and recycled grey water systems to irrigate parkland, medians, fire hydrants, and restrooms to reduce reliance on freshwater.

**Policy US-6.6:** **Wastewater Infrastructure Assessment:** Assess wastewater assets to identify critical deficiencies and operational challenges.

**Policy US-6.7:** **Rehabilitation and Upgrades:** Upgrade wastewater infrastructure based on an objective

evaluation system to improve reliability and treatment capacity for current and future needs.

**Policy US-6.8:** **Funding Strategies:** Secure funding through grants, bonds, and partnerships to support wastewater infrastructure projects.

### GOAL M-7: AFFORDABLE ELECTRICAL UTILITY SERVICES

**Policy US-7.1:** **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

**Policy US-7.2:** **Energy Efficiency.** Implement programs to reduce peak electricity consumption, lower costs, and manage peak demand on the grid.

### GOAL M-8: EXPANDED ACCESS TO RELIABLE, HIGH-SPEED COMMUNICATIONS SERVICES

**Policy US-8.1:** **Broadband Deployment.** Consult with broadband providers to facilitate expansion of broadband infrastructure and high-speed internet access to underserved areas and neighborhoods.

**Policy US-8.2:** **Digital Inclusion.** Promote digital literacy and inclusion programs to ensure equitable access to technology and online services for underserved populations.

**Policy US-8.3:** **Public-Private Partnerships.** Collaborate with private companies and government agencies to expand broadband access through shared infrastructure and resources.



**GOAL M-9: PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER**

- Policy US-9.1: Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.
- Policy US-9.2: Energy Efficiency.** Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.
- Policy US-9.3: Infrastructure Protection and Retrofitting.** Retrofit critical infrastructure to withstand climate hazards like flooding and extreme heat, ensuring functionality during extreme weather.
- Policy US-9.4: Floodplain Management and Resilience.** Develop floodplain management strategies and mitigation plans to reduce flood risks and protect infrastructure and vulnerable communities.
- Policy US-9.5: Flood Management Coordination.** Collaborate with regional agencies to implement floodplain regulations and development standards, reducing flood hazards and improving resilience.
- Policy US-9.6: Electrical System Resilience.** Protect electric infrastructure by undergrounding power lines, installing backup systems, and hardening substations to ensure reliable electricity during extreme events.

**GOAL M-10: EQUITABLE INFRASTRUCTURE ACCESS WITHIN DISADVANTAGED UNINCORPORATED COMMUNITIES**

- Policy US-10.1: Needs Assessment and Prioritization.** Assess infrastructure deficiencies and prioritize needs in disadvantaged unincorporated communities, considering demographics and community input.
- Policy US-10.2: Equitable Service Delivery.** Ensure fair access to essential infrastructure services for disadvantaged communities by addressing systemic inequalities and barriers.
- Policy US-10.3: Infrastructure Resilience Coordination.** Work with agencies, stakeholders, and community organizations to expand services and improve infrastructure resilience in underserved areas.
- Policy US-10.4: Funding Resource Consultation.** Consult with Los Angeles County to secure funding for expanding sewer infrastructure in underserved communities lacking centralized systems.

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# CITY OF COMPTON

## Chapter 7

### ENVIRONMENTAL JUSTICE ELEMENT





# CITY OF COMPTON



# Chapter 7

## Environmental Justice Element

### Introduction

Equity and environmental justice are key overarching objectives for the Compton General Plan. Compton strives to be a city where all neighborhoods thrive, and community members have what they need to lead healthy and productive lives. This includes clean air, land, and water; affordable housing; an enjoyable, accessible network of parks, recreation, and community facilities; access to nutritious food; and other community assets distributed equitably throughout the city.

Environmental justice provides a specific lens through which to redress disparities in health outcomes that fall along a community's racial, ethnic, gender, and economic identities. The geographical dimension of these disparities became etched in maps through redlining, racially restrictive covenants, Jim Crow laws, and exclusionary zoning. Barriers to voting, equal representation, and discrimination in appointments against Black, Hispanics, Asian, Pacific Islanders, and American Indians created the decision-making environments that let harmful land uses flourish and public infrastructure fail to meet the needs of the underserved. The democratic deficits of that system—including a lack of transparency—prevented these communities from being informed about disparities and from having meaningful participation in political processes.

This Environment Justice Element represents the City's commitment to addressing the history of unjust governmental actions that have affected Compton directly; ensure that all people receive equal treatment, equal access, and equal protections; and that everyone can engage in decisions that affect their health and economic well-being.



#### What is Equity?

**In Compton, equity means all people have full and equal access to opportunities that enable them to attain their full potential. Equity is not the same as equality. Equality treats everyone the same exact way, regardless of differences and specific needs. Equity recognizes that each person has different circumstances and allocates the exact resources and opportunities needed to achieve an equal outcome.**



### Purpose of the Element

The State of California defines environmental justice as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations and policies. In 2016, Senate Bill 1000 amended California Government Code Section 63502 to require cities and counties with disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans.

If a city, county, or city and county has a disadvantaged community, then the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, are required to do all the following:

- Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.
- Identify objectives and policies to promote civil engagement in the public decision-making process.
- Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.

Environmental justice seeks to correct existing inequalities regarding pollution and health burdens that certain neighborhoods face. Environmental justice is grounded in principles of justice and fairness and focused on creating a society in which everyone can participate, prosper,

and reach their full potential. Equitable outcomes come about when smart, intentional strategies are in place to ensure that everyone can participate in and benefit from decisions that shape their neighborhoods and communities.

**“Improved air quality, elimination of industrial noise and pollution, and noxious truck emissions that impact residential neighborhoods. A city where all residents have easy access to community facilities, healthy food choices, parks and facilities, and safety and sanitary homes. A community in which everyone can readily engage in civic life and public decision-making processes in languages in which they have the most comfort.”**

**--Compton General Plan Objective**

### Relationship to Other Elements

Because environmental justice topics touch all aspects of the Compton community’s daily lives, the Environmental Justice Element serves as a roadmap to the city becoming a more equitable and healthier place. The goals and policies in this and the other elements are intricately connected. For example, this element identifies community needs for additional healthy food outlets, solutions to increase access to parks, and ways to reduce impacts of industrial pollution. In addition to these goals and policies, the Land Use and Mobility Elements include strategies to expand opportunities for much-needed community benefits, such as grocery stores, improved roadway safety, and land use practices that protect residents and reduce pollution. The Infrastructure Element aims for



adequate, equitable access to quality infrastructure and facilities. The Housing Element focuses on the provision of affordable housing, avoiding displacement of current residents, and improving housing quality, all key environmental justice issues.



### Community Context

The legacies of past land use planning and zoning decisions have significantly influenced the environmental justice issues seen today. To address these issues and strive for a more equitable future, it is imperative to acknowledge the historical trends as they relate to land use patterns, housing and economic development, transportation infrastructure, and other factors that have shaped Compton.

### Historical Context

Prior to the 1950s, Compton was predominantly a white community. This was largely due to the implementation of restrictive covenants widely used in the early 20th century which explicitly barred “people of color” from owning or renting homes in many areas throughout current day Los Angeles County, which includes many areas of Compton. This practice enforced racial segregation and maintained the neighborhood’s predominantly white composition. However, a Supreme Court ruling in 1948 which made housing covenants illegal led to a large influx of Black families establishing themselves in the Compton suburbs. Despite this influx of Black families moving into the city, many cities across the United States experienced a period of redlining, a discriminatory practice that denied residents of color access to fair housing opportunities. This practice, prevalent in the early 20th century, involved assigning numerical grades to neighborhoods, often based on racial demographics. These grades were used by banks and real estate agents to determine whether to provide loans or sell properties in certain areas. As a result, Blacks were effectively excluded from access to mortgages and homeownership and thus often forced to live in overcrowded and substandard housing. This practice helped to create and further reinforce racial segregation, making it difficult for Black individuals to build wealth and accumulate assets. Today, the effects of redlining can still be seen in the higher poverty rates

and lower homeownership rates of Black communities. Similarly to restrictive covenants, legal agreements embedded in property deeds sometimes prohibited the sale or rental of homes to people of color. These systemic barriers have had a lasting impact on Compton, contributing to a legacy of inequality and limited opportunities for many within the community.

The legacy of redlining and other racist policies continues to cast a long shadow over Compton. The city's predominantly Black and Hispanic/Latino population experiences significantly higher rates of poverty, unemployment, and health disparities compared to other areas in Los Angeles County. These persistent inequalities are rooted in the systemic discrimination of the past. Addressing them requires a multi-faceted approach that dismantles the structural barriers that perpetuate inequality, invests in community development, and fosters opportunities for all residents to thrive in a just and equitable society.

### Demographics of Compton

As of 2020, Compton's population consists of nearly 70 percent Hispanic/Latino residents, compared to about 50 percent in Los Angeles County (see Figure EJ-1 and EJ-2). The Black community has played a significant role in shaping Compton's identity. The city gained prominence as a predominantly Black community during the twentieth century, attracting many Black families seeking homeownership opportunities and escaping racial segregation. Compton became known for its vibrant Black culture, music, and activism. However, Compton's demographics have become more diverse over the years. Hispanic/Latinos, primarily of Mexican and Central American heritage, have also had a significant presence in Compton. Latino residents contribute to the cultural fabric of the city and have their own vibrant community organizations, businesses, and cultural celebrations. The ongoing demographic shift from majority Black to majority Latino





residents is important in defining housing needs in Compton. For a variety of reasons, Latinos typically have larger household sizes compared to other racial or ethnic groups. Recent Hispanic or Latino immigrants also tend to have lower incomes than residents who have lived in the United States for a longer period.

Compton also has a notable population of residents from other racial and ethnic backgrounds, including Asian Americans, Pacific Islanders, and individuals of mixed heritage. These communities further enrich the City's diversity and cultural exchange.

**Figure EJ-1: Race/Ethnicity (2020)**

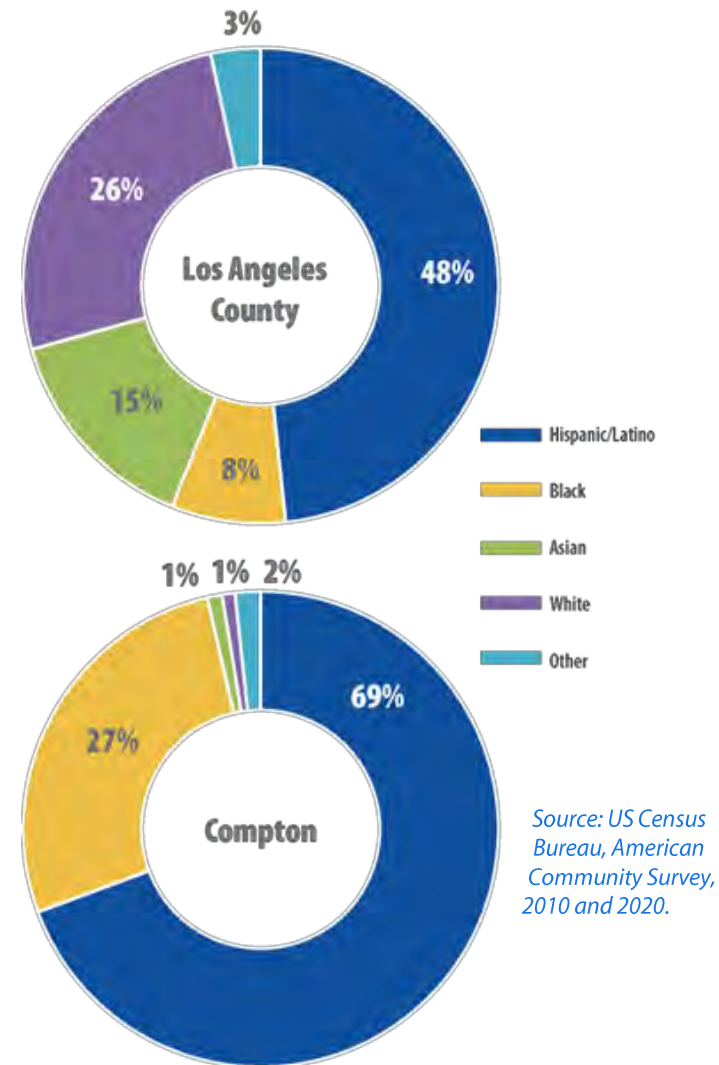
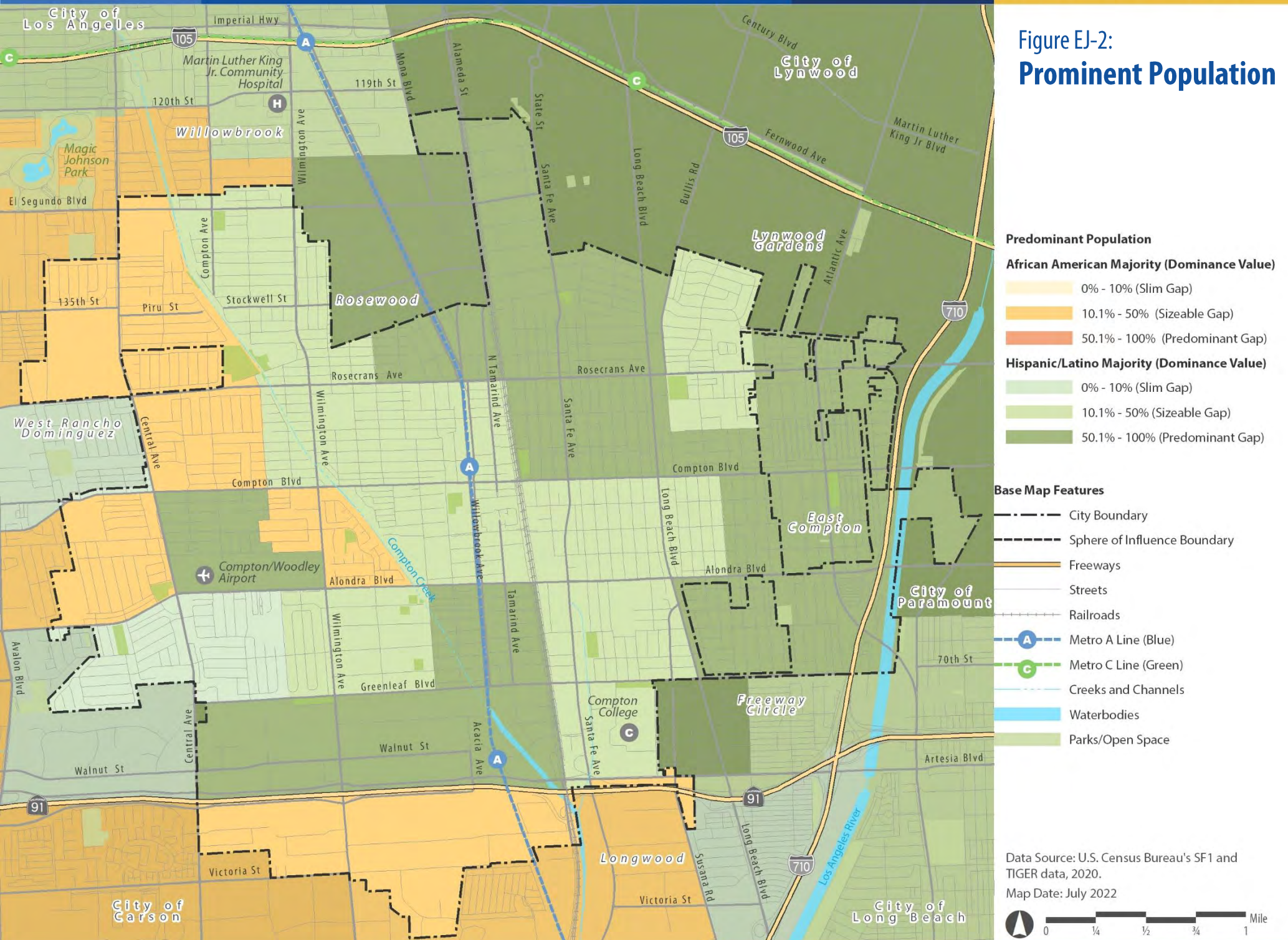


Figure EJ-2:  
Prominent Population





According to the 2016-2020 American Community Survey (ACS), the overall median household income in Compton was \$58,703, an increase from \$43,201 during the 2006-2010 ACS. The median household income in the city is lower than the median countywide (\$71,358), see Table EJ-1. Income also varies by tenure (owner vs. renters). In Compton, owner-occupied households have a significantly higher median income than renter-occupied households (\$72,670 and \$37,364, respectively). On average, renters in all income categories spend a greater proportion of their incomes on housing than do homeowners and thus face greater financial obstacles in securing decent, affordable housing.

Over half of Compton households are considered lower income compared to only 41 percent of households in the county.

**Table EJ-1: Household Income**

Households	Compton	Los Angeles County
Median Household Income	\$58,703	\$71,358
% Lower Income Households	50.4%	41.3%

*Source: 2016-2020 ACS (5-Year Estimates), SCAG Final RHNA Data Appendix, 2020.*

The average family and household size in Compton is significantly higher than the county (3.63 and 2.96, respectively). Over half of Compton households have one or more children under the age of 18, compared to only 32 percent countywide. Overall, the average age of Compton residents is increasing, but the city's population is dominated by residents younger than 65.





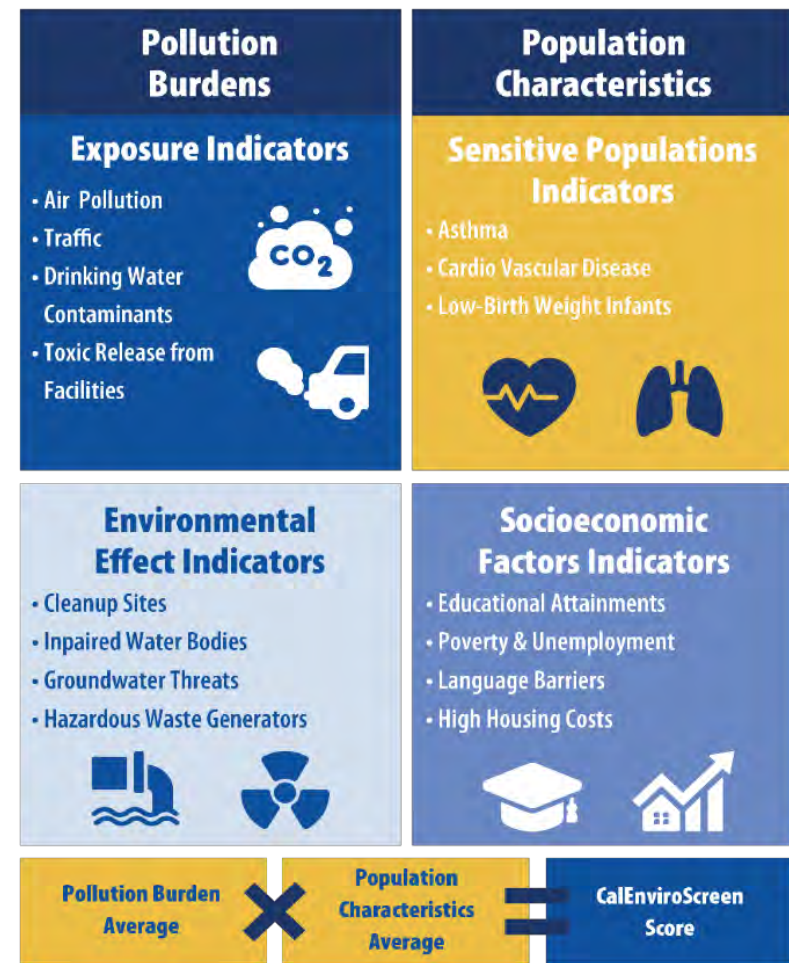
## Environmental Justice Communities

The terms “Disadvantaged Community” (DAC) or “Environmental Justice Community” (EJC) are used to describe a geographical area whose levels of pollution exposure and socio-economic vulnerabilities exceed a certain threshold and therefore may elicit additional focus, funding, or mitigation strategy. To streamline the DAC identification process, the California Environmental Protection Agency (CalEPA) developed a screening tool called California Communities Environmental Health Screening Tool (CalEnviroScreen) which aggregates 21 indicators and produces a score based on levels of exposure. The score, typically shown as a percentile, thus determines whether an area is classified as a DAC. Census tract scores that fall within the top 25% (75th percentile or higher) are designated as a DAC.

**Senate Bill 1000 defines a “disadvantaged community” as an area identified by the California Environmental Protection Agency (CalEPA) as being both low-income and disproportionately affected by a combination of socioeconomic, health, and environmental burdens. “Low-income” is defined as areas with household incomes below 80% of the state median income, or those meeting the Department of Housing and Community Development’s low-income thresholds established under Section 50093.**

Figure EJ-3 illustrates the indicators used in the CalEnviroScreen 4.0 analysis. Pollution Burdens and Population Characteristics factors are discussed later in this Element

**Figure EJ-3: CalEnviroScreen Indicators**



CalEnviroScreen identifies DACs using the following indicators:

- **Pollution Burden:** Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- **Population Characteristics:** Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, higher rent burden, sensitive populations, and/or low levels of educational attainments.

As shown in Table EJ-2, CalEnviroScreen 4.0 uses percentile scores to categorize areas based on their environmental burdens and vulnerabilities. Scores from 0 to 25 (Very Low) indicate areas least burdened by pollution, with low exposure and population vulnerability. Scores from 25 to 50 (Low) represent moderate environmental burdens, with noticeable but below-average risks. Scores from 50 to 75 (Moderate) reflect above-average pollution exposure and significant health challenges. Areas scoring from 75 to 90 (High) face substantial environmental challenges and are often targeted for interventions due to high pollution levels and vulnerable populations. Scores from 90 to 100 (Very High) indicate the most burdened areas, with the highest pollution exposure and vulnerability, prioritized for urgent interventions.

The following tables showing percentile scores will illustrate the color scheme shown in Table EJ-2.

**Table EJ-2: CalEnviroScreen (CES) Indicators Scoring**

Percentile Score Range	Description	Color Chart
0 to 25	Least burdened by pollution and environmental hazards; low pollution exposure and population vulnerability.	Very Low
25 to 50	Moderate environmental burden; noticeable pollution impacts but below state average for risks.	Low
50 to 75	Above-average pollution exposure and population vulnerability; significant health and social challenges.	Moderate
75 to 90	Substantial environmental challenges; high pollution and vulnerable population; targeted for interventions.	High
90 to 100	Most burdened by environmental hazards; highest pollution exposure and vulnerability; prioritized for urgent interventions.	Very High

## ENVIRONMENTAL JUSTICE ELEMENT

Table EJ-3 shows the CalEnviroScreen (CES) percentile scores for all census tracts in Compton. Many of Compton's census tracts have very high CalEnviroScreen 4.0 percentile scores, indicating severe environmental burdens and vulnerabilities. For example, tracts 5424.02 (99.94), 5432.02 (99.91), 5422.00 (99.57), and 5424.01 (99.48) are in the top percentiles, reflecting significant pollution exposure and population vulnerability. This underscores the need for urgent environmental and public health interventions in these areas.

**Table EJ-3: CalEnviroScreen (CES) Indicators for Compton**

Census Tract	Percentile		
	CES	Pollution Indicators	Population Characteristics
5424.02	99.94	99.78	95.46
5432.02	99.91	99.25	96.90
5422.00	99.57	97.83	96.52
5424.01	99.48	96.08	98.68
5425.02	98.13	90.80	98.02
5416.03	98.10	95.44	93.29
5416.04	98.05	93.70	95.32
5430.00	98.02	96.83	90.24
5416.05	97.91	91.21	97.02
5426.01	97.69	92.00	95.86
5431.00	96.75	99.18	76.66
5416.06	96.26	88.94	94.69
5426.02	95.84	90.72	92.01
5432.01	95.26	88.55	92.85
5412.00	95.20	97.08	79.48
5413.00	92.94	80.32	93.68
5421.04	92.73	85.49	89.25
5429.00	92.08	80.90	91.70
5421.05	92.04	71.70	96.61
5420.00	90.34	69.70	95.22
5425.01	90.14	65.04	97.09

Source: CalEnviroScreen (CES) 4.0, 2021.









### Pollution Burden in Compton

Areas disproportionately affected by environmental pollution and other hazards can lead to negative public health effects, exposure, or environmental degradation. CalEnviroScreen calculates an aggregated score for pollution burden, which includes measurements of ozone, PM2.5 (small particulate matter, which can get trapped in the lungs), children's lead risk from housing, diesel particulate matter, drinking water contaminants, pesticide use, toxic release from facilities, traffic impacts, cleanup sites, groundwater threats, hazardous waste generators and facilities, impaired water bodies, and solid waste sites.

According to Table EJ-4, many census tracts exhibit high CalEnviroScreen 4.0 percentile scores, indicating significant environmental burdens and vulnerabilities. For instance, tracts 5424.02 (100), 5432.02 (99), 5422.00 (98), and 5431.00 (99) are at the top end of the scale, reflecting severe pollution exposure and population vulnerability. Other tracts, like 5424.01 (96), 5430.00 (97), and 5412.00 (97), also rank very high, underscoring widespread environmental challenges across the city. With an average percentile score of 88, Compton's environmental indicators point to a critical need for focused interventions to address pollution and its impacts on resident's health and well-being.



Table EJ-4: CalEnvironScreen 4.0 Pollution Percentile Scores

Census Tract	Pollution Indicators	Ozone	PM <sub>2.5</sub>	Diesel PM	Drinking Water	Lead	Pesticides	Tox. Release	Traffic	Cleanup Sites	Groundwater Threats	Haz. Waste	Imp. Water Bodies	Solid Waste
5424.02	100	30	89	91	55	97	36	98	78	81	91	95	83	78
5432.02	99	27	89	83	55	98	46	99	80	84	93	92	67	43
5422.00	98	30	89	89	60	99	20	98	94	41	74	84	67	42
5424.01	96	30	87	71	55	100	0	99	45	51	80	90	83	67
5425.02	91	30	86	54	55	89	0	99	31	65	66	85	67	61
5416.03	95	32	84	80	55	99	0	99	45	97	85	100	0	67
5416.04	94	32	84	63	62	98	0	99	48	39	86	99	67	40
5430.00	97	30	85	78	63	95	30	100	44	78	84	96	0	85
5416.05	91	32	85	64	55	95	0	99	43	0	82	95	67	67
5426.01	92	32	84	51	55	95	0	99	50	61	67	98	67	36
5431.00	99	27	87	86	61	89	52	100	75	77	45	98	67	88
5416.06	89	30	85	84	55	98	0	99	43	19	75	96	0	70
5426.02	91	30	86	51	55	83	0	99	43	38	80	96	67	59
5432.01	89	30	88	66	55	95	43	99	30	41	22	77	67	36
5412.00	97	30	86	61	62	94	0	100	45	80	91	97	67	76
5413.00	80	32	85	54	40	99	0	99	30	55	45	95	67	0
5421.04	85	35	84	85	38	100	0	98	96	10	61	6	67	38



## ENVIRONMENTAL JUSTICE ELEMENT

**Table EJ-4: CalEnvironScreen 4.0 Pollution Percentile Scores**

Census Tract	Pollution Indicators	Ozone	PM <sub>2.5</sub>	Diesel PM	Drinking Water	Lead	Pesticides	Tox. Release	Traffic	Cleanup Sites	Groundwater Threats	Haz. Waste	Imp. Water Bodies	Solid Waste
5429.00	81	30	86	38	68	99	33	100	48	0	44	39	67	37
5421.05	72	32	87	57	55	99	0	98	50	17	53	11	67	13
5420.00	70	35	84	46	60	90	0	98	37	0	79	28	67	10
5425.01	65	30	86	32	55	77	25	100	41	41	0	46	67	10
5427.00	73	30	85	65	55	97	23	100	51	19	40	11	67	0
5428.00	78	30	86	31	50	97	33	100	56	17	36	31	67	39
<b>Average</b>	<b>88</b>	<b>31</b>	<b>86</b>	<b>64</b>	<b>56</b>	<b>95</b>	<b>15</b>	<b>99</b>	<b>52</b>	<b>44</b>	<b>64</b>	<b>72</b>	<b>59</b>	<b>46</b>

Source: CalEnvironScreen 4.0 the Office of Environmental Health Hazard Assessment, 2024. Note: Census tracts with a pollution burden percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State regarding pollution burdens



In Compton, several pollution indicators reflect significant environmental burdens. The toxic release indicator highlights elevated hazardous air pollutants from industrial facilities, with all census tracts showing substantial pollution burdens. Lead exposure remains a critical issue, particularly in older housing, placing all tracts in the top 25 percentiles statewide for this hazard. PM2.5 pollution from various sources affects the entire city, causing serious health problems. Diesel PM from exhausts is another major concern, with eight tracts in the top 25 percentiles. Hazardous waste sites contribute to high pollution burdens in sixteen tracts, while groundwater threats from waste storage and disposal impact ten tracts significantly. Lastly, cleanup sites pose risks, with one tract notably in the 97th percentile for pollution burden.

- **Toxic Release:** Elevated levels of hazardous cancer-causing air pollutants have been found in areas where industrial facilities are sited. Accidental chemical releases can exacerbate pollution exposure and can lead to a variety of detrimental health problems. The toxic release inventory indicator represents modeled air concentration of chemical releases from large facility emissions in and nearby the census tract. This indicator takes the air concentration and toxicity of the chemical to determine the toxic release score. As Table X indicates, toxic release constitutes a significant pollution burden in all census tracts.
- **Lead:** Lead is a toxic heavy metal that occurs naturally in the environment. However, the highest levels of lead present in the environment are a result of human activities. Historically, lead has been used in house paint, plumbing, and as a gasoline additive. While lead levels have declined over the past five decades in the United States, it persists in older housing. Children are most sensitive to the effects of lead exposure, which has no known safe level. Lead exposure in childhood can adversely affect brain development, and can result in blood, kidney, and endocrine

toxicity. All tracts in Compton have considerably higher scores with a pollution burden score within the top 25 percentiles in the State.

- **PM2.5:** Small particulate matter (PM2.5) are fine inhalable particles with diameters generally 2.5 micrometers and smaller. PM2.5 can originate from a variety of sources such as emissions from cars and trucks, industrial facilities, and wood burning. Fine particulate pollution causes heart and lung disease and can lead to increased mortality. As shown in Table X, this pollution burden extends across the entire city.
- **Diesel PM:** Exhaust from trucks, buses, trains, ships, and other equipment with diesel engines contains a mixture of gases and solid particles. These solid particles are known as diesel particulate matter (diesel PM) and are harmful to health. People living and working in cities and industrial areas and near heavy truck or train traffic are most likely to encounter diesel PM. The very small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems such as irritation to the eyes, throat and nose, heart and lung disease, and lung cancer. Children and the elderly are especially vulnerable to the effects of diesel PM. Eight tract scores considerably higher with a pollution burden score within the top 25 percentiles in the State.
- **Hazardous Waste:** Hazardous waste is potentially dangerous or harmful to human health or the environment. Potential health effects associated with living in proximity to hazardous waste processing and disposal sites include diabetes and cardiovascular disease. Sixteen tracts score considerably higher with a pollution burden score within the top 25 percentiles in the State.



## ENVIRONMENTAL JUSTICE ELEMENT

- **Groundwater Threats:** Hazardous waste storage and disposal sites can negatively impact soil, groundwater (drinking water), and air quality, leading to a wide array of negative health impacts. Ten census tracts have very high percentile, within the top 25 percentiles in the State.
- **Cleanup Sites:** Brownfield sites containing hazardous substances are areas that suffer from environmental degradation that can lead to severe health problems. While some sites may be undergoing cleanup actions by governmental authorities or property owners, others may experience delays due to high costs, lawsuits, and concerns regarding cleanup. One census tract (5416.03) scores considerably higher, with a pollution burden score at the 97th percentile.





## Population Characteristics

Certain population characteristics and socioeconomic factors are often related to health conditions such as asthma, low-birth weight, and cardiovascular disease. Socioeconomic factors such as lower educational attainment, linguistic isolation, poverty, unemployment, and housing burden are often found in populations that also have a higher risk of health conditions. For Compton, the top two characteristics across all census tracts are asthma and cardiovascular disease. Key population characteristics are noted and provided in the descriptions below.

CalEnviroScreen 4.0 population characteristics scores for census tracts in Compton range from 76.7 to 98.7, reflecting varying degrees of vulnerability and socio-economic factors (see Table EJ-5). Tracts like 5431.00 and 5412.00 exhibit lower scores, indicating higher vulnerability and potential socio-economic challenges within those communities. Conversely, tracts such as 5424.01 and 5425.02 have higher scores, suggesting relatively lower vulnerability and better socio-economic conditions. These scores provide insights into the diverse population characteristics across different areas of Compton, aiding in targeted interventions and resource allocation for addressing environmental justice concerns.



**Table EJ-5: CalEnvironScreen 4.0 Population Characteristics Percentile Scores**

Census Tract	Population Indicators	Asthma	Low Birth Weight	Cardiovascular Disease	Education	Linguistic Isolation	Poverty	Unemployment	Housing Burden
5424.02	95.5	88.6	80.0	93.7	83.6	NA	74.0	83.2	76.3
5432.02	96.9	95.5	80.7	81.3	92.3	60.6	88.9	93.5	89.8
5422.00	96.5	90.4	72.1	96.5	87.7	76.1	86.9	83.6	82.4
5424.01	98.7	91.5	80.2	97.5	84.4	71.9	87.0	99.2	93.5
5425.02	98.0	95.0	96.4	79.7	93.8	50.5	92.6	84.0	99.0
5416.03	93.3	86.7	58.8	83.2	91.9	59.8	93.8	90.9	90.7
5416.04	95.3	85.7	71.4	90.4	95.5	73.7	94.4	61.5	93.1
5430.00	90.2	95.7	80.2	83.0	86.1	50.5	58.9	87.1	65.6
5416.05	97.0	91.5	70.0	97.5	95.4	73.7	88.1	87.4	79.6
5426.01	95.9	97.4	60.6	94.5	91.5	83.8	93.9	65.6	83.3
5431.00	76.7	91.6	76.8	68.2	79.3	40.4	65.7	58.4	37.5
5416.06	94.7	91.5	52.5	97.5	95.3	63.7	88.8	81.7	90.0
5426.02	92.0	93.3	90.5	72.7	89.4	59.8	78.2	88.7	50.7
5432.01	92.9	96.1	87.4	84.7	81.1	38.1	69.5	75.4	91.9
5412.00	79.5	95.9	95.9	93.9	63.4	19.9	40.8	17.1	77.6
5413.00	93.7	97.4	90.1	94.5	83.4	26.4	76.4	70.9	84.6
5421.04	89.2	91.5	86.8	97.5	94.1	55.6	75.7	28.2	57.9



**Table EJ-5: CalEnvironScreen 4.0 Population Characteristics Percentile Scores**

Census Tract	Population Indicators	Asthma	Low Birth Weight	Cardiovascular Disease	Education	Linguistic Isolation	Poverty	Unemployment	Housing Burden
5429.00	91.7	96.1	58.0	84.7	89.8	76.9	91.5	61.5	74.0
5421.05	96.6	91.5	70.0	97.5	96.5	56.9	88.9	79.7	96.7
5420.00	95.2	87.1	92.4	92.4	84.6	46.5	69.2	84.6	91.6
5425.01	97.1	96.1	87.4	84.7	83.3	53.4	81.9	97.3	93.7
5427.00	90.8	95.5	94.1	83.4	92.2	28.8	67.0	74.1	66.5
5428.00	86.7	93.1	89.3	71.8	66.8	24.8	73.6	81.7	79.9
<b>Average</b>	<b>92.8</b>	<b>92.8</b>	<b>79.2</b>	<b>87.9</b>	<b>87.0</b>	<b>54.2</b>	<b>79.4</b>	<b>75.4</b>	<b>80.3</b>

Source: CalEnvironScreen 4.0 the Office of Environmental Health Hazard Assessment, 2024. Note: Census tracts with a population characteristics percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State regarding population characteristics.



## ENVIRONMENTAL JUSTICE ELEMENT

In Compton, several socio-economic and health indicators highlight significant burdens. Asthma rates are higher in all census tracts compared to 75 percent of California, exacerbated by outdoor pollution. Cardiovascular disease is prevalent, with all tracts exceeding the 75th percentile, influenced by pollution and poverty-related stress. Educational attainment is low in most tracts, correlating with higher pollution-related health problems. Poverty affects 15 tracts, making them more vulnerable to pollution and associated health effects. Unemployment is high in 15 tracts. Housing burden impacts 17 tracts, where high housing costs limit the ability to afford healthcare.

- **Asthma:** Five million Californians have been diagnosed with asthma at some point in their lives. People with asthma can be especially susceptible to pneumonia, flu and other illnesses. Outdoor air pollution can trigger asthma attacks. All census tracts in Compton have a higher rate of asthma than 75 percent of all census tracts in California.
- **Cardiovascular Disease:** Pollution exposure and health stresses associated with poverty can lead to acute heart attacks and other heart problems and is the leading cause of death both in California and the United States. Survivors of cardiovascular events are highly vulnerable to recurrences, especially following short- or long-term exposure to particulate matter. All census tracts in Compton have a higher rate of cardiovascular disease than 75 percent of all census tracts in California.
- **Educational Attainment:** Studies have found that adults with less education have more pollution-related health problems and are more likely to die from the effects of air pollution. Educational attainment equals or exceeds the 75-percentile score in all but two census tracts.

- **Poverty** Members of poor communities are more likely to be exposed to pollution and suffer from health effects because of that exposure than are residents of wealthier communities. Poor communities are often located in areas with high levels of pollution. Poverty can cause stress that weakens the immune system, thus exacerbating pollution effects. Fifteen out of the 23 census tracts exceed the 75-percentile score for poverty.
- **Unemployment:** Stress from long-term unemployment can lead to chronic illnesses, such as heart disease, and can shorten a person's life. Fifteen out of the 23 census tracts exceed the 75-percentile score unemployment.
- **Housing Burden:** Housing affordability is an important determinant of health and well-being. Residents of low-income households with high housing costs may suffer adverse health impacts due to their limited ability to afford health care. The percentage of low-income households paying more than 50 percent of their income on housing is on the rise nationwide. Seventeen out of the 23 census tracts exceed the 75-percentile score for housing burden.



## Environmental Justice Challenges and Approaches

To advance environmental justice issues across the City, this element sets goals and policies categorized by the following topics, based on the topics required by State law. This section discusses the challenges and approaches for each.

- Reducing Pollution Burdens and Improving Air Quality
- Illegal Dumping and Blight
- Healthy Food Access
- Equitable Distribution of Services and Facilities
- Promoting Physical Activity
- Community Involvement



*Compton College Farmers' Market*



### Reducing Pollution Burdens and Improving Air Quality

#### Challenges

One of the indicators used to designate a disadvantaged community is the pollution burden. The pollution burden is calculated by measuring the average exposure and environmental effects within the disadvantaged communities. Daily exposure to various pollutants – through contaminated air, food, water, and soil – is a concern for many communities, particularly those living near high-polluting industries. This exposure disproportionately affects individuals with age-related vulnerabilities or existing health conditions. Socioeconomic factors like limited access to healthcare, increased stress levels, and challenges in adopting healthy lifestyles further compound the negative health impacts of pollution. The pollution burden in Compton is very high and the contrast with the region is striking. Compton has a pollution burden score that is more than twice as high as the County and almost three times that of the State.

Compton residents face pollution burdens from its location and its land uses. Multiple freeways (CA-91, I-110, I-710, and I-105) surround the city, subjecting residents to constant traffic emissions. In Compton, many industrial neighborhoods interface with residential areas, increasing the risk of pollution-related health problems. (Figures EJ-5.) As of 2024, industrial uses accounted for 22 percent of Compton's land use. This is a high share considering the city's residential makeup, constitutes 49 percent of the overall land use. As a result, many residential uses lie within 500 to 1,000 feet of a pollution source, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites.

Certain population characteristics and socioeconomic factors are often related to health conditions such as asthma, low-birth weight, and

cardiovascular disease. Socioeconomic factors such as lower educational attainment, linguistic isolation, poverty, unemployment, and housing burden are often found in populations that also have a higher risk of health conditions.

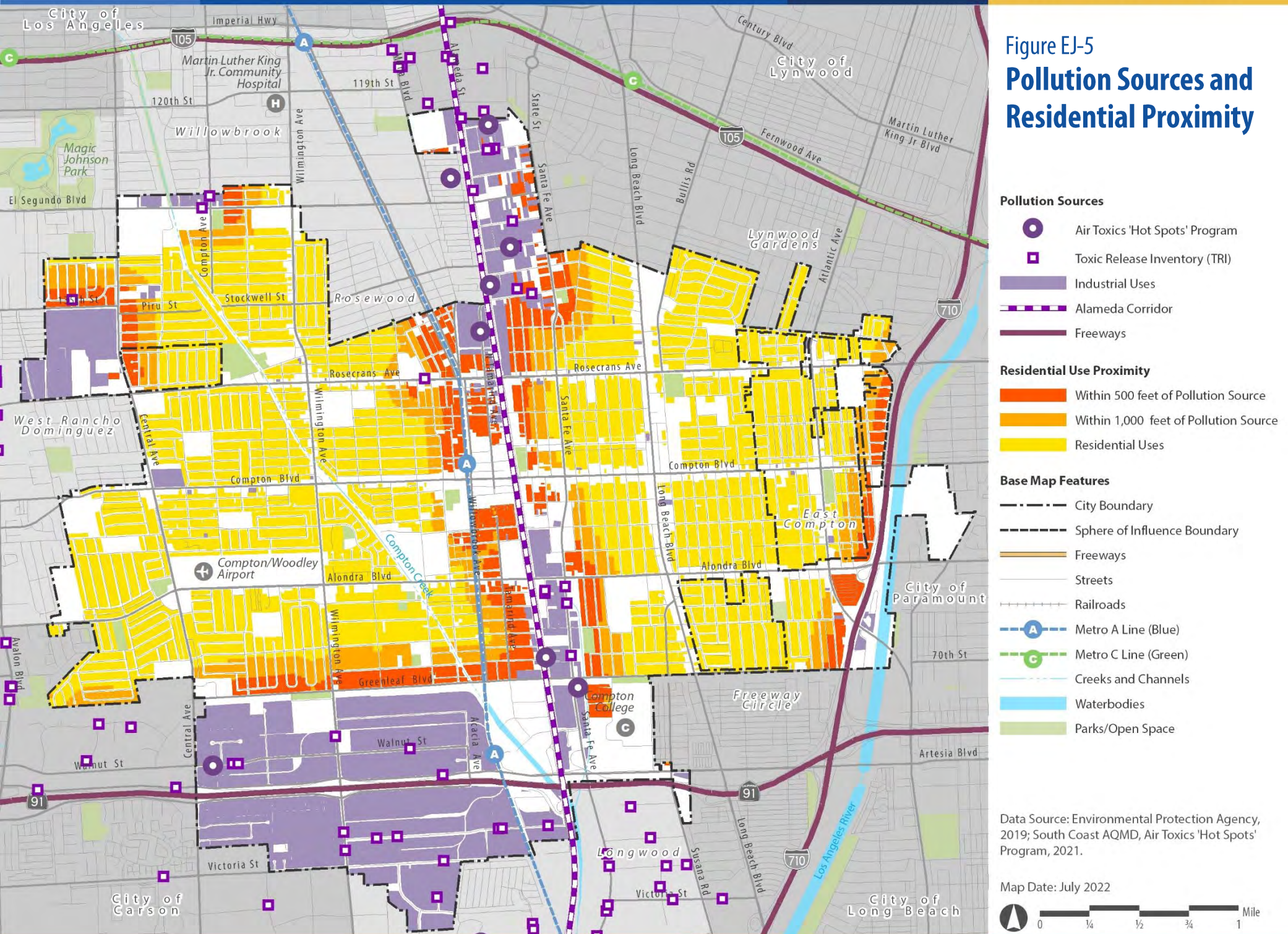


*A truck existing I-710 freeway on Alondra Boulevard*





Figure EJ-5  
**Pollution Sources and  
 Residential Proximity**





**Table EJ-6: Residents in Fair or Poor Health**

	Compton	Los Angeles County	California
Ages 18-64	22.3%	13.3%	13.3%
Ages 65+	39.6%	25.9%	22.4%

Source: Source: AskCHIS Neighborhood Edition, California Health Interview Survey (CHIS), UCLA, 2018.

### Approaches

The following are strategies addressed through the goals and policies.

**Land Use and Transportation Strategies.** Land use planning offers a powerful tool to shape environmental health and minimize community exposure to pollution. Strategies for Compton focus on creating barriers between existing pollution sources and the community (distance or physical barriers) and include:

- Strategic zoning with buffer zones between residents and polluting industries creates crucial safeguards
- Integrating green spaces like parks into urban design acts as natural filters, improving air and water quality
- Requiring new industrial developments to incorporate measures such as vegetative barriers, greenery, and trees to filter or block air pollution near vulnerable land-use areas where people spend a significant amount of time (homes, schools, hospitals, etc.)
- Limit the siting of new industrial facilities that emit air pollutants and/or toxic chemicals, including warehouses, within 1,000 feet of existing sensitive land uses (e.g., schools, playgrounds,

housing, healthcare facilities, and elder and childcare centers). For new industrial facilities that cannot be sited at least 1,000 feet away, require new development to implement appropriate mitigation measures to reduce air pollution such as heating, ventilation, and air conditioning (HVAC) systems with High-Efficiency Particulate Air (HEPA) filters, landscape barriers, and other physical improvements as recommended by California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD).

- A place-based approach to reduce pollution exposure adjacent to residential neighborhoods includes limiting industrial operations, restricting truck idling, or similar regulatory approaches that will minimize potentially hazardous materials exposure and air pollution emissions
- Transportation choices also play a crucial role, with car-dependent cities leading to higher emissions and compromised respiratory health. Encouraging sustainable alternatives like walking, cycling, and public transit reduces individual carbon footprints and promotes cleaner air for everyone.
- Responsible waste management practices like composting, recycling, and proper industrial disposal further minimize exposure to harmful pollutants



**Enforcement and Monitoring.** Strengthening coordination with the appropriate regional agencies that are responsible for monitoring and enforcing industrial operations that handle hazardous materials or emit pollution ensure the appropriate monitoring of pollution sources. Supplement regional efforts with local participation in pollution reduction activities to address specific neighborhoods with high pollution burdens due to their location near pollution sources.

**Coordination.** Coordination with regional and local agencies and organizations to address pollution exposure at many levels. Regional planning efforts can be supported through local efforts and funding. School districts and community-based organizations have closer community connections and can address pollution reduction at a micro level such as providing portable indoor air filtration units to low-income households.

**Policies to reduce health risks by promoting safe and sanitary homes is a required focus for the Environmental Justice Element. The Housing Plan in the Housing Element identifies the City's goals related to housing and includes the policies and programs for achieving them. The goals and policies of the Housing Element were developed in response to issues and opportunities identified through the public outreach program. The Plan addresses the following topic areas:**

- **Housing Availability**
- **Housing Affordability**
- **Housing Maintenance and Conservation**
- **Neighborhood Preservation**
- **Affirmatively Furthering Fair Housing**



### Illegal Dumping and Blight

#### Challenges

Local governments must develop policies to reduce the unique or compounded health risks in disadvantaged communities by promoting safe and sanitary homes, a topic with significant overlap with policies and programs within the Housing Element.

In Compton, a safe and sanitary living environment goes beyond our homes and includes neighborhoods and the entire community. Participants in the General Plan community engagement program identified illegal dumping, trash, weeds, and other code violations as key concerns. Beyond an aesthetic issue, residents felt that the physical condition of Compton was a fundamental component of community safety.

Trash and illegal dumping have significant negative effects on residents and the overall quality of life in Compton. Trash, especially when left to accumulate or illegally dumped in public spaces, can attract pests such as rodents and insects. Trash-strewn streets, parks, and public spaces detract from the city's aesthetic appeal. This can create a sense of neglect and blight, reduce residents' pride in their community, contribute to a decline in property values, and discourage investment.

Public safety has been a central concern identified during the formulation of this General Plan. Illegal dumping sites can become breeding grounds for criminal activity, including drug use, vandalism, and illegal dumping of hazardous materials. These activities can pose safety risks to residents, especially in areas already experiencing social and economic challenges.

#### Approaches

Addressing illegal dumping and blight requires a concerted effort from the local government, community organizations, and residents to promote responsible waste management practices and foster a clean and sustainable urban environment.



*Cleanup program in Compton*



**Enforcement and Monitoring.** Enforcing building codes, zoning regulations, and adopting anti-littering ordinances are essential for combating blight and holding property owners accountable for maintaining their properties. Forcing maintenance of vacant properties and strengthening inspection programs, fines, and penalties for code violations can deter illegal dumping and neglect.

**Coordination.** The responsibility of cleaning up our city is far too large for any one single team to handle alone, which is why public-private partnerships are critical. Keeping our community clean requires a consistent, concerted effort with the City's Code Enforcement Department, Caltrans, Union Pacific Railroad, non-profit organizations, local businesses, and volunteers. Community information sharing and coordination can raise awareness about the consequences of illegal dumping, provide information on affordable waste disposal services, and result in successful reporting procedures. Public-private partnerships and grant opportunities can provide funding and support for blight reduction initiatives and neighborhood revitalization projects.

**Investment in Public Infrastructure:** Investing in public infrastructure improvements, such as repairing sidewalks, street lighting, and abandoned buildings, can help address blight and improve the overall appearance and safety of neighborhoods. Renovating vacant properties and repurposing abandoned lots for community gardens or green spaces can also revitalize blighted areas.

### Healthy Food Access

#### Challenges

Food access encompasses the ability to easily obtain affordable, nutritious, and culturally appropriate food. This requires both adequate financial resources to purchase healthy food options and convenient proximity to stores or transportation methods that make these food sources accessible. In Compton, a substantial portion of the city meets the USDA's criteria for both a low-income area and a food desert (more than half a mile from a supermarket). Food security is having the means to access healthy and nutritious food. Food accessibility factors include travel time to shopping, availability of healthy foods, and food prices — relative to access to transportation and the socioeconomic resources of food buyers.

#### Food Deserts

A food desert refers to an area, typically a neighborhood or community, where residents have limited access to affordable and nutritious food. In these areas, it can be challenging to find grocery stores or supermarkets that offer a wide variety of fresh fruits, vegetables, whole grains, and other healthy food options.

Living in a food desert can have profound effects on individuals and communities, impacting various aspects of health, well-being, and socioeconomic status (see Figure 6).

Limited access to fresh, healthy, and affordable food options often results in a reliance on convenience stores or fast-food outlets for their meals, which typically offer foods high in calories, sugar, and fat, but low in essential nutrients. This lack of access to nutritious food can contribute to poor dietary habits, increased risk of obesity, diabetes, heart disease, and other diet-related health conditions. Residents of food deserts often experience higher rates of chronic diseases and poorer health outcomes compared to those living in areas with adequate access to fresh produce and healthy food options. Limited access to nutritious food can exacerbate existing health disparities, particularly among low-income individuals and communities of color.

Food deserts can also perpetuate cycles of poverty and economic instability within communities. Limited access to healthy food options can result in higher food costs, as residents may need to travel greater distances to access grocery stores or pay higher prices for unhealthy foods available in convenience stores. Additionally, the presence of food deserts can deter businesses and investors from establishing grocery stores or farmers' markets in underserved areas, further limiting residents' economic opportunities and access to essential resources.



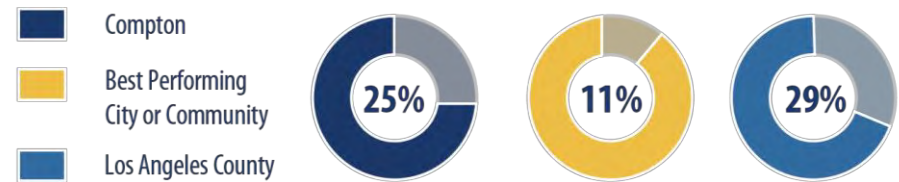


Figure 7 shows that Compton has fewer larger grocery stores, and they are primarily located in commercial areas, mostly at city edges. Smaller neighborhoods markets are more evenly dispersed throughout the city but can be limited in food options. There are still residential areas in Compton that do not have 10-Minute access to grocery stores.



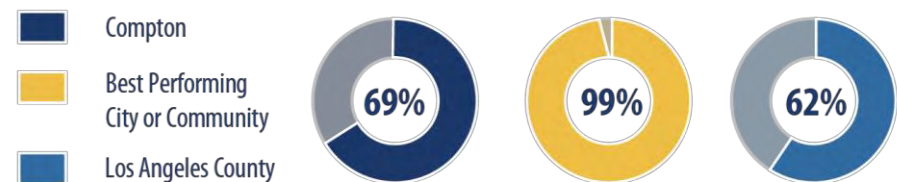
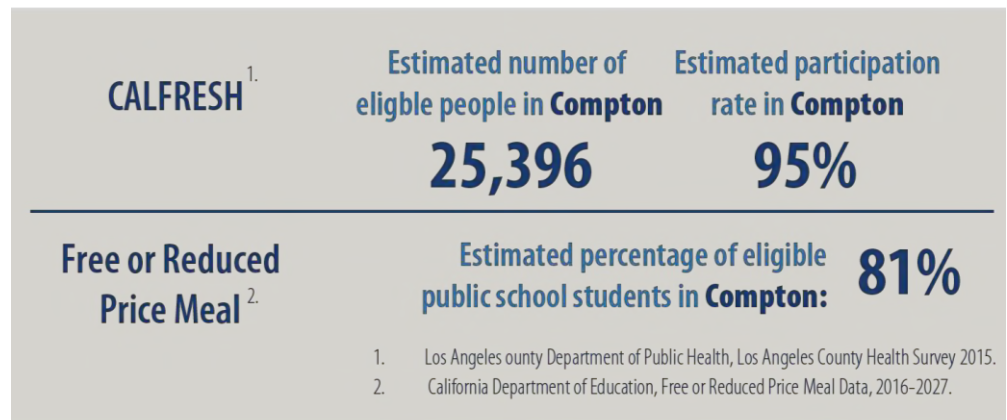
*A woman shopping in a grocery store in Compton*

### Figure EJ-6: Food Insecurity and Proximity to Grocery Store



#### Prevalence of Food Insecurity Among Households With Incomes Below 300% of the Federal Poverty Level

Los Angeles County Department of Public Health, Los Angeles County Health Survey 2015.

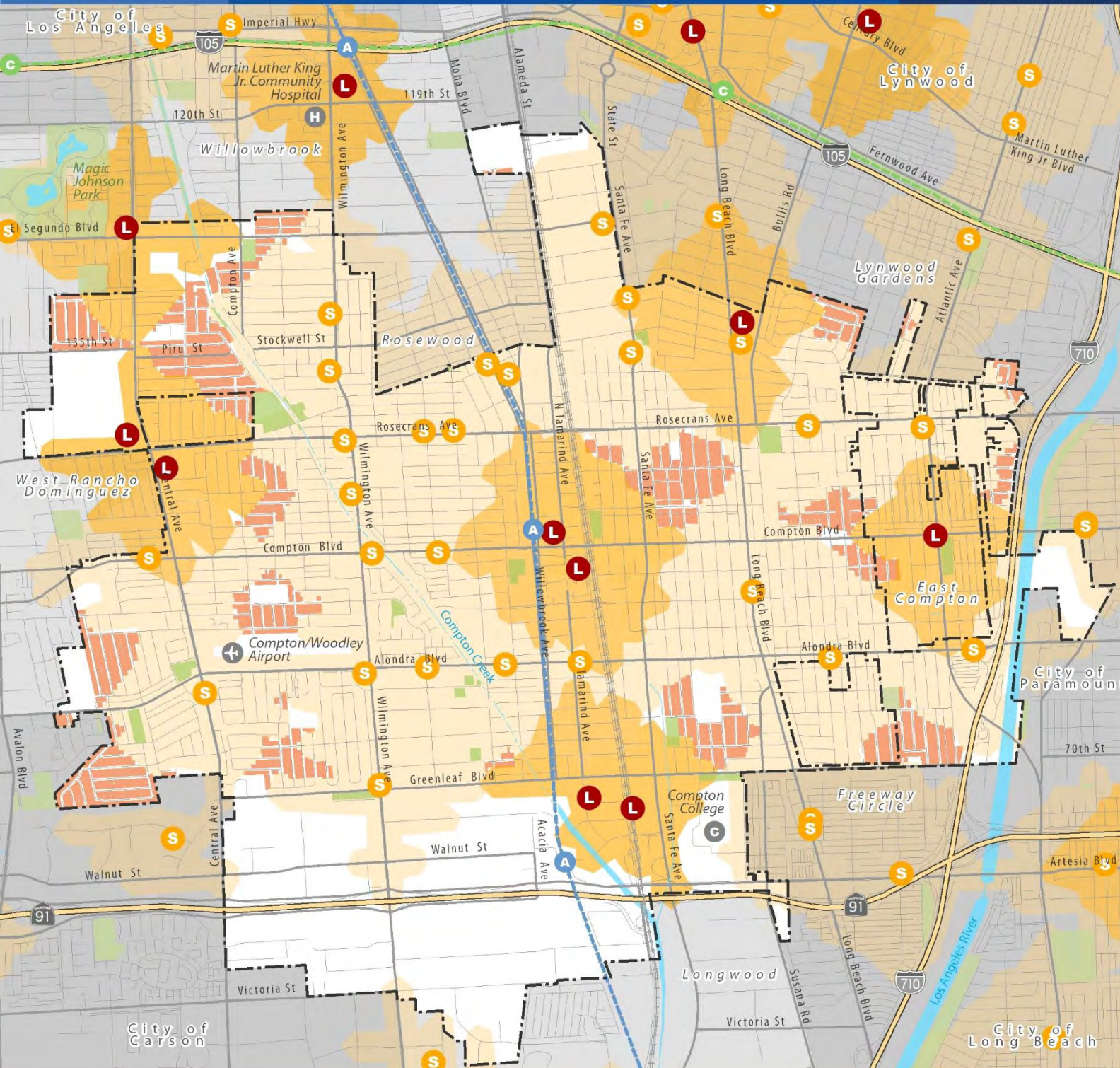


#### Percentage of the Population Living In Close Proximity to a Supermarket or Grocery Store

U.S. Department of Agriculture, Food Access Research Atlas, 2015..



Figure EJ-7  
Grocery Store Access



**Larger Grocery Stores and Smaller Neighborhood Markets**

- L Larger Stores (Greater than 15,000 sf)
- S Smaller Stores (Less than 15,000 sf)

**Grocery Store/Neighborhood Market Half-Mile Access**

- Larger Stores: Half-Mile Access
- Neighborhood Market: Half-Mile Access
- Residential Area Further than a 10-min. Walk to a Grocery Store

**Base Map Features**

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

Data Source: Esri Community Analyst Marketing Data, 2022.

Map Date: June 2023





### Approaches

Addressing food desert conditions requires comprehensive strategies that involve community engagement, policy changes, and investments in infrastructure to improve access to healthy and affordable food options for all residents.

**Improve access:** Walking access to grocery stores is crucial for ensuring equitable access to fresh and healthy food, promoting physical activity, fostering community connections, and supporting environmental sustainability. It contributes to building healthier, more connected, and sustainable communities. The Land Use and Mobility Element focuses on creating safe pedestrian access and facilitated transit access. The Safety Element focuses on community safety, a key factor for pedestrians.

**Leverage existing resources:** A small but robust area of Compton, Richland Farms, has Residential Agriculture zoning, where a subdivision of homes also supports community farms and ranches. Preserving these land uses will perpetuate a unique community resource. Opportunities for expanding community gardens and urban agriculture beyond Richland Farms will be explored. Food assistance is available in most communities through the CalFresh and WIC programs. In addition, children from households at high risk for food insecurity and who attend public schools are also eligible to participate in California's Free or Reduced-Price Meal program. Conducting regular assessments to identify food deserts and areas of limited food access within Compton can better inform decision-making, prioritize resource allocation, and target interventions to areas with the greatest need.

**Healthy and Complete Neighborhoods:** Healthy communities are places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstance. The concept of complete

neighborhoods are areas where residents have convenient access to goods and services they need on a daily or regular basis. Both concepts are highlighted in the Land Use and Mobility element. This includes a range of housing options, grocery stores and other neighborhood-serving commercial services, quality public schools, public open spaces and recreational facilities, and access to reliable transit. In a complete neighborhood, the network of streets and sidewalks is interconnected, which makes walking and bicycling to these places relatively easy for people of all ages and abilities.

**Community benefits:** The General Plan links growth and public benefits through the Community Benefits Program (CBP). The CBP offers developers an avenue to achieve their full development objectives if they contribute to a community benefit program. Two key benefits identified are grocery/fresh food stores and essential commercial businesses and restaurants.

**Urban Agriculture:** Urban agriculture or urban farming is the practice of cultivating, processing, and distributing food in or around urban areas. Urban agriculture allows for the development of a variety of environmental, economic, and social benefits to the community, including increasing access to healthy foods, improving food security, enhancing environmental health, and promoting education. One of Compton's unique urban development facets is its lingering Residential Agriculture zoning district within the Richland Farms neighborhood that allows development of large one-family homesites in a limited agricultural environment. This zoning appears in two areas of the southcentral urban core.

Historically, zoning has been used to separate land uses that may be incompatible such as urban commercial land use from agricultural use. Most zoning codes frequently restrict or prohibit agricultural activities, especially in residentially zoned areas. Zoning can be used to expand



## ENVIRONMENTAL JUSTICE ELEMENT

access to urban agriculture by reducing restrictions on and expanding opportunities for agricultural uses through farming-friendly zoning allowances that can increase fresh, local, and affordable food production and access. Without clear definitions of agriculture terms, a zoning code may discourage urban food production through vague language and unclear regulations. By properly regulating and managing food production the city can create a mixed-use land pattern that incentivizes healthy food production in appropriate zones while ensuring community concerns and quality of life issues are addressed.

### Equitable Distribution of Services and Facilities

#### Challenges

##### *Public Facilities*

Convenient access to public facilities is a key component of developing inclusive cities. Public facilities, such as libraries and community centers, offer spaces for people to gather and share cultural, educational, and social experiences. They provide safe and supportive environments, including comfort features such as Wi-Fi, air-conditioning, restrooms, water fountains, age-inclusive designs, and other amenities intended to welcome all members of the public.

Compton residents often face limited access to vital public facilities like libraries, health centers, and parks. Figure EJ-8 identifies the composite access summary of areas that have good access to resources and areas that do not. The map accounts for access to schools, parks, community centers, libraries, grocery stores, and quality transit access. A few residential neighborhoods, especially the northwestern neighborhood along Piru Street, west of Compton Creek and east of Central Avenue, score low relative to access to multiple community resources. Additionally, residential neighborhoods bordering other cities or on the

outskirts of Compton also have less walking (10 minutes or less) access to community resources.

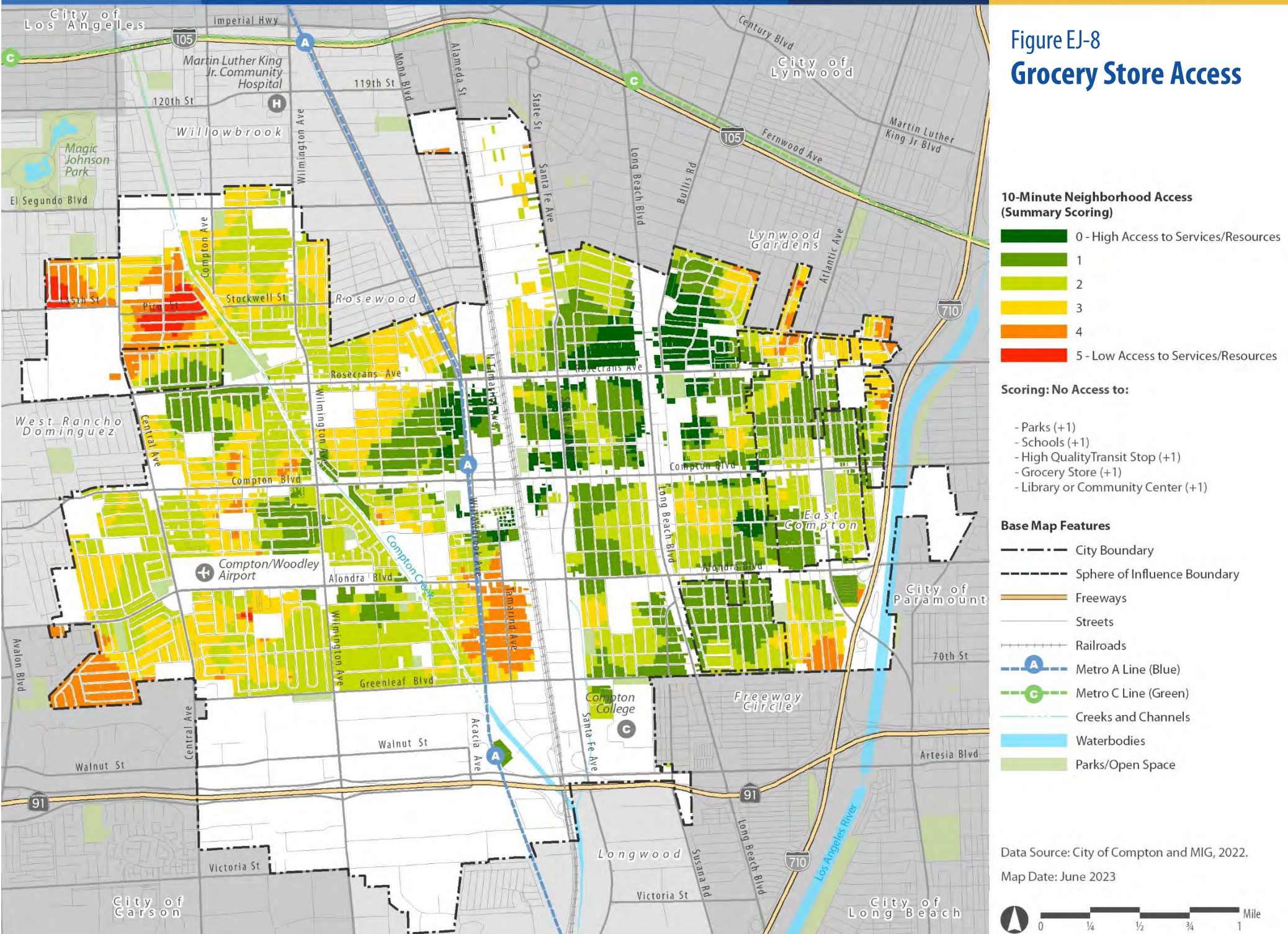
Even when these facilities exist, they may be in disrepair or neglected, posing safety risks for residents. The condition of public facilities is also a concern and is discussed under the infrastructure subtopic.

Public facilities require substantial public investment, thus often resulting in higher-income neighborhoods having more access to such facilities. Without public facilities like libraries and community centers, there are fewer spaces to operate educational and recreational programs, fewer opportunities to engage youth and older adults, and fewer positive anchors within neighborhoods.





Figure EJ-8  
Grocery Store Access





## ENVIRONMENTAL JUSTICE ELEMENT

### Health Care and Wellness

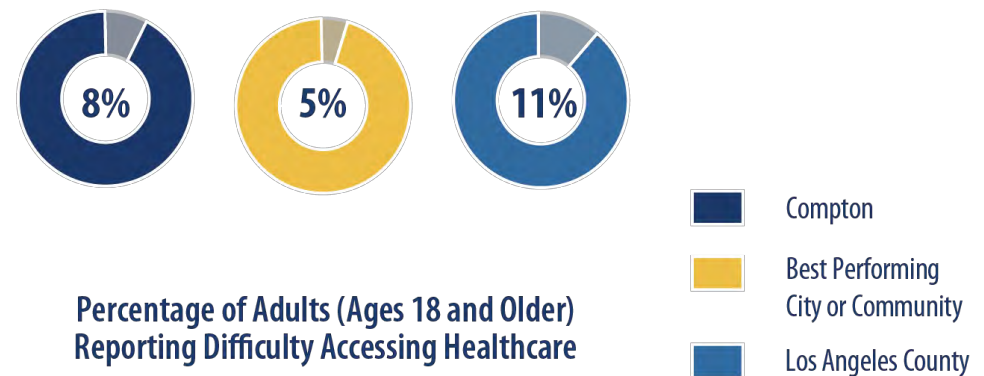
Most adults and children in Los Angeles County have health insurance, in large part due to the expansion of insurance coverage following the passage of the federal Affordable Care Act in 2012. Despite this progress, rates of uninsured remain high in some communities, particularly among low-income Latinos. Even among people who have health insurance, many continue to have trouble accessing needed healthcare. In addition, many children do not have access to essential dental services (see Figure EJ-9).

The California Healthy Places Index (HPI) includes eight indicators representing 24 community characteristics with weighted scoring to create a single indexed Healthy Places Index. HPI maps data on social conditions that drive health — like education, job opportunities, clean air and water, and other indicators that are positively associated with life expectancy at birth. In contrast to the CalEnviroScreen 3.0 data, where higher percentiles equate to worse conditions, lower HPI percentiles equate to worse conditions.

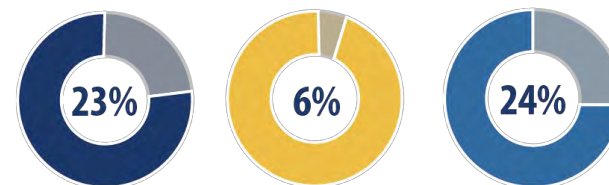
In 2020, the HPI score for Compton of 13.3 was worse than 87 percent of all communities in the State. As shown in Figure 10, Compton is located at the south end of a low-scoring area. Like Compton, many of the cities in this area have populations that are heavily Latino/Hispanic, have experience decades of persistent poverty, and have industrial roots. The low overall HPI score is driven by many factors, and only two of the 24 community health indicators were not in the lowest scoring category. Among the scores, healthcare access was one of the lowest and in fact was lower than most (89 percent) of all California cities.

### Figure EJ-9: Healthcare Access

Percentage of Children (Ages 2 to 17 Years)  
Who Were Unable to Afford Needed Dental Care  
In the Past 12 Months



Percentage of Adults (Ages 18 and Older)  
Reporting Difficulty Accessing Healthcare

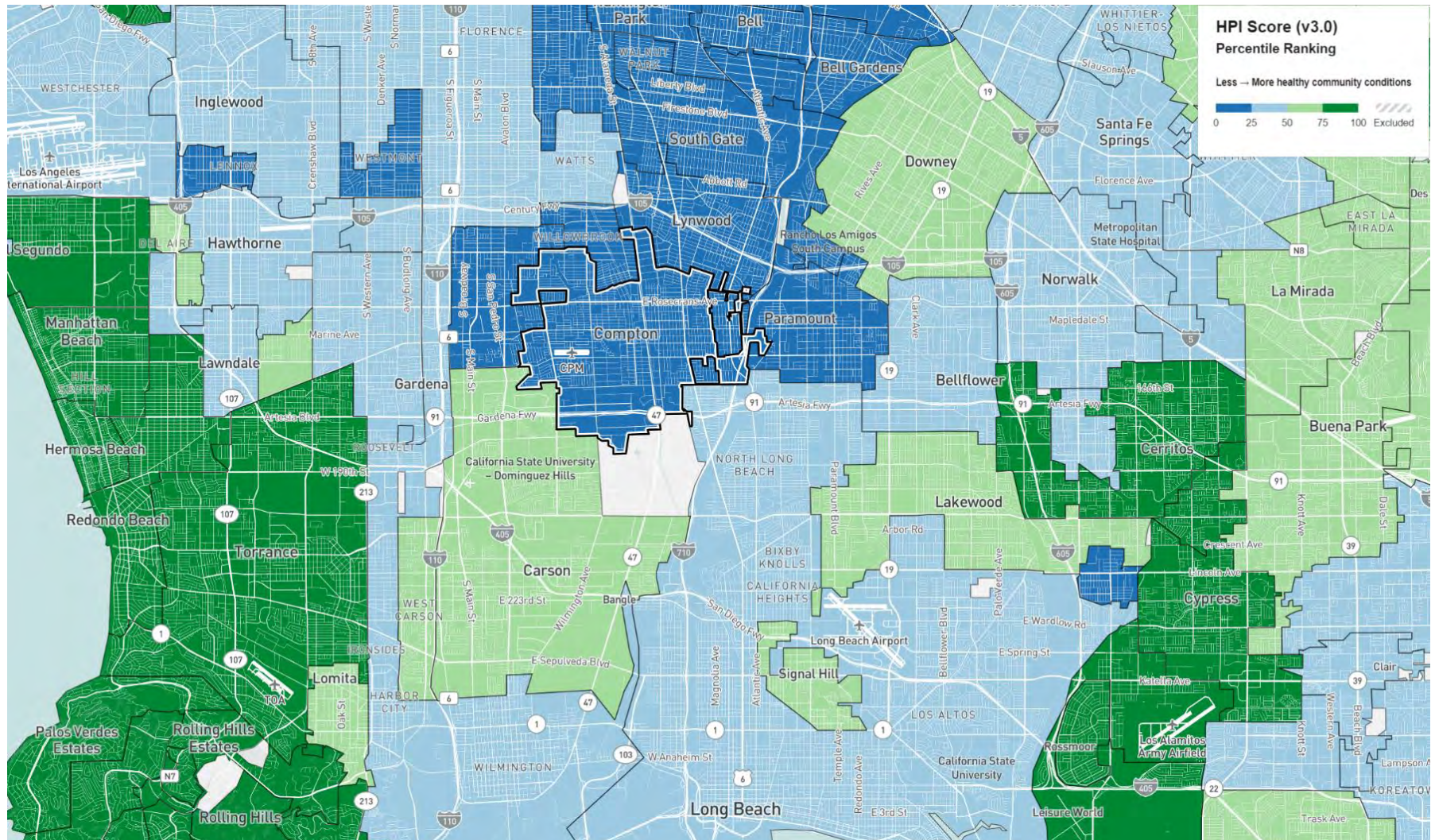


Los Angeles County Department of Public Health, Los Angeles County Health Survey 2015.





**Figure 10: California Healthy Places Index**



Source: The California Healthy Places Index (HPI), Public Health Alliance of Southern California, 2020.



## ENVIRONMENTAL JUSTICE ELEMENT

### *Infrastructure*

Inequitable distribution and condition of infrastructure often reflect disparities in socioeconomic status, race, or political power. Infrastructure is the physical framework upon which the city's economy operates and the community's standard of living depends.

The Compton community has identified degrading infrastructure and maintenance of public facilities as key concerns. Fractured responsibility and lack of funding are key issues.

Addressing aging and deteriorating infrastructure is complex, as different entities are responsible for installing and maintaining the infrastructure they own and operate. The city owns and manages the basic physical structures, systems, and facilities needed to provide critical services to the community such as sidewalks, streets, parks, fire stations, and water and wastewater systems. Many city departments maintain and operate these assets.

The cycle of deteriorating and aging infrastructure is perpetuated by a significant funding gap that is largely due to many priorities competing for limited resources and a lack of sufficient new or dedicated funding sources. This leads to ongoing deferral of needed projects, and results in continued aging and deterioration of existing assets. This ultimately further increases costs. Without a financing strategy that includes new revenue, the city will continue to defer capital needs, which will result in the inefficient use of the limited existing funds.

### Deteriorating infrastructure

Deteriorating infrastructure can have negative impacts, affecting various aspects of daily life for Compton residents and businesses:



- **Public Safety Concerns:** Crumbling infrastructure, such as unstable bridges or aging water mains, can pose serious safety risks to the public.



- **Economic Impact:** Deteriorating infrastructure can deter businesses from investing in or relocating to a city and may not support the needs of modern industries, hindering economic growth and development.



- **Loss of Property Value:** Cracked sidewalks, abandoned buildings, and poorly maintained parks can make neighborhoods less desirable places to live, leading to a decline in property values and a loss of tax revenue for the city.



- **Reduced Quality of Life:** From increased commute times and safety concerns to health hazards and economic burdens, the cumulative effects of infrastructure decline can diminish residents' well-





### Financial Institutions

The ability to access financial services, like banking and loans, influences economic stability and growth. While banks and credit unions across the country have been decreasing their physical locations and instead relying on cheaper ATMs and online banking, this phenomenon is more prevalent within low-income communities.

Areas without convenient access to financial services are at a higher risk of having unbanked households and/or turning to alternative financial services such as check cashiers and payday loans. In some cases, these alternatives provide a gap service that traditional institutions do not. However, they can also be predatory and typically do not offer opportunities for individuals to develop credit or build financial stability. Compared with surrounding cities, Compton has relatively few banks per capita (see Figure EJ-11). Lack of access to banking, often referred to as "unbanked" or "underbanked," can be influenced by a variety of factors, both systemic and individual.

- **Income and Socioeconomic Status:** Traditional banks may have high fees or minimum balance requirements that make their services inaccessible to those with limited financial resources and may lead to a reliance on alternative financial services such as check-cashing outlets or payday lenders.
- **Lack of Documentation:** Some individuals, particularly immigrants or those experiencing homelessness, may lack the necessary documentation (such as government-issued identification or proof of address) to open a bank account. Individuals are excluded from accessing banking services, pushing them towards alternative financial services or cash-based transactions.
- **Credit History and Banking History:** Without a positive banking history or credit score, banks may view these individuals as risky

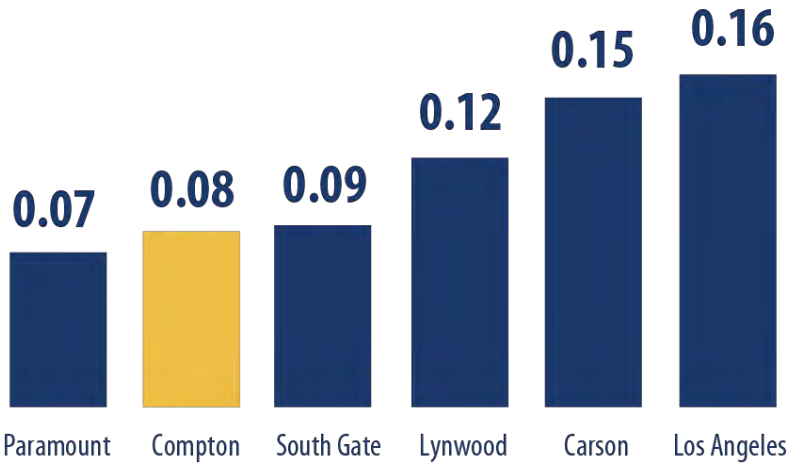
customers and deny them services or charge higher fees, further limiting their access to banking.

- **Language and Cultural Barriers:** Limited English proficiency may hinder individuals' ability to understand banking terms and procedures, making them less likely to engage with traditional banking institutions.
- **Trust and Confidence:** Some individuals, particularly those from marginalized communities or with negative past experiences with banks, may mistrust traditional financial institutions. Historical discrimination in banking practices, such as redlining or predatory lending, can contribute to a lack of trust and confidence in the banking system, leading individuals to opt out of traditional banking services altogether.





Figure EJ-11: Banks/Credit Unions Per Person, 2021



Source: MIG, Inc., 2024; USC Lusk Center for Real Estate Neighborhood Data for Social Change (NDSC) 2021

Approaches

Addressing barriers to banking access requires a multi-faceted approach that involves increasing the availability of banking services in underserved areas, reducing financial barriers, improving financial literacy, and promoting trust and confidence in the banking system among marginalized communities. Targeted investments in infrastructure, policies promoting equitable development, community engagement, and advocacy for social justice are critical.

**Land Use Policies:** Land use policies that encourage the development of mixed-use buildings with ground-floor commercial spaces can expand opportunities to establish regulated banking businesses. The Community Benefits Program will incentivize the inclusion of space for financial

service providers, such as credit unions or community banks, within residential areas with high immigrant and low-income populations. Incentives will be extended to developers to include affordable housing units along with commercial spaces, fostering economic diversity and accessibility to banking services within neighborhoods.

**Expanded access:** Identify transit hubs and areas with high foot traffic as strategic locations for financial inclusion initiatives. Collaborate with public transportation agencies to incorporate banking services or financial kiosks within transit stations or terminals. Provide information on banking options, budgeting tools, and financial literacy resources through digital displays or kiosks installed in transit facilities, making them accessible to commuters and residents alike.

**Financial Services and Education.** Cities can expand existing financial inclusion initiatives aimed at helping immigrants and low-income individuals access mainstream financial services. This may include programs such as financial counseling, credit-building workshops, and assistance with opening bank accounts or accessing affordable credit. Collaborating with community-based organizations, nonprofits, and faith-based groups can help reach marginalized populations and provide culturally sensitive financial services tailored to their needs.

## Promoting Physical Activity

### Challenges

Disparities in access to safe, well-maintained areas for walking, playing, and exercising create significant health inequities.

**Contributing socioeconomic factors.** Poor urban areas often have less parkland due to a combination of historical, social, and economic factors. Limited access to funding and resources, coupled with competing priorities, may result in neglected or underserved neighborhoods with fewer parks and recreational areas. Poorer urban areas often face barriers to political power and advocacy compared to wealthier neighborhoods. As a result, park planning and development efforts may prioritize wealthier or more politically influential areas, perpetuating disparities in access to green space based on socioeconomic status. High land costs in most parts of southern California have also contributed to a lack of parkland and open space due to the prioritization of profitable real estate projects over public green spaces.

**Urban planning.** Land use decisions that prioritize car-centric development, placing essential amenities like jobs, parks, schools, and healthy food options far from residential areas, discourage active transportation. This increased reliance on cars contributes directly to higher rates of preventable diseases like diabetes, obesity, and heart disease. In urbanized cities such as Compton, land use and development pressures can limit the availability of open space for parks. Vacant or underutilized land in these areas may be targeted for redevelopment or repurposed for other uses, further reducing the potential for parkland. Environmental justice policies must prioritize physical activity by ensuring the equitable distribution of pedestrian and bicycle infrastructure, as well as accessible parks, open spaces, and urban green spaces throughout the city.



*A newly refurbished basketball court at Wilson Park honoring the late Gianna Bryant, daughter of the late Kobe Bryant*



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Figure EJ-12 illustrates park access, highlighting areas with park access within a 10-minute walk. Most residents live within a 10-minute walk of a public park, with a few areas of exception. Areas with limited park access in northern, northwestern, and southern Compton are primarily industrial. The area of central Compton with limited park access is a mix of residential and commercial areas, meaning residents likely must drive or take transit to access a park. Figure X identifies access to libraries and community centers. Many residential areas are not accessible within a 10-minute walk to a library or community center.

With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. A typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents. As such, Compton should provide anywhere from 287 to 957 acres of parkland with a population of 95,740. Therefore, the City is lacking anywhere from 220 to 890 acres of parkland it should be providing to the community.

Research demonstrates that participating in regular moderate to vigorous physical activity provides many health benefits. Table EJ-6 shows the level of self-reported physical activity in the City and region per the California Health Interview Survey. Compared to Los Angeles County, respondents in Compton have lower physical activity levels among children and adults 18 and over are less likely to walk at least 150 minutes per week. Compton also has higher rates of obesity across all ages. These factors contribute to an overall lower life expectancy.

Table EJ-6: Weight and Physical Activity

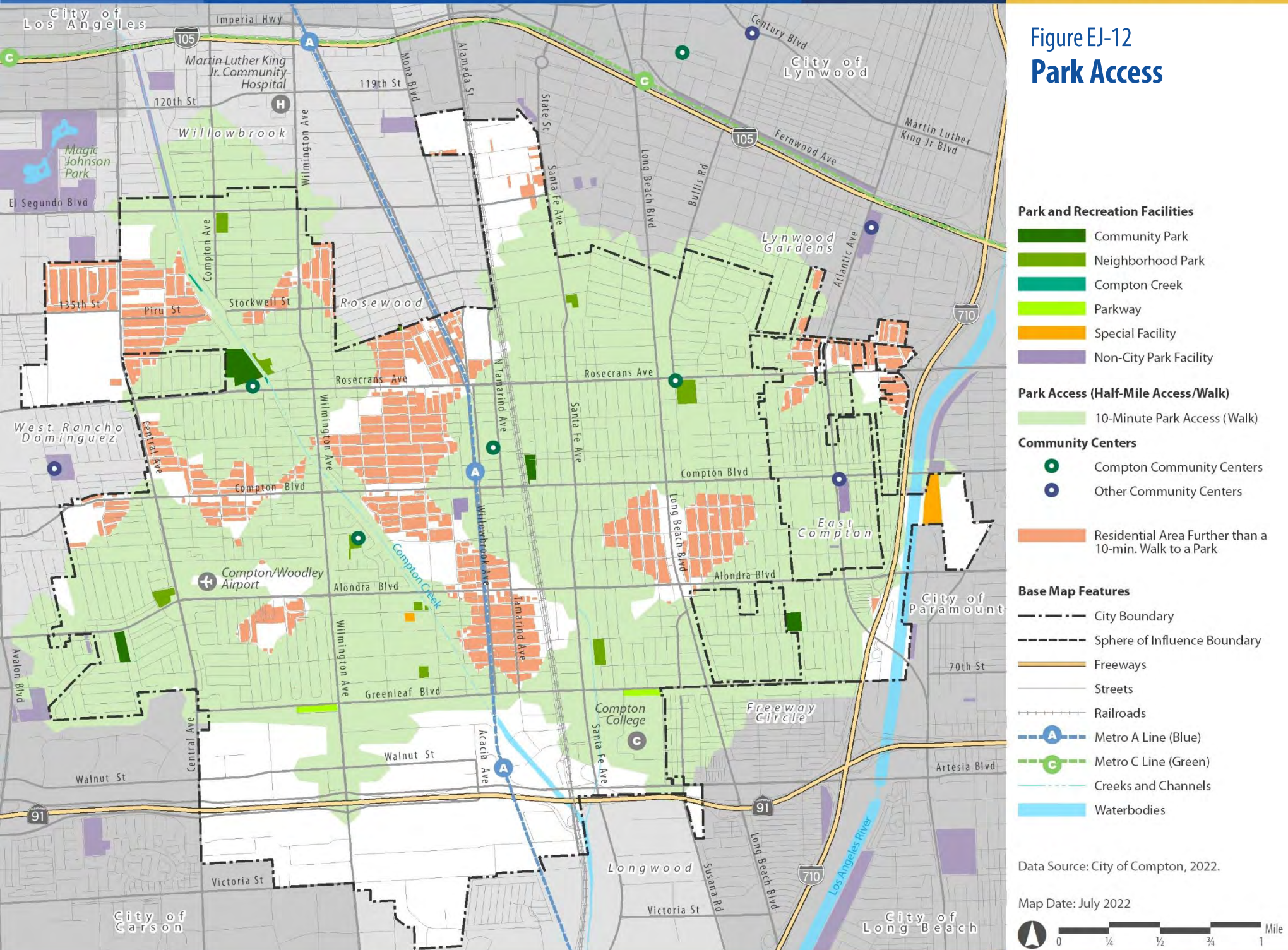
Weight and Physical Activity	Compton	Los Angeles County	California
Regular Physical Activity (ages 5-17)	13.9%	14.3%	16.5%
Walked at least 150 minutes in past week	35.6%	38.4%	38.9%
Obese Adults (BMA≥30)	38.3%	29.6%	28.2%
Overweight or Obese Teens (ages 12-17)	41.5%	34.2%	31.2%
Overweight or Obese Children (ages 2-11)	17.6%	13.5%	13.9%

Source: Source: AskCHIS Neighborhood Edition, California Health Interview Survey (CHIS), UCLA, 2018.





# Figure EJ-12 Park Access





Approaches

The built environment plays a large role in determining whether communities have opportunities for physical activity.

**Land Use Policies:** Land use policies that encourage new development will increase opportunities for new park and open space uses. Land use policies in this General Plan require usable open space for play, recreation, and social or cultural activities in all residential development projects.

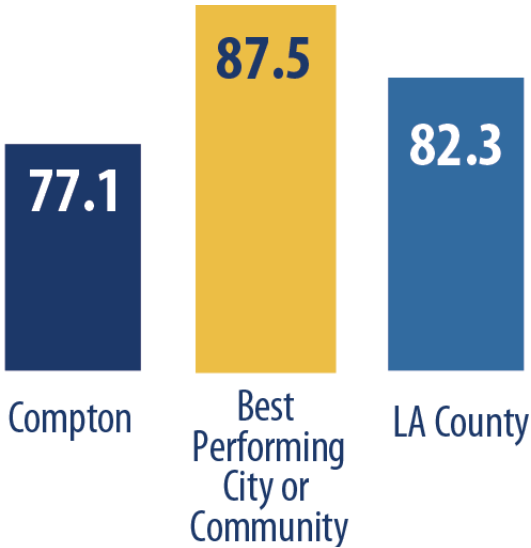
**Community benefits:** The General Plan links growth and public benefits through the Community Benefits Program (CBP). The CBP offers developers an avenue to achieve their full development objectives if they contribute to public amenities via a community benefit program. A key benefit identified is public park/open space and public gathering spaces.

**City Resources:** Providing adequate staffing and funding for physical activity, community health, and wellness programs is critical. While the City may have limited resources for a wide variety of community needs, local resources can be supplemented with grant funding and community partnerships.

**Complete Neighborhoods.** A key goal of the land use policies in this General Plan is to create complete neighborhoods, areas where residents have convenient access to goods and services they need on a daily or regular basis. This includes a range of housing options, grocery stores and other neighborhood-serving commercial services, quality public schools, public open spaces, and recreational facilities.

**Complete Streets.** In Compton, adopting a complete streets approach to mobility planning ensures that streets are not solely designed for one mode of transportation but rather they accommodate pedestrians, vehicles, bicyclists, trucks, and trains, recognizing that not all streets can cater to every mode. The complete streets planning approach has demonstrated its ability to promote healthier and more equitable communities and yield health benefits. By providing safer and more accessible pathways for pedestrians, bicyclists, and public transit users, complete streets encourage active living. The implementation of complete streets goes beyond mere transportation infrastructure; it

Figure EJ-13: Life Expectancy (Years)



Source: Los Angeles County Department of Public Health, Los Angeles County Health Survey, 2015.



enriches the fabric of communities, promoting both physical health and social well-being.

**Coordination.** Keeping our community healthy and active is a community-wide responsibility. Partnering with local health organizations, community-based groups, schools, and sports organizations can expand access to community fitness programs and exercise classes in parks, community centers, and other public spaces to engage residents in regular physical activity.

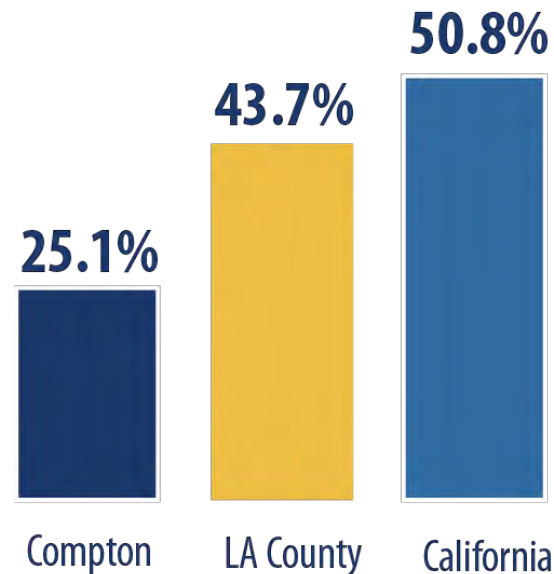
### Community Involvement

#### Challenges

Meaningful participation by all community members, especially those disproportionately affected by environmental burdens, is crucial for achieving environmental justice. This requires creating accessible and culturally appropriate avenues for low-income, underrepresented, and linguistically diverse stakeholders to engage in local decision-making processes, enabling them to actively identify and contribute to solutions for environmental justice issues.

Voter turn-out is a measure of civic engagement. Communities that are civically engaged have more power to advocate for health-promoting policies. Participation in local decision-making through voting generates a stronger sense of ownership and investment in the communities that extends beyond voting to include activities such as attending public meetings, joining community organizations, and volunteering. In addition, civically engaged communities create opportunities for residents to be socially connected, thereby reducing the adverse health effects of social isolation. Voter participation in Compton is almost half of the participation levels seen at the county and State levels (see Figure EJ-14).

**Figure EJ-14: General Election Voter Participation (2022)**



*Source: Election Results, Los Angeles County Registrar-Recorder/County Clerk; November 8, 2022, General Election*

Community participation at the local level is essential for ensuring responsive and accountable governance, and building strong communities where all residents have a voice in shaping their shared future. Community participation also ensures that the City's priorities reflect residents' values, interests, and demographics. An involved



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community can more easily safeguard that local elected or appointed officials are accountable to the community for their actions and decisions through transparency and ethical behavior. The community survey undertaken as part of this General Plan revealed a strong community desire for enhanced communication and engagement strategies. Residents expressed the following needs:

- Information about City meetings and activities in languages other than English to promote inclusivity
- Accessible online information through the City's website, social media, or online project portal
- Collaboration with community groups and religious institutions as an effective way to inform and engage residents
- Direct interaction between Councilmembers, their deputies, and constituents, such as open office hours
- Expanded information access through local newsletters and newspapers, underlining the significance of diverse communication channels to keep the community informed and engaged

### *Approaches*

**Leadership.** The importance of leadership's support for a culture of engagement cannot be overstated. When elected officials prioritize engagement with their communities, they can inspire administration and set the tone – and allocation of resources – to support meaningful community engagement. A true culture of engagement revolves around trust — a two-way street that requires governments to have faith in their communities just as much as communities need to have faith in their leaders.

**Organization.** To create and sustain a culture of engagement, good internal organization is imperative. This can be especially challenging for local governments, where departments often operate independently of one another. To remedy the issues that stem from that – such as information not being shared, duplication of efforts, and differing priorities and timelines – different city departments should work to break down silos and encourage cross-departmental collaboration. This can be done through a range of change management strategies such as more transparently sharing goals and objectives.

**Engagements at all levels.** Engagement should occur at all levels from city leadership bodies to neighborhoods groups. Commissions and boards should liaise between residents and City officials. Neighborhood groups can serve as grassroots platforms for community engagement and advocacy. Development projects, land use decisions, and policy development should integrate engagements at all levels.

**Citywide strategy.** To create optimum connections with the community, the City should have a clear process for choosing which engagement method is best for the specific type of project or audience. A standardized engagement strategy to be used across departments should address the format, locations, target groups, meeting times, and language barriers. A citywide strategy should also expand information sharing related to city policies, programs, and decision-making processes. The strategy should identify the most effective means of communication and which methods yield the highest impact and participation.



## Environmental Justice Goals and Policies

This Environmental Justice Element establishes a comprehensive framework dedicated to addressing environmental equity and ensuring all residents have equal access to a healthy and sustainable environment. Rooted in principles of social justice and fairness, this element prioritizes the identification and mitigation of environmental hazards and burdens disproportionately impacting neighborhoods. It aims to promote environmental health and well-being by advocating for reducing pollution burdens, increasing access to healthy foods, providing for the equitable distribution of community services and infrastructure, and ensuring transparent and open engagement for all residents. Through proactive policies, community engagement, and collaborative partnerships, the Environmental Justice Element seeks to empower residents to advocate for their rights to a healthy environment and work towards creating a more equitable and sustainable future for Compton.

### Reducing Pollution Burdens and Improving Air Quality

#### GOAL EJ-1: REDUCED POLLUTION AND REMOVAL OF PUBLIC HEALTH DISPARITIES

- Policy EJ-1.1:** **Toxic Air Contaminants Reduction.** Implement land use and transportation strategies aimed at decreasing public exposure to toxic air contaminants within neighborhoods and sensitive uses adjacent to industrial areas.
- Policy EJ-1.2:** **Stationary Source Emissions.** Consult with the California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring of stationary source emissions and to receive aid and assistance to

reduce exposures to harmful air pollutants, especially in Disadvantaged Communities.

**Policy EJ-1.3:**

**Buffering Industrial Uses.** Require heavy industrial activities to have on-site buffers when adjacent or in close proximity to be residential neighborhoods, schools, and other sensitive areas, with the objective of shielding sensitive uses from air pollutant emissions, noise, and unpleasant odors.

**Policy EJ-1.4:**

**Performance Standards for New Developments.** Develop Zoning Code performance standards for new industrial and commercial projects to minimize adverse effects on air quality, noise, and safety, particularly in Disadvantaged Communities.

**Policy EJ-1.5:**

**Stricter Regulation of Polluting Uses.** Enforce more rigorous permitting standards and restrict variances for new high-intensity industrial or commercial activities near sensitive areas in Disadvantaged Communities.

**Policy EJ-1.6:**

**Enhanced Code Enforcement.** Prioritize code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards, particularly in Disadvantaged Communities.

**Policy EJ-1.7:**

**Smoking Exposure Reduction.** Development policy resolutions or regulations that prohibit new tobacco, cannabis, and other smoking product retailers, including the sale of vape products, within 1,000 feet of child-sensitive areas (e.g., schools, parks, libraries, and recreation

## ENVIRONMENTAL JUSTICE ELEMENT

	centers) and 1,000 feet of another tobacco, cannabis, and other smoking product retailer.		
<b>Policy EJ-1.8:</b>	<b>Mitigating Truck-Related Impacts.</b> Implement measures to mitigate the impact of truck loading and delivery activities associated with new warehouses and truck-related businesses, including noise, odors, air pollution, and greenhouse gas emissions. Establish a local ordinance that exceeds the State vehicle idling restrictions, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place near sensitive land uses.	<b>Policy EJ-1.12:</b>	<b>Coordination with Air Quality Agencies.</b> Collaborate with the South Coast Air Quality Management District and community partners to assess human exposure to toxic air contaminants, especially in Disadvantaged Communities. Impose appropriate conditions on projects to safeguard public health and safety.
<b>Policy EJ-1.9:</b>	<b>Promoting Electric Vehicle Infrastructure.</b> Ensure that industrial and warehouse facilities, as well as truck-related businesses, install electric vehicle charging infrastructure in alignment with California Air Resources Board regulations.	<b>Policy EJ-1.13:</b>	<b>Community Air Protection Initiatives.</b> Support the development and implementation of Community Air Monitoring Plans and Community Emissions Reduction Plans in collaboration with stakeholders, including businesses, community members, and relevant agencies.
<b>Policy EJ-1.10:</b>	<b>Local Monitoring.</b> Develop a citywide air quality monitoring program to identify areas with high levels of air pollution, including diesel-powered emissions, and to track changes over time. Establish a community-based monitoring program where volunteers collect environmental data using low-cost sensors or monitoring kits. Focus on priority areas near industrial uses and major	<b>Policy EJ-1.14:</b>	<b>Regional Collaboration.</b> Engage in regional air quality planning efforts led by local, regional, and State agencies.
<b>Policy EJ-1.11:</b>	<b>Vegetation Management.</b> Implement vegetation management programs along	<b>Policy EJ-1.15:</b>	<b>Local Partnerships.</b> Partner with local school districts, community-based organizations, and other stakeholders to provide portable indoor air filtration units to low-income households in priority areas. Partner with local school districts and explore funding strategies to ensure all public schools have updated HVAC systems with HEPA filters.





## Illegal Dumping and Blight

### GOAL EJ-2: CLEAN UP AND ONGOING PREVENTION OF ILLEGAL DUMPING CITYWIDE

- Policy EJ-2.1:** **Graffiti Reduction Policy.** Develop strategies aligned with Crime Prevention Through Environmental Design (CPTED) principles and industry best practices to minimize opportunities for graffiti vandalism.
- Policy EJ-2.2:** **Neighborhood Clean-up Programs.** Encourage residents to participate in neighborhood clean-ups, beautification efforts, and community-building activities to foster a sense of ownership and pride in their city.
- Policy EJ-2.3:** **Blight Prevention and Management.** Implement measures to regulate and mitigate the impact of blight-inducing activities from commercial and industrial sectors known for attracting litter and debris. This includes oversight of businesses like recycling facilities, fast-food restaurants, warehouses, and industrial zones. Property owners must regularly maintain vacant lots to prevent blight accumulation. Use fines, permit denials, or criminal charges to encourage repair and maintenance for severely blighted properties that threaten health and safety.
- Policy EJ-2.4:** **Proactive Illegal Dumping Cleanup Initiative.** Expand the deployment of proactive cleanup

teams to target areas prone to illegal dumping within Disadvantaged Communities.

**Policy EJ-2.5:**

**Enforcement Against Illegal Dumping.** Strengthen the enforcement against illegal dumping activities by intensifying monitoring efforts during weekends and non-business hours, issuing citations, and increasing the presence of Code Enforcement. Use evaluations during budget cycles to ensure enforcement actions remain equitable and nondiscriminatory.

**Policy EJ-2.6:**

**Priority Areas.** Compile a list of priority areas to enforce illegal dumping enforcement and vacant property maintenance.

**Policy EJ-2.7:**

**Community Engagement on Illegal Dumping Prevention.** Enhance community-led initiatives in Disadvantaged Communities to raise awareness about the consequences of illegal dumping, provide information on affordable waste disposal services, establish reporting mechanisms, and empower youth leadership in addressing this issue.

## Healthy Foods Access

### GOAL EJ-3: A FOOD SYSTEM THAT OFFERS HEALTHY, CULTURALLY RELEVANT, AND AFFORDABLY ACCESSIBLE FOOD CHOICES FOR EVERYONE

**Policy EJ-3.1:**

**Healthy Food Access.** Collaborate with community-based organizations focused on connecting residents, employees, and students to

## ENVIRONMENTAL JUSTICE ELEMENT

	quality, nutritious, culturally relevant, and affordable food.		
<b>Policy EJ-3.2:</b>	<b>Fresh Food and Vegetable Access.</b> Increase access to fresh foods and vegetables for neighborhood food deserts, including healthy market partnerships, farmers' markets, community gardens, home gardens, and pop-up farm stands.	<b>Policy EJ-3.7:</b>	<b>Healthy Food Retail Incentives.</b> Establish financial incentives and support programs to encourage the establishment and expansion of grocery stores, farmers' markets, and other healthy food retail outlets in underserved areas of Compton. This can include tax incentives, grants, and low-interest loans for businesses that commit to providing fresh and nutritious food options.
<b>Policy EJ-3.3:</b>	<b>Commercial Farms.</b> Expand and attract high-tech and indoor vertical farms to increase access to fresh, reliable, year-round supply of healthy foods to Compton residents..		
<b>Policy EJ-3.4:</b>	<b>Support Urban Agriculture.</b> Provide resources and support for the development of community gardens and urban agriculture initiatives, including Richland Farms, Compton Community Garden, Alma Farms, and People's Garden. Allocate more land for community garden plots, offering technical assistance and training to gardeners, and facilitating partnerships with local organizations and schools.	<b>Policy EJ-3.8:</b>	<b>Mobile Farmers' Markets.</b> Launch mobile farmers' market programs to bring fresh produce directly to neighborhoods with limited access to grocery stores. Coordinate routes and schedules to ensure regular and convenient access to a variety of fruits, vegetables, and other healthy food items.
<b>Policy EJ-3.5:</b>	<b>Encourage Community Gardens.</b> Encourage neighborhood groups to organize, design, and manage community gardens, particularly where space is available that is not suitable for housing, parks, pathways, or recreation facilities.	<b>Policy EJ-3.9:</b>	<b>Healthy Corner Store Initiative.</b> Collaborate with corner store owners to promote and incentivize the stocking of healthier food options such as fresh fruits, vegetables, whole grains, and low-fat dairy products. Where feasible, offer financial assistance, marketing support, and nutrition education to participating stores.
<b>Policy EJ-3.6:</b>	<b>Development Standards.</b> Expand opportunities for urban and community food-growing activities by removing barriers that exist in the Zoning Code and creating a clear development	<b>Policy EJ-3-10:</b>	<b>Nutrition Education and Cooking Classes.</b> Implement nutrition education programs and cooking classes in partnership with community centers, places of worship, and health



- organizations and to teach residents about the benefits of healthy eating, how to prepare nutritious meals on a budget, and how to make healthier food choices.
- Policy EJ-3.11:** **Food Assistance Programs.** Expand access to food assistance programs, such as the Supplemental Nutrition Assistance Program (SNAP) and Women, Infants, and Children (WIC) program, by increasing outreach efforts and streamlining enrollment processes. Work with community organizations to provide additional support services, such as food pantries and meal delivery programs, for residents in need.
- Policy EJ-3.12:** **Healthy Food Purchasing.** Collaborate with community-based organizations, schools, local organizations, and community groups to prioritize the purchase of locally sourced, fresh, and healthy foods by establishing partnerships with local farmers and food producers to increase the availability of fresh and seasonal ingredients.
- Policy EJ-3.13:** **Food Policy Council.** Establish a Local Food Policy Council comprised of community members, local government officials, representatives from food-related businesses, and public health experts to develop and oversee the implementation of policies aimed at improving food access, promoting healthy eating habits, and addressing food insecurity in Compton.

**Policy EJ-3.14:**

**Food Desert Mapping and Assessment.** Conduct regular assessments to identify food deserts and areas of limited food access within Compton. Use this data to inform decision-making, prioritize resource allocation, and target interventions to areas with the greatest need.

**Policy EJ-3.15:**

**Transportation Solutions.** Address transportation barriers to food access by improving public transit options, implementing shuttle services to grocery stores, and supporting community-led initiatives like carpooling or ride-sharing programs for shopping trips.

## Equitable Distribution of Services and Infrastructure

### GOAL EJ-4: A NETWORK OF WELL-MAINTAINED COMMUNITY FACILITIES THAT ARE EASILY ACCESSIBLE, CULTURALLY SUPPORTIVE, AND RESPONSIVE TO THE NEEDS OF THE COMMUNITY

**Policy EJ-4.1:**

**Community Facilities Improvement.** Prioritize the upkeep and enhancement of established civic and public facilities to ensure they are safe, attractive, and responsive to community needs.

**Policy EJ-4.2:**

**Equitable Investment in Community Facilities.** Implement funding strategies and allocate resources to ensure fair distribution of capital improvements and maintenance projects by focusing on addressing the urgent needs of deteriorating community facilities and infrastructure resources.



## ENVIRONMENTAL JUSTICE ELEMENT

- Policy EJ-4.3:** **Equitable Programming and Services.** Ensure educational, recreational, and cultural programs and activities of local interest are inclusive and affordable to all.
- Policy EJ-4.4:** **Expansion of Childcare Services.** Incentivize the creation of new childcare facilities, increase the supply of affordable childcare options, and support the needs of working families in the community.
- Policy EJ-4.5:** **Supporting Health Services.** Collaborate with community-based organizations and local health providers engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services for all segments of the community, as well as assigning priority to expand or improve health services to underserved areas.

### Promotion of Physical Activity

#### GOAL EJ-5: A CULTURE OF PHYSICAL ACTIVITY AND WELLNESS IN ALL NEIGHBORHOODS TO IMPROVE RESIDENTS' HEALTH AND WELL-BEING

- Policy EJ-5.1:** **Enhancing Access to Parks.** Increase community access to safe, high-quality park and recreational facilities by expanding pedestrian and bicycle amenities, increasing connections to Compton Creek and Los Angeles River, and creating parks as safe places for community of all ages.

- Policy EJ-5.2:** **Prioritize Resources.** Prioritize adequate staffing and funding allocations for city-operated programs that provide opportunities for physical activity and encourage community health and wellness.
- Policy EJ-5.3:** **Community Fitness Program.** Partner with local health organizations and community-based groups to develop and implement a variety of community fitness programs and establish exercise classes, walking groups, and wellness workshops in parks, community centers, and other public spaces to engage residents in regular physical activity.
- Policy EJ-5.4:** **Active Parks Initiative.** Implement an active parks initiative to improve park infrastructure and safety by including walking trails with distance markers, challenging and fun playgrounds, sports fields, and fitness equipment that accommodate diverse community needs and promote active recreation for residents of all ages.
- Policy EJ-5.5:** **Active Transportation.** Invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options.



**Policy EJ-5.6: Youth Sports and Recreation Programs.** Expand access to youth sports leagues, summer camps, and after-school programs that promote physical fitness, teamwork, and sportsmanship by collaborate with schools, sports organizations, Los Angeles Sheriff's Department, and community groups to offer a diverse range of recreational opportunities for young people.

**Policy EJ-5.7: Senior Fitness and Wellness Initiatives.** Develop specialized fitness classes, social activities, and wellness workshops designed to meet the unique needs and interests of older adults. Offer senior-friendly exercise equipment, walking groups, and outdoor fitness stations in parks and community centers to encourage regular physical activity and social engagement among seniors.

## Community Involvement

### GOAL EJ-6: ACTIVE AND INCLUSIVE COMMUNITY INVOLVEMENT IN DECISION-MAKING AND DEVELOPMENT PROCESSES THAT ADDRESS LOCAL NEEDS AND PRIORITIES

**Policy EJ-6.1: Community Commissions and Boards.** Utilize local commissions and boards to serve as liaisons between residents and City officials, providing valuable input and feedback on policies and initiatives. Widely advertise the meetings to the public.

**Policy EJ-6.2: Block Clubs.** Continue to utilize block clubs and captains to empower residents to voice their

concerns, share ideas, and participate in decision-making processes at the local level, where they can serve as grassroots platforms for community engagement and advocacy.

**Policy EJ-6.3: Community Partnerships.** Collaborate with local community organizations, faith-based groups, and other advocacy groups to reach marginalized populations and ensure their voices are heard.

**Policy EJ-6.4: In-Person Community Meetings and Town Halls.** Organize annual community meetings or town halls where city officials and community members can come together to discuss important issues, share information, and collaborate on solutions. Ensure these meetings are accessible, inclusive, and transparent, with opportunities for meaningful dialogue and input from all stakeholders.

**Policy EJ-6.5: Print Media.** Use print media platforms to inform the community on local governmental matters and to promote civic engagement, community participation, and public discourse on local issues, events, and initiatives. Prioritize development of regularly published newsletter available in print or online, in multiple languages, and available to every Compton household.

**Policy EJ-6.6: Online Engagement Platforms.** Develop and maintain an inclusive and accessible online presence through social media channels, forums, and interactive websites to facilitate ongoing communication and engagement between

## ENVIRONMENTAL JUSTICE ELEMENT

	residents and city hall. Provide opportunities for virtual town halls, surveys, and discussion forums to gather feedback and input from a wider range of community members.	
<b>Policy EJ-6.7:</b>	<b>Community-Based Planning Processes.</b> Prioritize community input and involvement into planning processes for development projects, land use decisions, and policy development. Create opportunities for residents to actively contribute to their community through volunteer programs, service projects, and civic engagement initiatives.	
<b>Policy EJ-6.8:</b>	<b>Community Outreach and Education.</b> Implement community outreach and education programs to inform residents about city policies, programs, and decision-making processes by offering workshops, seminars, and informational materials to increase civic awareness and empower residents to participate meaningfully and effectively in local governance.	
<b>Policy EJ-6.9:</b>	<b>Language Access and Translation Barriers.</b> Ensure language access for diverse communities by providing translation services, interpretation support, and multilingual materials at community meetings, events, and public hearings.	
<b>Policy EJ-6.10:</b>	<b>Youth Engagement Initiatives.</b> Engage youth in decision-making processes by creating youth advisory boards, leadership programs, and youth councils to encourage youth representation in city committees and commissions. Provide	opportunities for young people to contribute their perspectives and ideas on issues that affect them and their communities.
	<b>Policy EJ-6.11:</b>	<b>Transparent Decision-Making Practices.</b> Promote transparency and accountability in decision-making processes by providing clear information about City policies, budgets, and decision outcomes and ensure that decisions are made in an open and transparent manner, with opportunities for public review and comment.







CITY OF COMPTON

# Chapter 8

## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT





# CITY OF COMPTON



# Chapter 8

## Community Services, Open Space, and Natural Resources Element



### Introduction

The Community Services, Open Space, and Resources Element has a dual focus: 1) promoting a vibrant and inclusive society, and 2) safeguarding the natural environment. These topics are intertwined in that they celebrate the qualities that bring richness to our community: parks and recreation resources, cultural and educational institutions, and the community forest. Because an overarching General Plan goal is to improve all aspects of community life and health, this element also addresses strategies to improve local air quality.

### Purpose of the Element

This element promotes the protection, maintenance, and use of the natural, recreational, educational, and cultural resources in Compton, and fulfills the need to address two mandatory general plan elements: conservation and open space.

### Relationship to Other Elements

This element works in tandem with other elements of the General Plan. The distribution of community facilities, parks and open space and natural resources is directly related to the distribution of land uses; therefore, this element is most closely correlated with the Our Community Element, which includes goals and policies addressing climate change through land use patterns that facilitate a reduction in vehicle miles traveled and by planning for transportation networks that encourage multiple travel modes. The Safety Element contains policies to minimize flood risks and encourage groundwater recharge. The Environmental Justice Element addresses the disproportionate exposure of disadvantaged communities to climate change effects and promotes the equitable distribution of community services and facilities identified in this element.



### Community Context

An overarching goal of this element is to ensure that parks, recreation facilities, arts and culture, and natural resources are accessible to all residents, reflect the City's diversity, and contribute to economic vitality.

### Community Snapshot

According to 2020 Decennial Census estimates, Compton's population as of 2020 was 98,447, an increase of two percent since 2010. Population growth in Compton slowed beginning in 2020 but is forecast to increase to 103,100 in 2045.

The City's demographic transformation from a predominantly Black/African American community to a predominantly Hispanic/Latino one has been a defining feature of Compton's social and cultural landscape beginning in the late 1990s. Today, Hispanic/Latino and Black/African American populations are the largest populations in the City, representing 69 percent and 27 percent of the population, respectively (2020 Decennial Census). Festivals, performances, and public art may increasingly showcase the heritage of emerging groups, fostering cross-cultural exchanges and greater inclusiveness.

Compton's population is generally younger compared to the overall population in Los Angeles County and the nation. Additionally, a smaller proportion of Compton residents are seniors over the age of 65, compared to the higher percentages found in both the County and the State. A younger population has implications for the demand for educational and recreational services, such as those targeting younger residents.

Compton has a higher proportion of lower-income households than in the region. According to HUD CHAS data derived from the 2016-2020 ACS, 74 percent of households in Compton are low income, earning less

than 80 percent of the Area Median Income (AMI). By comparison, only 56 percent of households across the County fall into the low-income category. This means that residents may not have discretionary spending available for arts and culture programs.

The Office of Environmental Health Hazard Assessment (CalEnviroScreen 4.0) identifies California communities disproportionately burdened by multiple sources of pollution. CalEnviroScreen also takes into consideration socioeconomic factors including educational attainment, linguistic isolation, poverty, and unemployment. According to CalEnviroScreen 4.0 scores, all census tracts in Compton, except the tract that extends into the adjacent city of Carson, scored in the lowest percentile range.



*Compton Creek Natural Park at Washington Elementary*



## Key Challenges

Through the community engagement process for this General Plan, participants identified numerous community-related considerations and values they believe require attention to improve residents' quality of life as follows:

### ■ Parks and Recreation Facility Needs

Park facilities and recreation services historically have been underfunded, with residents not able to benefit from spaces and activities that promote physical and mental health. The low level of funding and staffing has affected the quality and safety of the City's physical facilities. The absence of a dedicated Parks and Recreation Department during the pandemic was highlighted in the public outreach program as a barrier to implementing necessary improvements. With only 77 acres of park lands and no Parks Master Plan to guide decisions and action, basic maintenance and attention to facilities have been a challenge.

### ■ Pandemic Effects on Education

During the COVID-19 pandemic, remote learning exacerbated pre-existing inequities, as students and families struggled with access to devices and Wi-Fi hotspots, as well as access to nutrition and mental health resources. To date, school districts across the country are still struggling to close the gaps in reading, writing, and math. In addition to schools, maintaining and expanding library services is of paramount importance to meet the community's needs, as libraries provide a wide range of learning opportunities and enhance the overall quality of life.

### ■ Public School Quality

Schools in Compton perform worse than schools in Long Beach and many areas of the Los Angeles Unified School District. Factors such as funding disparities, socioeconomic challenges, and lower standardized test scores contribute to this gap. In contrast, schools

in more affluent areas of Los Angeles County often benefit from better resources, higher funding, and stronger academic performance. Addressing the disparities in education requires a multi-faceted approach that focuses on funding (for facility improvements and student services), enhanced staff support, and parental and community engagement.

### ■ Public Facility Conditions

Public community facilities provide essential services to communities in addition to recreation. They serve as inclusive meeting places, promoting a culture of health and well-being within the community. Public facilities in Compton are in a state of disrepair and have been poorly maintained. Like other community amenities and resources, public facilities need maintenance and improvements to better serve the community.

### ■ Youth Resources

Compton lacks welcoming spaces, separate from home and work/school, where young residents can spend their time constructively, away from potential negative influences and risky behaviors. The lack of funding for education, employment, and health and wellness resources has limited the types of support that the City can offer to Compton youth at a critical social development period in their lives. Increased engagement of young residents in community activities and decision-making processes is needed to foster a sense of belonging and shared responsibility for the community's well-being.

### ■ Fragmented Volunteerism

While Compton has a strong history and culture of volunteerism, many service providers and community organization operate separately from each other, resulting potentially in duplication of efforts, inefficient use of already limited resources, and missed opportunities for holistic approaches and solutions to community issues. Increased collaboration and resource sharing are needed.



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

### ■ Limited Public Information and Engagement

Community members have identified the lack of communication and information sharing as limiting factors in accessing community services and have expressed desires for improved communication and engagement with the City through the City's website, social media and online project portal, and physical channels such as newsletters or newspapers. Suggestions have included the creation of a multilingual, centralized location for up-to-date information on City resources, facilities, and services.

### ■ Natural Resources Protection

Compton Creek, in addition to providing important flood control and groundwater recharge functions, provides opportunities for creek-side recreation and educations. However, the Compton Creek trail lacks physical improvements and suffers from general maintenance issues, including accumulation of litter. Opportunities for improvement include stormwater infiltration projects and bioswales along or near the creek. Efforts to redevelop the City's existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use, public greenway will be critical in transforming a blighted, underutilized resource into a valuable amenity.



*Compton Creek Natural Park at Washington Elementary*





## Parks and Recreation Facilities

Parks are not just places to play; parks serve as neighborhood and community focal points for healthy physical and mental engagement. Within Compton are 14 City-owned parks and recreation facilities (Figure CR-3) that vary in size and amenities (see Table CR-1), as well as one large County park.

The City of Compton Recreation Department operates and maintains a total of 14 parks (67 acres). Recreation facilities include six community centers, seven neighborhood parks, two walking parks, two swimming pools, three regulation-size gymnasiums, a skate park, Jackie Robinson Baseball Stadium, a par 3 golf course, and the Douglas F. Dollarhide Community Center. The Department's core services are Administration and Planning and Recreation Services for Youth, Adults, and Seniors.

The largest city park facility is Gonzales Park, located in northwest Compton, with a community center, two junior baseball diamonds, a children's playground, batting cages, fitness equipment, a picnic area, a community banquet room, an aquatic center, and the Jackie Robinson Baseball stadium. The second-largest park is Lueders Park, in northeast Compton. Lueders Park covers six acres and offers a community banquet room, picnic area, gymnasium, outdoor fitness amenities, tennis courts, a playground, and additional picnic areas.

Through the General Plan public engagement program, community members and stakeholders brought up various concerns related to community park facilities, summarized in the adjacent graphic.

The absence of a dedicated Parks and Recreation Department is a barrier to implementing necessary improvements.

Key needs identified also included more community programming, better organizational collaboration and networking with nonprofit organizations, and sharing resources and information with the community.

Public facilities are in a state of disrepair due to insufficient maintenance and funding and park funds from Measure A are not being utilized despite the availability of grants.

The need to maintain pocket parks, retrofit and modernize recreation buildings and facilities to better serve the community, and address the inactive state of community pools due to staff shortages

*Public comments on parks and recreation during 2022*

**Table CR-1: Parks and Recreation Facilities (2024)**

Park Name	Address	Acres	Park Amenities
Burrell-MacDonald Park	2516 W. Alondra Blvd.	5.1	<ul style="list-style-type: none"> <li>Baseball Diamond</li> <li>Basketball Court(s)</li> <li>Community Banquet Room</li> <li>Multipurpose Field</li> <li>Outdoor Fitness Equipment</li> <li>Picnic Area</li> <li>Playground</li> <li>Recreation Room(s)</li> <li>Walking Trail</li> </ul>
Compton Par 3 Golf Course	6400 E. Compton Blvd.	11.9	<ul style="list-style-type: none"> <li>Off-Street Parking</li> <li>Pro Shop</li> <li>Snack Shop</li> </ul>
Ellerman Park	400 W. Bennett St.	1.7	<ul style="list-style-type: none"> <li>Multipurpose Field</li> <li>Playground</li> </ul>
Fig/Oleander Park	Oleander Ave/Fig St.	0.3	<ul style="list-style-type: none"> <li>Playground</li> </ul>
Gonzales Park	1101 W. Cressey St.	14.3	<ul style="list-style-type: none"> <li>Aquatic Center</li> <li>Baseball Diamond</li> <li>Batting Cages</li> <li>Bullpens</li> <li>Community Banquet Room</li> <li>Gym</li> <li>Outdoor Fitness Equipment</li> <li>Picnic Area</li> <li>Playground</li> <li>Practice Infield</li> <li>Recreation Room(s)</li> <li>Stadium</li> </ul>
Kelly Park	2319 E. Caldwell St.	4.3	<ul style="list-style-type: none"> <li>Baseball Diamond</li> <li>Basketball Court(s)</li> <li>Community Banquet Room</li> <li>Multipurpose Field</li> <li>Picnic Area</li> <li>Playground</li> <li>Recreation Room(s)</li> </ul>
Lueders Park	1500 E. Rosecrans Ave.	7.3	<ul style="list-style-type: none"> <li>Aquatic Center</li> <li>Community Banquet Room</li> <li>Courtyard</li> <li>Gym</li> <li>Multipurpose Field</li> <li>Outdoor Fitness Equipment</li> <li>Picnic Area</li> <li>Playground</li> <li>Recreation Room(s)</li> <li>Tennis Courts</li> <li>Walking Trail</li> </ul>



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

Park Name	Address	Acres	Park Amenities
Caesar Chavez Neighborhood Park	1812 N. Santa Fe Ave.	1.9	<ul style="list-style-type: none"> <li>Basketball Court(s)</li> <li>Multipurpose Field</li> <li>Playground</li> </ul>
Raymond Street Park	400 W. Raymond St.	1.4	<ul style="list-style-type: none"> <li>Baseball Diamond</li> <li>Playground</li> </ul>
Sibrie Park	1300 W. El Segundo Blvd.	3.7	<ul style="list-style-type: none"> <li>Baseball Diamond</li> <li>Multipurpose Field</li> <li>Playground</li> </ul>
South Park	Chester and Caldwell	4.6	<ul style="list-style-type: none"> <li>Baseball Diamond</li> <li>Multipurpose Field</li> </ul>
Tragniew Park	2121 W. Alondra Blvd.	4.3	<ul style="list-style-type: none"> <li>Basketball Court(s)</li> <li>Multipurpose Field</li> <li>Playground</li> <li>Tennis Courts</li> </ul>
Dr. Walter R. Tucker Park	650 W. Laurel St.	2.5	<ul style="list-style-type: none"> <li>Classrooms / Meeting Rooms</li> <li>Multipurpose Field</li> <li>Playground</li> <li>Recreation Room(s)</li> </ul>
Wilson Park	123. N. Rose St.	3.7	<ul style="list-style-type: none"> <li>Basketball Court(s)</li> <li>Community Banquet Room</li> <li>Gym</li> <li>Multipurpose Field</li> <li>Outdoor Fitness Equipment</li> <li>Picnic Area</li> <li>Playground</li> <li>Recreation Room(s)</li> <li>Skate Park</li> </ul>
<b>Total Park Acres</b>		<b>67.0</b>	
East Rancho Dominguez Park (County of Los Angeles)	15116 S. Atlantic Ave.	5.5	<ul style="list-style-type: none"> <li>Gymnasium</li> <li>Community Center</li> <li>Tennis Courts</li> <li>Basketball Courts</li> <li>Playground</li> <li>Baseball Fields</li> <li>Exercise and Fitness Equipment</li> </ul>
Dr. Martin Luther King Jr. Memorial (County of Los Angeles)	Compton City Hall and Civic Center	4.1	<ul style="list-style-type: none"> <li>Dr. Martin Luther King Jr. Memorial</li> </ul>



### Park Level of Service and Access

With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. A typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents. Under this metric, total park acreage should be between 287 to 957 acres, far short of what is available. A low park area-to-resident ratio suggests potential overcrowding in existing parks, limited opportunities for outdoor activities, and potential negative impacts on public health and well-being. SCAG projects that Compton could grow to 103,100 residents by 2045. This would require over 300 acres of parkland to meet a 3.0 acre per 1,000 persons standard for future population levels. Given the urbanized and fully developed character of the City, as well as the levels of funding available, a more realistic standard would be 1.5 acres of parkland per 1,000 residents and would total 155 acres of parkland total, or 88 acres more than what is currently developed. A detailed study or Master Plan would be required to more accurately estimate a realistic level of service given the City's ability to acquire and maintain additional park facilities.

Residents should be able to easily access at least one park, with a standard metric being living within a 10-minute walk. In Compton, several neighborhoods are located more than a 10-minute walk from a park. Figure CR-3 identifies park locations and residential neighborhoods not within a 10-minute walk. Park and recreation services provisions are lacking at a time of critical need and community desire for health and wellness resources.

Lack of funding and staffing affects the scope of services provided and the quality and safety of local recreation facilities. The absence of a dedicated Parks and Recreation Department was highlighted in the public outreach program as a barrier to implementing necessary improvements. Basic maintenance and attention to facilities have been neglected, resulting in a deteriorating state of these amenities. The lack of funding tools and land

constraints have widened park shortfalls, particularly adversely affecting traditionally underserved communities.



*Burrel MacDonald Park playground*





## Figure CR-1 10-Minute Walk to Parks and Recreation

### Park and Recreation Facilities

- Community Park
- Neighborhood Park
- Compton Creek
- Parkway
- Special Facility
- Non-City Park Facility

### Park Access (Half-Mile Access/Walk)

- 10-Minute Park Access (Walk)

### Community Centers

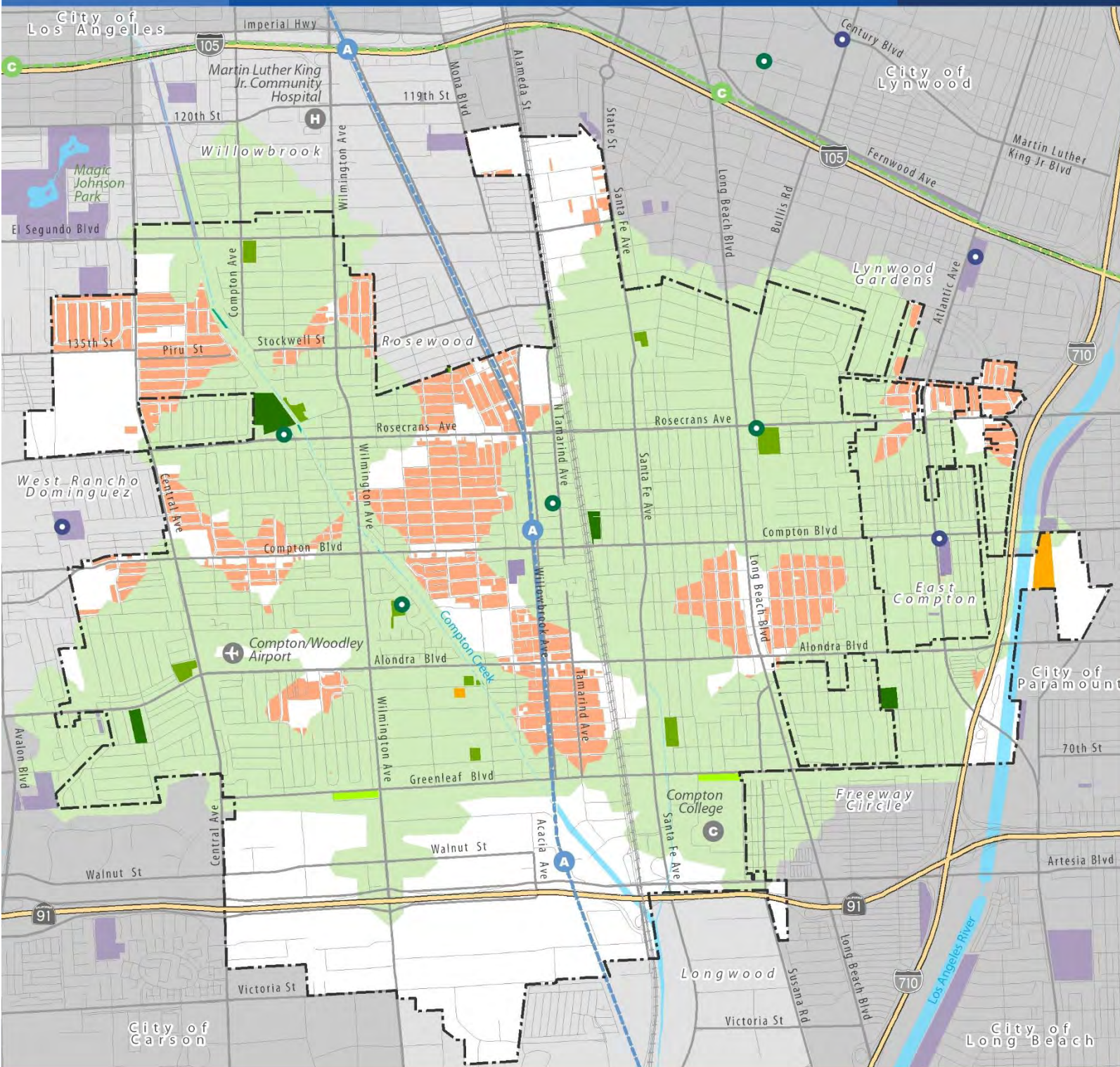
- Compton Community Centers
- Other Community Centers
- Residential Area Further Than 10-Min. Walk to a Park

### 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: July 2022





## Park Improvement Strategies

### Targeted Park Expansions in Underserved Areas

To address the need for more park space, especially in underserved neighborhoods, the City can prioritize the creation of new parks in neighborhoods that are outside the 10-minute walk access standard (within the gap areas in red in Figure CR-3). This can be achieved through strategic acquisition of underutilized land, vacant lots, and the conversion of unused urban spaces into pocket parks and green spaces.

### Utilize Temporary and Mobile Recreation Programs

In neighborhoods where the creation of permanent parks may take time due to land or funding constraints, implementing temporary pop-up parks and mobile recreation programs can serve as a short-term solution. These programs could include mobile fitness classes, sports events, and pop-up playgrounds that provide immediate access to recreational opportunities while long-term park expansions are being planned. This flexible approach can bridge the gap for underserved communities and promote physical activity and community engagement.

### Collaborative Park Improvement Initiatives

Compton can expand and enhance its parks by forming strategic partnerships with community groups, nonprofits, private companies, and local organizations. These collaborations will allow the City to identify and address the specific needs and priorities for each park, ensuring improvements such as playground upgrades, sports field renovations, and landscaping projects are community driven.



*An example of a water splash pad*



*Mobile recreation vehicle*





By leveraging public and private funding sources, including corporate sponsorships and joint-use agreements, Compton can make significant park improvements and expand recreational programming, fostering a sense of shared ownership and ensuring that parks are vibrant, well-maintained spaces for all residents.

### Improve Park Maintenance and Safety

Regular park maintenance and safety enhancements maintain their appeal and usability. The City will strive to allocate resources for routine and preventative maintenance, focusing on cleanliness, equipment repair, and safety measures to create a welcoming environment for residents. Investing in the upkeep of green infrastructure, such as tree planting and stormwater management, will also contribute to the sustainability and resilience of parks, making them community long-term assets.

### Innovative Funding and Land Acquisition Mechanisms

Providing new park spaces in a fully developed city like Compton requires creative funding solutions. The City is committed to exploring innovative funding mechanisms, such as public-private partnerships, grants, and community-based funding initiatives to secure land for new parks. By diversifying its funding sources and leveraging existing public land, Compton can tackle financial barriers and make significant strides toward increasing its parkland ratio to meet the needs of a growing population.

### Comprehensive Park Condition Assessment

A citywide park condition assessment should be conducted to prioritize improvements and identify which facilities require the most urgent repairs or enhancements. This approach will allow the City to direct its capital improvement budget effectively, focusing on high-impact projects that enhance accessibility, upgrade amenities, and ensure long-term sustainability. Involving residents in the assessment process will



*An example of play elements at a playground*

further ensure that investments align with community needs and preferences.

### Incentivizing Open Space in Future Developments

As urbanization limits space for new parks, the City can use a Community Benefits Program (CBP) to incentivize developers to provide open spaces in exchange for development bonuses. This approach allows developers to contribute to public benefits, such as parks and community centers, ensuring that as the city grows, new developments include much-needed recreational and gathering spaces for residents.

### Enhancing Public Spaces Near Transit-Oriented Developments

The City will consider parks creation in transit-oriented developments near the Metro A Line, including private park and plaza space available to the public. As housing intensifies in these areas, incorporating parks, green spaces, and places to gather will provide residents with recreational opportunities and support transportation options. This approach will help integrate parks into areas with higher-density housing.

### Improving Walkability and Access to Parks

To encourage walking and improve access to parks, Compton can enhance pedestrian and cycling infrastructure by upgrading sidewalks, adding tree-lined streetscapes, and improving crosswalks. This will create safer, more appealing walking routes that connect residents to parks and community facilities.

### Developing a Parks Master Plan

To address long-standing inequities in park distribution and condition, Compton should develop a comprehensive Parks Master Plan. This plan would identify capital and maintenance needs, prioritize investments, and outline funding strategies to ensure that parks and recreational facilities are equitably distributed and properly maintained. The Master Plan would serve as a guide for sustainable park improvements over the coming decades.



*Unique playground elements with drought-tolerant landscaping*





## Conservation of Resources

### Natural Resources

Compton is an urban area with limited natural resources. Local resources include Compton Creek, the Los Angeles River, and the extensive tree canopy.

### Compton Creek

Compton Creek, a tributary of the Los Angeles River, traverses Compton diagonally from El Segundo Boulevard to the Los Angeles River near the Long Beach Freeway (I-710) in Long Beach. Compton Creek is primarily channelized, lacking natural riparian vegetation and areas for water to infiltrate the groundwater basin, while carrying floodwater during major rainstorms into the Los Angeles River. Atop the creek bank's east side is a pedestrian/bicycle trail, with access points through gates on most neighborhood streets ending at the creek. Several pedestrian bridges cross the creek, and most major roadways include bridges with room for bikes and pedestrians. An unchanneled segment of Compton Creek, between the Crystal Casino near Artesia Boulevard and the Los Angeles River confluence, contains lush vegetation.



Compton Creek



### Key Challenges

Compton Creek suffers from poor maintenance, with trash accumulation within the creek and along the trail connection points. These conditions degrade water quality. Also, given the City's paucity of recreational resources for residents, improving trail conditions would make the trail more suitable for outdoor recreation and exercise. Achieving the restoration and enhancement of wetland habitats within the Compton Creek Watershed, as well as increasing the availability of open space, will require community involvement and education.

### Compton Creek Natural Park

Located alongside Compton Creek, the Mountains and Recreation & Conservation Authority built a three-acre park on unused land on the adjacent George Washington Elementary School. Designed through a collaborative process with teachers, school staff, community members, and other stakeholders, the park features some of the natural habitat and plant communities found in the Compton Creek watershed, together with shade trees, walking paths, grassy areas, fitness equipment, picnic and seating areas, a multi-use amphitheater, parking, a community plaza, and interpretive signage. The sustainably designed park includes environmentally friendly features such as natural retention basins and bioswales for stormwater treatment, and a 127,000-gallon underground cistern that stores rainwater to irrigate the park.

The creekside park provides a habitat for local and migratory birds, plus an environmental learning area for the school. The Los Angeles Conservation Corps maintains the park and houses an onsite operations building with an office and recruitment station to offer local youth training in conservation related skills.

### Compton Creek Pilot Restoration

Under the Southern California Wetlands Recover Project, the Compton Creek Pilot Restoration project will promote significant ecological benefits to the Compton Creek Watershed through hands-on cleanup and restoration activities. Long-term stewardship of the soft-bottom portion of Compton Creek will be achieved through community-based education and involvement. In addition to achieving measurable, on-the-ground restoration, the project will facilitate community involvement in restoration activities through its partnership with the City of Compton, build capacity by working closely with local community-based organizations and policymakers committed to enhancing the region, and provide comprehensive watershed education to high school and college students through established partnerships.

### Compton Creek Regional Garden Park Master Plan

The Compton Creek Regional Garden Park Master Plan identifies approaches to redevelop the existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use public greenway. The Master Plan reflects a shift in policy approaches that redefine the function of waterways such as Compton Creek from single-purpose flood protection systems to integrated, multipurpose corridors. The plan includes a vision for a green corridor along the creek, with parks, trails, and green infrastructure lining the route. The vision calls for softening the creek edge and increased access, allowing the public to have a more positive experience with the creek than the current one with the closed concrete channel. Master Plan implementation will transform a blighted, underutilized resource into a valuable amenity.



## Los Angeles River

The Los Angeles River is a major river through Los Angeles County, with its headwaters originating in the Simi Hills and Santa Susana Mountains. It flows nearly 51 miles from Canoga Park through the San Fernando Valley, downtown Los Angeles, and the Gateway Cities to its mouth in Long Beach, where it flows into San Pedro Bay (see Figure CR-2). Both Compton Creek and the Los Angeles River have historical and ecological significance in the region, and ongoing initiatives seek to balance flood control and water management with the restoration of natural habitats and public spaces. The Los Angeles River, paralleling the Long Beach Freeway, traverses the eastern edges of the city's boundary, adjacent to the City of Paramount, within a concrete-lined channel. The Long Beach Freeway creates a barrier to the river from Compton residential neighborhoods. Compton Creek merges with the Los Angeles River just south of the City near Del Amo Boulevard. Located along the river is the Los Angeles River Trail, which offers recreational opportunities for pedestrians, cyclists, and equestrians.

## Los Angeles River Master Plan

In 2022, the Los Angeles County Department of Public Works developed the Los Angeles River Master Plan, addressing a broad spectrum of social and environmental aspects related to the Los Angeles River, its watershed, and the communities along its banks. This ambitious plan aims to bring the reimagined river to life over the next two and a half decades, fostering connections among people, culture, water, open space, and wildlife along this iconic waterway. A series of enhancements are proposed for the river segment stretching from Compton to Paramount, including multi-purpose trails, major planned projects, and project sites, both planned and proposed.

Figure CR-2  
**Watersheds, Creeks, and Rivers**





## Los Angeles River and Compton Creek Watersheds

The Los Angeles River Watershed is among the largest in Southern California, encompassing 824 square miles, and the river itself extends for 55 miles. It is also one of the most diverse in terms of land use patterns. Approximately 324 square miles of the watershed consist of forests or open spaces, including areas near the headwaters originating in the Santa Monica, Santa Susana, and San Gabriel Mountains. The remaining part is highly developed. Most of Compton falls within the Los Angeles River Watershed, with the exception of a small western section of the City (see Figure CR-5).

Compton Creek serves as a significant sub-watershed within the Los Angeles River Watershed, draining an area of approximately 42.1 square miles in the central-southern region of Los Angeles County. The Compton Creek Watershed begins in the eastern portions of Inglewood and flows toward the confluence point with the Los Angeles River. The upper 5.8 miles of Compton Creek are constrained within a concrete box channel. The lower 2.7 miles have reinforced sides and an earthen bottom and support a mixture of native riparian vegetation and invasive species. This lower stretch also supports a residual avian wetland community, including species such as the red-winged blackbird, great blue heron, green-backed heron, black-crowned night heron, great and snowy egret, killdeer, black-necked stilt, and mallard, in addition to a variety of native and exotic songbirds.



*An example of the Los Angeles River restoration*



*An example of bioswale improvements to clean water quality*





## Key Challenges

The extensively urbanized nature of the Compton Creek Watershed contributes to the lack of permeable surfaces or surfaces that allow water to pass through them, permeable surfaces which could reduce runoff and promote groundwater recharge. Examples of permeable surfaces include gravel, porous concrete, and certain types of pavers used in landscaping and infrastructure installations to manage stormwater naturally. The lack of permeable surfaces worsens the issue of nonpoint source pollution, which is runoff that collects pollutants from a wide area. This type of runoff is more challenging to control and manage compared to pollution which has a specific and identifiable origin. The Compton Creek Watershed also suffers from illegal trash dumping and encampments of unhoused persons, conditions which pose a risk to water quality for Compton residents, the Los Angeles watershed, and the Pacific Ocean.

Opportunities for improvement include stormwater infiltration projects and bioswales along or near the creek, which could enhance water quality before flows enter Compton Creek and the Los Angeles River. Additionally, opportunities present themselves to “green” Compton Creek by planting trees and native landscaping, integrating open space amenities with neighboring communities. Addressing trash and encampments will require a combination of strategies that addresses each issue. Increasing accessible waste disposal options, such as public trash cans, dumpsters and scheduled bulk trash pick-ups, especially in areas prone to illegal dumping can be paired with increased surveillance and law enforcement presence to deter illegal dumping. Offering outreach and support services to individuals in encampments is key, as is collaboration with nonprofit organizations that focus on environmental protection and homelessness to create holistic solutions that address both issues.



*An example of bioswale to clean and filter water and promote groundwater recharge*

## Urban Greening and Forest

The urban forest consists of trees and vegetation located in parks, streets, gardens, creeks, and within residential neighborhoods and commercial and industrial districts. These urban forests benefit the urban environment by removing carbon from the atmosphere, reducing energy use, improving air quality, moderating stormwater flows, protecting water quality, and providing habitat for wildlife. In addition to the health benefits realized through the protection and promotion of the environment, trees and urban forests also support residents' physical and mental health. Trees are also essential to mitigate the effects of climate change, especially extreme heat events.

### Tree Canopy Coverage

Tree canopy coverage refers to the layer of leaves, branches, and stems of trees that provide shade and cover the ground when viewed from above. Tree canopy coverage is important for environmental and community health, as it can help to mitigate hot temperatures, improve air quality, improve water retention and filtration, improve the diversity of flora and fauna, and increase home values. These environmental factors have a direct impact on people's health. Cleaner air can reduce rates of asthma, and cooler temperatures reduce heat-related injuries and illnesses and encourage a more active lifestyle.

In terms of the percent of land with tree canopy (weighted by number of people per acre), Compton ranks at the 29th percentile compared to other California cities, with a 4.5 percent tree canopy percentage (which means that the City's score is higher than only 29% of other cities). In Compton, the tree canopy coverage is highest around some parks and public facilities.



*An example of landscaping and tree canopy along bike path*





## Challenges

Compton's urban forest is unevenly distributed. While many mature trees thrive across the City, they appear inconsistently in residential neighborhoods and along streets. Some parks have abundant mature trees, while others have few. This inconsistency results in a lower tree canopy, worsening the impacts of climate change and heat waves. Mature trees also face challenges like pollution, high temperatures, drought, and limited space for root growth, making them more vulnerable to pests and disease.

Many U.S. cities, including Compton, experience tree inequity, where low-income and non-white neighborhoods have fewer trees than wealthier areas. This disparity often stems from systemic racism, particularly historical practices like redlining. Redlining, a discriminatory housing policy that denied services based on race, left long-lasting effects on neighborhoods. Although outlawed in 1968, these areas, now often home to lower-income and minority residents, continue to have fewer resources for environmental improvements, including urban tree canopies. The result is fewer trees in these neighborhoods, contributing to greater environmental and health challenges.

The Tree Equity Score measures how well the benefits of trees are reaching low-income communities, communities of color, and others disproportionately affected by extreme heat and environmental hazards. Scores range from 0 to 100, with lower scores indicating a higher priority for tree planting. A score of 100 means the neighborhood has sufficient tree coverage. Figure CR-3 illustrates the Tree Equity Scores in different neighborhoods. While all areas require more trees, neighborhoods with scores of 60 or below should be a higher priority for tree planting efforts. However, every neighborhood in Compton would benefit from additional tree planting and expansion of tree canopy.



**36,300** trees will be needed to get all areas in the City to a score of 75 (moderate tree coverage). Over **125,000** trees need to be planted citywide to score a 100 (sufficient tree coverage) for every area in Compton.

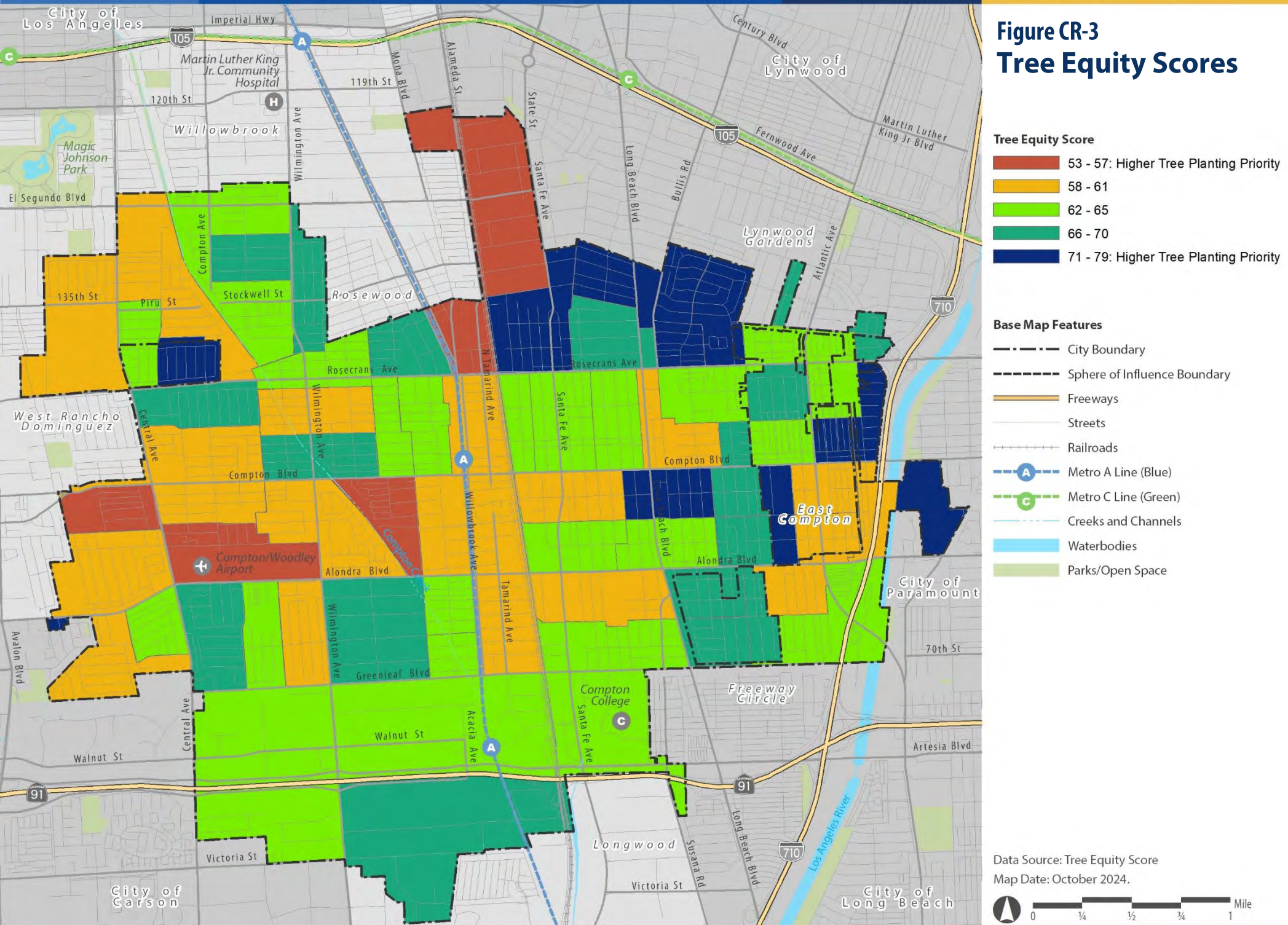


*Tree planting to support greater shade canopies along streets and sidewalks*





# Figure CR-3 Tree Equity Scores



Addressing inequitable tree distribution includes prioritizing tree planting and maintenance in underserved neighborhoods, particularly in areas with low tree canopy coverage. Cities can also create incentives for private property owners to plant trees. This General Plan links growth and public benefits through the Community Benefits Program (CBP) that offers developers an avenue to achieve their full development objectives if they contribute to a community benefit program. In exchange for more development potential, developers can provide community resources beyond what is already required by the City. Among the menu of benefits a developer can provide are climate adaptation and trees or shading. By doing so, Compton can improve environmental quality, reduce heat islands, and enhance the overall well-being of all residents.

## Resilient Natural Resources

Climate change significantly impacts Compton's natural resources, highlighting the urgent need for resilience strategies to respond to and recover from climate-related hazards. Unlike climate change mitigation, which focuses on reducing greenhouse gas emissions and slowing global warming, adaptation aims to address and lessen the effects of climate change on local environments and communities.

The effects of climate change are not evenly distributed, as existing vulnerabilities and historical inequities amplify the challenges faced by marginalized communities. In Compton, socioeconomic disparities and systemic injustices increase the likelihood that those already burdened will suffer the most from climate impacts.

One pressing concern is the rise of extreme urban heat, which poses serious risks to human health, energy consumption, and infrastructure. Vulnerable populations—particularly those without access to cooling systems like air conditioning—are at increased risk of heat-related illnesses such as heat exhaustion and heat stroke. The urban heat island effect exacerbates this issue, as Compton's extensive asphalt and

**California Senate Bills 379 (Senate Bill 379) and 1035 (Senate Bill 1035) local jurisdictions to review and update its General Plan Safety Element to address applicable climate adaptation and resiliency strategies and to identify new information relating to flood and fire hazards. The General Plan Safety Element identifies these and other community safety risks and establishes goals, policies, and programs to safeguard residents and businesses.**

**The General Plan Urban Systems Element includes detailed discussion and policies related to the Compton's infrastructure, including utilities such as water, wastewater, energy, and solid waste services.**

concrete surfaces, combined with limited tree cover, elevate ground temperatures and contribute to higher pollution levels during hot months.

To mitigate the urban heat island effect, Compton can implement cost-effective, nature-based solutions, such as expanding green spaces, planting trees, and establishing community gardens. These initiatives can provide vital shade, reduce surface temperatures, and enhance evapotranspiration, thereby cooling the surrounding air.

With the increasing frequency and intensity of heat waves, it is crucial to support vulnerable populations, including low-income residents, seniors,



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

and children. Compton can enhance community resilience by distributing fans and organizing cooling centers during extreme heat events. Collaborating with non-profit organizations can mobilize resources and raise awareness, enabling Compton to effectively address the impacts of climate change on its natural resources and improve the overall quality of life for its residents.

### Natural Resources Conservation and Sustainability

Green spaces and sustainable landscaping are vital in urban areas, as they enhance quality of life and address environmental challenges. They reduce the urban heat island effects by cooling the air and improving air quality by filtering pollutants. Green spaces also provide recreational opportunities that support mental and physical well-being. Sustainable landscaping with native plants and water-efficient practices conserves resources and supports biodiversity.

### Water Conservation and Sustainability

In Southern California's dry climate, water conservation is a constant concern. Reducing consumption can reduce the cost of producing and distributing urban water supplies. The City draws its water supply from the local, adjudicated Central Groundwater Basin, with supplementary supplies (as needed) from the Metropolitan Water District. According to the City's *Urban Water Management Plan*, water efficiency measures have resulted in stabilization of water use citywide even with modest growth. In 2022, the City's Water Department received \$7.9 million in American Rescue Plan Act funds for water infrastructure upgrades to improve service and reduce leakage. Conservation efforts have resulted in stable and reliable water supplies.

### Energy Conservation and Sustainability

Energy conservation helps residents reduce utility bills and improve air quality by lowering greenhouse gas emissions. California leads in clean

energy programs, and Compton encourages the use of the California Green Building Code, which mandates water and energy conservation. The City promotes the use of energy-efficient upgrades through residential loans and utility company rebate programs. As trucking fleets electrify, infrastructure for quick vehicle recharging is needed, with potential public-private partnerships for charging stations.

### Waste Management and Sustainability

Effective waste management reduces greenhouse gas emissions and protects public health. Recycling, composting, and reducing single-use plastics help minimize waste in landfills. Compton offers a multi-cart residential recycling program and a free bulky item collection service. Commercial businesses also benefit from free recycling services, while the City can further promote waste reduction through education on composting and zero-waste practices.





## Urban Agriculture

Unique in a suburban community, Compton has retained a pocket of agricultural zoning that allows large-lot, single-family properties to support limited agricultural activities. The Richland Farms neighborhood has many homesites on which residents grow fruits and vegetables for home-processed foods and horses, goats, and chickens. This neighborhood, along with several small-scale urban farming initiatives, continues to honor Compton's agricultural history.

Urban agriculture in Compton primarily exists on a small scale, with community-driven organizations and private operators supporting local food production. Groups such as the Compton Community Garden, Alma Backyard Farms, and Moonwater Farm provide fresh, healthy food and host community events, educational programs, and wellness activities. Their work promotes ecological sustainability, social cohesion, and opportunities for personal growth through gardening, farming, and food education.

**Urban agriculture or urban farming is the practice of cultivating, processing, and distributing food in or around urban areas. Urban agriculture can increase access to healthy foods, improve food security, enhance environmental health, and promote education. By increasing vegetation and tree cover, farms and gardens keep city neighborhoods cooler, minimizing the health impacts of heat island effect. While urban equestrian programs and facilities encourage mental and physical healthy living, education, and youth development.**



*Moonwater Farm student educational programs*



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

Despite the limited number of gardens, farms, and retail outlets for local produce, there is growing momentum for expanding urban agriculture across the City. This movement extends beyond Richland Farms, with organizations like Planet Health Compton and Community Services Unlimited striving to create healthier, more sustainable communities. As demand for healthier food options increases, the potential for broader urban agriculture initiatives throughout Compton grows.

The local agricultural heritage is also highlighted through the work of groups like the Compton Cowboys and the Compton Jr. Equestrians. These initiatives connect Compton's history with equine culture while engaging the community, particularly youth, in horseback riding, farming, and academic enrichment. Programs at Moonwater Farm and Alma Backyard Farms offer hands-on education in farming and food sustainability, emphasizing the empowerment of under-resourced populations. Connecting Compton, a community-focused organization, aims to build a Multi-Cultural Equestrian Center, further preserving Compton's agricultural and equine traditions. Together, these efforts reflect a dedication to maintaining Compton's agricultural legacy while fostering a healthier, more connected community.



*Compton Cowboys*





## Air Quality and Reducing Greenhouse Gases

The City of Compton faces unique challenges in addressing air quality and transportation-related emissions due to its dense urban environment, high vehicle usage, and proximity to freeways and industrial areas. Historically, transportation has been one of the largest contributors to air pollution in the region, as many residents rely on personal vehicles for commuting. Promoting alternative transportation modes such as walking, biking, public transit, and ridesharing is crucial for reducing vehicle miles traveled and alleviating traffic congestion. These efforts improve overall air quality and align with State and regional goals for cleaner air. Encouraging safe and accessible infrastructure for non-motorized transportation empowers residents to choose healthier, low-emission travel options.

To support the transition to cleaner transportation, expanding electric vehicle (EV) infrastructure and offering incentives for EV adoption are key strategies. Given Compton's commitment to reducing greenhouse gas emissions, the development of robust EV infrastructure will enable residents and businesses to transition to zero-emission vehicles, reducing the City's carbon footprint. This effort aligns with broader state initiatives such as California's push for 100 percent zero-emission vehicle sales by 2035. Establishing more EV charging stations across commercial, residential, and public spaces will make EV ownership more accessible and promote cleaner transportation solutions citywide.

As Compton grows, sustainable urban planning becomes essential to mitigate the impacts of urban sprawl. Encouraging compact, mixed-use development patterns and transit-oriented development (TOD) can reduce dependency on personal vehicles and promote walkability. Concentrating development around public transit hubs and promoting higher-density, multi-functional land use not only cuts emissions but also enhances local economies and creates vibrant, livable communities

where residents have easier access to jobs, services, and amenities without the need for long commutes.

Addressing air quality issues requires constant monitoring and data-driven decision-making. Establishing a network to track ambient air pollutant levels, identify environmental justice disparities, and address areas of concern will allow Compton to better understand pollution sources and trends. This is particularly important in vulnerable neighborhoods that have historically experienced the highest exposure to pollutants. Accurate data helps inform targeted interventions to reduce exposure and protect public health.

Alongside this, providing real-time air quality data and public health advisories to the public is essential. By making air quality information readily available, the city can raise awareness about pollution levels and enable residents to make informed decisions about outdoor activities, particularly on days with poor air quality. This transparency fosters community trust and helps protect residents from health risks associated with high pollution levels.

Community participation is vital in the fight against air pollution. Engaging residents, community organizations, and stakeholders in air quality improvement efforts through outreach and educational initiatives empowers the community to play an active role in local environmental justice efforts. This approach ensures that air quality policies and programs reflect the needs and concerns of those most affected. By fostering dialogue and participation, Compton can strengthen its community-driven approach to cleaner air.

To further empower the community, providing tools and support for community-led air quality monitoring initiatives, citizen science projects, and advocacy campaigns is essential. These programs offer residents the opportunity to gather data, advocate for policy changes, and directly engage in solutions that address local air quality concerns. Such initiatives



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

not only enhance public knowledge but also ensure that community voices are heard in decision-making processes.

Recognizing that air quality improvement requires a collaborative approach, partnerships with regional air quality management agencies, non-profits, governmental bodies, and academic institutions are crucial. By coordinating efforts and sharing resources, the city can leverage expertise and technical assistance to create more effective strategies for reducing pollution. Partnerships can also amplify the city's capacity to address larger air quality challenges and achieve long-term environmental sustainability.

Compton's commitment to participating in regional air quality planning processes is a critical element in addressing air pollution. Air pollution does not stop at city boundaries, and Compton's involvement in regional advocacy and cross-jurisdictional collaborations is essential to tackling cross-border pollution issues. By engaging in regional air quality management strategies, Compton can contribute to broader efforts to improve air quality throughout Southern California, benefiting not only its own residents but also the wider region.



## Community Facilities and Services

### Community Centers

Community services and facilities to meet social, cultural, educational, recreational, and civic needs contribute significantly to quality community life. Traditional public facilities such as libraries, schools, and recreation centers have long been recognized as meeting many of those needs. Some neighborhoods are also served by private non-profit community centers available to the general public that provide services at no cost or low to moderate fees.

In addition to parks, Compton boasts several community centers, each serving various purposes. The City-owned Douglas F. Dollarhide Community Center is located in central Compton and serves as a versatile facility offering educational, cultural, social, and recreational programs, some of which are tailored to senior citizens. The community center at Walter R. Tucker Sr. Park in western Compton provides recreational programs suitable for all ages, while the Lueders Park Community Center in northeast Compton offers recreational programming, including dance classes.

Additionally, the Center for Sustainable Communities, operated by the Neighborhood Housing Services of Los Angeles County in northwest Compton offers programs and services such as farmers' markets and financial fitness workshops. The East Rancho Dominguez Community Center, also operated by Los Angeles County and located in unincorporated East Compton, hosts after-school programs, concerts, day camps, computer classes, tennis lessons, and food drives.

With a high-need population, community services provisions in Compton are deficient and often inaccessible to the communities they ought to serve. Three key needs are services and spaces for youths, seniors, and for community health.



*Compton College Library*

### Community Services

#### Youth Services

In 2020, residents 5 to 19 years of age made up almost a quarter of the City's population. Public outreach, including a focus group for education and youth advocacy organizations, identified a broad range of community needs and challenges in Compton:

- Lack of safe community spaces and recreational programs for teens
- The need for youth mentorship programs and preparation for college and employment
- The need for employment opportunities and training resources
- Services and spaces tailored to transitional-aged youth and former foster youth such as housing, employment, and food access

A key need for young residents is a neutral environment outside of home and school that serves as a refuge from the pressures of academic and family life, and provides the opportunity for personal growth in a safe and welcoming atmosphere. These spaces are referred to as "third spaces" and are social environments that exist outside of the home (the first space) and the workplace or school (the second space). They serve as informal public gathering places where people can interact, build community, and engage in activities that promote social connections. Examples of third spaces include parks, libraries, community centers, and other public or semi-public spaces where people can relax and socialize.

#### Senior Services

Senior centers and services provide older adults with access to essential resources, social activities, and support systems that enhance their quality of life. They also can offer programs that assist with seniors' daily living needs, connecting older adults to healthcare, transportation, and other essential services, enabling them to maintain their independence and

dignity as they age. The City serves many seniors through its home delivered meals and congregate meal programs. Seniors can also access services at the Dollarhide Recreational Center and the East Rancho Dominguez Community Center (County of Los Angeles).

While only about 10 percent of Compton residents are senior (65 years of age or older), more than one-quarter of all households have one or more senior members (2020 Census data). Key considerations for seniors are higher instances of disabilities which create increasingly difficulties to go outside or take care of personal needs. About 10 residents of all Compton residents experienced a disability in 2020, but that percentage jumped to over 40 percent for seniors.

Seniors also tend to have lower incomes due to fixed retirement funds, which makes them more susceptible to increasing housing, health care, and food costs. These factors point to a need for senior resources that can provide social and recreation activities, food and health care services, transportation assistance, and in-home support.

#### Family Services

Expanding family programs in Compton can create stronger community connections and support the well-being of residents across all age groups. By offering more family-friendly events, workshops, and recreational activities, the City can provide spaces for families to bond, learn, and engage in healthy, positive experiences together. Programs like family fitness classes, arts and crafts, educational seminars, and outdoor adventures can strengthen family units, promote child development, and encourage community involvement. Enhancing family programming will help create a supportive environment where families can thrive and build lasting relationships.





## City Events and Activities

Expanding City-sponsored and cultural events in Compton will strengthen community ties and celebrate the diverse heritage. By offering more festivals, concerts, art exhibitions, and cultural programs, the City can create opportunities for residents to come together, share experiences, and showcase local talent. These events can promote civic pride, encourage economic activity through local vendors and businesses, and provide spaces for intergenerational and cross-cultural connections. Investing in a wider range of events will contribute to Compton's vibrant cultural identity and sense of belonging.



*Compton Mexican Independence Day Parade*



## Lifelong Learning Facilities

Lifelong learning is an ongoing, voluntary, and self-motivated pursuit of knowledge, primarily for personal enjoyment and satisfaction. The term recognizes that learning is not confined to formal education and job training but takes place throughout life and in a range of situations.

## Public Schools

Public schools are a cornerstone of community life, providing education, meals, healthcare, and a safe environment for children. They often offer additional support services such as counseling, after-school programs, and community activities.

The Compton Unified School District serves as the primary school system in Compton. A portion of the City is served by the Lynwood Unified School District, in the northern area along Long Beach Boulevard. The Compton Unified School District serves Compton, portions of Paramount, portions of Carson, and the unincorporated neighborhoods of West Compton and East Compton in Los Angeles County. Within the Compton Unified School District are 25 elementary schools, four high schools, eight middle schools, and three K-12 schools. Additionally, the district operates one adult education center, one alternative school of choice, one continuation high school, and one special education school. Figure CR-4 identifies public educational and library facilities in the City.

In May of 2022, Compton High School broke ground on a new campus, and opened in 2025. This campus will provide classroom spaces for 2,500 students, offering programs in construction, manufacturing, graphic arts, communications, robotics, and culinary arts. It will also feature a new football/soccer stadium and an outdoor swimming pool.

## Public School Quality

Compton Unified School District (CUSD), with an enrollment of 16,738 students, has the highest percentage of socioeconomically disadvantaged students (94.7%) among the districts compared but also boasts the highest graduation rate (92.9%). In contrast, Long Beach Unified (61.3% disadvantaged) and Los Angeles Unified (84.6% disadvantaged) have lower graduation rates at 83.3% and 86.7%, respectively, despite their larger enrollments. Compton reports academic gaps of 19.5 points below standard in English Language Arts and 46.9 points below standard in Mathematics (see Table CR-2).

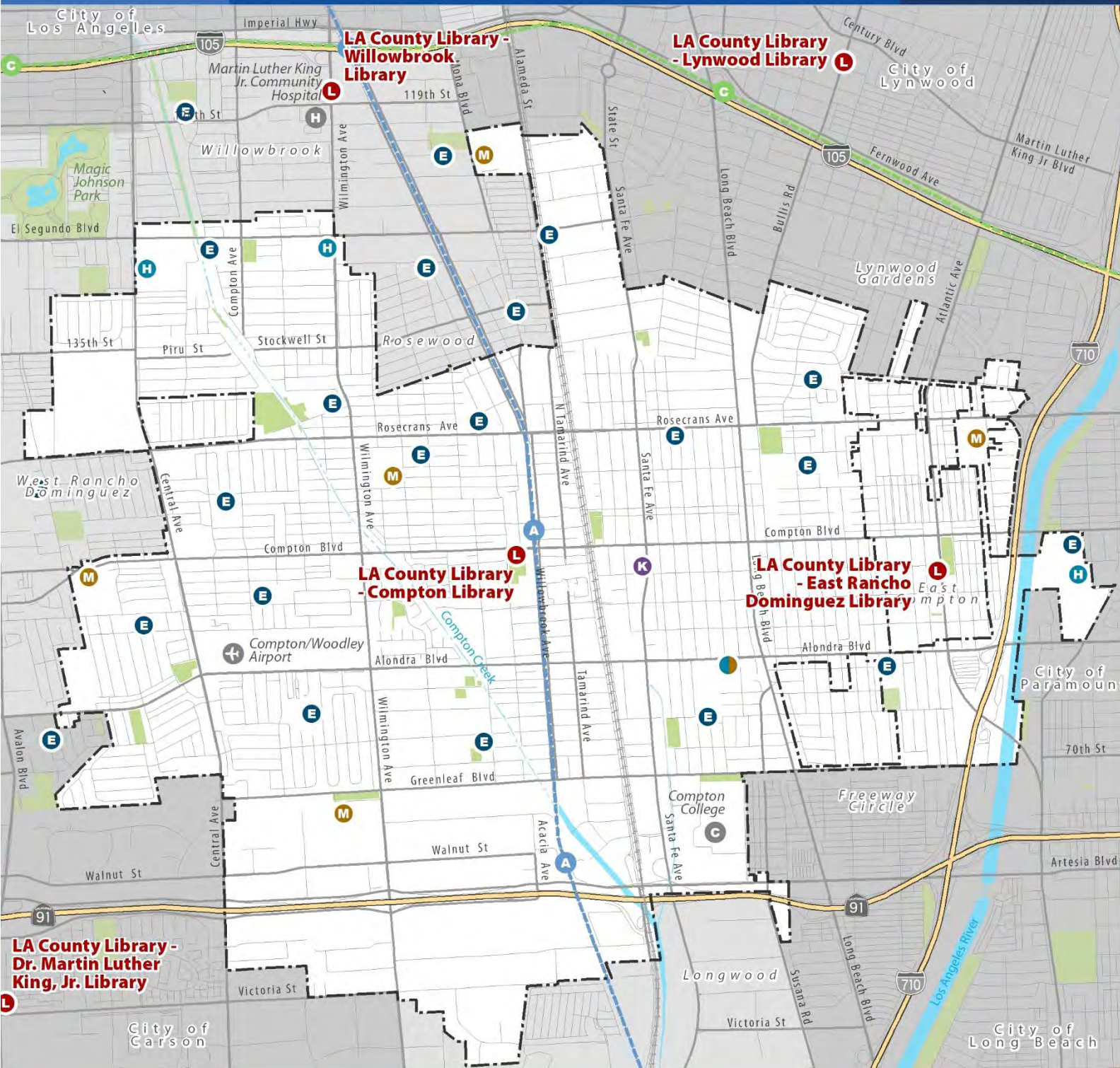
Table CR-2: School District Comparison, 2024

District Performance Standards Overview	CUSD	LBUSD	LAUSD	State Avg.
Enrollment	16,738	63,966	381,116	5.8M <sup>2</sup>
Socioeconomically Disadvantaged	94.7%	61.3%	84.6%	62.7%
English Language Arts Scores <sup>1</sup>	-19.5 Below	-5.3 Below	-28.2 Below	-13.2 Below
Mathematics Scores <sup>1</sup>	-46.9 Below	-43.0 Below	-60.4 Below	-47.6 Below
Graduation Rates	92.9%	83.3%	86.7%	86.7%

Source: California School Dashboard, California Department of Education, 2024.  
Note: 1). Standard is a zero score. Scores are identified Above or Below standard.  
2). 5.8M =5,837,690; M=Million



**Figure CR-4**  
**Schools and Public**  
**Libraries**



**Public Schools and Libraries**

- E Elementary Schools
- K Kindergarten to 12th Grade
- M Middle Schools
- H High / Middle School
- H High Schools
- L Public Libraries

**Base Map Features**

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

Data Source: California Department of Education, 2021.

Map Date: July 2022





## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

In addition to academic performance, schools in Compton need maintenance and improvements to better serve the community. School quality is a key priority; however, the City does not have jurisdiction to make decisions about school facilities. Addressing shared challenges such as improving student outcomes, enhancing public safety, and providing access to recreational and cultural facilities will require a collaborative relationship with education providers.

### Compton College

Compton College, part of the Compton Community College District, was established in 1927 as a component of the Compton Union High School District. In 1950, voters approved a bond issue that separated the college from the high school district, leading to the construction of the new college campus on its current site. Classes commenced on the new campus in the fall of 1956.

The Compton Community College District covers an area of about 29 square miles. As of 2018, Compton College enrolled approximately 18,000 students, employed 290 full and part-time faculty members, and offered over 40 specialty degree programs and over 40 certificate programs.

The City can collaborate with Compton College to create educational partnerships that benefit the entire community. By working together, they can offer joint programs such as career training, workshops, and continuing education classes tailored to local needs. These partnerships could provide residents with access to vocational training, certifications, and resources that help them gain valuable skills for the job market. Additionally, youth programs and internships could be established to foster academic growth and career exploration. This collaboration would strengthen educational opportunities in Compton and help bridge the gap between education and employment for residents.

### Libraries

Compton residents have nearby access to two public libraries operated by the County of Los Angeles Library system. Compton Library is located at the Compton Civic Center, and the East Rancho Dominguez Library is in unincorporated East Compton. Libraries are invaluable institutions that contribute to education, personal development, cultural enrichment, and community cohesion. They cultivate a love for learning, support intellectual growth, and provide a space for individuals to explore, connect, and engage with the world around them.

Compton can collaborate with the Los Angeles County Public Library system to expand and improve its public library, transforming it into a dynamic community hub for learning. This revitalized space would provide not only books but also access to computers, multimedia resources, STEM activities, and more. By enhancing its offerings, the library can become a vital resource for residents of all ages, fostering education, digital literacy, and community engagement.



## Arts, Advocacy, and Healthy Communities

Compton's urban culture is distinguished by its diversity, liveliness, and resilience, along with a steadfast commitment to advancing social justice and constructing a more robust and fair community for all residents. The City's culture has evolved in tandem with the many demographic shifts over the last century. While Compton's population was largely White through the 1950s, middle-class Black Americans began to diversify the local populace as racially restrictive housing covenants were outlawed. Since the late 1990s, Compton's Latino population has been growing, and as of 2020, the U.S. Census reported they make up 70 percent of residents.

### Arts and Music Scene

Renowned for its art and music scene, Compton embraces visual arts, community murals, and grassroots initiatives that celebrate local talent and creativity that draw from the Black and Latino communities. Many influential artists and musicians grew up in the City or have moved here, drawn to the cultural scene. Artistic expressions in the form of graffiti art and street dance reflect the vibrant cultural identity and creative energy. Public art projects, community events, and cultural festivals respond to this energy, providing opportunities to highlight the City's artistic heritage and provide platforms for emerging artists to showcase their work.

Compton is most widely known for the development and popularization of West Coast hip-hop. Influential artists and groups who have shaped the genre's sound and culture include N.W.A., Dr. Dre, and Kendrick Lamar. They use their music and local experiences to address social issues, depict urban life, and influence global trends in hip-hop. Compton's artists have contributed to the evolution of rap music, emphasizing storytelling, political commentary, and the celebration of West Coast

identity, cementing the City's lasting impact on the urban music landscape.

Compton's small equestrian culture has been gaining attention, offering unique opportunity for locals to participate in activities typically not available in an urban environment. Horse riding equestrianism has grown beyond a hobby and sport to be a social unifier. Groups like the Compton Cowboys and Connecting Compton are rooted in the mission of youth engagement, education, social belonging, and community pride.

Compton has a growing and vibrant art scene that encompasses various artistic disciplines and forms of expression. The City hosts many annual events and celebrations that honor its diverse cultures and traditions. The Compton Hispanic Heritage Festival acknowledges the Latino community, while the Juneteenth Festival marks the end of slavery in the United States and celebrates the richness of Black history and culture.

The Compton Conservatory of Music serves as a supplemental program for the local school music programs and has adopted a philosophy of inclusion to allow all students with a variety of abilities and/or disabilities to become successful participants in an instrumental music program.

Founded in 2023, the Compton Art & History Museum is a community-based arts organization offering programs in photography, painting, printmaking, film, and music. The museum showcases local art and highlights items like archives from California State University Los Angeles, murals and paintings, and other local art that depict local life and provides creative spaces to the community.

The Compton Arts Project provides resources and advocacy in Compton and curates cultural events, exhibits, workshops, and other programming. The Compton Arts Project continues to work with Compton stakeholders to develop a Cultural Arts District to celebrate art, artists, and culture and to energize the creative and tourism economy.

## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

Color Compton acts as a parent organization to the Compton Art & History Museum and works with youth to build community among people of color while exploring identity and art. Through its programs, students are introduced to concepts and historical records and guided to use art as a form of communication and a tool for critical thinking and local activism.



*Compton Mural Project organized by Uneath & Empower Communities organization*



*Community arts programs*





## Healthy Communities

Community health is defined as the collective level of overall health for a group of people who live, work, or play together. A community can be defined by geography (citywide or neighborhood) and/or by members of a similar cultural or social group. In healthy communities, everyone has access to the ingredients for a healthy life: nourishing food, safe water, affordable places to live, clean air indoors and out, and safe places to walk, bike, and be active.

Compton faces challenges to achieving “healthy community” status per many public health standards. Since the 1970s, residents have struggled with limited access to quality healthcare and high rates of chronic diseases, and have experienced environmental pollution and food deserts, where access to fresh, nutritious food is scarce. Social determinants of health—poverty, crime, and educational inequities—also contribute to poorer health outcomes for many residents. However, the community has exceptional resilience and is moving forward efforts to improve health conditions. Local organizations, activists, and government initiatives have been working to address these challenges by improving access to healthcare, promoting healthier lifestyles, and advocating for environmental justice. While progress is being made, work remains to ensure all residents can live in a healthy, safe, and supportive environment.

### Community Health Snapshot

- **Disadvantaged Communities:** CalEnviroScreen aggregates eight health and socioeconomic indicators to identify communities more at risk of being affected negatively by environmental pollution due to health and vulnerability factors to be. Overall, Compton scores high (high representing adverse conditions) in population vulnerability.
- **Healthy Places Index:** The California Healthy Places Index maps data tells stories about healthy living, such as education, job opportunities, clean air and water, and other indicators that are positively associated with life expectancy at birth. A significant portion of Compton is in the bottom percentile for healthy community conditions scoring. Percentiles are compared across the entire state, thus indicating that most areas of Compton have poorer health conditions than found throughout California.
- **Healthy food:** Healthy food access is a significant determinant of public health. Food security means having access to healthy and nutritious food. Compton has a variety of food stores, including large supermarkets, but overall, the distribution of markets is relatively dispersed, and some neighborhoods lack convenience access or are only served by small food stores that may not have sufficient stock variety for regular shopping. Food deserts are areas where people have limited access to a variety of healthful foods. This may be due to having a limited income or living far away from sources of healthful and affordable food.  
  
A significant portion of Compton’s population is both low income and live farther than one-half mile to a supermarket. Figure CR-5 shows where residents live more than one-half mile from the nearest supermarket and areas that have lower incomes and no vehicle access.
- **Park Access:** Access to parks and green spaces plays a critical role in promoting physical, mental, and social health. Access means living within easy walking or biking distance and feeling safe using a park. Figure CR-1 shows the neighborhoods in Compton located more than a 10-minute walk away from a park. When a neighborhood lies beyond a 10-minute walk from a park, residents do not have equal opportunity to engage in physical activity and community interactions.

## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

- **Liquor Stores, Dispensaries, and Smoke Shops:** While not harmful in isolation, clusters of businesses such as liquor stores, tobacco/smoke shops, and marijuana dispensaries, particularly in lower-income neighborhoods, can make it easy for residents to make unhealthy lifestyle choices. Also, their presence might discourage more desirable businesses from locating near neighborhoods needing better access to healthy food and daily necessities. As of 2023, 62 off-premises consumption alcohol retail stores (e.g., liquor, convenience stores) and 33 smoke shops/marijuana dispensaries operated in Compton (see Figure CR-6). In addition to these businesses, many convenience stores, discount stores, and variety stores selling highly processed shelf-stable foods, high-sugar-content drinks, cigarettes, and beer further contribute to higher levels of diet-related diseases.





# Figure CR-5 10-Minute Walk to Grocery Store

## Larger Grocery Stores and Smaller Neighborhood Markets

- L Larger Stores (Greater than 15,000 sf)
- S Smaller Stores (Less than 15,000 sf)

## Grocery Store/Neighborhood Market Half-Mile Access

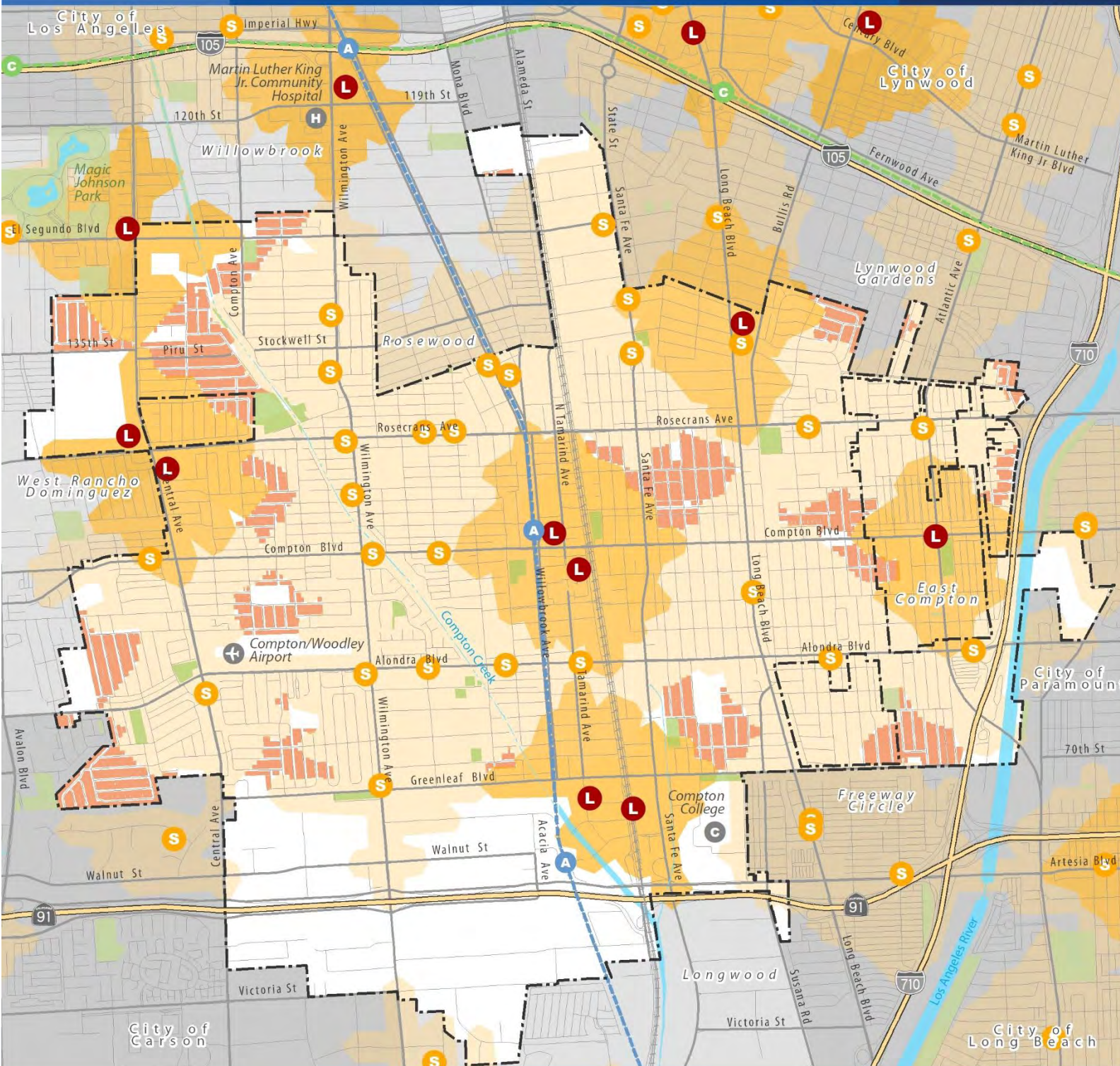
- Larger Stores: Half-Mile Access
- Neighborhood Market: Half-Mile Access
- Residential Area Further than a 10-min. Walk to a Grocery Store

## Base Map Features

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

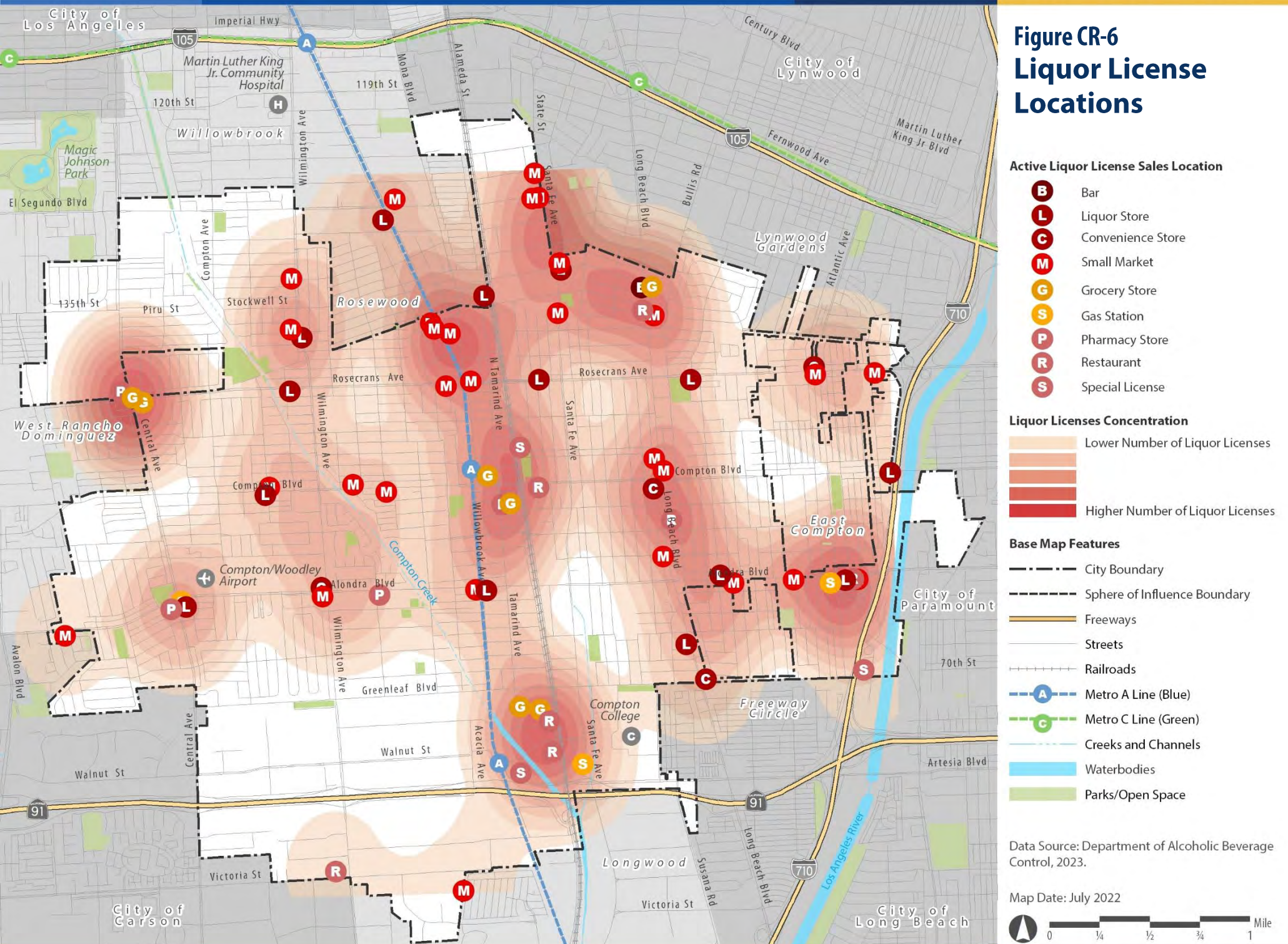
Data Source: Esri Community Analyst Marketing Data, 2022.

Map Date: June 2023





# Figure CR-6 Liquor License Locations





## Community Activism and Advocacy

Compton has a tradition of community activism and engagement, particularly in areas such as police reform, environmental justice, and access to quality education and healthcare. Local organizations like the Compton Community Coalition and the Compton Empowered Collaborative are at the forefront of these efforts, working to promote social justice and equity. However, many service providers and community groups often operate independently, missing opportunities for collaboration that could enhance their impact. A unified partnership between these organizations, the City of Compton, and government entities such as the school district could unlock valuable resources, funding, and expertise, helping address key issues more effectively.

Feedback from various community organizations highlights a wide range of pressing needs in Compton, with a focus on education, housing, safety, and support programs for diverse populations. During the General Plan update program, focus group participants expressed a strong desire for a more inclusive and engaged city that respects all constituents and preserves its inclusive history. Key priorities include maintaining a thriving education system, providing platforms for residents to share ideas and take accountability, and actively engaging with the youth to better understand their needs. Addressing these priorities requires a centralized and collaborative effort, driven by robust participation and communication from both the City and local organizations.

Community organizations in Compton play a vital role in addressing local needs and fostering personal and community development. The intersection of arts, culture, volunteerism, and activism is a unique strength in Compton's civic life. Organizations like the Compton Advocates Coalition empower residents by connecting them to resources, fostering unity, and encouraging solutions to deeply rooted issues. Meanwhile, the Compton Initiative contributes to restoration through projects such as painting homes, schools, and churches, as well

as organizing neighborhood clean-ups in partnership with volunteers and other groups. Additionally, *Vecinos Unidos por Compton* focuses on keeping residents informed about available programs and resources, with a special emphasis on reaching non-English speaking communities.

Together, these organizations exemplify the spirit of community engagement and activism in Compton, but greater collaboration and coordination are essential to magnify their impact and address the wide-ranging needs.



## Arts, Advocacy, Healthy Communities Improvement Strategies

### Fostering Cultural Preservation and Community Activism Through Partnerships

To protect Compton's rich cultural history while promoting economic growth, community engagement, and cultural exchange, the City must develop a focused strategy that provides financial and organizational support. Central to this effort is building long-term partnerships with community-based organizations that have deep connections within ethnic and cultural communities, offering unique insights into local challenges. Strengthening collaboration with advocacy groups such as the Compton Advocates Coalition and *Vecinos Unidos por Compton* will empower non-English speaking residents, foster unity, and encourage resident-led solutions, ensuring all community members feel supported and engaged.

Encouraging collaboration between local organizations, such as the Compton Community Coalition, and government entities is essential for addressing critical issues like funding shortfalls, infrastructure degradation, environmental justice, and access to education. Establishing platforms for these organizations to share resources, expertise, and funding opportunities will enable a more coordinated and impactful response to the City's challenges.

Additionally, expanding the efforts of initiatives like The Compton Initiative by organizing more frequent neighborhood clean-ups, painting projects, and beautification activities will enhance community activism. Increasing volunteer participation will foster civic pride and create a more vibrant, welcoming environment in Compton.

### Addressing Gentrification

A key factor for success is acknowledging the City's changing demographic makeup and ensuring the Compton community reaps the benefits of cultural asset preservation, with no one excluded from the process or outcomes. Because many people perceive connections between urban economic development, culture shift, and gentrification, issues such as housing prices and housing affordability become key factors in a successful strategy in preserving culture.

### Expand Art Programs and Community Spaces

The City can create partnerships to leverage the successes of the Compton Conservatory of Music, Compton Art & History Museum, and Color Compton to expand art programs that serve diverse groups, including individuals with disabilities. Initiatives like the Cultural Arts District provide more opportunities for residents to engage in artistic expression and cultural celebration.

### Support Urban Agriculture and Sustainability

Where lot sizes are large enough, the City might encourage urban agriculture programs beyond Richland Farms by offering technical and financial support to small-scale urban farms like Compton Community Garden and Alma Backyard Farms. Targeted interventions like community gardens and food education promote healthier living.

### Enhance Food Access and Security:

Improved access to healthy and nutritious food can be achieved by promoting new grocery stores and farmers' markets in underserved neighborhoods. Initiatives could include incentives for local businesses to provide fresh produce and healthy options, as well as partnerships with food distribution organizations to establish community-supported agriculture programs. Additionally, mobile markets can be deployed in





food deserts to ensure that residents have convenient access to healthy food options.

### **Support Health-Promoting Businesses**

Zoning regulations can be employed to limit the proliferation of liquor stores, tobacco shops, and marijuana dispensaries in low-income neighborhoods. Together with zoning, economic incentives, community benefit programs, and support for local entrepreneurs focused on health and wellness can encourage the establishment of health-positive businesses such as grocery stores, community centers, and fitness facilities.

### **Promote Health Education and Resources**

Educational programs that raise awareness about healthy living, nutrition, and exercise within the community can be structured for residents at all life stages through collaborations with schools and health organizations. City-sponsored workshops can sponsor cooking classes and fitness programs that empower residents to make healthier lifestyle choices. This education can help combat diet-related diseases and improve overall community health.

### **Leverage Community Partnerships for Holistic Solutions**

By fostering collaboration among local organizations, healthcare providers, and outside government agencies, the City can begin to address the underlying causes of health disparities in Compton. A network of shared resources and information will allow these partnerships to develop comprehensive strategies that encompass food security, health education, and environmental improvements. Engaging residents in the planning and decision-making processes ensures that solutions are tailored to the unique needs of the community.

## Community Services, Open Space, and Natural Resources Goals and Policies

The Community Services, Open Space, and Natural Resources Element focuses on enhancing the quality of life in Compton by fostering a strong sense of community, ensuring equitable access to essential services, and preserving cultural and historical resources. This element aims to promote inclusive cultural engagement, support the provision of high-quality public services, and safeguard the city's rich cultural heritage. Through thoughtful planning and collaboration, Compton can strengthen community bonds, improve service delivery, and create a vibrant, resilient environment where residents can thrive.

### Parks and Recreation Facilities

#### GOAL CR-5: ENSURE THE PRESERVATION, ENHANCEMENT, AND MAINTENANCE OF ALL PARKS

- Policy CR-1.1:** **Parks and Open Space Preservation.** Preserve, expand, and enhance parks, green spaces, and recreational facilities to provide residents with safe and inviting spaces for outdoor recreation, leisure activities, and community gatherings.
- Policy CR-1.2:** **Improve Established Parks.** Prioritize development, maintenance, and improvements, including playground upgrades, sports field renovations, trail enhancements, and landscaping projects.
- Policy CR-1.3:** **Parks Maintenance and Upkeep.** Ensure the regular maintenance, cleanliness, and safety of parks and open spaces throughout the City,

preserving their aesthetic appeal and functionality for residents to enjoy.

- Policy CR-1.4:** **Improve and Enhancement of Parks.** Improve and enhance existing parks and open spaces, addressing infrastructure needs, upgrading amenities, and incorporating green infrastructure to enhance sustainability and resilience.
- Policy CR-1.5:** **Park Condition Assessment.** Conduct park condition assessments to identify areas for improvement, replacement of amenities and facilities, and prioritize capital improvement projects based on technical analysis.
- Policy CR-1.6:** **Mobile Recreation.** Implement temporary pop-up parks or mobile recreation programs on City facilities to address park needs in underserved neighborhoods.
- Policy CR-1.7:** **Sufficient Resources.** Ensure sufficient maintenance staffing and resources to take care of park assets and landscaping, plus address needs for routine and preventative maintenance, facility repair and replacement, and the stewardship of natural resources.
- Policy CR-1.8:** **Playground Replacement.** Ensure the safety and accessibility of playgrounds in parks, adhering to established government safety standards, and guidelines to minimize hazards and promote safe play experiences for children.
- Policy CR-1.9:** **Parkland Ratio.** Increase the parkland acreage to population ratio to three acres per 1,000 population.

- Policy CR-1.10:** **Park Investments.** Prioritize the creation of new parks in underserved areas, especially neighborhoods outside a 10-minute walk to a park, to provide more convenient access to parks and recreational opportunities.
- Policy CR-1.11:** **Funding Sources.** Explore new and innovative funding sources and land acquisition mechanisms—in addition to traditional funding options—to expand park and recreation options.
- Policy CR-1.12:** **New Park Feasibility.** Ensure that new parks and enhancements to existing parks are supported by capital and operations funding to support development and ongoing maintenance and asset management.
- Policy CR-1.13:** **Youth Recreation and Sports.** Promote physical fitness, teamwork, and positive youth development through recreational activities, sports leagues, and fitness programs that provide opportunities for youth to engage in healthy and active lifestyles.

## Conservation of Natural Resources

### GOAL CR-2: ESTABLISH ENERGY CONSERVATION AND EFFICIENCY STANDARDS THAT PROMOTE SUSTAINABLE PRACTICES AND REDUCE ENERGY CONSUMPTION

- Policy CR-2.1:** **Building Energy Efficiency Standards.** Require new construction and major renovations to comply with energy efficiency standards established by the California Energy Commission (Title 24), incorporating measures such as high-efficiency HVAC systems, insulation, and lighting to reduce energy consumption and greenhouse gas emissions.
- Policy CR-2.2:** **Energy-Efficient Lighting.** Encourage the use of energy-efficient lighting technologies, such as LED fixtures, in public facilities, streetlights, and outdoor spaces to reduce electricity consumption, improve visibility, and enhance safety.
- Policy CR-2.3:** **Renewable Energy Integration.** Support the development and integration solar photovoltaic systems, on public buildings, facilities, and vacant land to generate clean, renewable energy and reduce dependence on fossil fuels.
- Policy CR-2.4:** **Energy Conservation Education and Outreach.** Implement educational programs and outreach campaigns to raise awareness about energy conservation practices, energy-saving technologies, and available incentives for



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

- residents, businesses, and community organizations.
- Policy CR-2.5: Municipal Energy Management.** Implement energy management practices and policies within municipal operations to optimize energy use, reduce utility costs, and demonstrate leadership in sustainability efforts.
- Policy CR-2.6: Collaboration and Partnerships.** Collaborate with utilities, government agencies, non-profit organizations, and community stakeholders to leverage resources, share best practices, and implement energy conservation initiatives effectively.

### GOAL CR-3: PROMOTE EFFICIENT WATER USE, REDUCING WATER CONSUMPTION FOR ALL LAND USES

- Policy CR-3.1: Residential Water Conservation.** Implement public education campaigns and outreach programs to raise awareness about water conservation practices, including efficient irrigation techniques, water-saving fixtures, and indoor water use reduction strategies.
- Policy CR-3.2: Water Conservation Incentives.** Provide incentives and rebates for residents to invest in water-efficient appliances, such as low-flow toilets, water-saving washing machines, smart irrigation controllers, and drought tolerant landscaping to reduce household water consumption.

#### Policy CR-3.3

#### Policy CR-3.4:

#### Policy CR-32.5:

### GOAL CR-4: PROMOTING RESOURCE CONSERVATION BY IMPLEMENTING SUSTAINABLE WASTE MANAGEMENT PRACTICES TO INCREASE RECYCLING AND WASTE REDUCTION

#### Policy CR-4.1:

#### Policy CR-4.2:

**Commercial and Industrial Water Efficiency.** Recommend commercial and industrial facilities to implement water efficiency measures, such as leak detection and repair, water recycling and gray water reuse systems, and landscaping practices that minimize water usage.

**Municipal Water Conservation.** Implement water conservation measures within municipal operations, including optimizing irrigation practices in parks and public spaces, retrofitting municipal facilities with water-saving fixtures, gray water systems, and prioritizing water-efficient landscaping in city-owned properties.

**Water Infrastructure Improvements.** Invest in water infrastructure improvements, such as pipe replacement and rehabilitation, to minimize water loss and improve the overall efficiency and reliability of the water supply system.

**Recycling.** Recommend to property owners, businesses, and multifamily housing complexes to provide recycling bins or containers and facilitate the collection and recycling of recyclable materials in accordance with local regulations.

**Commercial and Industrial Recycling.** Recommend to commercial and institutional facilities to implement recycling programs and provide adequate recycling infrastructure, such



- Policy CR-4.3:** **Construction Waste.** Promote construction waste reduction and recycling practices to divert construction and demolition debris from landfills and maximize the reuse and recycling of materials throughout the building lifecycle.
- Policy CR-4.4:** **Organics Recycling.** Implement organics recycling programs to divert organic waste, such as food scraps, yard trimmings, and green waste, from landfill disposal and facilitate composting or anaerobic digestion to produce soil amendments or renewable energy.
- Policy CR-4.5:** **Food Waste.** Promote food waste reduction initiatives, such as food waste prevention, donation, and recovery programs, to minimize food waste generation and address food insecurity while reducing methane emissions from landfill decomposition.
- Policy CR-4.6:** **Reuse.** Encourage waste reduction and reuse initiatives, such as reusable bag programs, repair cafes, second-hand stores, and community swap events, to promote waste prevention, extend product lifecycles, and conserve resources.

## Urban Greening and Community Forest

**GOAL CR-5: ESTABLISH A MANAGED COMMUNITY FOREST THAT ADHERES TO BEST PRACTICES, WHILE MAXIMIZING SOCIAL, CULTURAL, AND ECOLOGICAL BENEFITS FOR THE COMMUNITY**

- Policy CR-5.1:** **Street Tree Prioritization.** Prioritize park and street tree resources for high tree canopy need communities.
- Policy CR-5.2:** **Strategic Street Tree Selection.** Establish an approved tree species list and guidelines for selecting street trees in new development project public rights-of-way that prioritize pedestrian safety, minimize maintenance challenges, and ensure visibility of business signs and do not block streetlights or damage sidewalks.
- Policy CR-5.3:** **Expand Tree Coverage.** Increase tree canopy coverage within the urban environment to provide shade, enhance biodiversity, and improve air quality and aesthetics.
- Policy CR-5.4:** **Forest Management Practices.** Implement sustainable management practices for community forests, including tree planting, pruning, maintenance, and pest management, to ensure the health, safety, and longevity of urban trees.
- Policy CR-5.5:** **Tree Expansion.** Target new development for increase tree planting requirements, including parking lots, and focus on tree plantings on street corridors, parks, open spaces, as well as along the Compton Creek, Los Angeles River corridors, and along Alameda Corridor.
- Policy CR-5.6:** **Drought-Resilient Landscaping.** Use native plant species and sustainable landscaping practices in Compton's open spaces to increase drought resilience and reduce the city's overall carbon footprint.

## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

**Policy CR-5.7:** **Rewilding.** Promote rewilding opportunities along Compton Creek, the Los Angeles River, and adjacent green spaces by restoring native habitats, enhancing biodiversity, and creating natural areas that benefit both the environment and the community.

### Air Quality and Greenhouse Gases

#### GOAL CR-6: AN ENVIRONMENT WHERE CLEAR AIR QUALITY AND REDUCED GREENHOUSE GAS EMISSIONS PROTECT COMMUNITY HEALTH

**Policy CR-6.1:** **Transportation Emissions Reduction.** Promote alternative transportation modes, such as walking, biking, public transit, and carpooling, to reduce vehicle miles traveled and associated air pollution emissions.

**Policy CR-6.2:** **Electric Vehicle Infrastructure.** Support the development and expansion of electric vehicle infrastructure, including charging stations.

**Policy CR-6.3:** **Sustainable Land Use and Urban Planning.** Encourage compact, mixed-use development patterns and transit-oriented development.

**Policy CR-6.4:** **Air Quality Monitoring and Surveillance.** Establish an air quality monitoring network to monitor ambient air pollutant levels, track trends in air quality, and identify areas of concern or environmental justice disparities.

**Policy CR-15.7:** **Resources and Training.** Provide resources, training, and support for community-led air

#### Policy CR-6.8

quality monitoring initiatives, citizen science projects, and advocacy campaigns to empower communities to take action on air quality issues.

**Collaboration and Partnerships.** Collaborate with regional air quality management agencies, governmental organizations, non-profit groups, and academic institutions to coordinate air quality improvement efforts, share resources, and leverage expertise.

#### Policy CR-6.9:

**Regional Air Quality.** Participate in regional air quality planning processes and advocacy efforts to address cross-border air pollution issues and promote regional collaboration on air quality management strategies.

#### GOAL CR-7: PROTECT PUBLIC HEALTH BY ADDRESSING CLIMATE-RELATED RISKS, OFFERING HEAT RELIEF RESOURCES, AND SUPPORTING COMMUNITY-LED CLIMATE ADAPTATION AND RESILIENCE INITIATIVES

#### Policy CR-7.3:

**Urban Heat Mitigation.** Implement nature-based solutions, such as increasing green spaces, planting trees, and establishing community gardens, to combat the urban heat island effect and enhance public health.

#### Policy CR-7.4:

**Green Space Development.** Promote the creation of green spaces and sustainable landscaping practices to improve air quality, enhance recreational opportunities, and reduce the urban heat island effect.





**Policy CR-7.5:** **Water Conservation Initiatives.** Implement comprehensive water conservation practices, including rainwater harvesting and drought-resistant landscaping, to secure a reliable water supply while reducing infrastructure costs.

**Policy CR-7.6:** **Energy Efficiency Promotion.** Encourage energy conservation and the use of the California Green Building Code to reduce greenhouse gas emissions, utility bills, and improve overall air quality.

## Urban Agriculture

### GOAL CR-8: AN URBAN AGRICULTURAL ENVIRONMENT THAT PROMOTES COMMUNITY-BASED FARMING AND ENHANCES ACCESS TO FRESH, LOCALLY GROWN PRODUCE

**Policy CR-8.1:** **Urban Agriculture and Food Education:** Strengthen urban agriculture programs by providing technical and financial support to small farms and developing community gardens with wellness initiatives across Compton.

**Policy CR-8.2:** **Community-Based Farming Education.** Partner with organizations I to create more educational programs focused on sustainable farming, food production, and wellness, targeting youth and under-resourced communities.

**Policy CR-8.3:** **Promote Agricultural Zoning Flexibility.** Introduce flexible zoning regulations that allow for the expansion of agricultural activities beyond Richland Farms, encouraging urban farming and

livestock-raising opportunities in other parts of the city.

**Policy CR-8.4:** **Retail Opportunities for Local Produce.** Encourage the development of farmers' markets, grocery stores, and mobile markets that sell locally grown produce from urban farms, helping to strengthen the city's food economy and improve access to healthy foods in underserved neighborhoods.

**Policy CR-8.5:** **Sustainable Livestock and Equine Programs.** Continue to support equine programs like the Compton Cowboys and Compton Jr. Equestrians, while integrating livestock and farming education into these initiatives, promoting agricultural traditions and offering personal growth opportunities through hands-on learning.

**Policy CR-8.6:** **Community-Led Urban Agriculture Initiatives.** Facilitate partnerships between the City and organizations like the Compton Community Garden and Planet Health Compton to empower residents in starting and managing urban agriculture projects that address local food security and sustainability needs.

**Policy CR-8.7:** **Urban Agriculture and Health and Wellness Programs.** Integrate urban agriculture initiatives with citywide health and wellness programs to improve residents' access to fresh produce, promote ecological sustainability, and strengthen community ties through gardening and farming activities.

## Community Services

### GOAL CR-9: PROMOTE HEALTH AND WELLNESS, AND FITNESS THROUGH A RECREATION SERVICES AND PROGRAMMING OPPORTUNITIES FOR LEISURE AND FITNESS

- Policy CR-9.1:**      **Recreation Programming Diversity and Inclusivity.** Offer a diverse array of recreational programs and activities that reflect the interests, cultures, and demographics of the community.
- Policy CR-9.2:**      **Recreation Programming Strategy.** Develop and implement a comprehensive adult recreation programming strategy that includes a wide range of activities such as sports leagues, fitness classes, arts and crafts workshops, cultural celebrations, and special events,
- Policy CR-9.3:**      **Partnerships.** Partner with local organizations, clubs, and community instructors to offer adult instructional programming for residents.
- Policy CR-9.4:**      **Community Events and Cultural Celebrations.** Build community cohesion and foster civic pride through a calendar of community events, festivals, and individual cultural celebrations that bring residents together for shared experiences and celebrations.
- Policy CR-9.5:**      **Community Events Support.** Support community events, including holiday celebrations, parades, music festivals, and cultural heritage events, collaborating with local artists, performers, vendors, and community groups to

showcase the community's diversity and promote community spirit and unity.

#### Policy CR-9.6:

**Active Living Activities and Partnerships.** Encourage physical activity and wellness through sponsoring initiatives such as walking clubs, bike clubs, fitness challenges, community sports leagues, and outdoor recreation programs, partnering with healthcare providers, fitness professionals, and community organizations to provide resources, education, and support for residents to adopt and maintain healthy lifestyles.

#### Policy CR-6.7:

**Community Volunteers.** Establish a strong volunteering program using the skills, talents, and enthusiasm of community members to support and enhance city-sponsored programs and events, fostering community engagement, collaboration, and civic pride.

### GOAL CR-7: PROMOTE THE HEALTH, WELL-BEING, AND SOCIAL ENGAGEMENT OF SENIORS BY PROVIDING A RANGE OF WELLNESS AND SELF SUFFICIENCY PROGRAMS TAILORED TO THEIR NEEDS AND INTERESTS

#### Policy CR-7.1:

**Senior Recreational Programming.** Provide senior centers, wellness classes, recreational outings, and social events tailored to the interests and abilities of seniors, partnering with senior organizations, healthcare providers, and community groups to offer programs that promote healthy aging, social engagement, and independent living.



**Policy CR-7.2:** **Senior Fitness and Exercise.** Offer a variety of fitness classes, exercise sessions, and recreational activities specifically designed for seniors to promote physical health and mobility.

**Policy CR-7.3:** **Senior Socialization and Community Engagement.** Create opportunities for seniors to socialize, build connections, and engage with their peers through social events, outings, and group activities, including organizing regular social gatherings, cultural outings, educational workshops, and intergenerational activities to foster a sense of community and belonging among seniors.

**Policy CR-7.4:** **Senior Nutrition and Meal Assistance.** Address food insecurity and promote healthy eating habits among seniors by offering nutrition education, meal assistance, and access to nutritious food options, including partnering with local food banks, senior centers, and meal delivery services.

**Policy CR-7.5:** **Senior Transportation and Mobility.** Provide accessible and reliable transportation options for seniors, including assistance with mobility, enabling them to participate in community activities and access essential services.

**Policy CR-7.6** **Senior Housing and Home Assistance.** Support seniors in accessing safe, affordable housing options and obtaining assistance with home maintenance, modifications, and supportive services as needed by collaborating with housing

agencies, nonprofit organizations, and social service providers.

**GOAL CR-8: SUPPORT THE HOLISTIC DEVELOPMENT, WELL-BEING, AND EMPOWERMENT OF YOUTH AND FAMILIES BY PROVIDING A RANGE OF ENRICHING PROGRAMS AND SERVICES THAT FOSTER EDUCATION, HEALTH, AND SAFETY**

**Policy CR-8.1:** **Youth Education and Academic Support.** Promote academic achievement and lifelong learning among youth by offering tutoring, homework assistance, mentoring, after-school programs, summer learning opportunities, college readiness initiatives, and STEM enrichment activities that complement formal education for youth of all ages.

**Policy CR-8.4:** **Support Partnerships.** Partner with family service agencies, community organizations, and faith-based groups to offer parenting classes, family counseling, support groups, and access to social services for families facing challenges or transitions.

**Policy CR-8.6:** **Teen Mental Health and Wellness.** Promote mental health awareness, resilience, and emotional well-being among youth by offering counseling services, support groups, and mental health education programs to offer accessible and culturally responsive mental health services, peer support groups, and wellness activities that promote positive coping strategies and destigmatize seeking help.



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

- Policy CR-8.7:**      **Economic Empowerment.** Equip families with the knowledge, skills, and resources to achieve financial stability, build assets, and plan for the future through financial education workshops, job training programs, and access to financial services and resources.
- Policy CR-8.8:**      **Financial Literacy.** Partner with financial institutions, nonprofits, workforce development agencies, and educational providers to offer financial literacy workshops, job readiness training, entrepreneurship programs, and access to banking services and affordable housing resources for families in need of economic support.
- Policy CR-8.9:**      **Youth and Teen Recreation and Enrichment.** Offer after-school programs, youth sports leagues, summer camps, educational workshops, and leadership development initiatives for youth and teens, collaborating with schools, youth organizations, and community partners.



## Lifelong Learning Facilities

### GOAL CR-9: LIFELONG LEARNING FACILITIES AND SERVICES THAT HELP INDIVIDUALS DEVELOP SKILLS AND KNOWLEDGE FOR PERSONAL GROWTH AND ECONOMIC RESILIENCE.

- Policy CR-9.1:** **Library Access.** Collaborate with Los Angeles County Library to ensure that library services are accessible to all residents, by providing equitable access to library resources, materials, and technology.
- Policy CR-9.2:** **Library Outreach.** Consult with Los Angeles County Library expanding library branches, bookmobile services, and digital resources to reach residents in all neighborhoods, partnering with community organizations and schools to provide outreach programs and literacy initiatives for underserved populations.
- Policy CR-9.3:** **Lifelong Learning Hub.** Consult with Los Angeles County Library, local schools, Compton College, and other facilities can operate as learning hubs for education, social interaction, technology centers, and maker spaces, allowing youth and teens safe and enriching after-school activities.
- Policy CR-9.4:** **Early Childhood Literacy.** Promote early literacy development and school readiness among young children by collaborating with early childhood educators, preschools, and childcare providers to integrate early literacy programming into City services programming, offering age-appropriate

materials, resources, and activities for children and their caregivers.

- Policy CR-9.5:** **Lifelong Learning and Educational Enrichment.** Support lifelong learning and educational attainment among residents of all ages by offering educational programs, workshops, and resources that enhance academic skills, career development, and personal growth and continuing education opportunities for learners of all levels and backgrounds.
- Policy CR-9.6:** **Adult Education and Literacy.** Improve adult literacy skills, English language proficiency, and basic education attainment among residents by offering adult education classes, literacy tutoring, and English as a Second Language programs.
- Policy CR-9.7:** **Cultural and Community Programming.** Celebrate cultural diversity, promote arts and culture, and foster community connections through a diverse array of cultural events, author talks, art exhibitions, and community forums hosted by the library.
- Policy CR-9.8:** **Digital Inclusion and Technology Access.** Bridge the digital divide and ensure digital literacy among residents by providing access to computers, internet connectivity, and technology training programs at library branches and community centers.
- Policy CR-9.9:** **Technology Investments.** Invest in technology infrastructure, computer labs, and Wi-Fi hotspots at library branches, offering digital literacy classes, technology workshops, and one-on-one

## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

assistance to help residents develop essential digital skills for learning, communication, and employment.

**Policy CR-9.10: Community Engagement and Volunteer.** Cultivate a sense of ownership and participation in lifelong services and programs by engaging residents as volunteers, advocates, and partners in library initiatives and community events, including establishing volunteer programs and collaborating with the Friends of the Library organization.

### Arts and Culture

#### GOAL CR-10: CURATE AND EXPAND ARTS AND CULTURE THAT REFLECT COMPTON'S HERITAGE AND THE CULTURAL PERSPECTIVES

**Policy CR-10.1: Public Art and Cultural Heritage.** Enhance public spaces and preserve cultural heritage through the integration of public art, recognition of historic landmarks, and community events.

**Policy CR-10.2: Creative Economy Development.** Leverage the arts and culture sector as a driver of economic growth and job creation, supporting local artists, fostering partnerships, and promoting cultural tourism and creative industries.

**Policy CR-10.3: Arts Education and Outreach.** Foster a vibrant and inclusive cultural arts landscape within our city by promoting collaboration among City Departments, educational institutions, non-profit and community-based organizations, and

**Policy CR-10.4: Mural Enhancement.** Continue to enrich the visual landscape by expanding and maintaining vibrant and culturally significant murals, recognizing the value of public art in fostering civic pride, cultural expression, and community identity.

**Policy CR-10.5: Artist Collaboration.** Collaborate with local artists, performers, cultural organizations, and community groups to curate engaging cultural programs and events that reflect the interests and heritage of the City's diverse population, fostering cross-cultural understanding and appreciation.

**Policy CR-10.6: Partnerships with Community-Based Organizations.** Foster collaborative partnerships with community-based organizations to expand and diversify arts and culture programming and by co-creating initiatives that celebrate Compton's heritage, engage residents, and cultivate a vibrant cultural scene.

**Policy CR-10.7: Cultural Equity and Inclusion.** Ensure equitable access to arts and culture for all residents and community members, promoting diversity and inclusivity through grants, resources, and initiatives to address barriers to participation.

**Policy CR-10.8: Environmental Sustainability in the Arts.** Promote environmentally sustainable practices within the arts and cultural sector, supporting eco-friendly initiatives, waste reduction, and the use of sustainable materials.





**Policy CR-10.9:** **Art and Creative Maker Spaces.** Create flexibility in land use regulations to accommodate art studios, galleries, and creative maker spaces that integrate artistic spaces into mixed use, commercial, industrial, or residential districts.

improvements through shared resources and collaborative planning.

## Healthy Communities

### GOAL CR-11: IMPROVED COMMUNITY HEALTH THAT ADDRESSES DISPARITIES IN UNDERSERVED NEIGHBORHOODS

**Policy CR-11.1:** **Food Access in Underserved Neighborhoods.** Promote the development of grocery stores, farmers' markets, and mobile markets in underserved neighborhoods to improve access to healthy, nutritious food.

**Policy CR-11.2:** **Health-Promoting Businesses.** Implement zoning regulations to limit liquor stores and tobacco shops while encouraging health-positive businesses like grocery stores, fitness facilities, and community centers.

**Policy CR-11.3:** **Health Education and Resources.** Collaborate with schools and health organizations to offer programs that educate residents on healthy living, nutrition, and exercise to improve community health.

**Policy CR-11.4:** **Foster Holistic Solutions Through Partnerships:** Create a network among local organizations, healthcare providers, and government agencies to address food security, health education, and environmental

## Community Activism and Advocacy

### GOAL CR-12: EXPAND AND ORGANIZE COMMUNITY ACTIVISM AND ADVOCACY TO EMPOWER RESIDENTS TO IMPROVE THE QUALITY OF LIFE IN THEIR NEIGHBORHOODS

**Policy CR-12.1:** **Community Liaison for Non-Profit and Advocacy Collaboration.** Create a dedicated city liaison to facilitate communication and coordination with non-profit organizations, community groups, and advocacy organizations in Compton to ensure alignment with community needs and support local initiatives.

**Policy CR-12.2:** **Empower Non-English-Speaking Residents.** Strengthen collaboration with advocacy groups to empower non-English speaking residents and encourage resident-led solutions.

**Policy CR-12.3:** **Organizational Collaboration for Community Solutions.** Establish platforms for local organizations and government entities to share resources and expertise to address funding shortfalls, infrastructure degradation, and environmental justice.

**Policy CR-12.4:** **Civic Pride and Community Engagement.** Expand efforts like The Compton Initiative by organizing frequent clean-ups, painting projects, and beautification activities to foster civic pride and enhance community activism.



## COMMUNITY SERVICES, OPEN SPACE, AND NATURAL RESOURCES ELEMENT

**Policy CR-12.5:**      **Gentrification and Protect Cultural Heritage.**  
Ensure Compton's community reaps the benefits of cultural preservation by addressing housing prices and affordability as part of a strategy to prevent gentrification.





CITY OF COMPTON

# Chapter 9

## PUBLIC SAFETY ELEMENT







# CITY OF COMPTON



# Chapter 9

## Public Safety Element



### Introduction

#### What is this Element?

The Public Safety Element focuses on strategies and policies to reduce threats to public safety from natural hazards and human activities. By proactively addressing public safety concerns, the City can create conditions for residents and business owners that make them feel secure in their environments and can reduce costs associated with reactive responses, including the costs of law enforcement, fire protection, and emergency medical services. The Public Safety Element provides a comprehensive framework protecting people from harm, safeguarding property, and integrating safety considerations into all elements of community planning.

This element addresses disaster preparedness and response strategies to address natural hazards like earthquakes and floods, with a focus on community education and evacuation planning. Human-caused safety issues addressed include the presence of hazardous materials in the urban environment, noise, high heat episodes resulting from climate change, and crime.

#### Relationship to Other Elements

The Public Safety Element informs the Our Community (Land Use) Element by identifying areas subject to flooding and affected by other natural hazards, thus allowing for safeguards to be put in place. It works with the Our Mobility (Transportation) Element to define transportation infrastructure needed for effective emergency response. Policies in this

element support initiatives in the Community Services Element related to air and water quality and safe access to and use of public spaces. By integrating with these elements, the Public Safety Element provides for safety considerations to be embedded in all aspects of community planning, thereby enhancing overall public safety and resilience.



**Safety  
Services**



**Natural  
Hazards**



**Climate  
Adaptation**



**Hazardous  
Waste**



**Noise**



## Community Safety Services

Community safety services in Compton include law enforcement, fire prevention and protection, and emergency medical services. The City contracts with the Los Angeles County Sheriff's Department for law enforcement services, including crime prevention, community policing, and rapid response to emergencies. Fire services address not only fire safety but also emergency medical needs, plus community programs intended to enlist all residents and business owners in proactive planning. These services work together create safe environments, allow for timely response to incidents, and prevent crime through active engagement with the community.

### Law Enforcement

The Los Angeles County Sheriff's Department (LASD) provides a range of law enforcement services to the City of Compton. From a station in the City Hall complex, LASD officers and civilian staff provide services encompassing patrols, criminal investigations, traffic enforcement, community policing, and support for special operations such as gang enforcement and narcotics investigations.

Key services provided by LASD in Compton include:

- **Patrol and Crime Prevention:** Deputies regularly patrol the City to respond to emergencies, prevent crime, and maintain a visible presence in neighborhoods. Crime prevention programs and community engagement initiatives are also a focus, aiming to build positive relationships with residents.
- **Investigations and Special Enforcement:** LASD investigates crimes ranging from property crimes to violent offenses. Special teams within the department, such as gang units and narcotics squads, address more complex issues affecting public safety.

- **Traffic Enforcement and Safety:** LASD enforces traffic laws, responds to accidents, and works on initiatives to reduce traffic-related incidents, such as DUI checkpoints and speed enforcement.
- **Homeless Outreach and Social Services:** In addition to its law enforcement duties, LASD supports homeless outreach efforts in Compton, working with local agencies and organizations to connect individuals experiencing homelessness with services and resources.
- **Crisis Response:** LASD provides support in crisis situations, including mental health emergencies, through specialized response teams and coordination with social service providers.



*Los Angeles County Sheriff's Department officers*





### Crime Statistics

Crime in Compton has historically been a concern, with the City facing challenges related to gang violence, property crimes, and violent offenses. However, the City has ramped up efforts to reduce crime rates through enhanced law enforcement strategies, community engagement, and social services. Issues of concern include:

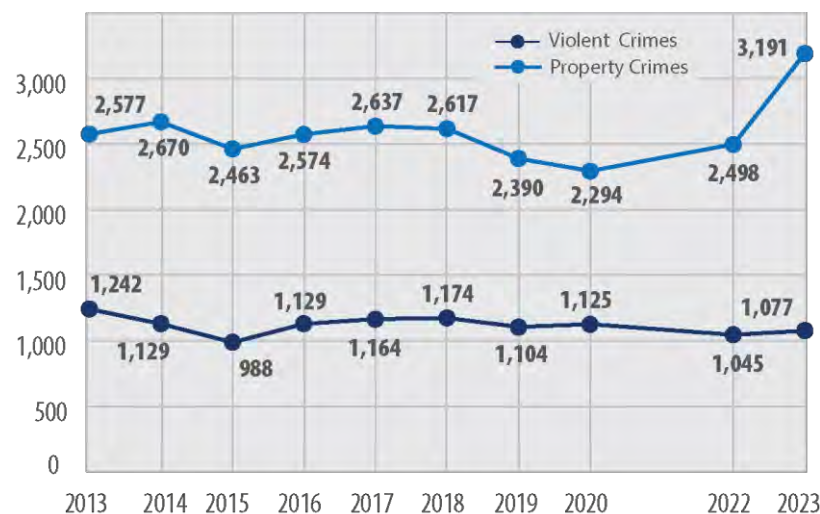
- **Gang Violence:** Compton has long been associated with gang activity, which has contributed to violent crimes such as shootings, assaults, and homicides. While gang-related violence remains a concern, initiatives aimed at gang prevention and intervention have had an impact.
- **Property Crimes:** Like many urban areas, Compton experiences property crimes, including burglary, theft, and car theft. These crimes often occur in both residential and commercial areas, and law enforcement focuses on prevention and investigation.
- **Violent Crimes:** Violent crime, including assaults and homicides, continues to be a key focus for the LASD, which works to address root causes through community policing, patrols, and specialized crime reduction programs. See Figure PS-1 for trend in violent crimes (so-called Part 1 crimes).
- **Crime Trends:** Between 2013 to 2023, violent crimes in the City generally declined, starting at 1,242 in 2013 and reaching a low of 988 in 2015, then rising again to around by 2023. Property crimes showed more fluctuation, initially steady but spiking significantly from 2,498 in 2022 to a high of 3,191 in 2023, indicating a surge following the COVID-19 pandemic despite earlier years of relative stability.

Crime in the City tends to be distributed across neighborhoods, but certain land uses and transit hubs attract higher occurrences in specific areas. The geographic distribution of crime varies based on crime type and local conditions. As illustrated in Figure PS-2, more serious crimes—

such as homicide, robbery, and aggravated assault (categorized as Part 1 crimes)—are often concentrated around transit stations and major commercial shopping centers, where larger groups of people congregate.

In contrast, less serious offenses—such as stolen property, vandalism, disorderly conduct, and forgery (categorized as Part 2 crimes)—are generally more concentrated along corridors like Long Beach Boulevard. This distribution reflects patterns where property crimes and minor disturbances are more common in areas with heavy foot traffic and commercial uses, as well as along major bus transit corridors.

**Figure PS-1: Crime Trends (2013 to 2023)**

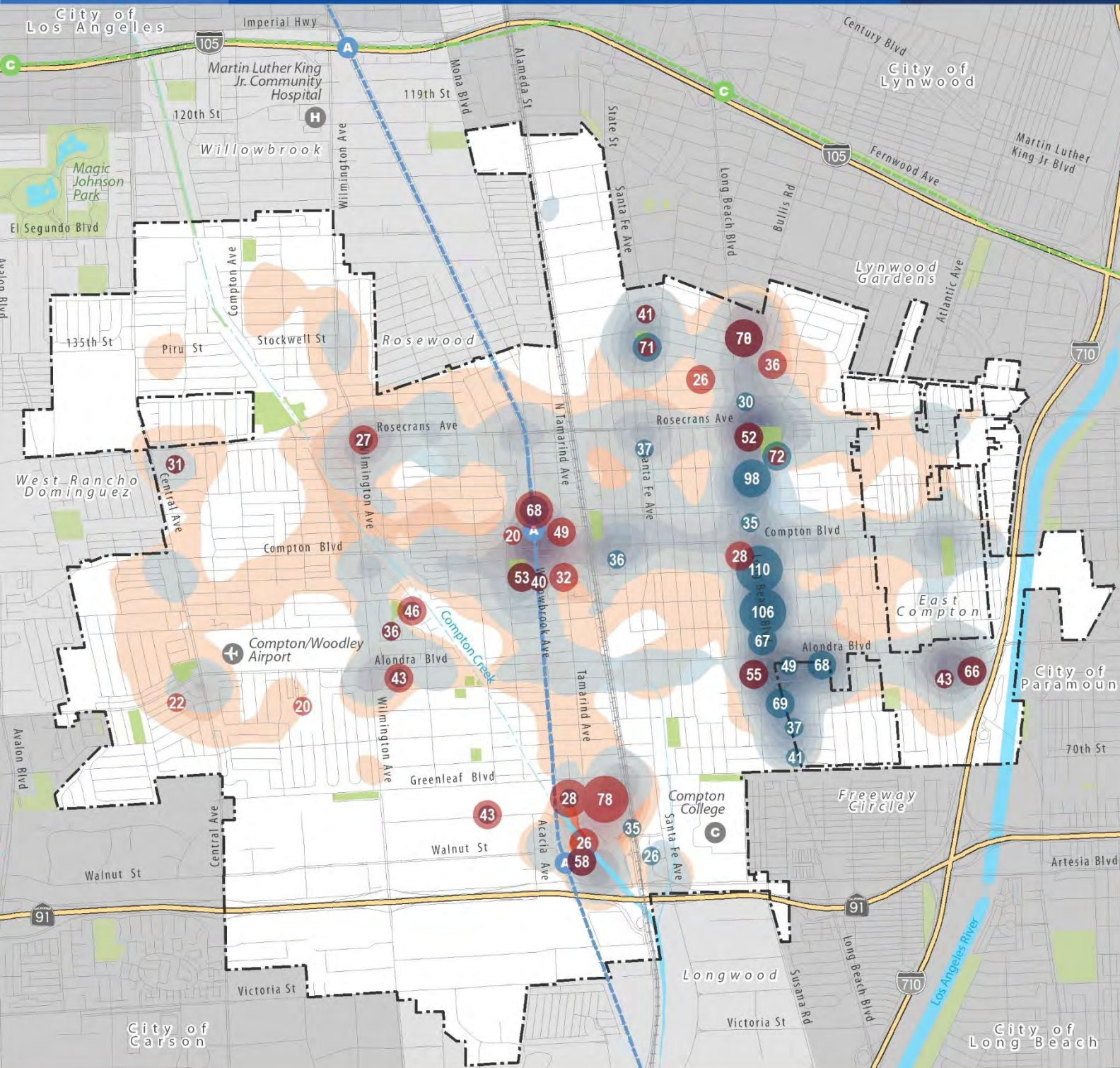


Source: FBI, Uniform Crime Reporting (UCR) Program 2013-2023.  
Note: No data for 2021.





Figure PS-2  
**Crime per Blocks  
 Summary**





## Addressing Crime

Addressing crime in Compton requires a comprehensive approach that includes community-driven strategies, improved social services, economic development, and law enforcement efforts.

- **Community Policing:** Strengthening community policing can help build trust between law enforcement and residents. Officers working in neighborhoods, attending local events, and engaging with community members can improve communication and lead to collaborative efforts to reduce crime.
- **Youth Programs and Outreach:** Robust youth engagement programs, such as after-school activities, sports leagues, mentorship programs, and job training, help offer positive alternatives for young people. Continuing the Los Angeles County Sheriff Youth Activity League in Compton is important.
- **Economic Development and Job Training:** Promoting economic growth in Compton can create jobs, reduce poverty, and diminish some of the social conditions that contribute to crime. Programs that offer job training, particularly in high-demand fields, can equip residents with skills to secure stable employment.
- **Mental Health and Addiction Services:** Expanding access to mental health care and addiction services can address underlying issues contributing to crime. Mobile mental health units, local counseling services, and addiction treatment programs can help reduce substance abuse-related offenses.
- **Enhanced Lighting and Surveillance:** Improving public lighting in high-crime areas and strategically installing surveillance cameras can serve as deterrents. Studies have shown that well-lit areas can reduce crime by making it harder for criminal activities to go unnoticed.
- **Community-Based Violence Prevention Programs:** Initiatives such as neighborhood watch programs, intervention specialists, and conflict-resolution workshops can help residents become proactive in crime prevention. Empowering residents to report issues and mediate conflicts fosters a safer community.
- **Improving Education Opportunities:** Enhancing education through well-funded schools, scholarship programs, and community colleges can reduce crime by expanding opportunities. Increased investment in local schools can provide youth with the tools needed for future success.
- **Partnerships with Faith-Based and Non-Profit Organizations:** Many faith-based and community organizations offer programs that address social and economic issues contributing to crime. Collaborating with these groups can amplify efforts in areas like poverty reduction, job training, and youth engagement.
- **Targeted Law Enforcement in High-Crime Areas:** Using data-driven approaches to deploy law enforcement resources in areas with high crime rates can improve efficiency, particularly if used for transit stations and larger shopping centers. Additionally, establishing specialized units to tackle gang-related issues can be effective if done in coordination with community efforts.
- **Public Awareness Campaigns:** Educating the public on crime prevention strategies and encouraging residents to take part in community safety can increase awareness and support.



### Fire Safety Services

The Compton Fire Department, established in 1901, as of 2024 had 84 sworn employees and five civilian employees staffing four stations. Figure PS-3 shows the one- and two-mile coverage radius around each station.

- Station No. 1: Located next to Compton Courthouse
- Station No. 2: Near East Palmer Street and North Crane Avenue, serving the eastern part of the City
- Station No. 3: In west Compton on Rosecrans Avenue, close to Gonzales Park
- Station No. 4: On West Walnut Street, serving the southern area of Compton

The Fire Department is one of the five busiest fire departments in California, handling an average of 10,000 emergency calls annually. Of these, approximately 75 percent are for emergency medical services (EMS). With an average response time of four minutes, 30 seconds, the Department exceeds the national average and outpaces response times in neighboring cities served by the Los Angeles County Fire Department. However, the Compton Fire Department faces challenges that impact on its ability to deliver optimal service to the community.

- **Funding and Resource Constraints:** Limited budgets often restrict access to updated equipment, training, and staffing. This can impact response times, coverage, and overall readiness.
- **Aging Infrastructure and Equipment:** Like many fire departments, the Department may struggle with aging facilities and outdated equipment. Modernizing these can be costly but is essential for safety and efficiency.
- **High Call Volume:** Compton has a high call volume, partly due to its urban density and socioeconomic factors. This puts significant

strain on Department resources and personnel, affecting response times and service quality.



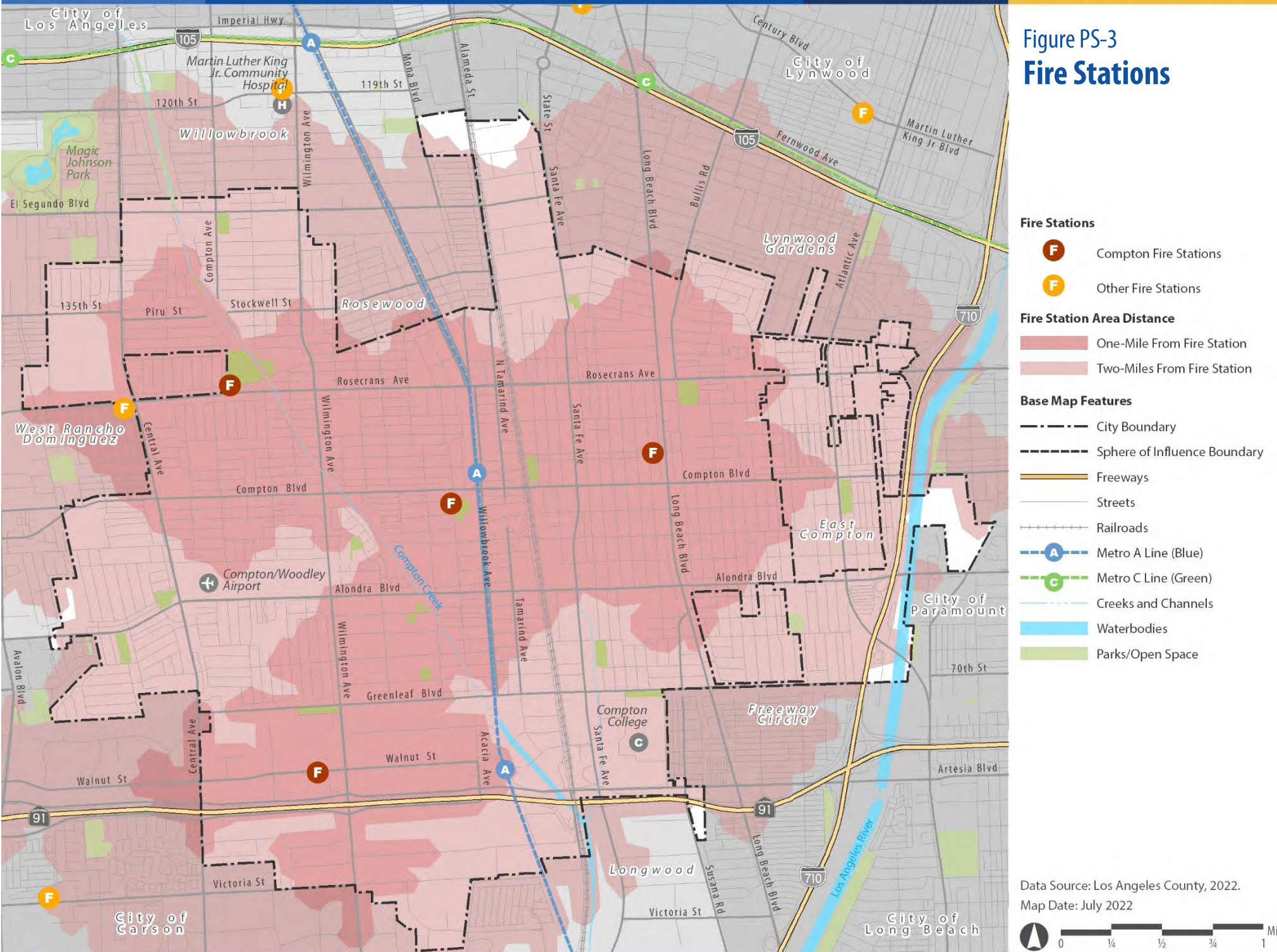
*Compton Fire Department Station No. 3 engines*

- **Training Requirements:** As the role of firefighters expands beyond firefighting to include EMS and other emergency services, the demand for extensive, ongoing training grows. Limited budgets can hinder access to specialized training.





Figure PS-3  
Fire Stations





PUBLIC SAFETY ELEMENT

As of 2024, the 84 sworn firefighters served a population of 93,719 residents. This equates to a staffing ratio of 0.90 firefighters per 1,000 residents. The commonly cited figure of 1.0 firefighters per 1,000 residents is a general standard. Actual firefighter-to-resident ratios across various areas can vary based on urban density, service demands, and regional needs.

Looking ahead, if Compton's population grows to an estimated 115,587 residents by 2045, maintaining the ratio of 0.90 firefighters per 1,000 residents would require an increase in staffing. Specifically, the Department would need 104 sworn firefighters, representing an additional 20 firefighters beyond the 2024 workforce (see Table PS-1.)

Addressing this future need highlights the importance of strategic workforce planning for the Fire Department. Proactively recruiting and retaining additional firefighters over the coming decades will be essential to keeping pace with population growth and maintaining high-quality emergency response capabilities. Aligning staffing levels with community needs is vital for enhancing public safety.

As Compton plans for potential population growth and considers increasing firefighter staffing to maintain or improve its ratio, additional resources would be required. These include not only personnel but also the infrastructure to support them. Additional fire trucks, specialized equipment, and facilities, such as new or expanded fire stations, would be needed to house and equip the new staff effectively. Proper planning and investment in these areas would be essential to ensure the Department's readiness and capacity to serve a growing community.

Table PS-2: Firefighter Staffing Ratio

Noise Receptor (Land Use)	2024	2045
Population	93,719	115,587
Compton Sworn Firefighters	84	104
Compton Ratio	0.90	0.90





## Disaster Prepared and Response

The City of Compton's Office of Emergency Management (OEM) is responsible for coordinating all disaster mitigation, planning, response, and recovery efforts. Key duties include implementing community outreach and educational programs, managing the Emergency Operations Center, overseeing the Community Emergency Response Team (CERT) volunteer program, and maintaining the City's emergency notification system. OEM also provides ongoing training for City staff and regularly updates the Emergency Operations and Hazard Mitigation Plans. Additionally, the OEM collaborates with various municipalities, county, state, and federal agencies, as well as private sector and community organizations, to ensure that residents, businesses, and stakeholders are well prepared for both natural and man-made disasters.

Components of Compton's disaster preparedness include:

- **Emergency Response Training.** First responders, including fire and LASD personnel, receive regular training on disaster response, including large-scale emergencies and mass casualty incidents. The City also collaborates with Los Angeles County and neighboring municipalities to ensure coordinated responses.
- **Public Education and Outreach.** The City works to educate residents on emergency preparedness through programs, community meetings, and informational materials. Residents are encouraged to have emergency kits, develop family communication plans, and stay informed about potential hazards.
- **Evacuation Plans.** Compton has identified key evacuation routes and shelters, with a focus on ensuring that vulnerable populations, such as seniors and people with disabilities, have access to safe evacuation.
- **Hazard Mitigation.** The City is actively involved in hazard mitigation strategies to reduce the risks associated with natural disasters,

including flood management, fire prevention, and infrastructure improvements. This includes regular updates to emergency plans based on new risks and lessons learned from past disasters.

- **Community Resilience.** Efforts to enhance community resilience focus on building partnerships with local organizations, schools, businesses, and residents to foster a network of support during emergencies. Community-based initiatives also help strengthen disaster response capabilities and promote preparedness at the grassroots level.



*CERT Training*

## Homeless Services and Outreach

Compton's homeless services and outreach efforts focus on addressing the immediate needs of individuals experiencing homelessness while also providing long-term support to help them achieve stability. The City works in collaboration with local organizations, Los Angeles County agencies, and nonprofit groups to provide a range of services, including emergency shelter, housing assistance, mental health counseling, and substance abuse treatment. Services and programs include:

- **Outreach Programs:** The Los Angeles Homeless Services Authority (LAHSA) conducts outreach to connect individuals experiencing homelessness with available resources, including case management, healthcare, and housing opportunities. Outreach teams visit areas with high concentrations of homeless individuals to engage with them and offer assistance.
- **Emergency Shelter and Transitional Housing:** Compton partners with local shelters and housing programs to provide short-term emergency shelter and transitional housing options for homeless individuals and families. These services aim to stabilize individuals while they work toward securing permanent housing.
- **Supportive Services:** Comprehensive services, including mental health care, substance abuse treatment, job training, and financial assistance, are available to help individuals transition out of homelessness and reintegrate into society. These services are largely provided in partnership with nonprofit organizations and community-based programs.
- **Collaboration with Los Angeles County:** Compton is part of the larger regional effort to combat homelessness in Los Angeles County, benefiting from countywide resources and initiatives, including LAHSA, which helps coordinate housing and services for homeless individuals.



*Pathway Home Team in Compton*

### Pathway Home – Compton

The Pathway Home program in Compton, part of Los Angeles County's homelessness initiative, moves individuals from street encampments into temporary housing with access to supportive services. Launched in 2024, it provides resources like mental health support and health services, helping participants transition toward permanent housing as part of the County's emergency homelessness response.



## Natural Hazards

Like almost all cities in Southern California, Compton is susceptible to flooding, earthquakes, and drought. Flooding can occur during periods of heavy rainfall, particularly where drainage systems are inadequate. Seismic activity poses risk due to the region's proximity to fault lines. Addressing these hazards requires robust infrastructure planning, effective emergency response strategies, and community awareness programs to prepare residents and business owners for potential disasters.

### Flooding Hazards

Flooding is a concern because it can result in significant property damage, compounded by the fact that uninsured homeowners and business owners could face unrecoverable losses. While regional flood control facilities like the channelized Los Angeles River have substantially reduced flood hazards throughout the region, climate change has brought about severe storm events that have the potential to overwhelm regional and local flood control facilities. Compton, with its expanse of impervious surfaces and limited green areas capable of absorbing storm runoff, is susceptible localized ponding and flooding.

Figure PS-4 illustrates flood zones as classified by the Federal Emergency Management Agency (FEMA). Flood Zone A (100-Year Flood) is limited to areas along the banks of the Los Angeles River. The 100-year flood event refers to a flood that has a 1 in 100 chance of occurring with the same or greater intensity in any given year. Contrary to its name, a 100-year flood can happen in any year. The western portion of the City would be affected by a 500-year flood. This flood event has a 0.2% chance of occurring in any given year. Despite the low probability, such floods can cause catastrophic damage due to their extreme magnitude. Issues associated with 500-year floods include severe property damage and extensive disruption to communities and infrastructure. These events often

overwhelm existing flood protection measures within the Los Angeles River. Additionally, the increasing frequency of extreme weather events due to climate change may make such floods more common than historical data suggest, complicating planning and preparedness efforts.

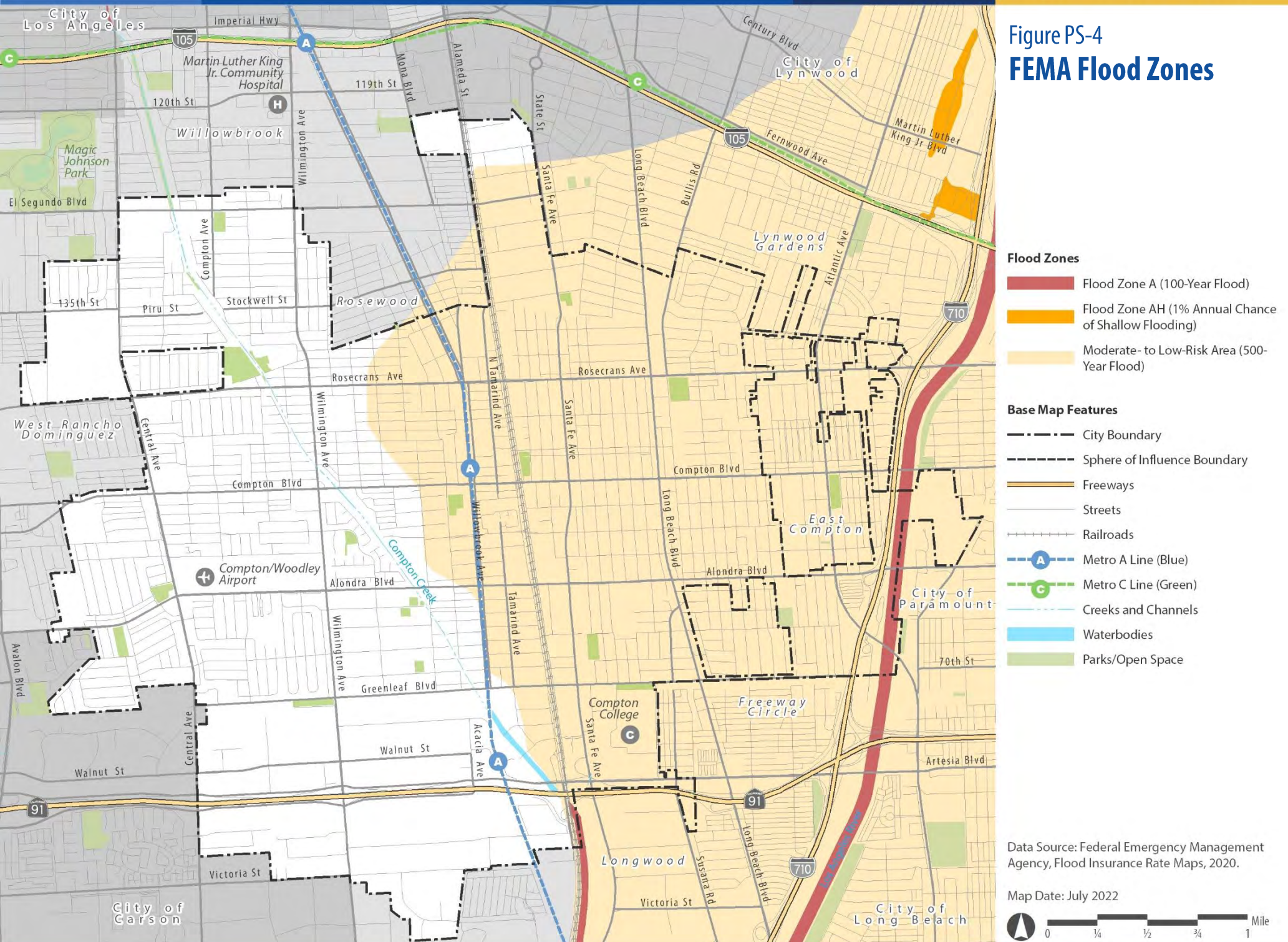
To help guard against major flooding events along the Los Angeles River, the City can take on the following approaches:

- **Resilient and Green Infrastructure:** Investing in green and resilient infrastructure, such as permeable pavements, reliable stormwater systems, and expanded riparian habitat within the Los Angeles River, can absorb excess rainwater and reduce runoff, lowering the likelihood and severity of floods. Nearby local parks along the Los Angeles River, such as Kelly Park and Greenleaf Parkway, can also capture stormwater for local use through detention and retention basins.
- **Emergency Preparedness Plans:** Coordinating with Los Angeles County agencies for emergency response and evacuation plans prepares the City to safeguard community members prior to and during a flood event.
- **Public Awareness Campaigns:** Educating the public about flood risks and preparedness strategies can help the public respond more effectively during a flood emergency.
- **Insurance Programs:** Encouraging or requiring flood insurance for properties in flood-risk areas can provide financial protection for homeowners and reduce the economic burden on the City after a flood. Flood insurance is generally not required for properties in the 500-year floodplain (areas with a 0.2% annual chance of flooding).





Figure PS-4  
FEMA Flood Zones





## Seismic Hazards

California lies along the Pacific tectonic plate, a massive feature of Earth that extends from Japan to California, and south past Australia. The moving and grinding of tectonic plates create the phenomenon we call earthquakes. Small tremors generally result in mild ground shaking, with few adverse effects on structures and landforms. However, significant earthquakes can produce wide-scale damage to properties and result in loss of life. Modern building codes have mitigated the level of damage from more recent quakes, but Compton has many older structures that might not withstand the ground shaking and liquefaction hazards resulting from a major event.

### Fault Zone

The Avalon-Compton Fault is a segment of the Newport-Inglewood-Rose Canyon Fault Zone that runs through the western portion of the city (see Figure PS-5). This fault zone is a major geologic feature in Southern California, known for its potential to generate significant seismic activity. The Avalon-Compton Fault presents a risk of surface rupture and strong ground shaking, particularly in densely developed urban areas like Compton. Local regulations require detailed geologic investigations for projects near this fault to ensure public safety and minimize seismic hazards.

### Liquefaction

Liquefaction zones are areas that may experience the loss of soil structure due to ground shaking due to high groundwater conditions and poorly consolidated soils. During an earthquake, the soils could behave like liquid, causing previously solid ground to become unstable. As observed in PS-Figure 5, most of Compton has liquefaction-prone soil, excepting the western and southernmost sections of the City.



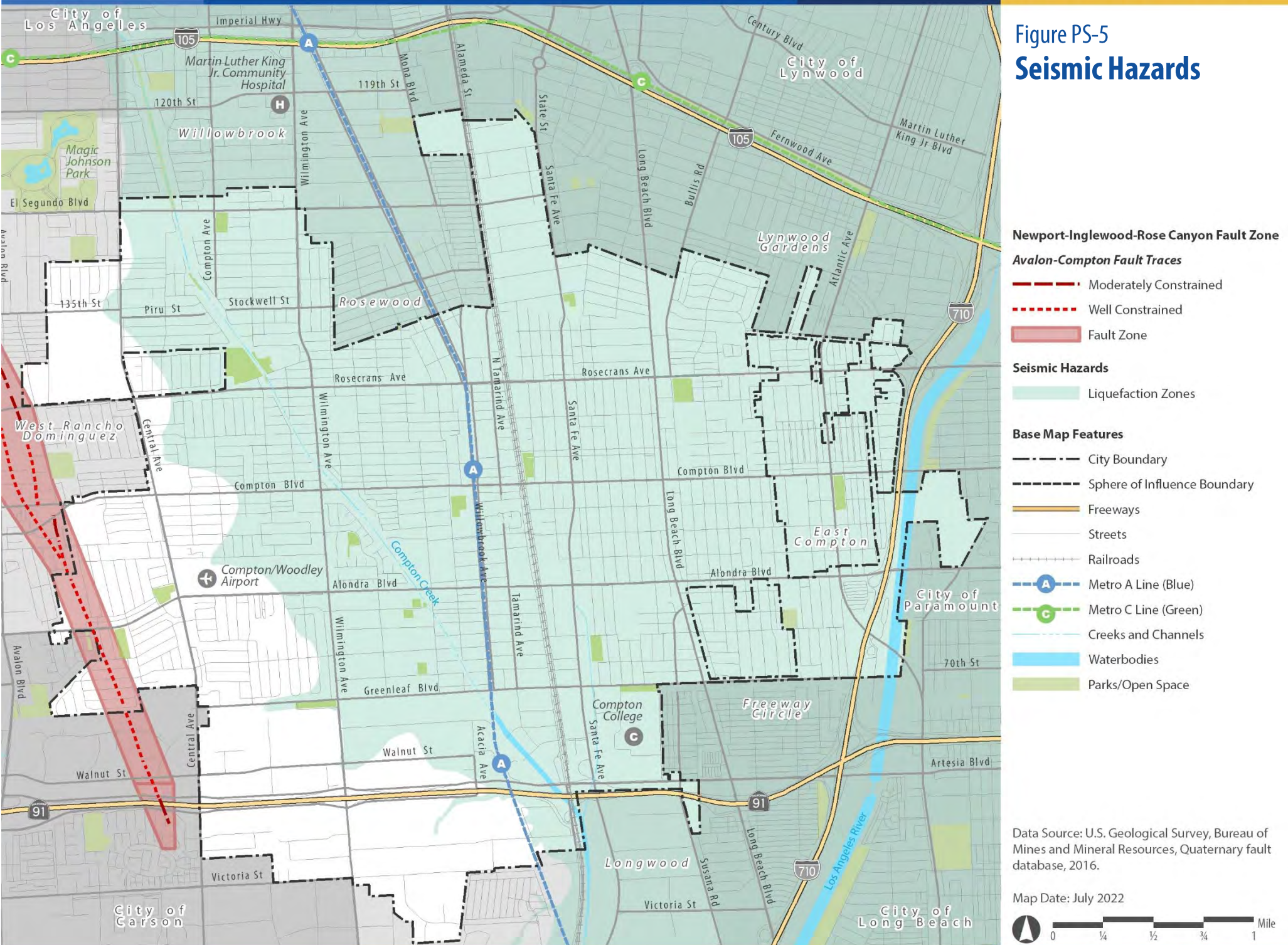
*Compton City Hall before the 1933 Long Beach Earthquake.*



*Side view of Compton City Hall shows collapsed walls from 1933 Long Beach Earthquake.*



Figure PS-5  
Seismic Hazards





State construction laws, implemented through the City's building code, rigorously address seismic safety, as described here. Also, the measures described here that minimize risk are common practices.

- **Seismic Retrofit of Buildings.** Retrofit older buildings, particularly those constructed before modern seismic codes, to withstand earthquakes. This includes reinforcing foundations, walls, and roofs. Ensure that schools, hospitals, and emergency facilities are retrofitted to remain operational after a quake.
- **Strict Building Codes and Land Use Planning.** Implement and enforce stringent building codes requiring earthquake-resistant construction. Prohibit building on fault lines and mandate proper construction strategies in liquefaction zones and other high-risk areas. Require geologic investigations to confirm that new projects avoid active faults before granting permits.
- **Early Warning Systems.** Coordinate with State and regional agencies to install early warning systems that can alert residents seconds before shaking begins, allowing them to take protective actions.
- **Community Education and Preparedness.** Educate the community on earthquake risks and preparedness, including emergency kits and family plans. Conduct drills in schools, workplaces, and neighborhoods. Form neighborhood support networks and offer CERT training for disaster response skills.
- **Emergency Response Planning.** Create comprehensive emergency response plans involving local government, emergency services, and community organizations to coordinate rescue, relief, and recovery efforts.
- **Earthquake Insurance Programs.** Encourage homeowners and businesses to purchase earthquake insurance to help with recovery and rebuilding costs.



*An example of a residential apartment building being retrofitted to withstand earthquakes.*

## Climate Adaptation

As climate change increasingly affects urban areas, Compton must adapt to its impacts, including rising temperatures, extreme weather events, and changing precipitation patterns. Climate adaptation efforts involve enhancing green spaces, improving water management systems, and developing heat response plans to protect vulnerable populations. By prioritizing resilience in urban planning, Compton aims to mitigate the adverse effects of climate change on public health and safety.

### Extreme Heat

“Extreme heat” within the Safety Element means the rising risks associated with high temperatures, particularly as climate change intensifies the frequency and severity of heatwaves. Extreme heat poses health and safety risks, especially for vulnerable populations, including the elderly, children, and low-income communities with limited access to cooling resources. This requires assessing how prolonged heat exposure affects public health, infrastructure, and energy demand. Strategies may include expanding shaded areas, increasing tree canopy, enhancing cooling centers, promoting heat-resilient building materials, and community education initiatives to reduce heat exposure and improve resilience to high temperatures.

#### Extreme Heat Approaches

- **Urban Greening and Tree Planting:** Increase the urban tree canopy, especially in heat-vulnerable neighborhoods, to reduce urban heat islands and provide shaded areas.
- **Cool Roofs and Pavements:** Encourage the use of reflective materials on roofs, streets, and sidewalks to reduce heat absorption.

- **Cooling Centers and Public Spaces:** Establish and promote air-conditioned cooling centers in public buildings, libraries, and recreation centers during heatwaves.
- **Community Outreach and Education:** Raise awareness about heat-related health risks and provide resources on staying cool, recognizing heat-related illnesses, and maintaining hydration.

### Severe Storms

Severe storms refer to intense weather events, including heavy rainfall, high winds, and potential flooding, that can pose significant risks to life, property, and infrastructure. Severe storms can overwhelm drainage systems, cause flash floods, disrupt transportation, and damage buildings. Mitigation strategies may involve improving stormwater management infrastructure, reinforcing buildings and utilities, enhancing early warning systems, and providing community preparedness resources to reduce damage and increase resilience to storm-related hazards.

#### Severe Storm Approaches

- **Stormwater Management and Drainage Improvements:** Upgrade infrastructure, such as storm drains and detention basins, to manage higher volumes of rainfall and reduce flood risk.
- **Green Infrastructure:** Implement green infrastructure, such as rain gardens, permeable pavements, and bioswales, to absorb and filter stormwater naturally.

### Drought and Water Supply Issues

Drought and water supply issues focus on the challenges posed by limited water availability due to prolonged periods of low rainfall and increasing demand. Drought conditions threaten water supply reliability, impacting residents, businesses, and critical services. Strategies to



address these issues may include water conservation programs, investment in sustainable water infrastructure (e.g., recycled water systems), public education on water usage, and contingency plans to ensure adequate water supply during severe droughts, thereby strengthening the City's resilience to water scarcity.

Compton has prepared a Water Shortage Contingency Plan (WSCP) that outlines actions during water shortages to enhance preparedness for droughts and supply disruptions. Required by the California Water Code, these plans include response strategies based on standard shortage levels and catastrophic interruptions. The Compton Municipal Water Department's WSCP is updated every five years as part of the Urban Water Management Plan.

During a five-year drought, the City may rely on imported water to supplement local supplies. While both imported water and groundwater are affected by demand increases and supply reductions in dry years, the Metropolitan Water District of Southern California's 2020 *Urban Water Management Plan* modeling ensures 100 percent reliability for full-service demands through 2045 under all climate conditions. As a result, the City expects to meet water demand regardless of climate conditions.

### Drought and Water Supply Approaches

- **Water Conservation and Efficiency Programs:** Promote conservation through public campaigns, incentives for water-saving appliances, and encouraging native landscaping with drought-tolerant plants.
- **Recycled and Greywater Use:** Invest in and incentivize systems for recycled water use and greywater recycling for landscaping and non-potable purposes.
- **Groundwater Management and Aquifer Recharge:** Coordinate with water agencies and the Los Angeles County Department of Public Works on strengthening groundwater management practices

to prevent over-extraction and enhance recharge efforts to ensure sustainable water supplies. Focus recharging efforts along Compton Creek and the Los Angeles River.

- **Emergency Water Supply Plans:** Continue to update contingency plans, including the Water Shortage Contingency Plan with Drought Risk Assessment, for securing emergency water supplies during prolonged droughts. Set up partnerships with regional water providers to coordinate resources.





## Hazardous Waste and Toxic Release

Effective hazardous waste management reduces risks to people and places. This means addressing the safe disposal of industrial waste, management of contaminated sites, and minimizing the risks posed by toxic releases. State and federal regulations provide substantial safeguards for ongoing activities, with which businesses must comply. Also, regulations require remediation of contaminated areas.

### Hazardous Waste and Toxic Release

Hazardous waste includes large quantity waste generators, transfer facilities that temporarily store waste, and transporters that move hazardous waste from one site to another. These sites are typically found in industrial areas and along transportation corridors. Waste byproducts might contain harmful chemicals, which could further contaminate air, water, and soil in proximate areas.

The South Coast Air Quality Management District (SCAQMD) collects emissions data from stationary sources of pollutants through the Air Toxics Hot Spots program. This identifies facilities having localized impacts to allow SCAQMD to ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

The Air Toxic Hot Spots program quantifies criteria and toxic pollutants. Criteria air pollutants are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Examples include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM<sub>10</sub> and PM<sub>2.5</sub>.<sup>1</sup> Toxic air pollutants (TAPs) are those pollutants that are known or suspected to cause cancer

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<sup>1</sup> PM means small particulate matter, with the suffix indicating the size of particulates in micrometers. Small particulate matter can become embedded in people's lungs, affecting respiratory function.

or other serious health effects, such as reproductive effects or birth defects, or to cause adverse environmental effects. Figure PS-6 identifies toxic release inventory polluters and Air Toxics Hot Spots emitters.

Living near a source of pollution can have significant detrimental effects through long-term exposure to contaminants in the air, water, and soil. Given the prevalence of industrial sites near residential areas in Compton, the risk of pollution-related health problems is increased in certain zones. As shown in Figure PS-7, residential uses lie within 500 feet and 1,000 feet of pollution sources, including Air Toxics Hot Spot emitters, toxic release inventory polluters, industrial uses, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites.





Figure PS-6  
**Hazardous Waste and  
 Toxic Materials**

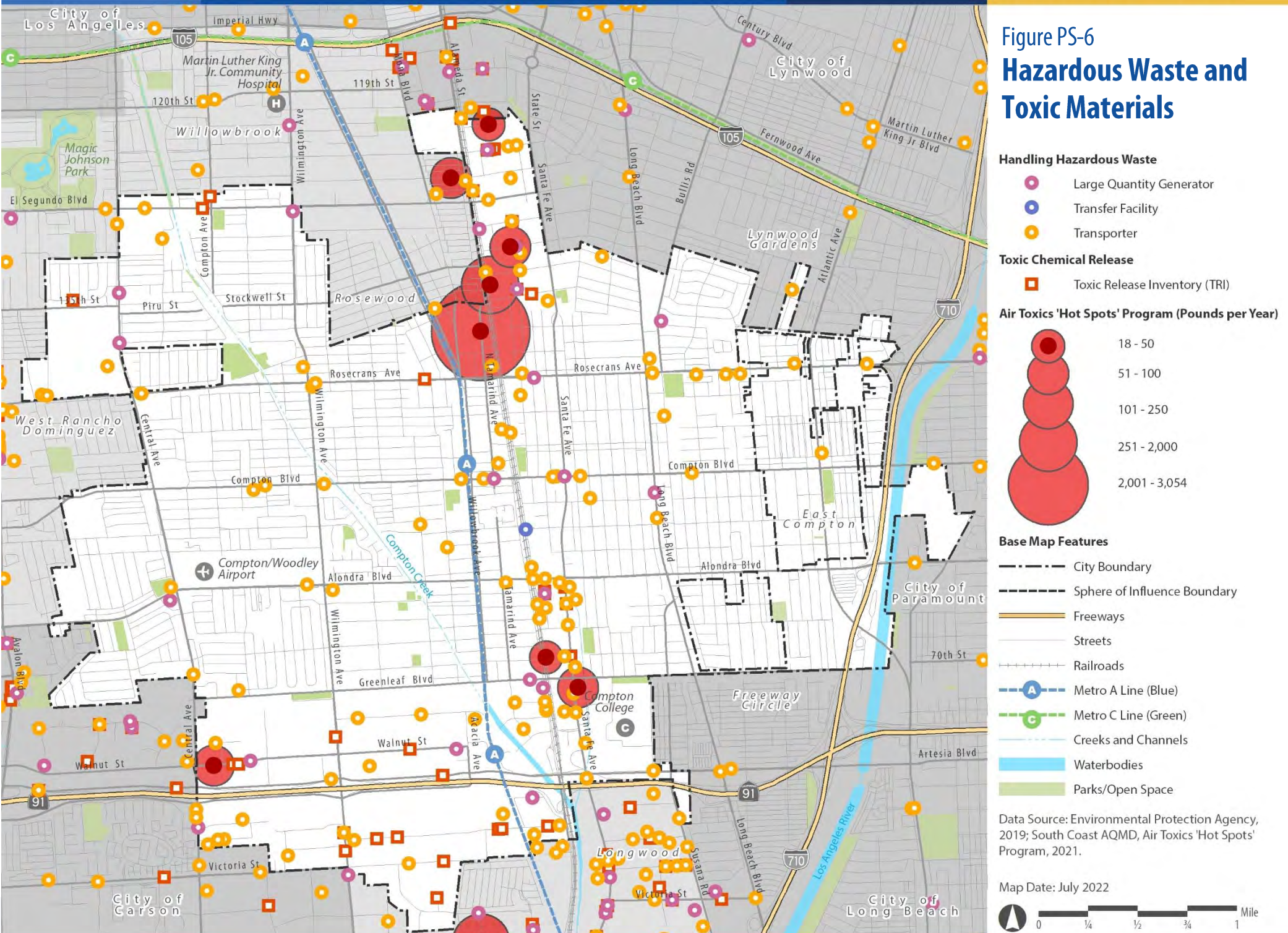
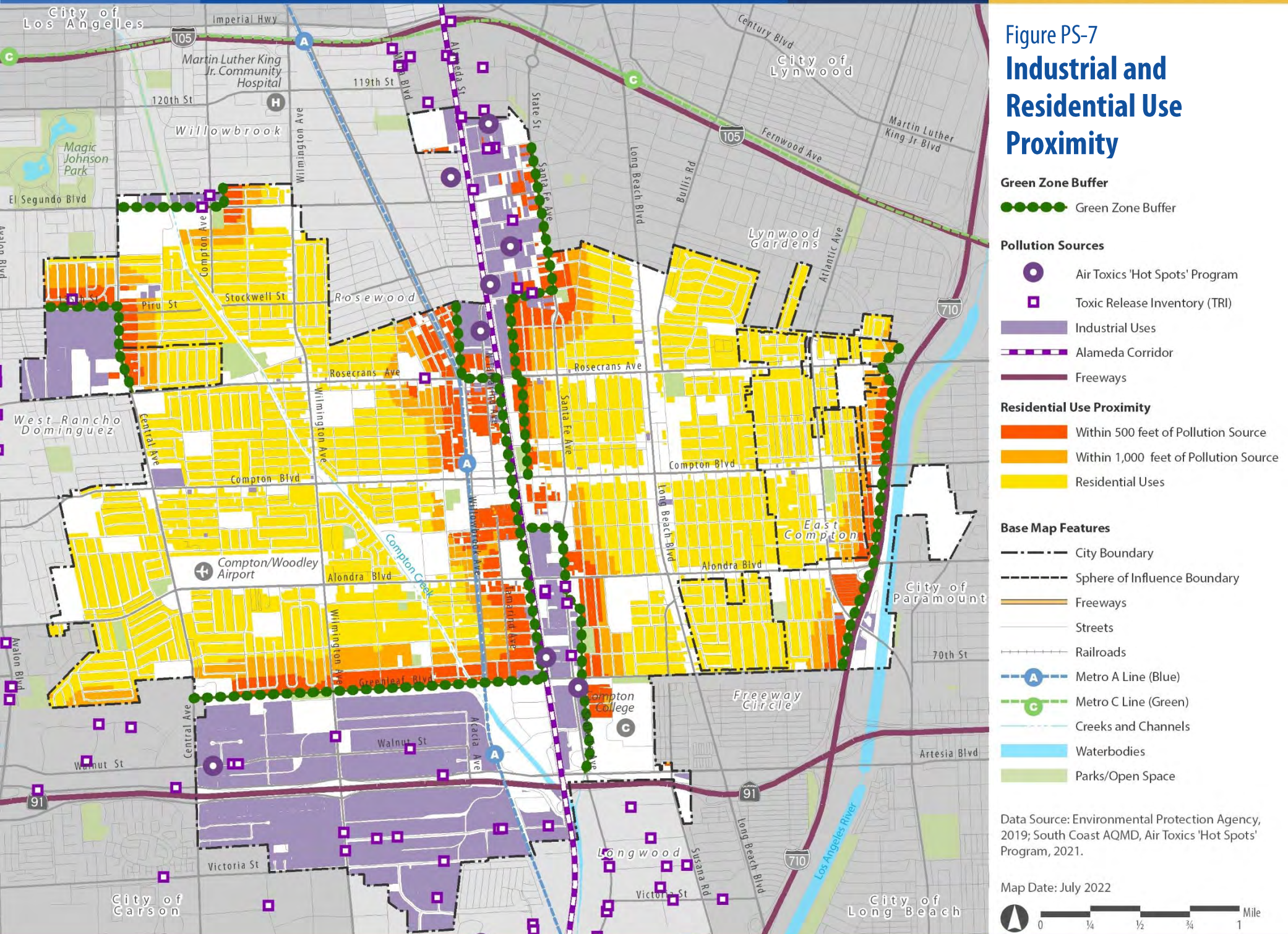




Figure PS-7  
**Industrial and  
 Residential Use  
 Proximity**





## Contaminated Sites

Contaminated sites pose serious health risks for adjacent populations, with threats of harmful elements infiltrating air, water, and soil. The federal Environmental Protection Agency (U.S. EPA) has designated certain sites as so-called Superfund sites, which refer to areas where hazardous waste has been dumped, stored improperly, or otherwise ill managed. These sites may include manufacturing facilities, processing plants, landfills, and mining sites.

A brownfield is a site that has a presence or potential presence of a hazardous substance, pollutant, or contaminant. Because of this, the land is harder and more expensive to develop and often requires more complicated procedures to ensure the health and safety of future occupants/users.

The U.S. EPA monitors underground storage tank systems (UST). Until the mid-1980s, most USTs were made of bare steel and thus were likely to corrode over time, allowing content to leak into the surrounding environment. Tanks may store hazardous materials like petroleum or harmful chemicals, which pose major concerns for potential groundwater contamination. In addition to affecting drinking water, a leaking UST poses fire and explosion risk depending on the contents.

Figure PS-8 identifies contaminated sites in Compton, together with surrounding sensitive uses.

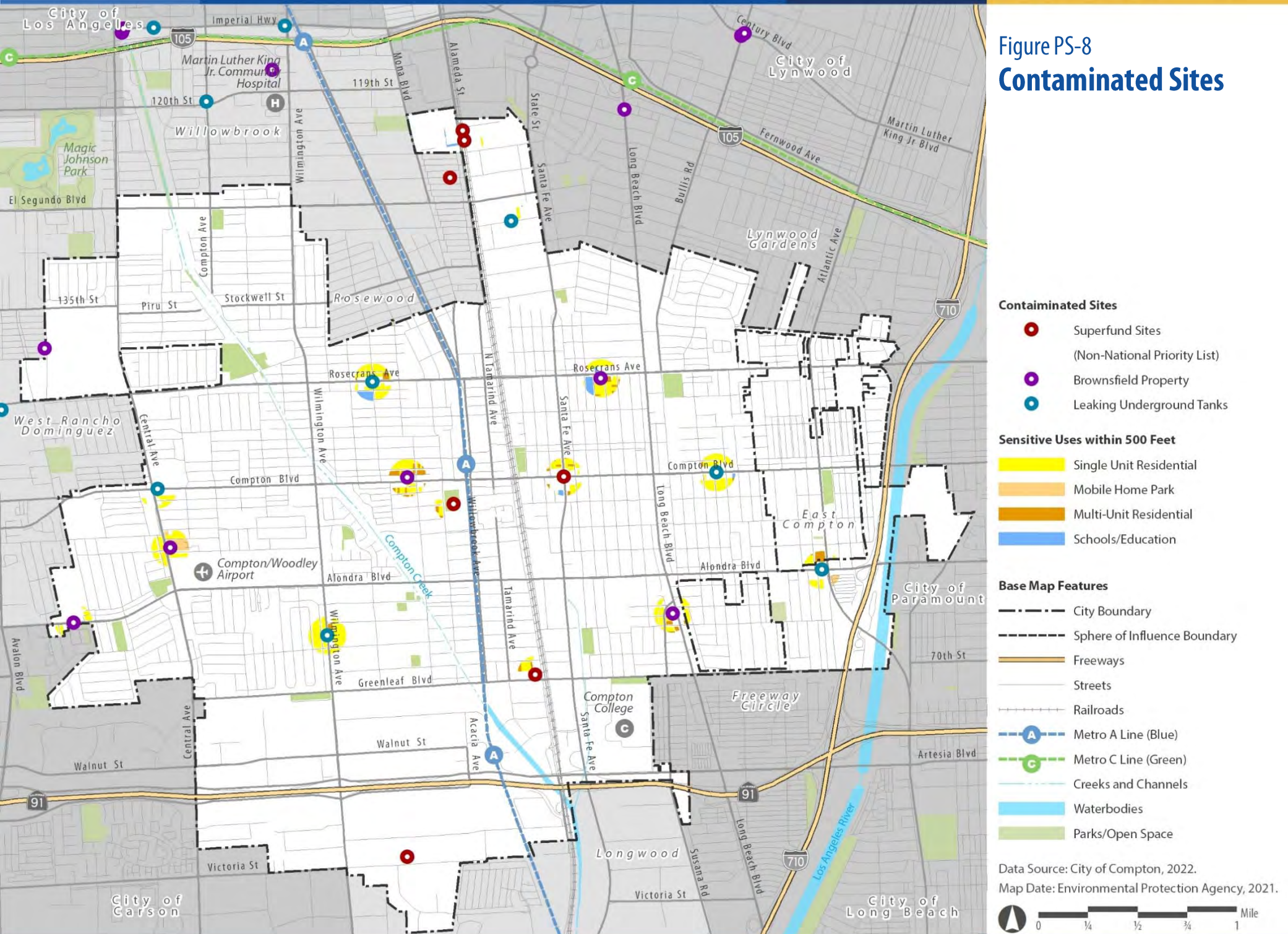


*Former Alondra Landfill site located on Alondra Boulevard just west of Central Avenue.*





Figure PS-8  
Contaminated Sites



## Oil Wells

The southern portion of Compton lies within the Dominguez Oil Field. The Dominguez Oil Field is a large oil field underneath the Dominguez Hills near the City of Carson and California State University, Dominguez Hills. It was a major oil producer from 1923 through 1960. An average of 300 barrels per day was produced from each of these wells up through the 1960s. After much of the oil was depleted, the land near the Dominguez field was repurposed and became the site of the California State University, Dominguez Hills. Starting in 2010, oil companies became interested in redeveloping the field using modern extraction technologies.

An active well is one which is currently in operation or may be restored to operation, with a capability to produce oil. Canceled represents canceled well permits prior to drilling. Idle represents idle wells, or wells not producing, but capable of being reactivated. Plugged represents plugged and abandoned wells that are permanently sealed. Figure PS-9 identifies oil well locations and their status. According to the data, there are five plugged wells and two idle wells. There were no active wells as of 2021.

In California, idle oil wells—defined as those that have not been used for at least two years—must be properly sealed to prevent environmental contamination. The State's Geologic Energy Management Division (CalGEM) has introduced stricter regulations requiring wells to be tested, repaired, or permanently abandoned if not maintained. These efforts are designed to reduce the risk of contamination and protect groundwater resources.

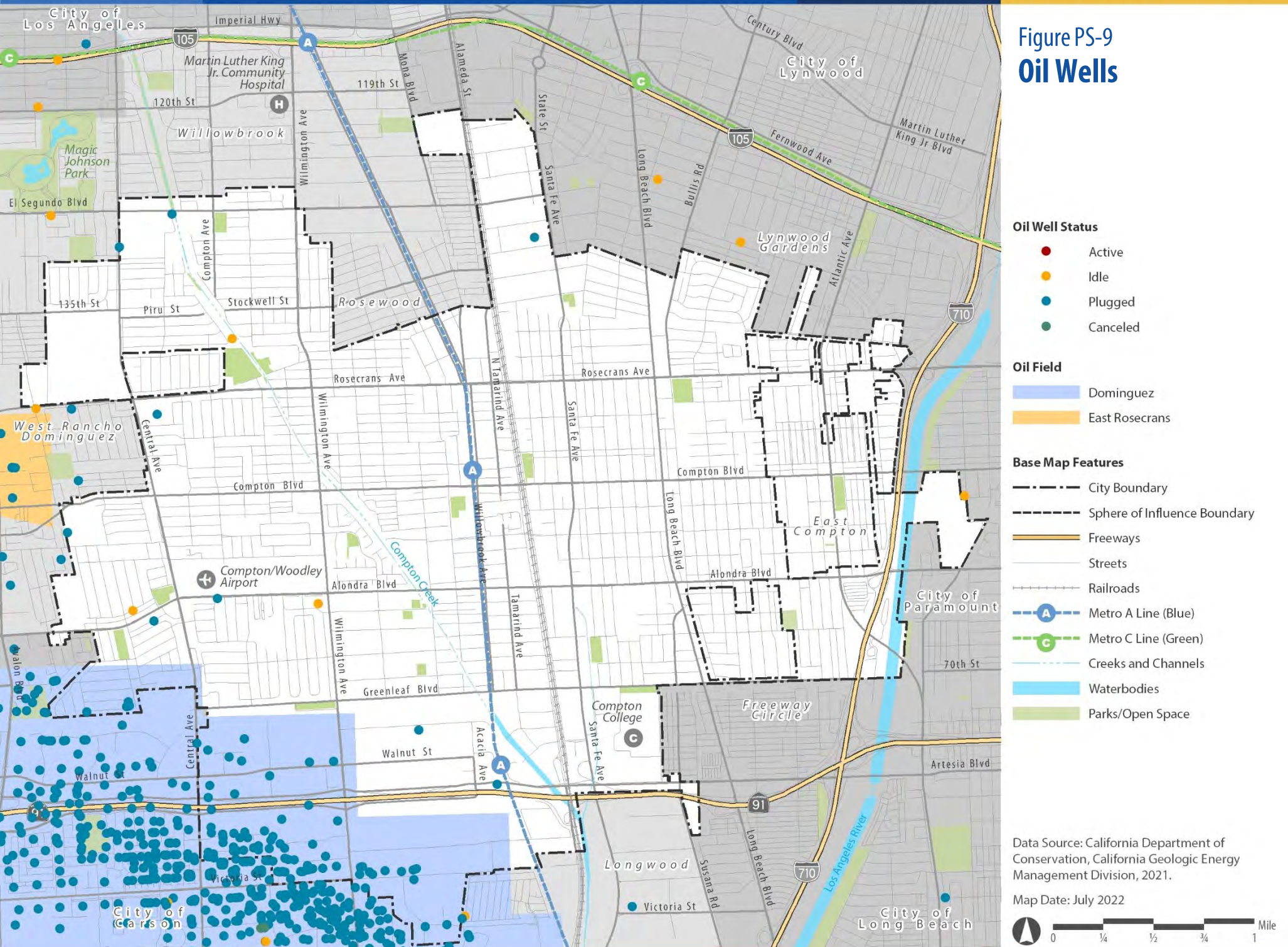


*A crowd gathered for an inauguration (spudding in) ceremony at an oil derrick ceremony in Compton in 1926.*





Figure PS-9  
Oil Wells



## Approaches to Address Pollution and Hazards

The General Plan addresses health risks from nearby pollution by creating buffer zones, enforcing stricter land use, and enhancing monitoring and compliance for hazardous facilities. Partnerships with agencies like SCAQMD will improve air quality and emissions oversight, while regular health risk assessments and public alerts keep communities informed. Prioritizing environmental justice, the plan focuses on pollution reduction in impacted neighborhoods and natural solutions like green buffers to create safer, healthier spaces for residents.

- **Buffer Zones and Land Use Restrictions.** Establishing buffer zones and setbacks between industrial sites and residential areas will help limit residents' exposure to hazardous pollutants. By increasing setback requirements and restricting new hazardous facilities near homes, schools, and parks, the General Plan aims to create safer, healthier living environments.
- **Hazardous Waste Management and Compliance.** Rigorous inspection and compliance monitoring at hazardous waste facilities, especially those close to residential areas, are essential for preventing potential leaks or unsafe practices. Partnering with agencies like SCAQMD enhances regulatory enforcement and supports the adoption of advanced pollution control measures to protect public health.
- **Air Quality Monitoring and Emissions Reduction.** Installing community air monitoring systems near industrial corridors and highways provides real-time data and helps residents stay informed about local air quality. Working with SCAQMD, the City will enforce stricter emissions limits and promote clean technology to reduce pollutants from high-emission facilities.
- **Health Risk Assessment and Community Awareness.** Routine health risk assessments near toxic release sites and major transit

routes will identify at-risk neighborhoods and inform safety measures. Through partnerships with agencies, the City will issue timely health advisories and organize educational workshops to empower residents in minimizing exposure.

- **Environmental Justice Initiatives.** Targeted pollution cleanup and reduction efforts in low-income, historically impacted neighborhoods aim to reduce environmental burdens and improve quality of life. Securing grants for air filtration, green spaces, and tree planting will further enhance air quality and mitigate urban heat effects in these communities. See the Environmental Justice Element for additional information and approaches.
- **Green Infrastructure and Vegetative Barriers.** Expanding tree planting and vegetative buffers along industrial corridors and highways will act as natural barriers, limiting the spread of airborne pollutants. Industrial facilities will be encouraged to incorporate green roofs and walls, which help absorb pollution and create healthier boundaries near residential areas.





## Noise

Noise can be defined simply as unwanted or obtrusive sound. Persistent noise can adversely impact residents' health, comfort, and life quality. Primary local noise sources include traffic, industrial activities, and construction. Land uses most adversely affected by noise are residential neighborhoods, hospital, schools, and parks. The City's goal is to identify current and future noise levels, establish noise compatibility standards, and outline strategies for mitigation. This might include zoning regulations, noise barriers, and design standards that minimize exposure and promote safer, quieter neighborhoods.

Per State law, the fundamental goals of the Noise Element are to:

- Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. The element must establish the policy framework for any community noise ordinance adopted to resolve noise complaints.
- Develop strategies for abating excessive noise exposure.
- Protect areas of the City with noise environments deemed acceptable and locations considered "noise sensitive," such as residences, schools, and hospitals.
- Define the community noise environment using standard measures such as the Community Noise Equivalent Level (CNEL) or Day-Night noise (Ldn) that account for heightened night-time noise sensitivity.

The Noise Element works together with the other General Plan elements to guide Compton toward a healthier 2045 by reducing noise exposure resulting from concentrations of vehicle traffic and heavy industry next to or within environmental justice communities—areas that already bear the burden of adverse health effects from air pollution. The Noise Element

identifies strategies to mitigate long-standing noise conflicts and minimize future ones as new, denser infill residential and mixed-use development occurs.



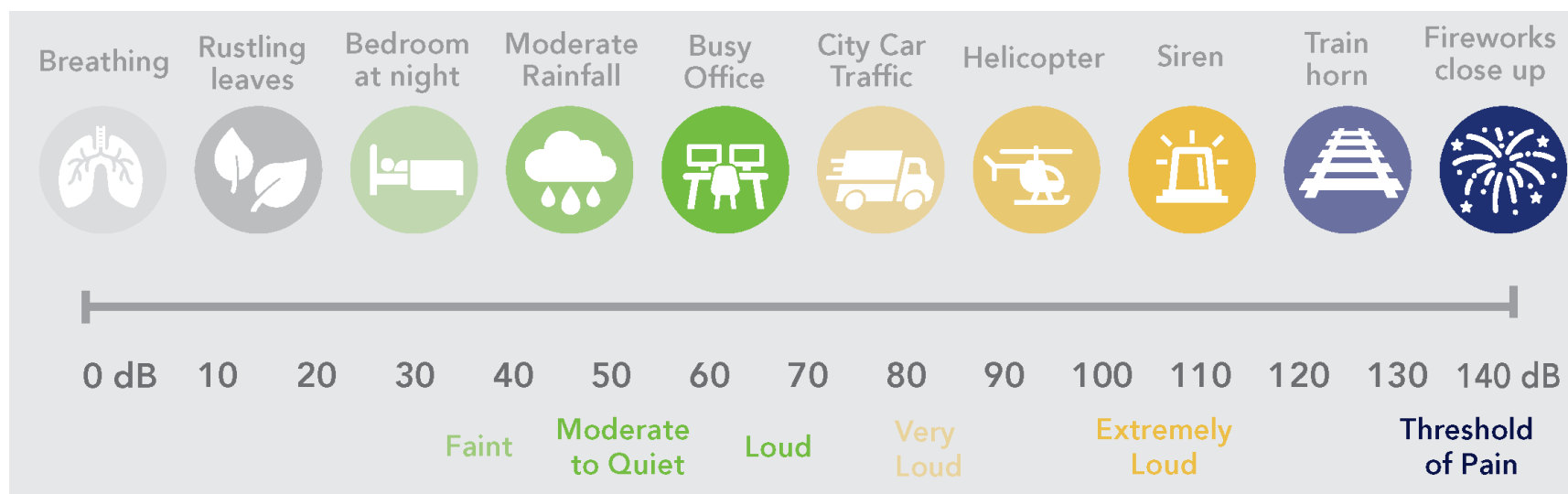


## Measuring Noise

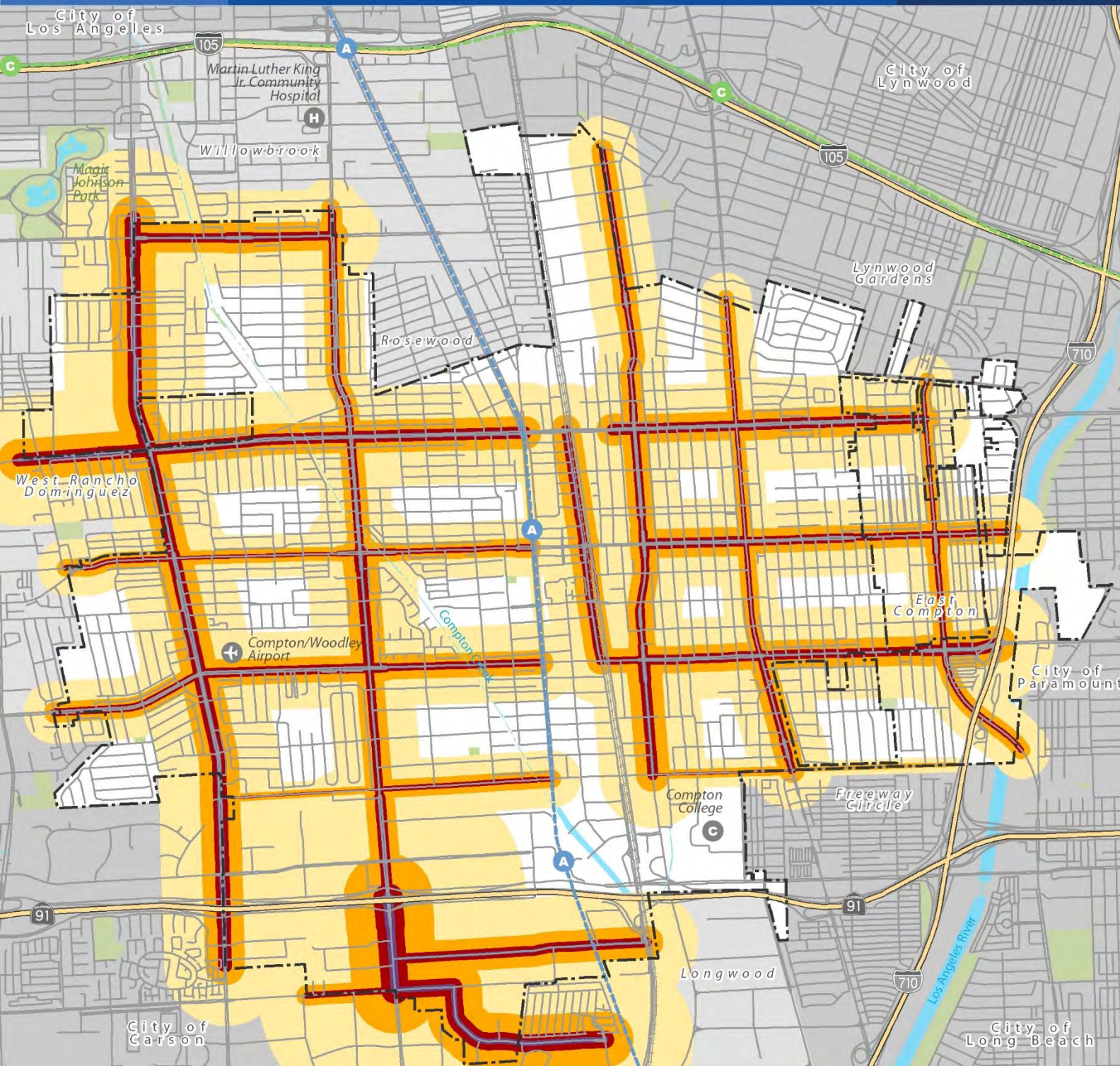
Noise, scientifically speaking, is a vibration that travels through air or water, reaching our eardrums. These vibrations are transmitted to the brain, where they are interpreted as sounds, we recognize, like a car horn, a dog barking, or a school bell. Sound is measured by its amplitude (loudness) and frequency (pitch), with decibels (dB) as the standard unit of measurement. To capture human perception across frequencies, planners use the A-weighted decibel scale (dBA). For reference, the noise level in a quiet bedroom is around 30 dBA and a helicopter is about 90 dBA. Anything above 85 dBA can be harmful (see Figure PS-10).

In Compton's community noise analysis, planners use metrics like Community Noise Equivalent Level (CNEL) and Ldn (day-night average sound level) to evaluate average noise levels over a 24-hour period, accounting for higher sensitivity to noise in the evening and nighttime by adding five decibels between 7:00 p.m. and 10:00 p.m., and 10 decibels from 10:00 p.m. to 7:00 a.m. These data are represented on contour maps, like Figure PS-11, which shows Compton's community noise conditions in 2024, helping to identify noise exposure zones and inform mitigation strategies.

**Figure PS-10: Common Noise Levels**

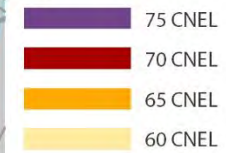




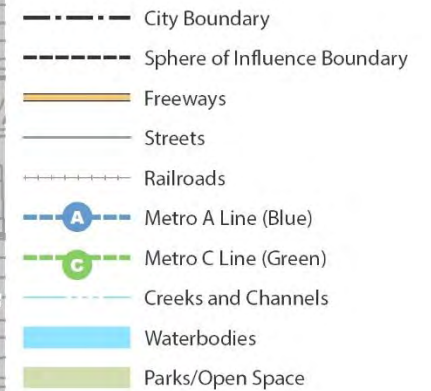


**Figure PS-11: Baseline  
(2024) Noise Contours**

**Baseline (2024) - Community Noise  
Equivalent Level (CNEL)**



**Base Map Features**



Data Source: MIG, 2024.

Map Date: July 2022





### Noise Control in Compton

Community noise standards are guidelines or regulations set by local, State, or federal agencies to limit noise levels in residential, commercial, and public spaces to protect community health and well-being. These standards are designed to manage noise pollution, prevent disturbances, and reduce potential negative impacts such as hearing loss, stress, and sleep disruption.

Per Compton's Municipal Code (Section 30-24.6, Performance Standards, Noise), noise levels from discrete sources must not exceed 76 decibels on the CNEL scale at any property line. For residential properties, noise levels cannot exceed 55 CNEL at the property line. Additionally, noise levels within 100 feet of noise-sensitive land uses, such as hospitals, schools, and senior care facilities, must also not exceed 55 decibels CNEL.

In Compton, noise control regulations (Noise: Section 7-12 under Police Regulations) address a variety of sources to maintain peace and quiet in the community. Violations of noise provisions can result in misdemeanor charges and public nuisance actions, particularly if the noise causes discomfort or disrupts residents. Specific restrictions include prohibiting the operation of radios, televisions, musical instruments, or similar devices between 10 p.m. and 7 a.m. in residential areas if they exceed ambient noise by five decibels, as well as bans on selling by outcry except at licensed events and using drums or other devices to attract attention. Noise near schools, hospitals, and churches is restricted to avoid disruption, and the keeping of noisy animals or fowl is not allowed in residential areas. Additionally, machinery and equipment must not exceed a five-decibel increase over ambient noise levels. These provisions are designed to protect residents from excessive noise and maintain a peaceful environment.

**Table PS-2: Noise Land Use Compatibility Guidelines**

Noise Receptor (Land Use)	Maximum Exterior Noise Level from Property Lines (CNEL)
Residential	55
Schools, Libraries, Religious institutions, Hospitals, Nursing Homes, Community Care Facilities	55
Mixed Use	65
Transient Lodging (Hotel/Motel)	70
Theaters	70
Playground and Parks	70
Office Buildings and Business Commercial	70
Industrial, Manufacturing, and Utilities	75

*Notes:*

- 1. The noise level standard is the maximum level which may be imposed upon the referenced land use. For a proposed use not listed on the table, the City uses the noise exposure standards for the nearest similar use.*
- 2. Noise standards for interior noise levels are established by various State and federal regulations, including Title 24 of the California Health and Safety Code and occupational health and safety regulations.*





### Physical Effects of Noise

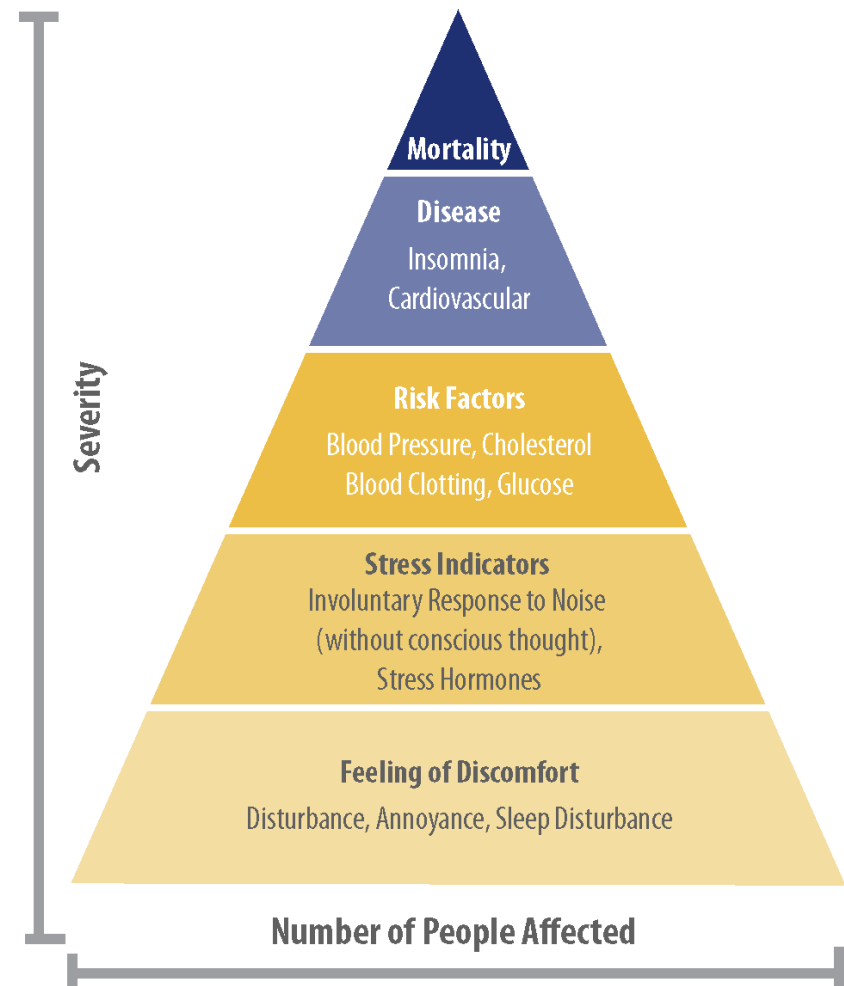
Exposure to loud noise levels can adversely impact a person's health. Studies have shown that:

- Extended periods of noise exposure above 90 dBA can result in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace.
- Prolonged exposure to noise levels higher than 85 dBA will begin to physically damage human hearing.
- Prolonged exposure to noises exceeding 75 dBA can increase body tension, thereby affecting blood pressure and functions of the heart and nervous system.

The California Noise Control Act (Health and Safety Code 46000-46080) declares that "excessive noise is a serious hazard to the public health and welfare" and recognizes that "exposure to certain levels of noise can result in physiological, psychological, and economic damage." This act establishes as a matter of public policy that "all Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare."

Noise pollution can significantly impact human health and well-being, particularly in residential areas near sources like industry, freeways, railroads, and noisy neighbors. Chronic exposure to high noise levels can lead to sleep disturbances, stress, cardiovascular issues, and impaired cognitive function. The noise effect hierarchy classifies these impacts based on severity, starting with minor annoyances or disruptions, progressing to sleep and communication interference, and at the highest levels, potential physical health risks. severe impacts first to improve overall quality of life in affected communities (see Figure PS-12).

**Figure PS-12: Physical Effects of Noise**



## Sources of Community Noise

By understanding the sources of noise in Compton, the City can implement policies that effectively address these issues.

### Vehicles

Vehicle noise, generated by a mix of engine, exhaust, tire, and aerodynamic factors, remains a key contributor to urban noise, with tire/pavement interaction accounting for up to 90 percent of vehicle noise. Although the City cannot control noise from adjacent freeways, capital improvement projects such as sound walls along freeways and careful street resurfacing can reduce tire/pavement noise on City streets while balancing the durability needed for heavy truck use.

### Transit: Light Rail

Light rail noise in Compton can impact nearby neighborhoods, especially in areas close to rail stations, tracks, and crossings. Noise from light rail operations primarily includes sounds from train engines, wheels interacting with tracks, braking systems, and, at times, warning signals and horns at street-level crossings. To mitigate these impacts, noise reduction measures such as installing sound barriers, using quieter rail technologies, and implementing regular track maintenance can help reduce noise levels. Additionally, restricting horn usage near residential areas, where possible, can further alleviate disturbances, supporting a more harmonious coexistence between light rail systems and the surrounding community.

### Goods Movement: Trucks and Freight Trains

Compton's role as a key hub in the goods movement network brings significant train traffic through the City, particularly along the Alameda Corridor, a vital artery for freight transit. The Alameda Corridor, designed to streamline the movement of goods from the ports of Los Angeles and Long Beach, is engineered below grade as it passes through Compton,

which helps to mitigate noise and visual impacts on surrounding communities. By routing freight trains below the surface, the corridor reduces the sound levels experienced in nearby neighborhoods compared to traditional rail lines, as much of the noise is contained within the trench. However, while this design minimizes some noise, vibrations and occasional traffic disruptions at surface-level crossings can still affect residents. The corridor's below-grade design is a critical feature, enabling more efficient freight movement through Compton while balancing the need for livability in adjacent communities.

In Compton, freight trains operating on elevated subdivision rail branches contribute to noise impacts in surrounding areas. The elevated tracks help reduce traffic congestion but can generate significant noise from train operations, affecting nearby residential and commercial zones. These noise levels, especially during night-time operations, can disrupt the quality of life for residents and businesses.



### Compton/Woodley Airport

Noise from Compton Woodley Airport is a consideration for surrounding neighborhoods. As an active general aviation airport, Compton/Woodley experiences a variety of aircraft operations, including takeoffs, landings, and training flights, which contribute to the overall noise levels in the vicinity. The sound of aircraft engines, especially during peak operational hours, can be disruptive, with smaller planes often producing noise that can reach levels comparable to larger commercial aircraft, particularly during takeoff and landing.

To mitigate the potential negative impacts of aircraft operations and improve compatibility with nearby communities, the Department of Public Works implements a proactive noise mitigation program that includes designated visual sight rules (VFR) flight paths, operational restrictions, and limitations on activities during specific hours. In recognition of the communities surrounding the County-owned airports, pilots are encouraged to operate their aircraft as quietly as possible, while still adhering to safety protocols and federal Air Traffic Control instructions.

All aircraft operating at Compton/Woodley Airport are required to adhere to specific flight patterns to ensure safety and minimize noise impacts on surrounding communities. Aircraft must fly the landing pattern south of the airport, as flight patterns to the north are prohibited.

Pilots are expected to broadcast their intentions on the Compton Unicom/Traffic frequency while operating at the airport. Touch-and-go landings are not permitted, and there is a restriction on traffic pattern practice between 10 p.m. and 7 a.m. Additionally, aircraft should not linger on the runway; if a delay occurs, pilots must taxi clear of the runway promptly.

Helicopters are prohibited from air-taxiing or hovering over people, vehicles, or other aircraft nearby. When approaching runways, pilots are

cautioned avoid the school located one-half a mile east of the runway centerline. Straight-in approaches or departures are not recommended to enhance safety and community compatibility.

Furthermore, helicopters must not engage in hover-taxi, air-taxi, full down auto-rotations, or run-on landings on any runway, taxiway, ramp, or non-movement area, such as the grass infield, unless specifically authorized in writing by the Director of Aviation for the County of Los Angeles.





### Industrial Businesses

Industrial noise in Compton, particularly from manufacturing, warehousing, and processing facilities, can significantly affect nearby residential areas. Common noise sources include heavy machinery, loading and unloading activities, truck traffic, and equipment like compressors and HVAC systems, which often operate continuously. This noise is particularly challenging because of its potential for high volume and irregular timing, sometimes occurring during nighttime hours.

To mitigate the impacts, the City's noise policies encourage measures such as soundproofing, installing barriers, and setting operational hour restrictions in areas near residential neighborhoods. Additionally, implementing noise-dampening technologies and maintaining equipment can help reduce noise pollution, promoting improved conditions for residents while allowing industrial businesses to operate effectively.

Addressing industrial noise next to residential neighborhoods involves a combination of regulatory measures, technological solutions, and community engagement. Key strategies include:

- **Noise Barriers and Buffer Zones:** Require construction of physical barriers like walls or berms between industrial sites and residential areas to reduce noise transmission. Landscaping with trees or shrubs can also help absorb sound.
- **Soundproofing and Equipment Modifications:** Encourage or mandate noise-reducing technologies in industrial equipment, such as quieter machinery or mufflers, to limit noise at the source.
- **Operational Adjustments:** Implement restrictions on noise-intensive activities during night-time or early morning hours, when residents are most likely to be disturbed. Staggering shifts or operations can also minimize impact.

- **Zoning and Land Use Planning:** Enforce zoning laws that separate industrial and residential areas and explore transitional zones with buffer areas between noisy industries and homes.
- **Community Outreach and Communication:** Engage residents in discussions about noise impacts and potential solutions. Offer noise-reduction programs, such as sound insulation for homes near industrial areas, and provide avenues for filing complaints or reporting excessive noise.
- **Regular Monitoring and Enforcement:** Establish regular noise monitoring to ensure industrial sites comply with the noise ordinances and take corrective actions when necessary.

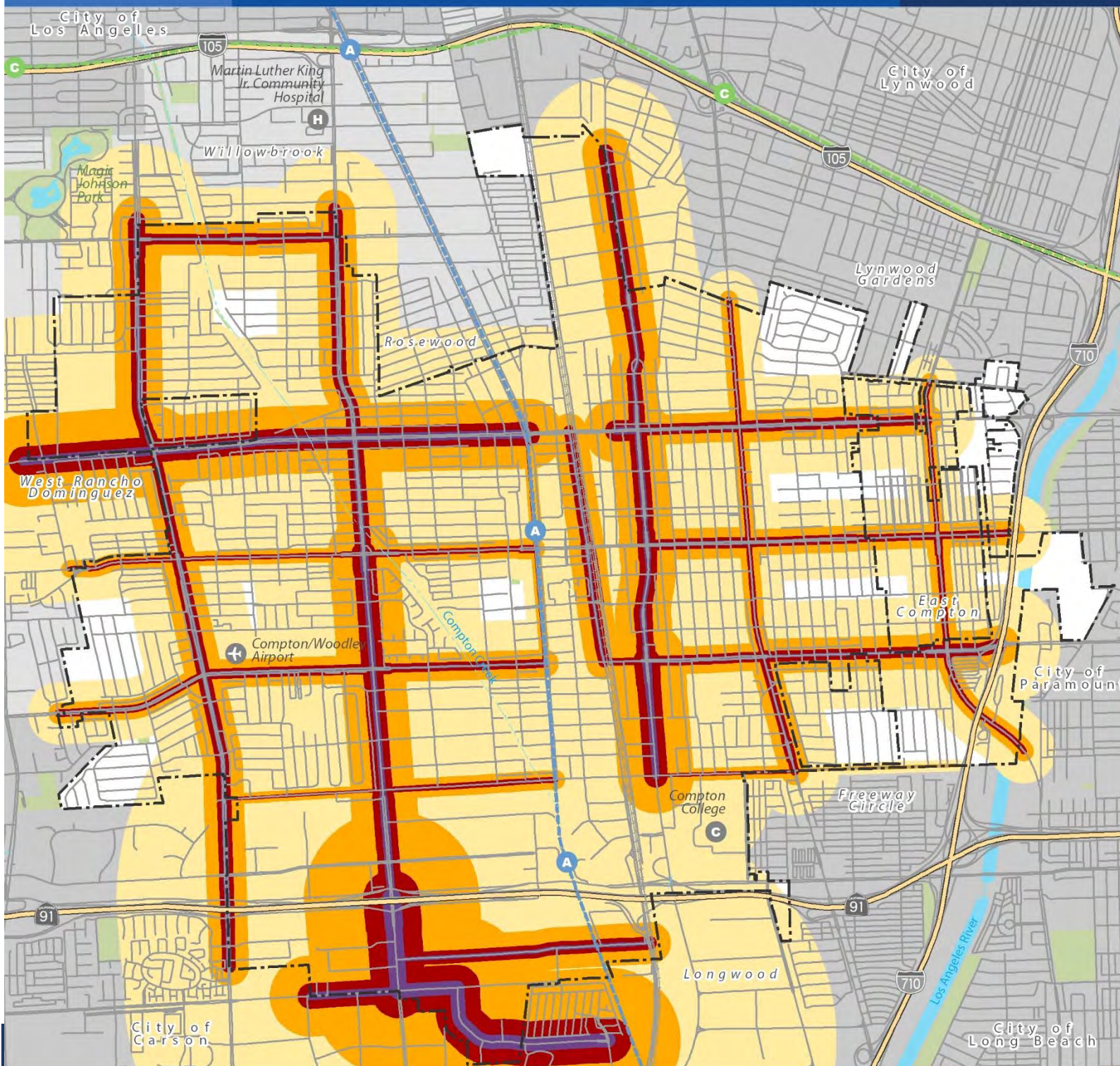


## **Conditions to Consider Moving Forward**

In Compton, exterior noise conditions expected to remain a focus include freight rail traffic along the Alameda Corridor, activity at light rail stations and trains, truck traffic on major routes, arterial road noise, helicopter and aircraft operations at Compton/Woodley Airport, and vehicles traveling on Interstate I-710 and SR-91. Evaluating the cumulative impact of these noise sources involves monitoring community noise levels over time using CNEL contour maps. Figure PS-13 illustrates projected noise conditions in Compton for 2045 based on anticipated increases in traffic, train activity, and industrial operations linked to land use growth identified in the Land Use Element. Over time, most areas of Compton are expected to experience noise levels exceeding 65 CNEL due to growing train activity and modest increases in roadway traffic volumes. This underscores the importance of advancing strategies such as promoting electric vehicle adoption and implementing changes in rail operations to mitigate noise impacts.

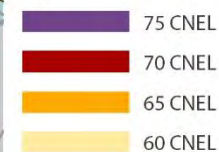




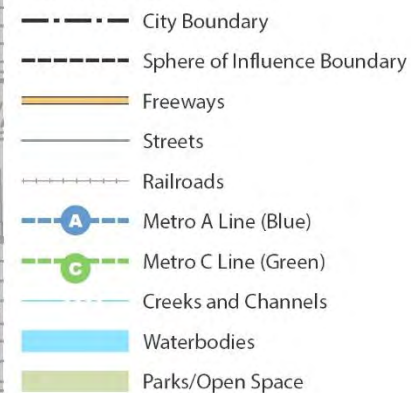


**Figure PS-13: Future Noise Contours**

**Baseline (2024) - Community Noise Equivalent Level (CNEL)**



**Base Map Features**



Data Source: MIG, 2024.

Map Date: July 2022





## Public Safety Goals and Policies

The paramount goal regarding public safety is creating a City where residents, businesses, and visitors feel comfortable and secure in their environments. Through proactive planning and strategic measures, the City endeavors to mitigate risks, foster resilience, and ensure a safe and secure environment for all community members.

### Police Services and Crime

#### GOAL PS-1: EFFECTIVE CRIME PREVENTION AND PUBLIC SAFETY INITIATIVES

- Policy PS-1.1:** **Law Enforcement Staffing Levels.** Provide adequate law enforcement staffing levels (at a minimum ratio of one officer per 1,000 population) to effectively address and reduce crime.
- Policy PS-1.2:** **Community Policing Partnerships.** Establish partnerships and collaborative initiatives between law enforcement agencies, community organizations, residents, businesses, schools, and other stakeholders to address public safety concerns and crime prevention priorities.
- Policy PS-1.3:** **Engagement.** Foster regular communication, dialogue, and collaboration between Sheriff officers and community members through community meetings, neighborhood watch programs, and community events.
- Policy PS-1.4:** **Data-Driven Decision.** Engage in data-driven decision-making and evidence-based practices to

deploy resources effectively, prioritize interventions, and measure the impact of crime prevention initiatives.

**Policy PS-1.5:**

**Youth Engagement and Outreach.** Conduct outreach and educational initiatives to raise awareness about after-school activities, sports leagues, mentorship programs, job training, and available resources among younger residents.

**Policy PS-1.6:**

**Volunteer Crime Prevention Approaches.** Provide opportunities for community members to participate in crime prevention efforts, volunteer programs, and resident academies to allow residents to play an active role in promoting public safety.

**Policy PS-1.7:**

**Problem-Oriented Policing.** Coordinate with the Sheriff's Department to establish problem-oriented policing strategies to address specific crime problems and community concerns through collaborative problem-solving efforts involving LASD officers, residents, and relevant stakeholders.

**Policy PS-1.8:**

**Crime Patterns.** Develop tailored responses and interventions to prevent recurring crime patterns, disorderly conduct, nuisance properties, and other public safety challenges identified through community input and data analysis.

**Policy PS-1.9:**

**Crime Prevention Design.** Promote the design of well-lit, pedestrian-friendly environments with clear sightlines, defined activity nodes, and natural surveillance opportunities to discourage criminal behavior and increase feelings of safety.



- Policy PS-1.10:** **Safe and Accessible Public Spaces.** Design public spaces, parks, streetscapes, and recreational facilities with features that promote safety, such as clear signage, visible entrances and exits, and unobstructed pathways, to enhance user comfort and security.
- Policy PS-1.11:** **Crime Prevention Through Environmental Design (CPTED).** Apply CPTED principles to site planning and development projects to optimize natural surveillance, minimize potential hiding spots, and enhance territorial reinforcement through strategic placement of buildings, landscaping, and site amenities.
- Policy PS-1.12:** **Active Mixed-Use Design.** Encourage mixed-use developments, active storefronts, and vibrant public spaces that promote social interaction, community engagement, and informal surveillance to reduce crime and improve neighborhood safety.
- Policy PS-1.13:** **Safe Parking Facilities.** Design parking facilities, parking lots, and parking structures with safety-enhancing features, such as adequate lighting, clear signage, and surveillance cameras, to reduce the risk of vehicle-related crimes and improve parking security.

## Fire Services

### GOAL PS-2: PROMPT, EFFECTIVE EMERGENCY RESPONSE AND FIRE SUPPRESSION SERVICES TO PROTECT LIFE AND PROPERTY

- Policy PS-2.1:** **Fire Prevention Programs.** Develop and implement comprehensive fire prevention programs that target high-risk areas, vulnerable populations, and fire-prone environments through public education, outreach, and enforcement efforts.
- Policy PS-2.2:** **Proactive Measures for the Public.** Distribute informational materials, brochures, and safety guides on topics such as smoke alarm installation, fire escape planning, and fire extinguisher use to empower individuals and families to take proactive measures to protect themselves and their communities.
- Policy PS-2.3:** **Fire Safety Training and Workshops.** Provide fire safety training sessions, workshops, and seminars for residents, business owners, landlords, tenants, and building managers to enhance their knowledge of fire prevention, detection, and evacuation procedures.
- Policy PS-2.4:** **Code Compliance and Enforcement.** Enforce compliance with fire safety codes, regulations, and standards governing building construction, occupancy classification, fire protection systems, and emergency access requirements to minimize fire risks and ensure occupant safety.



## PUBLIC SAFETY ELEMENT

<b>Policy PS-2.5:</b>	<b>Safety Inspections.</b> Coordinate with the Fire Department to provide routine fire safety inspections, plan reviews, and permit approvals for new construction, renovations, and special events to verify compliance with fire code requirements and identify opportunities for improvement.	<b>Policy PS-210:</b>	<b>Fire Station Evaluation.</b> Evaluate building systems, infrastructure components, and facility conditions on a regular basis to inform modernization priorities and resource allocation decisions.
<b>Policy PS-2.6:</b>	<b>Emergency Response Planning.</b> Develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, high rise buildings, hazardous materials incidents, and other emergencies requiring firefighter intervention.	<b>Policy PS-2.11:</b>	<b>Fire Station Modernization.</b> Ensure that modernization projects for older fire stations comply with applicable building codes, fire safety standards, accessibility requirements, and regulatory mandates governing facility construction, renovation, and occupancy to safeguard the health, safety, and welfare of occupants and the public.
<b>Policy PS-2.7:</b>	<b>Fire Personnel Training.</b> Conduct regular drills, exercises, and training sessions to test emergency response capabilities, enhance coordination among first responders, and evaluate the effectiveness of response protocols.	<b>Policy PS-2.12:</b>	<b>Fire Apparatus and Equipment.</b> Maintain a fleet of well-equipped fire apparatus, including engines, trucks, ambulances, and specialized vehicles, to support fire suppression, rescue operations, and emergency medical services delivery to support existing and future population growth.
<b>Policy PS-2.8:</b>	<b>Fire Protection Services.</b> Ensure adequate Fire Department staffing levels to evaluate fire station locations, response times, coverage areas, and personnel ratios, providing comprehensive safety and protection services to support existing and future population growth.	<b>Policy PS-2.13:</b>	<b>Safety Training.</b> Ensure that Fire Department personnel are trained in the proper operation, maintenance, and deployment of firefighting equipment, tools, and apparatus to maximize operational readiness, effectiveness.
<b>Policy PS-2.9:</b>	<b>Fire Station Expansion.</b> Consider factors such as population density, building occupancy types, geographic features, and transportation infrastructure when determining fire station placement and resource allocation priorities.	<b>Policy PS-2.14:</b>	<b>Mutual Aid and Regional Collaboration.</b> Participate in mutual aid agreements, cooperative fire protection agreements, and regional fire task forces to facilitate resource sharing, mutual assistance, and collaborative





- Policy PS-2.15:** **Regional Coordination.** Coordinate with regional emergency management agencies, law enforcement agencies, and other public safety partners to ensure seamless integration of emergency response activities and effective interagency communication during large-scale emergencies.

## Natural Hazards

### GOAL PS-3: REDUCED RISK OF DAMAGE AND LOSS OF LIFE FROM SEISMIC EVENTS

- Policy PS-3.1:** **Geologic Studies:** Require site-specific geotechnical investigations and geotechnical reports for any proposed development projects within seismic hazard zones and to determine the need for structural design or modification to ensure safer development.
- Policy PS-3.2:** **Seismic Retrofitting:** Require seismic retrofitting of vulnerable buildings, including unreinforced masonry structures and soft-story buildings, to improve structural integrity and reduce the risk of collapse during earthquakes.
- Policy PS-3.3:** **Building Code Compliance:** Enforce strict adherence to seismic-resistant building codes and standards in new construction, renovation, and retrofitting projects to ensure the structural safety and integrity of buildings.

#### Policy PS-3.4:

**Liquefaction Hazards Disclosure:** Ensure public disclosure of liquefaction hazards and associated risks to prospective property buyers, developers, and occupants through property disclosure statements, land use planning documents, and public information campaigns, pursuant to Natural Hazards Disclosure Act.

#### Policy PS-3.5:

**Public Education and Outreach:** Provide educational resources and outreach programs to raise awareness about seismic risks, preparedness measures, and retrofitting options for property owners, tenants, and community stakeholders.

#### Policy PS-3.6:

**Emergency Preparedness:** Develop and implement emergency response plans and procedures to ensure effective coordination and response to seismic events, including evacuation routes, shelter locations, and communication protocols. Ensure these plans and procedures are easily accessible to the community.

#### Policy PS-3.7:

**Emergency Preparedness:** Conduct regularly scheduled emergency operation center drills and conduct outside to training to enable employees to become more proficient in emergency operations and coordination with other agencies.

### GOAL PS-4: MITIGATED IMPACTS OF FLOODING AND REDUCED RISK OF PROPERTY DAMAGE, INFRASTRUCTURE DISRUPTION, AND PUBLIC SAFETY HAZARDS THROUGH COMPREHENSIVE FLOOD HAZARD MANAGEMENT STRATEGIES

#### Policy PS 4.1:

**Floodplain Management Regulations.** Establish and enforce floodplain management



## PUBLIC SAFETY ELEMENT

regulations to restrict development in flood-prone areas, promote floodplain preservation, and minimize exposure to flood hazards.

**Policy PS-4.2: Stormwater Management.** Implement stormwater management strategies, such as green infrastructure, detention basins, and flood control channels, to reduce the risk of urban flooding and improve drainage during heavy rainfall events.

**Policy PS-4.3: Flood Warning Systems.** Implement flood warning systems and emergency alert mechanisms to provide timely and accurate information to residents and businesses in flood-prone areas, enabling them to take proactive measures to protect life and property.

**Policy PS-4.4: Floodplain Mapping and Risk Assessment.** Conduct comprehensive floodplain mapping and risk assessments to identify areas at high risk of flooding, prioritize mitigation efforts, and inform land use planning and development decisions.

**Policy PS-4.5: Floodplain Restoration and Habitat Enhancement.** Restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts.

**Policy PS-4.6: Community Outreach and Education.** Engage residents, property owners, businesses, and stakeholders through outreach, education, and public awareness campaigns to raise awareness

about flood hazards, preparedness measures, and floodplain management strategies.

## Climate Adaptation

### GOAL PS-5: COMMUNITY PREPAREDNESS TO EXTREME WEATHER EVENTS AND HEATWAVES

**Policy PS-5.1: Climate Resilience Planning.** Develop and implement climate resilience plans and adaptation strategies that integrate risk assessments, hazard mapping, vulnerability analyses, and scenario planning to prioritize actions and investments that enhance community resilience and protect public safety.

**Policy PS-5.2: Climate Adaptation Strategies.** Incorporate climate adaptation measures, green infrastructure solutions, land use planning strategies, and emergency response protocols into local planning processes, policies, and regulations to reduce climate-related risks and promote sustainable development.

**Policy PS-5.3: Emergency Response and Disaster Preparedness.** Enhance emergency response capabilities, disaster preparedness plans, and evacuation protocols to address climate-related emergencies, such as heatwaves and flash floods, and protect public safety during extreme weather events.

**Policy PS-5.4: Emergency Coordination.** Coordinate with emergency management agencies, first



- responders, community organizations, and regional partners to develop coordinated response plans, mutual aid agreements, and resource sharing protocols for climate-related disasters and emergencies.
- Policy PS-5.5:** **Heat Safety Outreach and Education.** Conduct heat safety outreach campaigns, public awareness initiatives, and educational programs to inform residents, caregivers, and outdoor workers about the risks of heat-related illnesses, heat exhaustion, and heatstroke, and promote preventive measures to stay safe during heatwaves.
- Policy PS-5.6:** **Cooling Centers.** Identify and designate cooling centers, public facilities, and community spaces as cooling refuge locations where residents can seek relief from extreme heat and access hydration, air conditioning, and other cooling amenities during heatwave events.
- Policy PS-5.7:** **Cooling Centers Coordination.** Coordinate with local agencies, non-profit organizations, and faith-based institutions to activate cooling centers, extend operating hours, and expand capacity as needed to accommodate increased demand during periods of high heat and heatwave emergencies.
- Policy PS-5.8:** **Vulnerable Population Support Services.** Provide targeted support services and outreach efforts to vulnerable populations, including seniors, individuals experiencing homelessness, low-income households, and individuals with

disabilities, to ensure equitable access to heatwave preparedness resources, assistance programs, and emergency services.

**Policy PS-5.9:**

**Wellness Checks.** Partner with social service agencies, healthcare providers, and community organizations to conduct outreach, offering assistance with transportation, hydration, and access to cooling resources during heatwave events.

## Pollution Hazards

### GOAL PS-6: MINIMIZED RISKS ASSOCIATED WITH THE STORAGE, HANDLING, AND TRANSPORTATION OF HAZARDOUS MATERIALS TO PROTECTING PUBLIC HEALTH, SAFETY, AND THE ENVIRONMENT FROM POTENTIAL HAZARDS

**Policy PS-6.1:**

**Hazardous Materials Inventory.** Require businesses, industrial facilities, and storage facilities to maintain an inventory of hazardous materials stored, used, or transported on-site, including quantities, types, and storage locations.

**Policy PS-6.2:**

**Hazardous Materials Handling Practices.** Implement best management practices for the safe handling, storage, and disposal of hazardous materials, including proper labeling, containment, and emergency response procedures.

**Policy PS-6.3:**

**Training Programs.** Provide training and certification programs for employees and facility operators to ensure competency in hazardous





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- materials management and spill prevention measures.
- Policy PS-6.4:** **Emergency Response Planning.** Develop and implement emergency response plans and procedures for hazardous materials incidents, including spill response protocols, evacuation routes, and coordination with first responders and emergency management agencies.
- Policy PS-6.5** **Hazards Training.** Conduct regular drills, exercises, and training sessions to test emergency response capabilities and improve preparedness for hazardous materials emergencies.
- Policy PS-6.6:** **Regulatory Compliance and Enforcement.** Enforce compliance with federal, State, and local regulations governing the use, storage, and transportation of hazardous materials, including permitting requirements, reporting obligations, and inspection protocols.
- Policy PS-6.7:** **Inspections and Audits.** Consult with appropriate agencies to ensure routine inspections and audits of facilities handling hazardous materials are being conducted to verify compliance with regulatory requirements.
- Policy PS-6.8:** **Hazardous Waste Regulation.** Consult with appropriate agencies to regulate the generation, storage, treatment, and disposal of hazardous wastes from industrial, commercial, and residential sources to prevent environmental contamination and human exposure to toxic substances.

**Policy PS-6.9:**

**Hazardous Waste Disposal.** Promote hazardous waste minimization, recycling, and proper disposal practices through public education campaigns, incentives for waste reduction, and hazardous waste collection events.

**Policy PS-6.10:**

**Contaminated Site Remediation.** Require property owners to remediate contaminated sites, including brownfields, landfills, and abandoned industrial properties to mitigate environmental risks, restore ecosystem health, and facilitate site redevelopment and reuse.

**Policy PS-6.11:**

**Contamination Risks.** Consult with regulatory agencies, environmental consultants, and property owners to assess contamination risks, develop remediation plans, and implement cleanup actions in accordance with applicable regulations and standards.

## Noise

### GOAL PS-7: STREET AND FREEWAY ENVIRONMENTS THAT REDUCE NOISE IMPACTS AND ENHANCES COMMUNITY WELL-BEING

**Policy PS-7.1:**

**Traffic-Calming Measures.** Use traffic-calming designs, such as speed tables and roundabouts, to reduce noise from speeding vehicles in residential neighborhoods.

**Policy PS-7.2:**

**Quieter Pavement Materials.** Prioritize pavement materials that reduce tire noise on streets, especially in noise-sensitive areas.



**Policy PS-7.3:** **Electric Vehicle Incentives.** Promote the use of electric vehicles to reduce overall vehicle noise, particularly in high-traffic areas.

**Policy PS-7.4:** **Noise Enforcement.** Strengthen enforcement of noise limits for modified vehicle exhaust systems and loud engines, especially in residential zones.

**Policy PS 7.5:** **Sound Barrier Installation.** Advocate for and support Caltrans and other agencies in installing sound walls or barriers along freeway sections near residential areas.

**Policy PS-7.6:** **Residential Soundproofing Assistance.** Offer grants or support programs to help homeowners in high-noise areas install soundproof windows and insulation.

**Policy PS-7.7:** **Community Monitoring.** Implement a freeway noise monitoring program to track noise levels and assess the effectiveness of mitigation measures over time.

**GOAL PS-8: REDUCED NOISE IMPACTS FROM GOODS MOVEMENT AND TRANSIT CORRIDORS ON NEARBY NEIGHBORHOODS, PARTICULARLY DURING EVENING AND NIGHTTIME HOURS**

**Policy PS-8.1:** **Designated Truck Routes.** Establish designated truck routes to direct heavy truck traffic away from residential neighborhoods and sensitive areas.

**Policy PS-8.2:** **Quiet Zone at Rail Crossings.** Create quiet zones at rail crossings to reduce train horn use, especially during nighttime hours.

**Policy PS-8.3:** **Enhanced Inspections for Trucks.** Enforce regular noise inspections on commercial trucks, and encourage the use of quieter, low-emission vehicles.

**Policy PS-8.4:** **Noise Monitoring for Light Rail.** Install monitoring systems along light rail corridors to assess noise impacts and adjust mitigation measures as necessary.

**GOAL PS-9: A BALANCED RELATIONSHIP BETWEEN AIRPORT OPERATIONS AND THE QUALITY OF LIFE IN SURROUNDING COMMUNITIES TO MINIMIZE NOISE IMPACTS FROM AIRCRAFT**

**Policy PS-9.1:** **Flight Path.** Work with Los Angeles County that continues flight paths that minimize overflights of residential areas and other sensitive uses.

**Policy PS-9.2:** **Noise Complaints Program.** Establish a noise complaints program to collect resident feedback and address specific noise issues linked to airport operations.

**Policy PS-9.3:** **Noise-Compatible Land Use.** Encourage noise-compatible land uses near the airport and offer soundproofing incentives for existing residential properties.

**GOAL PS-10: REDUCED INDUSTRIAL NOISE IMPACTS ON RESIDENTIAL AREAS THROUGH NOISE-DAMPENING PRACTICES AND STRICT COMPLIANCE WITH NOISE STANDARDS**

**Policy PS-10.1:** **Soundproofing Requirements.** Mandate soundproofing measures for new industrial developments near residential neighborhoods.



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- Policy PS-10.2:**      **Operating Hour Restrictions.** Require a Conditional Use Permit for all 24-hour uses within 200 feet of residential and mixed-use zones.
- Policy PS-10.3:**      **Regular Noise Audits.** Require routine noise level audits for industrial facilities to ensure compliance with local noise regulations.
- Policy PS-10.4:**      **Noise-Dampening Technology.** Encourage the use of noise-dampening technologies, such as quieter equipment and enclosed machinery, within industrial facilities.







CITY OF COMPTON

# Chapter 10

## OUR HISTORIC RESOURCES ELEMENT





# CITY OF COMPTON



# Chapter 10

## Our Historical Resources Element



### Introduction

#### Celebrating Our Historical Resources

The City of Compton is distinguished by its diversity, liveliness, and resilience, along with a steadfast commitment to advancing social justice and constructing a more robust and fair community for all residents. We have included this element to celebrate the places and spaces of historical merit and to put forward policy guidance to preserve, enhance, and maintain buildings, sites, and landmarks considered to be architecturally, culturally, and/or historically significant. Compton contains many individual properties and several neighborhoods that have cultural and historical significance which cannot be replaced if demolished, altered, or neglected. Preserving these places and spaces recognizes their contributions to community life.

#### Legal Framework

California law does not require that the General Plan address historical and cultural resources. However, it does offer the flexibility to prepare additional elements that address topics of unique community interest; historic preservation is identified as one of these optional elements. Historical resources, unlike most other resources, can never be recovered once altered or demolished. Therefore, for historic preservation to be recognized as a legitimate land use concern, it is essential to include historic preservation in the community's General Plan.

### Relationship to Other Elements

Our Historical Resources Element ensures that historical and cultural resources are considered in the broader context of community planning. This element interacts with each mandatory element to create a well-integrated approach that preserves the past while planning the future. For example, Our Community Element designates where various types of development can occur, including areas that may have historical or cultural significance and may require land use approaches to preserve and maintain them. In the Richland Farms area, land use policy ensures that the agricultural character of the area is preserved. Consistency between the Our Heritage and Housing Elements helps balance the need for new housing with the preservation of historical neighborhoods, ensuring that growth does not come at the expense of historic integrity. Historical structures may be more vulnerable to natural disasters. The Safety Element can include policies to retrofit and protect historic buildings from earthquakes, floods, or fires.



## Community Context

### Historical Overview of Compton

Known as the Hub City based on its location in the geographical center of Los Angeles County, Compton is one of the oldest cities in the county and the eighth to incorporate. The territory was settled in 1867 by a band of 30 pioneering families who were led to the area by Griffith Dickenson Compton. The settlement became known as Compton in 1869. Originally named Gibsonville, after one of the tract owners, it was later called Comptonville. However, to avoid confusion with Comptonville located in Yuba County, the name was shortened to Compton. The City of Compton was officially incorporated on May 11, 1888. The new city, with a population of 500 people, held its first City Council meeting on May 14, 1888, in the home of William H. Carpenter.

Compton was one of the earliest suburbs in America. The Los Angeles and San Pedro railroad ran through Compton, so farmers could easily send their crops to the San Pedro harbor and to Los Angeles; that quickly led to economic growth. The first Black families came to the city just before World War II. Throughout the twentieth century, Compton was a middle-class suburb with relatively inexpensive housing. Prior to World War II, Compton was 95 percent white. The City adopted racially restrictive covenants to restrict the sale of real estate based on race, particularly affecting Blacks in the U.S. Civic leaders, real-estate agents, and law-enforcement agencies perpetuated this racial exclusion with their own practices.

Compton's demographics began to change during the late 1940s and early 1950s. Many Blacks in southcentral Los Angeles began moving to Compton once the U.S. Supreme Court banned restrictive covenants in 1948. Now, middle-class Black families could legally move to historically white areas, which were safer, more prosperous, and had better public services thanks to preferential investment by governments and businesses. Some of the first Black families entering Compton neighborhoods were met with violence, vandalism, and terror by locals wanting to drive Black families back out.



*Downtown Compton, 1886*



Developers bought land to create housing for Black families who wanted to move out of south Los Angeles and into middle class comfort, shifting Compton from being almost exclusively white to majority Black. But any comforts the new residents may have felt after all the initial hostility and violence in Compton was short-lived. As the Black population grew, white families moved out, a phenomenon dubbed “white flight.” As white persons left, so did infrastructure investment, businesses, and jobs. Insurers charged extra fees to a population they considered riskier, based on little more than racism. Gradually, the once prosperous suburb was depleted. As unemployment grew, poverty levels increased, as did crime. By the 1980s, the City had developed a reputation driven by the crack epidemic and gang violence.

The City’s reputation was also driven by cultural depictions through music, television, and movies. Groups like N.W.A., a hip-hop group popular in the 1980s and ‘90s, created a lot of negative media attention around Compton. This image of Compton stuck in the American mind.

Beyond its contributions to music and problematic media depictions, Compton has a rich legacy of activism and community leadership, fostering a strong sense of identity and resilience among its residents. The City’s cultural impact extends into fashion, art, and sports, with figures like Serena and Venus Williams highlighting its diverse talents.

Today, Compton is a dynamic community with a population of around 95,000 people, characterized by its rich diversity, with Hispanic/Latino and Black/African American communities making up the majority of residents. The City has undergone significant changes, with shifts in demographics reflecting broader trends in Southern California. Economically, Compton is experiencing growth in various sectors, including manufacturing, retail, and logistics, due to its strategic location near major transportation hubs like the Port of Los Angeles. Local government is focused on revitalization efforts, improving public safety, infrastructure, and educational opportunities, while addressing challenges such as crime and economic disparities.



*Cinco De Mayo Parade, 1973*

Figure OH-1  
Compton Historic Timeline

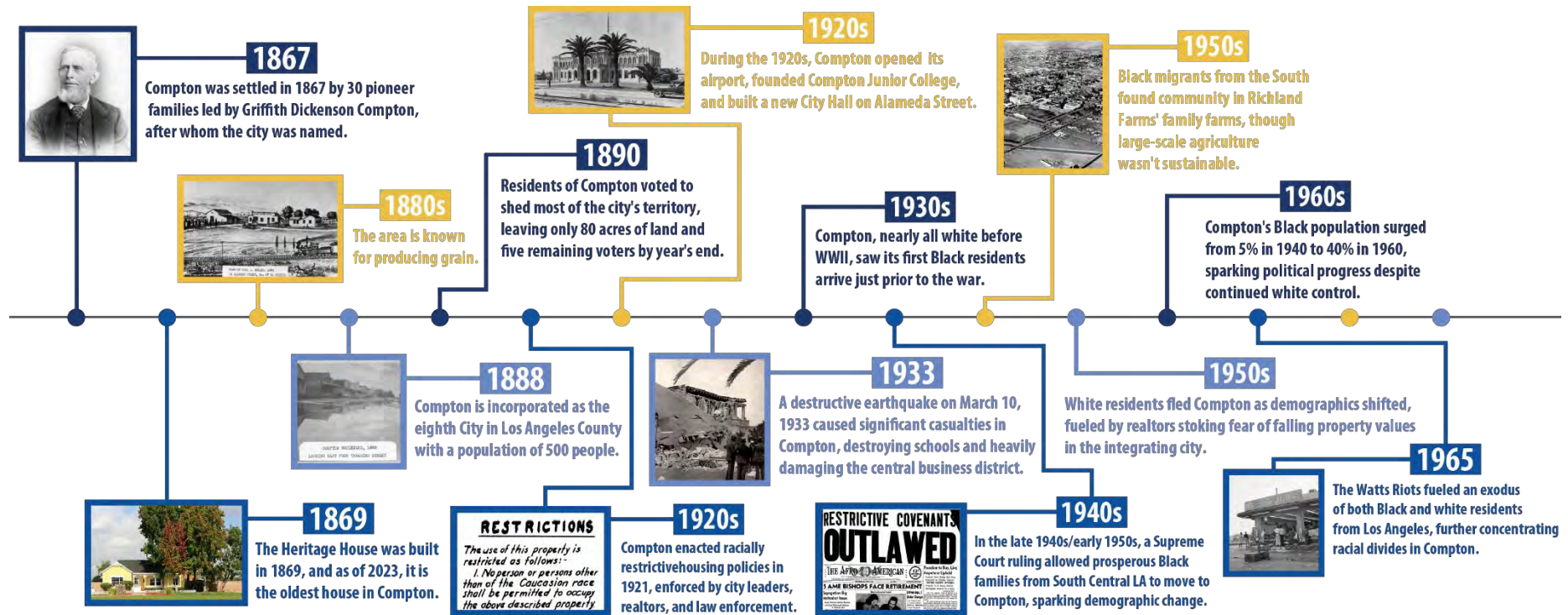
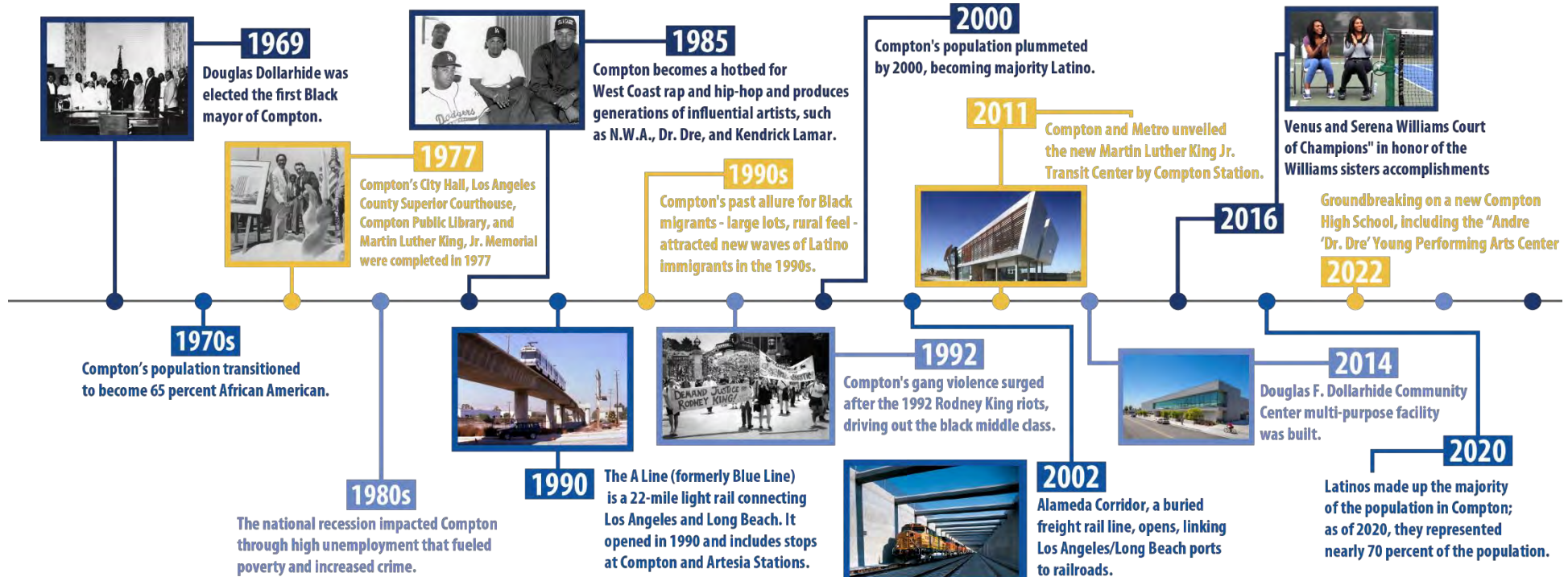




Figure OH-2

## Compton Historic Timeline



## OUR HISTORICAL RESOURCES ELEMENT

### Our Cultural Landmarks

Cultural landmarks highlight a city's identity and visual character. They can convey the history and important figures, and serve as a community and meeting space for residents. They often are symbols of a particular area's heritage and identity. Notable landmarks in Compton include these.

**Compton City Hall and Civic Center:** Located at 205 South Willowbrook Avenue, Compton City Hall is a historic building that has been a symbol of civic governance since its construction in the 1920s. The Compton Courthouse is also a significant landmark in the City's legal and judicial system.

**Douglas F. Dollarhide Community Center:** Named after the first Black mayor of Compton, the Douglas F. Dollarhide Community Center serves as a hub for community events, programs, and activities. It is located at 301 North Tamarind Avenue.

**Richland Farms:** Known as the "Hub of the Horse World," Richland Farms is an agricultural neighborhood in Compton. It is recognized for its rural atmosphere, equestrian lifestyle, and horse-keeping traditions. The area showcases a distinct cultural heritage within the urban landscape.

**Centennial High School:** Established in 1954, Centennial High School is an educational institution that has played a significant role in the community. The school has a long-standing history and has been a source of pride for many Compton residents.



*Compton Jr Posse located in Richland Farms*



*Mural celebrating Black History located in Centennial High School*





**Compton Woodley Airport:** Compton Woodley Airport, at 901 West Alondra Boulevard, is a general aviation airport that has been a part of the City since the 1920s. It serves as a transportation hub for private and charter flights.

**East Rancho Dominguez and Lueders Park:** The Williams sisters, Serena and Venus, trained at the tennis courts in East Rancho Dominguez Park, formerly known as Compton Park. Here, their father, Richard Williams, coached them from a young age, helping them develop the skills that would later make them tennis champions. The park's courts have become an iconic part of their story, symbolizing their journey from Compton to the pinnacle of the tennis world. In 2016, the tennis courts at Lueders Park were dedicated in their honor.

**Foundations of Rap and Hip-Hop History:** Popular culture landmarks related to rap or hip-hop history include iconic recording studios, venues where legendary performances took place, the birthplaces and homes of important Compton's rap and hip-hop artists, murals and street art that celebrate influential artists, and locations featured in famous music videos or album covers. These landmarks should be preserved because they embody the cultural identity and collective memories of a community, contributing to a City's unique character and appeal. Focusing on their positive contributions rather than violent histories allows these landmarks to serve as sources of pride and inspiration, fostering a sense of unity, celebrating the creative and vibrant aspects of Compton's past, and promoting tourism and education. Examples include:



*Mural featuring Compton rapper Kendrick Lamar*



*Mural featuring rapper Tupac Shakur*



## OUR HISTORICAL RESOURCES ELEMENT

*The Compton Courthouse* - Featured prominently in N.W.A.'s music, it represents the systemic struggles addressed in their lyrics.

*The Martin Luther King Jr. Memorial* - Although not directly related to rap, it is a place where artists from Compton have drawn inspiration for themes of social justice.

*Tamarind and Rosecrans Avenues* - Often mentioned in rap lyrics, this area has deep connections to the lives of several prominent rappers.

*Eazy-E's Childhood Home* - Located on Muriel Avenue, it is a pilgrimage site for fans of the late rapper and a symbol of the origins of "gangsta" rap.

Another significant component of Compton's cultural landmarks are the murals and sculptures. Throughout the City are numerous large-scale murals that celebrate local heroes and cultural icons and highlight social and political issues affecting the community, the region, and nation. These murals often feature bright colors and bold designs and are a testament to the artistic talent and creativity of the Compton community. The Compton Initiative has been a major driver in painting murals.

Sculptures and monuments are another type of cultural landmark recognized in Compton. The Jessie Robinson Olympic Park Installation was dedicated to Jesse Robinson, a local advocate for amateur sports when the Summer Olympics were held in Los Angeles in 1984. The Dr. Martin Luther King, Jr. Memorial Plaza has as a focal point the King Memorial, a large sculpture of angled white planes arranged in a circle and converging at the top. It was designed by artist Gerald Gladstone in collaboration with the Civic Center's architect, Harold L. Williams of Kinsey Mead & Williams, to be a tribute to Dr. Martin Luther King Jr.



*Mural featuring rappers Kendrick Lamar, Roddy Ricch, YG, and DJ Quik*

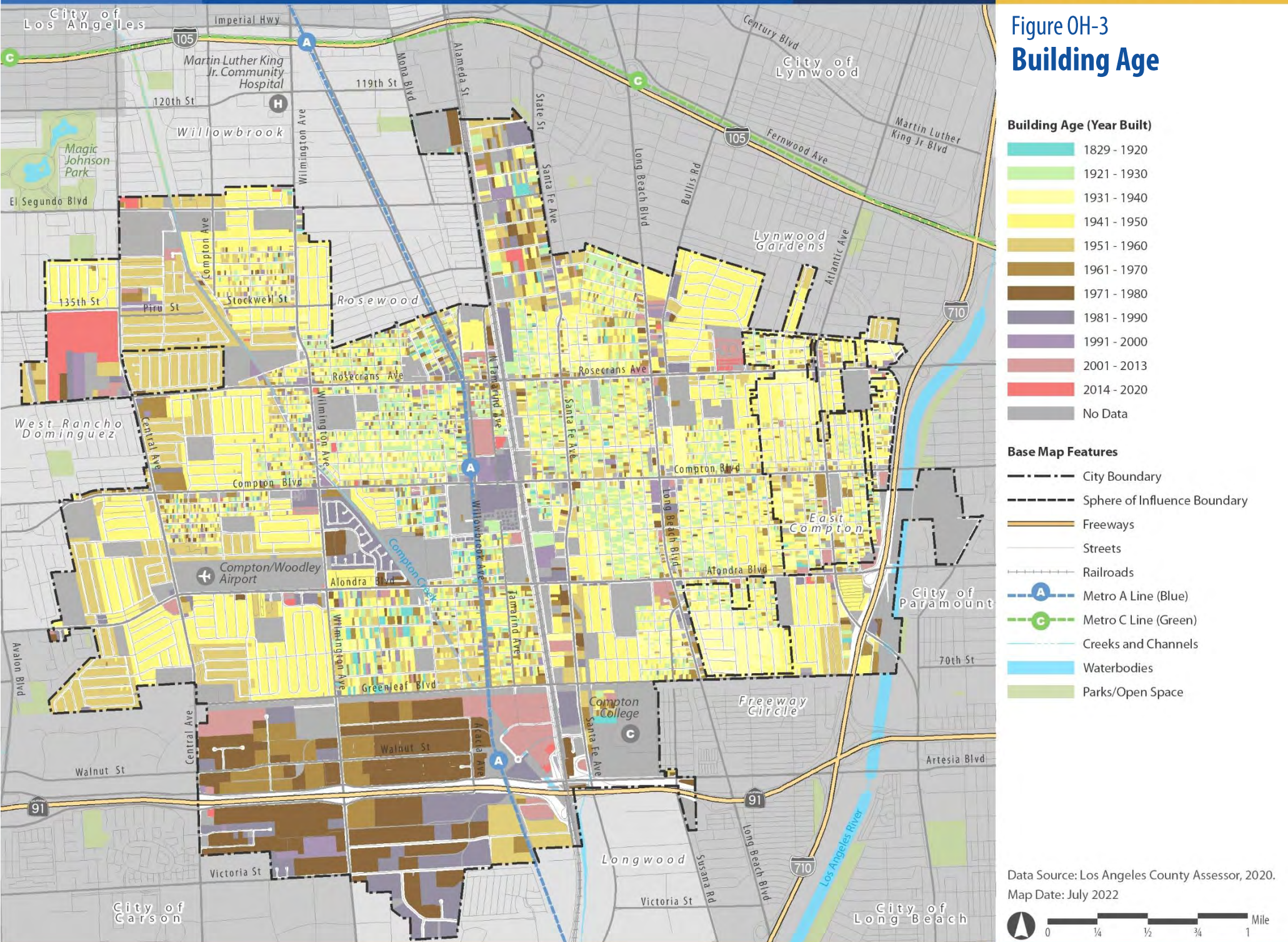
### Older Buildings

Using building age data can help identify older structures that may hold historical significance, serving as potential historical resources for Compton. Many structures in Compton were constructed between 1941 and 1950, but buildings built between 1921 and 1930, as well as some dating as far back as 1869 and 1920, can be found in specific areas of the City. By mapping and analyzing the age of buildings, we can pinpoint areas with concentrations of older architecture, which might include historically significant homes, commercial buildings, or cultural landmarks. This data can guide preservation efforts, helping to uncover and protect sites that contribute to the City's heritage before they are lost to redevelopment or decay.





Figure OH-3  
Building Age





### Our Historical Resources

Historical resources reflect a community's cultural heritage, representing the achievements, struggles, and values of past community members. They provide a tangible link to the past and help us understand and appreciate our shared history and culture. One method to document historical resources is through the resource designation. A California Historical Landmark (CHL) is a designation given by the State of California to places and structures that have historical significance. CHLs are buildings, sites, or places that have played an important role in the history of California and are recognized as such by the state. Two CHL occur within the City.

Cities can also identify additional landmarks on a historic and cultural resources list even if they are not officially designated as historic. This approach recognizes and preserves potentially significant sites. This proactive approach helps ensure that important cultural, architectural, or historical resources are preserved until they can be fully assessed and potentially designated as historic landmarks in the future.

- **The Heritage House (CHL No. 664).** The Heritage House was built in 1869 and is considered one of the oldest homes in Compton. The house originally was constructed by a prominent local businessman named Ozro W. Childs, who was one of Compton's founders. The Victorian-style home features intricate woodwork and ornate details, including a turret, a wrap-around porch, and gabled roof. The house had been restored to its original condition but is now in a state of extreme neglect.
- **Compton/Woodley Airport.** Originally established in the 1920s as a privately owned airfield, Compton/Woodley Airport played a significant role in the development of aviation in Southern California. One notable aspect of the airport's history is its association with the Tuskegee Airmen, a group of Black military pilots who served during

World War II. The airport became an important training facility for these aviators, providing flight training for the Tuskegee Airmen Program. The airport is an uncontrolled airport and is the oldest continuously operating airport in Los Angeles County.



*The Heritage House*



*Compton/Woodley Airport - Airport Terminal Building*

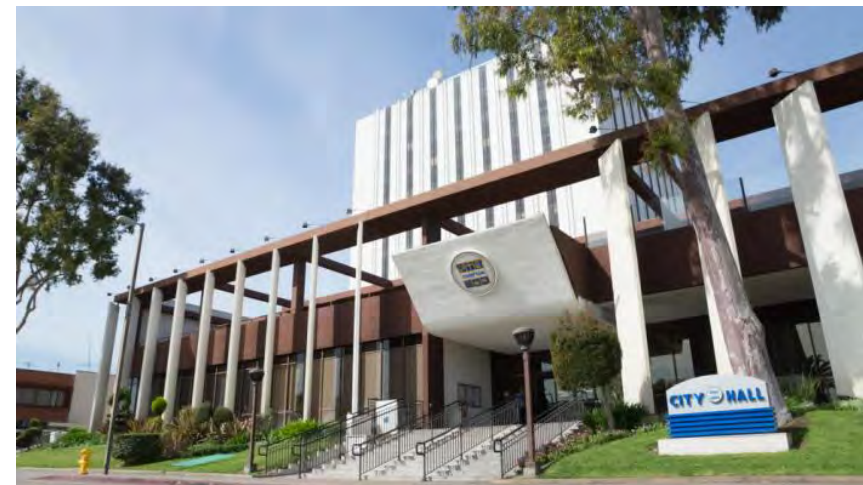




- **Dr. Martin Luther King, Jr. Memorial.** This Civic Center monument is dedicated to the memory of Dr. Martin Luther King, Jr. and was commissioned by Los Angeles County and the City of Compton Civic Center Authority in the late 1970s. The memorial is situated as the focal point of a plaza surrounding the Compton Civic Center and was originally designed to feature a 70-foot stream of water shooting through the center of the structure. Arranged in the classically harmonious shape of a circle, multiple identical white panels rise at varying angles and meet at a central circular form. The design was intended to evoke the form of a mountain, reflecting Dr. King's own statement that he had "been to the mountain top." It is surrounded by the Civic Center, Compton Court House, Compton City Hall, and Compton Public Library.
- **Compton City Hall and Civic Center.** The Compton Civic Center holds historical significance as a symbol of civic pride. It serves as the administrative hub and central gathering place for local government activities and public events. The plaza's focal point is the King Memorial, described and illustrated above. The buildings were designed by local Black architect Harold L. Williams. The Los Angeles Conservancy has designated the site as eligible for the National Register, and the building's window glazing replacement earned a Conservancy Preservation Award in 2013.



*Dr. Martin Luther King, Jr. Memorial*



*Compton City Hall and Civic Center*

## OUR HISTORICAL RESOURCES ELEMENT

- **Eagle Tree.** The Eagle Tree was one Compton's oldest tree (sycamore tree) marking the natural boundary of Rancho San Pedro dating back to 1858. It contains a historic marker and plaque placed by the Daughters of the Golden West in 1947. However, the tree has fallen. A marker identifies the tree's former location.
- **Angeles Abbey Memorial Park.** The Angeles Abbey Memorial Park, also known as the Angeles Abbey Cemetery, is a historical cemetery established in 1923 and known for its elaborate main building. The cemetery contains examples of Byzantine, Moorish, and Spanish architectural style and survived the 1933 Long Beach Earthquake. While the cemetery accommodated all religions, only white patrons were allowed until the 1960s. That changed in 1970 when a Black-owned mortuary company assumed control of the memorial park. Burials continue in Angeles Abbey Memorial; however, little room remains for additional burials. This has landed the Angeles Abbey Memorial on difficult times to properly upkeep the facilities ("Angeles Abbey Memorial Park", June 2024).
- **Dominguez Ranch House - Outside of Compton (CHL No. 152).** The Dominguez Ranch House is a historical adobe building located in Rancho Dominguez, an unincorporated area in Los Angeles County, just south of Compton. The ranch house was built in 1826 by Manuel Dominguez, a prominent landowner in the area and one of the wealthiest men in Mexican California. The ranch house played an important role in the history of California, serving as a center of commerce and agriculture. during the Mexican and early American periods. It was the site of many historic events, including the signing of the Treaty of Cahuenga, which ended the Mexican-American War in California.



*Eagle Tree trunk*



*Angeles Abbey Memorial Park*





- **Historic Post Office.** Construction of the post office was funded by the U.S. Department of the Treasury as part of the New Deal, a series of programs, public work projects, financial reforms, and regulations enacted by President Franklin D. Roosevelt in the 1930s to help the United States recover from the Great Depression. It was completed in 1935 and houses James Redmond's mural "Early California." The post office is still in operation.
- **Woodlawn Cemetery.** The Woodlawn Cemetery is the final resting place of 18 Civil War veterans. It has been a Los Angeles County Historic Landmark since 1946. Woodlawn is one of Southern California's oldest cemeteries, having filled up decades ago. With no new burials, there has been limited income for upkeep and an increase in break-ins, thefts, and vandalism. Under California law, abandoned or neglected cemeteries can lose their license, be sold or be turned over to cities, counties, or nonprofits. If that happens, there is no requirement to maintain the property as a cemetery, which may mean the relocation of remains.



*Compton Post Office*



*Woodlawn Cemetery*



### Key Challenges

#### **Lack of Local Resources Identification and Designation Program**

Compton lacks a comprehensive Local Resources Identification and Designation Program, which has resulted in missed opportunities to recognize and protect significant cultural, historical, and natural resources. Without a formal program, many of Compton's unique assets remain underacknowledged and at risk of deterioration or loss. This gap hampers efforts to preserve the City's rich heritage and hinders the potential for leveraging these resources in community development and tourism initiatives. Addressing this issue could enhance local pride, attract investment, and ensure that Compton's legacy is preserved for future generations.

#### **Lack of Communication on the Relevancy of Preservation**

Communicating the relevance of preservation is crucial, especially as the City navigates pressures from new development. Ensuring equity and accessibility within preservation efforts is vital to preventing place-based cultural erasure and creating opportunities for individuals of non-dominant racial identities to participate in and lead preservation practices.

#### **Pressures From New Development**

As Compton continues to grow, the City looks to balance development and preservation goals. This approach allows for the creation of new homes and other community-benefiting uses while identifying and protecting resources that reflect Compton's architectural, historical, and cultural identity. By doing so, the City can honor its past while encouraging its continued progress and evolution.



*Compton City Hall, 1926*



*Compton City Hall, 1933*



## Historical and Cultural Resources Plan

As we look ahead and plan for our growth and progress, we also look back to the places, events, and people that have shaped our City and its history.

A local preservation or historic resources program is a proactive measure to preserve the unique character and heritage of the City, ensuring that important landmarks, buildings, and sites are recognized and protected from potential threats like development or neglect. By documenting and designating historical resources, the program helps maintain the community's identity, fosters civic pride, and can even boost local tourism and economic development.

The City's three-phase preservation strategy involves: 1) public engagement and collaboration, 2) asset identification, and 3) establishing preservation regulations and incentives. The first phase focuses on raising awareness through public education and partnering with preservation organizations. The second phase includes conducting cultural resource surveys, creating context statements, and community asset mapping to document and value historic and cultural resources. The final phase involves implementing preservation regulations, such as demolition review ordinances and adaptive reuse policies, alongside providing incentives like tax credits and grants to support the preservation of historic sites.

Figure OH-4

### Historic and Cultural Resources Plan



### Historical Resources Goals and Policies

The Our Historical Resources Element aims to preserve and celebrate the City's rich cultural heritage and historic landmarks while simultaneously supporting ongoing community development. By identifying, protecting, and promoting historically significant sites, the City seeks to maintain a tangible connection to its past while fostering civic pride. The goals and policies below emphasize the importance of integrating historic preservation into future planning, ensuring that development complements and enhances the character of Compton's unique historical identity. Through strategic initiatives, the City will protect its cultural assets, support adaptive reuse, and promote educational opportunities for the community to engage with its history.

#### GOAL OH-1: PRESERVATION AND ENHANCEMENT OF COMPTON'S HISTORICAL AREAS AND RESOURCES

- Policy OH-1.2:** **Community Participation.** Use public input to help shape the historic preservation program. Conduct a cultural asset mapping program to give community members a participatory platform to spotlight local historical and cultural assets they deem significant.
- Policy OH-1.3:** **Educational Awareness.** Provide educational opportunities to foster community awareness and pride in Compton's history.
- Policy OH-1.4:** **Protecting Our Resources.** Discourage the demolition and inappropriate alteration of historical buildings.
- Policy OH-1.5:** **Adaptive Reuse.** Encourage and allow adaptive reuse of historical buildings.

**Policy OH-1.6:**

**Preservation Groups.** Encourage and support public, quasi-public, and private entities in local preservation efforts, including the designation of historical resources and the preservation of designated resources.

**Policy OH-1.7:**

**Pride In Our History.** Strengthen the image and identity of the City through unifying design, branding, and architectural themes that are compatible with our culture and history.

**Policy OH-1.8:**

**Economic Development.** Promote economic development through heritage education and the promotion of tourism.

**Policy OH-1.9:**

**Commemorating Our History.** Support efforts to identify and commemorate historical structures and sites, and historically and culturally sensitive areas in Compton through murals, plaques, and educational exhibits.

#### GOAL OH-2: A CITYWIDE HISTORICAL/CULTURAL PRESERVATION PROGRAM THAT IDENTIFIES AND PROTECTS COMPTON'S HISTORICAL AND CULTURAL RESOURCES

**Policy OH-2.1:**

**Historic Resource Survey.** Create a comprehensive program to inventory and preserve historical and cultural resources. Include contemporary resources that while not historical, play a significant part in our history. Identify, document, and evaluate through a Historic Resource Study the significance of individual historical and cultural resources, and create context statements for each identified asset.





**Policy OH-2.2:**      **Landmark Recognition Program.** Establish a Cultural and Historical Marker program that identifies historical structures and cultural landmarks.

**Policy OH-2.3:**      **Incentivize Preservation.** Support incentive programs that promote restoration, rehabilitation, salvage, and adaptive reuse of historical buildings and sites.

**Policy OH-2.4:**      **Preservation Regulations.** Comply with City, State, and Federal historic preservation regulations to ensure adequate protection of local cultural, historical, and archaeological resources.

**Policy OH-2.5:**      **Accessible Preservation.** Explore strategies to promote an equitable and accessible historic preservation program.

**Policy OH-2.6:**      **Partnerships.** Strengthen relationships and programs with local and regional institutions and organizations to promote the appreciation, maintenance, rehabilitation, and preservation of Compton’s historical and cultural resources. Collaborate to promote public awareness and educational opportunities that highlight historic preservation.

**Policy OH-2.7:**      **Staff Development.** Collaborate with local and regional historic preservation groups to establish or participate in a training program that promotes best practices in preservation techniques.

**Policy OH-2.8:**      **Funding.** Pursue grant funding available through the State Office of Historic Preservation and other funding sources to maintain and expand the historic preservation program in Compton.

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