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City of Compton General Plan 2045

Technical Report

May 2024

COMPTON
GENERAL PLAN 2045
Building a Better Compton

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Introduction and Overview

Cities change over time, and Compton is no exception. The City has undergone significant transformation over the past 100 years, evolving from ranch lands under Rancho San Pedro to a small settlement in the late 1860s, and ultimately becoming the residential suburb it is today. Compton's physical, social, demographic, political, and economic landscapes have evolved over the years. The decisions made by community leaders, combined with the influences of regional and economic conditions, popular culture, natural disasters, and human tragedies, have collectively shaped the city into what it is today.

What factors will shape Compton's future over the next 20 years? The General Plan 2045 will serve as a roadmap for the city's future. However, before the plan can be drafted, establishing a set of baseline conditions will help community residents and leaders comprehensively understand what existing conditions could and should change.

This report, "Compton Today: Constraints and Opportunities Technical Report," provides a snapshot of Compton and the surrounding Los Angeles County unincorporated areas known as the spheres of influence. Presented in a concise and visually engaging format, , this report delves into various aspects of the city, such as the built environment, city culture, and the natural environment. The information presented here will serve as the foundation for development of the Compton General Plan 2045.

From Mulberry Street in the foreground, looking southwest toward the Compton Courthouse

Purpose of the Report

This report provides baseline spatial data on current (2023) conditions and available resources, as well as trends and critical concerns that will shape decisions regarding the long-term physical development of Compton. The report encompasses information related to land use, natural and community resources, urban layout, transportation, and infrastructure. This report:

- Facilitates community engagement in planning matters, including issues, priorities, and the vision for the future
- Identifies opportunities for desired change over time
- Recognizes challenges and limitations
- Evaluates policy issues and potential solutions
- Assesses existing conditions to identify suitable housing sites
- Establishes a framework for land use and transportation alternatives
- Formulates policies and implementation actions for the General Plan Update
- Establishes a baseline assessment necessary for the environmental setting portion of the environmental impact report for the General Plan Update

Report Organization

This report contains six chapters, each covering different topics to offer a comprehensive overview of the City of Compton in 2023. Each chapter addresses specific areas of interest and includes a list of key considerations—brief, defining points that highlight the critical issues that the General Plan will address.

- **Chapter 1: Introduction.** This chapter provides an overview of the Existing Conditions Technical Report.
- **Chapter 2: Built Environment.** This chapter provides a snapshot of land use, housing, regulatory environment, and public spaces.
- **Chapter 3: Mobility.** This chapter reviews transportation and mobility options, including pedestrian facilities.
- **Chapter 4: City Culture** This chapter identifies Compton's culture setting, demographics, equity and distribution of services, emergency services, environmental justice, and community health.
- **Chapter 5: Natural Environment** This chapter focuses on urban agricultural context, climate adaptation, and natural hazards.

What Is a General Plan?

The City is currently in the process of updating its General Plan, often referred to as its "constitution for development." The existing General Plan was adopted more than 30 years ago and since then, both the City and its broader context have undergone significant changes. This General Plan update presents a unique opportunity for the Compton community to collaborate in crafting a visionary blueprint for the next two decades.

In the State of California, every county and city is mandated to prepare and maintain a planning document known as a general plan. This general plan serves as the jurisdiction's "constitution" or "blueprint" for making decisions related to land use, housing, transportation, public safety, resource conservation, and equity. All specific plans, subdivisions, public works projects, and zoning decisions must align with the guidelines set forth in the jurisdiction's general plan.

A general plan has four defining features:

- **General.** A general plan provides general guidance for future land use, transportation, environmental, services, and resource decisions.
- **Comprehensive.** A general plan covers a wide range of built environment, economic, infrastructure, and natural resource issues. The issues include land use, urban development, housing, transportation, public facilities and services, recreation, agriculture, biological resources, and many other topics. Compton's General Plan is organized into a series of required and optional elements (see Figure 1-1).
- **Long Range.** A general plan provides guidance on achieving a long-range vision for a city. To guide decisions, the general plan includes goals, policies, and implementation programs that address both the present to the year 2045 (roughly 20 years in the future).
- **Integrated and Coherent.** The goals, policies, and implementation programs in a general plan present a comprehensive, unified program for development and resource conservation. A general plan uses a consistent set of assumptions and projections to create future goals for housing, employment, and public services (e.g., infrastructure). A general plan has a coherent set of policies and implementation programs that enables residents to understand the vision of the general plan, and enables landowners, businesses, and industry to know how and when the goals and policies will be implemented.

Figure 1-1: Compton Required and Optional General Plan Elements

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 1-2).

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) (Cal. Gov't. Code §56076). As of 2023, three areas were determined to be within the sphere of influence of the City of Compton, and four areas fell within the joint sphere of influence of Compton and nearby cities; see Figure 1-3. Parcels A, C, and D are all part of the unincorporated area of East Compton, and this sphere of influence was established in 1984. The City of Compton's incorporated boundaries surround the Los Angeles unincorporated community of East Compton. Parcel B is in southeast Compton and is the unincorporated area of Compton, which was also established in 1984.

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 are areas that physically interact with multiple cities surrounding cities. There is a joint spheres of influence west of Compton that LAFCO has designated as within the sphere of influence of the cities of Compton and Los Angeles; this designation was established in 1973. Parcel 6, established in 2006, is also located west of Compton and falls under the joint spheres of influence of Compton, Los Angeles, and Carson. Additionally, a joint sphere of influence south of the city is under the spheres of influence of Compton, Carson, and Long Beach; this was established in 2006.

City Government

The first City Council meeting in Compton was held on May 14, 1888. Today, Compton operates as a general law city and utilizes the council-manager form of government. The City Council is responsible for City ordinances, operating resolutions, budget adoption, and the appointment of committee members. Standing committees, boards, and commissions provide input to the City Council. Compton is divided into four City Council districts, with the mayor elected at large.

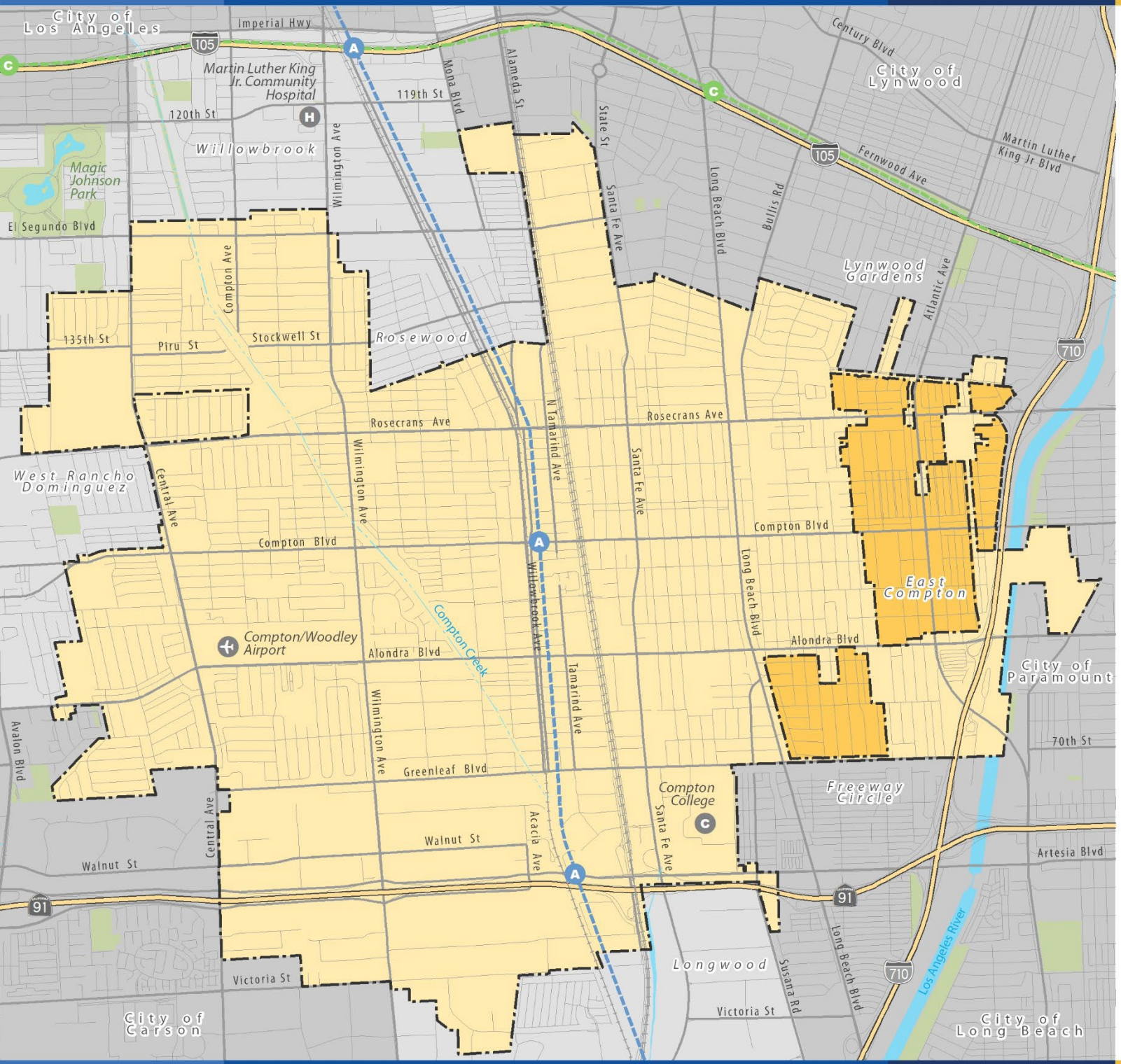

Figure 1-2

Planning Area

Planning Area

- Compton Sphere of Influence
- Compton Incorporated Boundary

Base Map Features

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

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

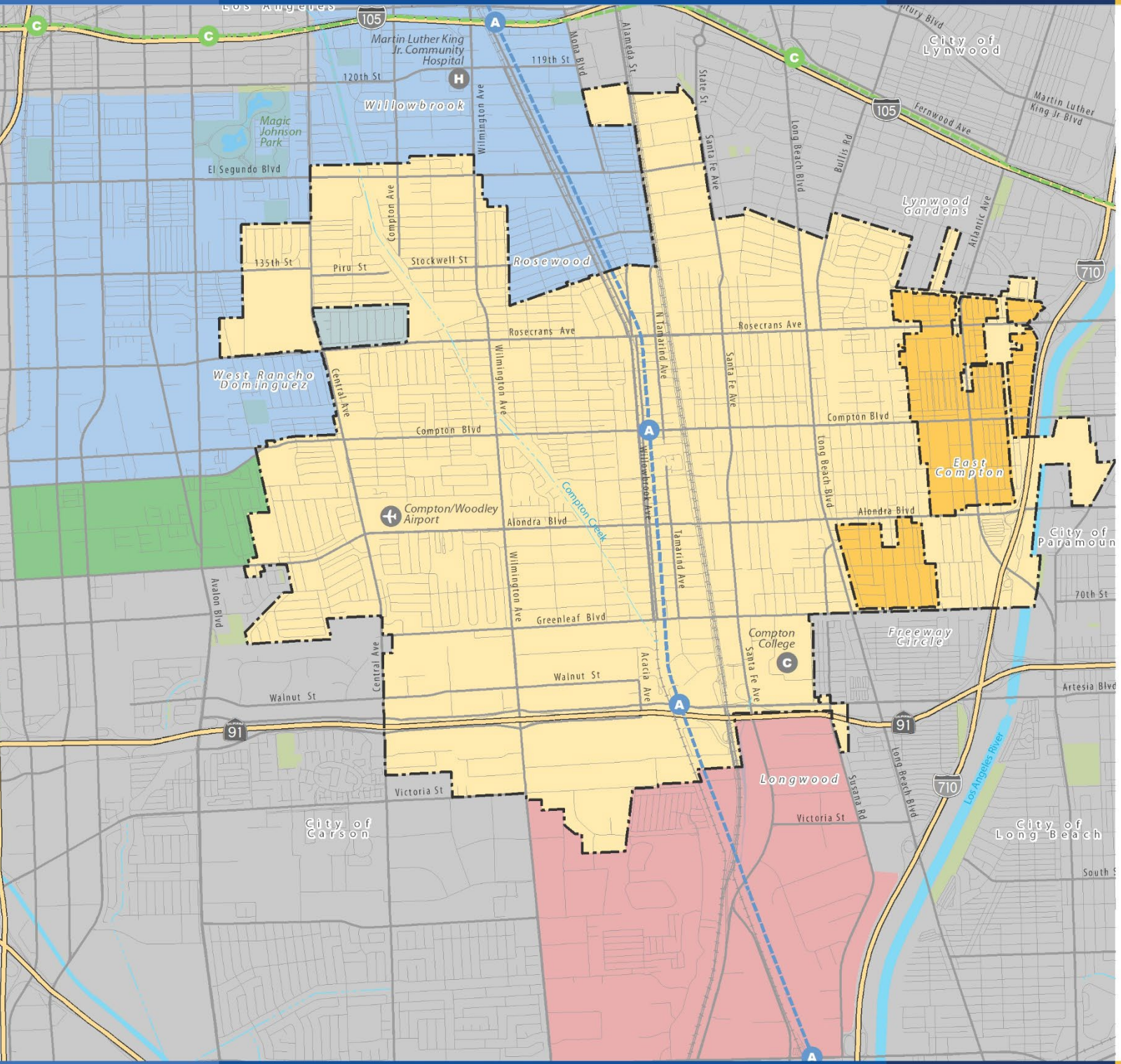

Figure 1-3
Joint Spheres of Influences

Joint Sphere of Influences

- Compton Sphere of Influence
- Joint Compton/Long Beach/Carson
- Joint Compton/Los Angeles
- Joint Compton/Los Angeles/Carson
- Compton Incorporated Boundary

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
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Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Setting

Regional Setting

Located in southern Los Angeles County, approximately 15 miles south of Downtown Los Angeles, the City of Compton is bordered by the city of Lynwood and the Los Angeles County 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 east (see Figure 1-4).

Compton holds the distinction of being one of the oldest cities in Los Angeles County and was incorporated as the eighth city in the County in 1888. It is renowned as a "hub city" due to its central location within Los Angeles County and its proximity to nearby cities. Compton serves as a significant industrial center, encompassing transit, business services, technology, and manufacturing.

The city is encircled by multiple freeways that provide access to neighboring cities. Interstate 105 runs to the north, connecting El Segundo to Norwalk. Interstate 710 extends from the seaport in Long Beach to East Los Angeles along the eastern city border. State Route 91 traverses the southern part of the Ccity, continuing eastward into San Bernardino County. Interstate 110 runs to the west, connecting Long Beach to Pasadena. Additionally, Compton is home to Compton Woodley Airport, which is open to the public for general aviation aircraft. The city is also served by two Blue Line Metro stops that commence in Downtown Los Angeles and terminate in Long Beach.

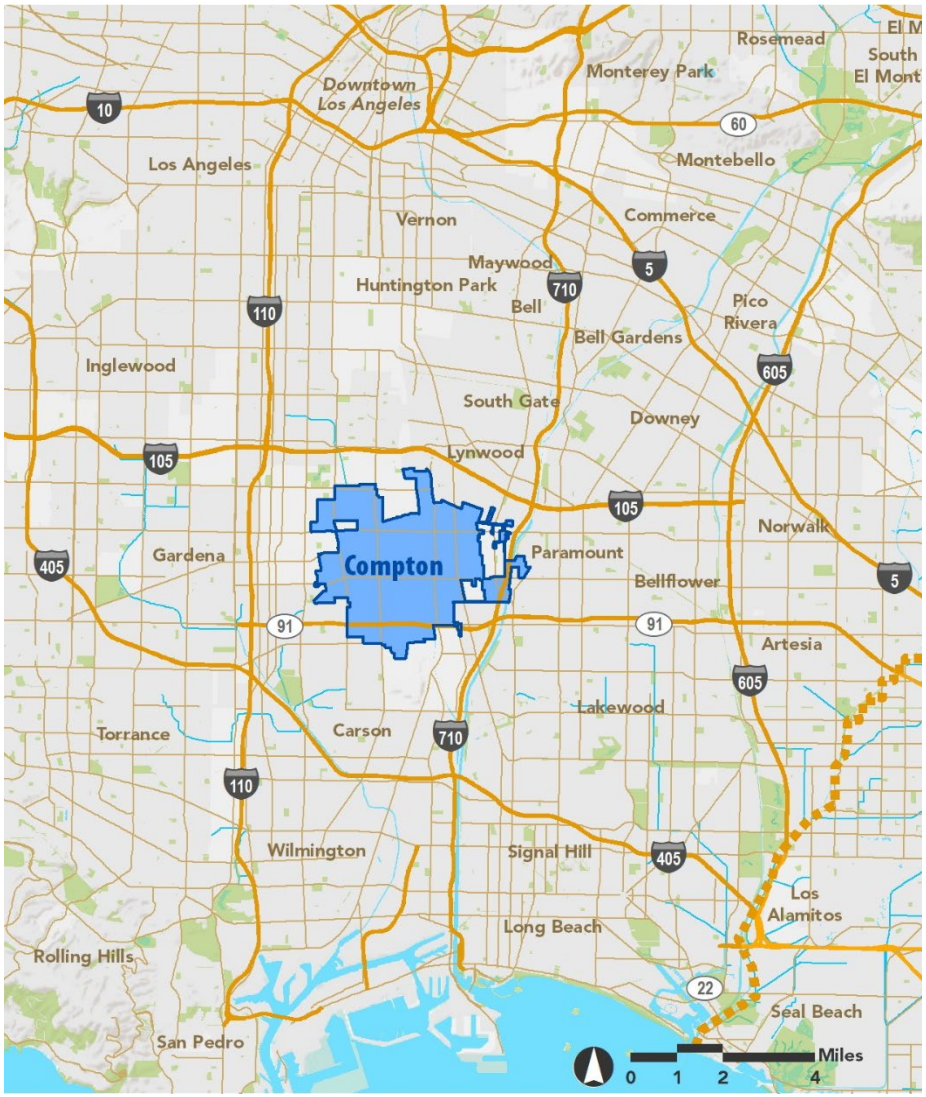


Figure 1-4: Regional Location

Historical Setting

Compton has a long and rich history, evolving from its early period as an agricultural community to its current form as a suburban city. The following highlights key moments in the City's history.

- **1867.** Compton was settled in 1867 by 30 pioneer families led by Griffith Dickenson Compton, after whom the city was named.
- **1869.** The Heritage House was built in 1869, and as of 2023, it is the oldest house in Compton.
- **1880s:** The area is known for producing grain.
- **1888.** Compton is incorporated as the eighth City in Los Angeles County with a population of 500 people.
- **1890.** A series of votes were held by the residents of Compton, with the aim of shedding significant portions of the city. By the end of the year, Compton was down to only 80 acres of land, with five remaining voters residing within that territory.
- **1920s.** The City adopted racially restrictive covenants in 1921 to bar African Americans and other people of color from the municipality. Civic leaders, real-estate agents, and law-enforcement agencies perpetuated this racial exclusion with their own practices.
- **1920s.** The 1920s saw the opening of Compton Airport (1924). Compton Junior College was founded, and city officials moved to a new City Hall on Alameda Street.
- **1933.** On March 10, 1933, a destructive earthquake caused many casualties: schools were destroyed and there was major damage to the central business district.
- **1930s.** The first black families came to the city just before World War II. Prior to World War II, Compton was 95 percent white.
- **1940s.** Compton's demographics began to change during the late 1940s and early 1950s. Many African Americans in south central Los Angeles were now prosperous enough to move to Compton. They took advantage of the U.S. Supreme Court's ban on restrictive covenants in 1948 and began to purchase houses in Compton. Some

A view of Main Street in Compton in 1914. The General Merchandise store is located on the left side of the street.

Compton Boulevard and Tamarind Street in 1933. Bank of America is visible at the corner, next to DuPont Hardware and Smart Shop.

of the first black families entering Compton neighborhoods were met with violence, vandalism, and terror.

- **1950s:** Black families from the South moving to Los Angeles found a "home away from home" in Richland Farms. Large-scale agricultural business could not be sustained, but farming for the family and community became a tradition.
- **1950s.** White flight—the process of white families rapidly leaving a neighborhood due to changing racial demographics—was spreading in Compton. Real-estate brokers accelerated this process by scaring white families with threats of low property values due to the new racially integrated neighborhoods.
- **1960s.** In the early 1960s, while whites still controlled politics and law enforcement, Blacks began to make political progress. The Black population in Compton rose from five percent in 1940 to 40 percent in 1960.
- **1965.** The Watts Riots of 1965 accelerated Black flight from Los Angeles and in turn increased white flight from Compton.
- **1969.** Douglas Dollarhide was elected the first Black mayor of Compton.
- **1970s.** Compton's population transitioned to become 65 percent African American.
- **1977.** Compton's City Hall, Los Angeles County Superior Courthouse, Compton Public Library, and Martin Luther King, Jr. Memorial were completed in 1977.

In 1959, more than 500 Compton College students abandoned their classes to picket television-equipped classrooms and protest against 'automized education.

Looking west on Compton Boulevard from Alameda Street, on December 18, 1954.

- **1980s.** Growing unemployment and poverty led to a rise in crime and Black street gangs. By the 1980s, Compton's "ghetto" image had emerged as unemployment among Black men rose to 10 percent, almost twice the national average for all unemployment.
- **1988.** NWA, the famous Compton-based rap group, released *Straight Outta Compton*, which profiled both gang life and police brutality in the city. Soon after the record's release, Compton became internationally recognized as a city dominated by gangs and violence.
- **1990.** The A Line, formerly Blue Line, is a 22-mile light rail line running north and south between Los Angeles and Long Beach, opened on July 14, 1990. The A Line includes both Compton and Artesia Stations in Compton.
- **1990s:** Rural Latinos from Mexico and Central America migrating to Los Angeles find features that had made Compton and Richland Farms attractive to previous groups of migrants also was a draw for this subsequent generation.
- **1992.** Gang violence peaked shortly after the riots following Rodney King's infamous arrest and beating by Los Angeles police in 1992. By this point, middle-class Blacks had begun to flee the city.
- **2000.** Compton's overall population dropped dramatically by the year 2000, as the city became mostly Latino.
- **2002.** Alameda Corridor, a freight rail expressway located within a trench, connecting the ports of Los Angeles and Long Beach with the transcontinental mainlines of the BNSF Railway and the Union Pacific Railroad that terminate near downtown Los Angeles, begins operations.
- **2011.** Metro and Compton City officials opened the new Martin Luther King Jr. Transit Center adjacent to Compton Station.
- **2014.** Douglas F. Dollarhide Community Center multi-purpose facility was built.
- **2020.** Latinos made up the majority of the population in Compton; as of 2020, they represented nearly 70 percent of the population.

South Central Organizing Committee leaders gathered at Compton Auto Plaza in support turning the site into 600 low-cost single-family homes in 1989.

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 1-5). 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 saw only an 18 percent growth over 40 years, marking a stark contrast to previous decades. During that same time period, although population growth had slowed, the racial and ethnic composition of the city changed drastically. In 1980, nearly 74 percent of the population was Black and 21 percent Latino and/or Hispanic (see Figure 1-6). 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 population were nearly 71 percent.

City Annexations

Incorporated in 1888, the City of Compton carried out 153 annexations between 1924 and 1986, as shown in Figure 1-7. The first annexations occurred in central Compton along Willowbrook Avenue and radiated outward to the east, south, and west. The most recent annexations took place in 1986 in the eastern part of the city bordering East Compton. The City has made attempts to annex the nearby unincorporated area of East Compton despite opposition from business and property owners in the area. This area is surrounded by the City of Compton and is primarily industrial.

The incorporated area of Compton encompasses approximately 10 square miles. The City is primarily a mix of residential, commercial, and manufacturing uses.

Figure 1-5: Historical Population Growth

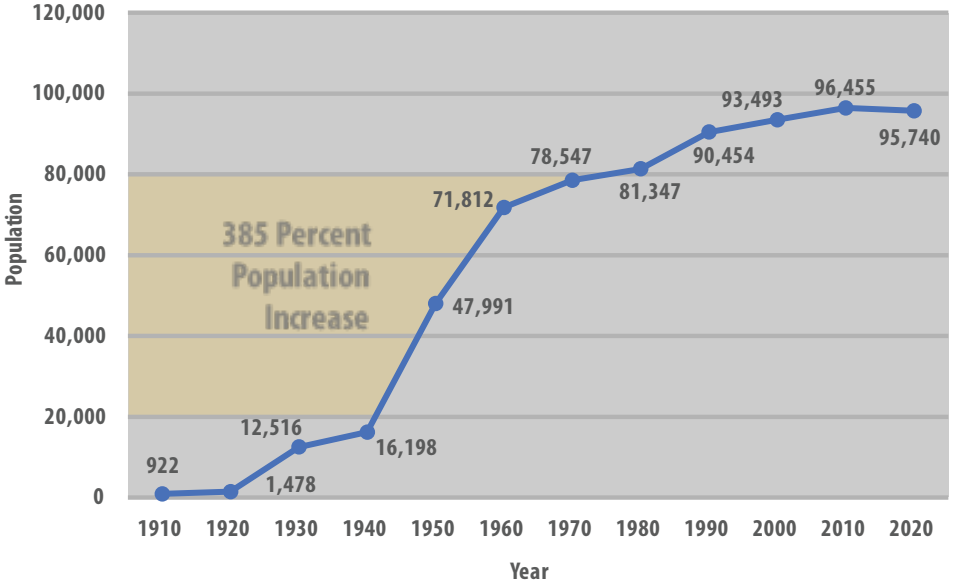
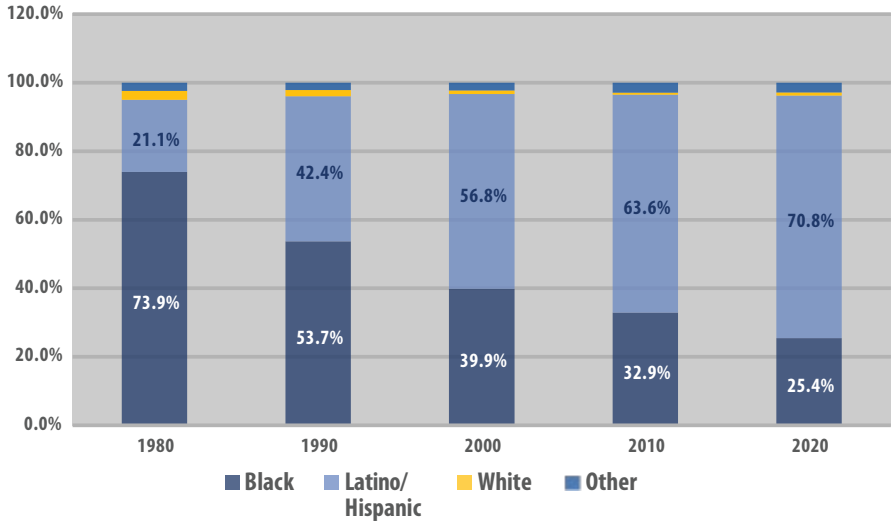


Figure 1-6: Race/Ethnicity Change (1980 – 2020)



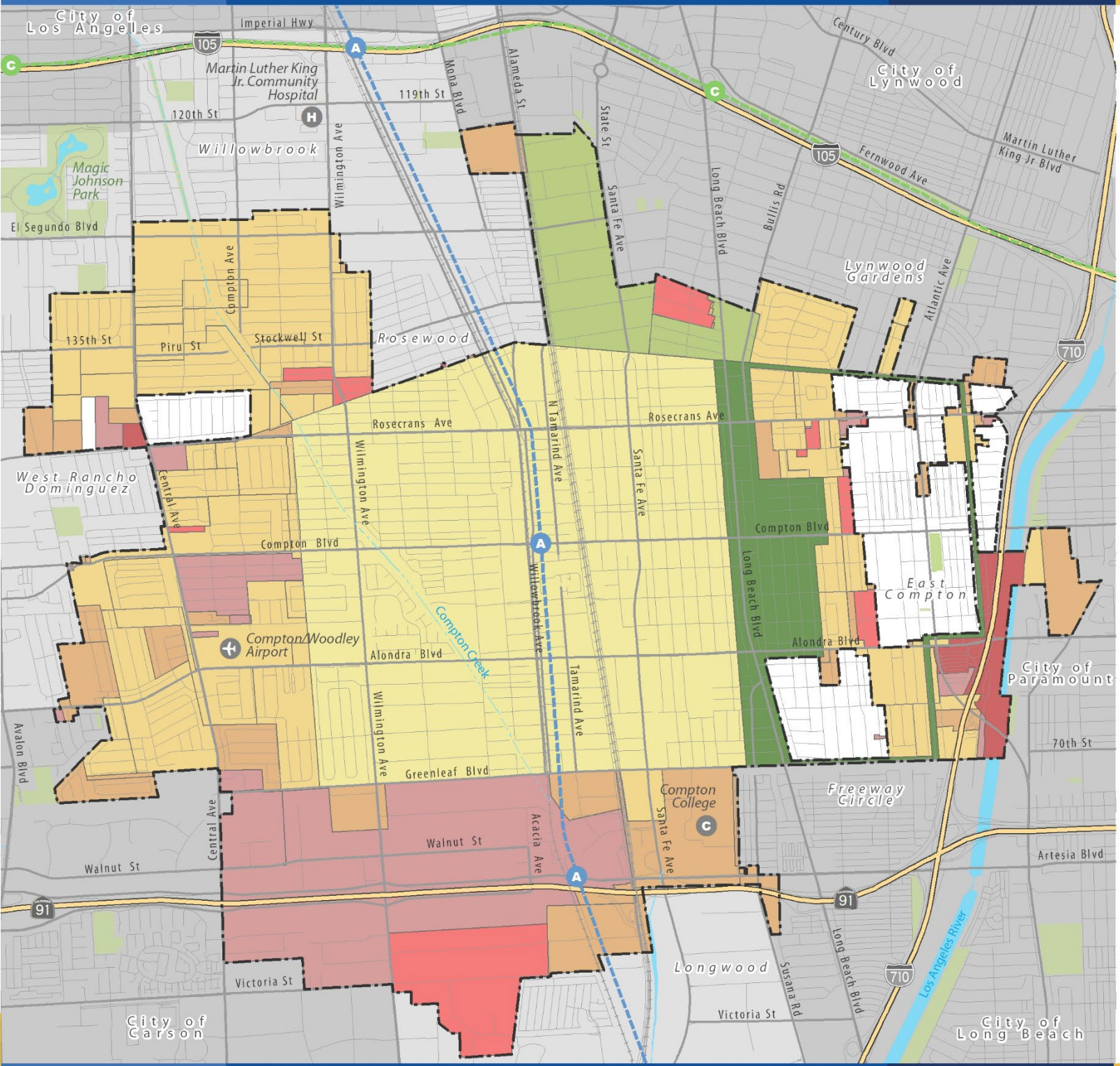


Figure 1-7
Annexation History

City Annexations (Year)

- 1924
- 1925 - 1930
- 1931 - 1940
- 1941 - 1950
- 1951 - 1960
- 1961 - 1970
- 1971 - 1980
- 1981 - 1986

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: Los Angeles County, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Chapter 2
Compton Today: Built Environment

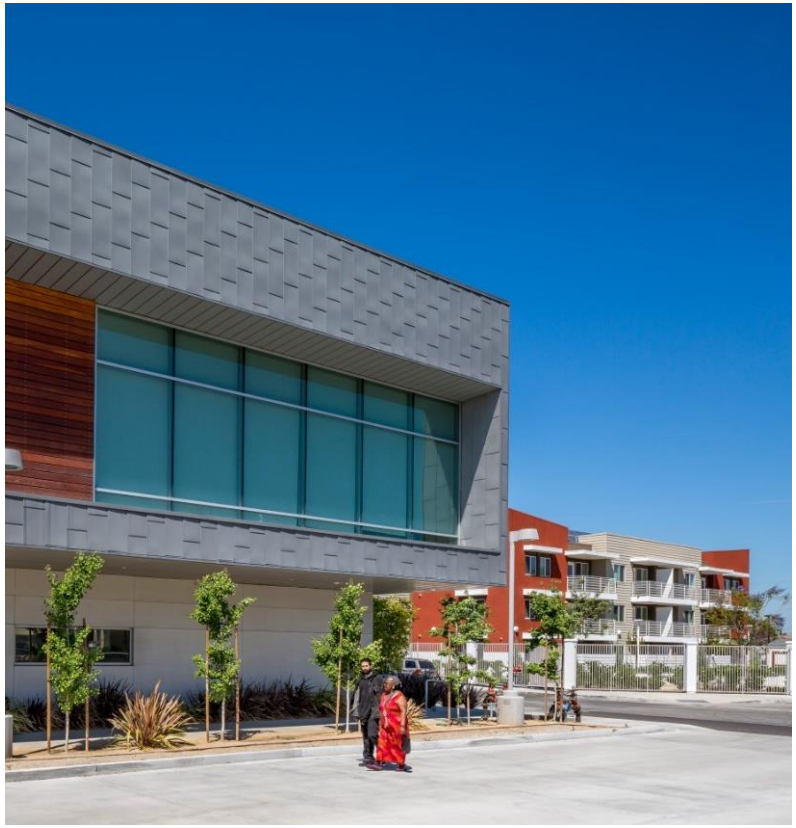
COMPTON GENERAL PLAN 2045
Building a Better Compton

Introduction

This chapter provides an overview of baseline (2023) built environment conditions in the City of Compton, which include land use, housing, and infrastructure.

The built environment encompasses all aspects of the community, including the structures where people live, work, and learn. It can generally be described as the human-made or modified structures that furnish people with spaces for living, working, education, and recreation.

Compton's existing 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.



In some neighborhoods, housing density can vary with a mixed of smaller apartment buildings.

Land Use

Land use refers to the human activities and purposes for which land is utilized or modified. It encompasses the various ways in which land is allocated, managed, and developed to meet societal needs and economic objectives. Land use includes a wide range of activities, such as residential, commercial, industrial, and recreational purposes. Land use policy involves decisions about how land is divided, designated, and utilized, considering factors like zoning regulations, environmental considerations, infrastructure development, and urban design.

Existing Land Use (2020)

Existing land use and development plans and regulations provide a starting point for understanding past planning efforts that have shaped and continue to shape the City of Compton. Relevant documents include the General Plan, Zoning Code, and specific plans.

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 (see Table 2-1). 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 2-2 graphically depicts existing land use distribution in Compton. Single-unit residential use dominates most of the land use within the city, followed by industrial, educational, and commercial land uses. 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 2-1: Land Use Acres Percentage (2023)

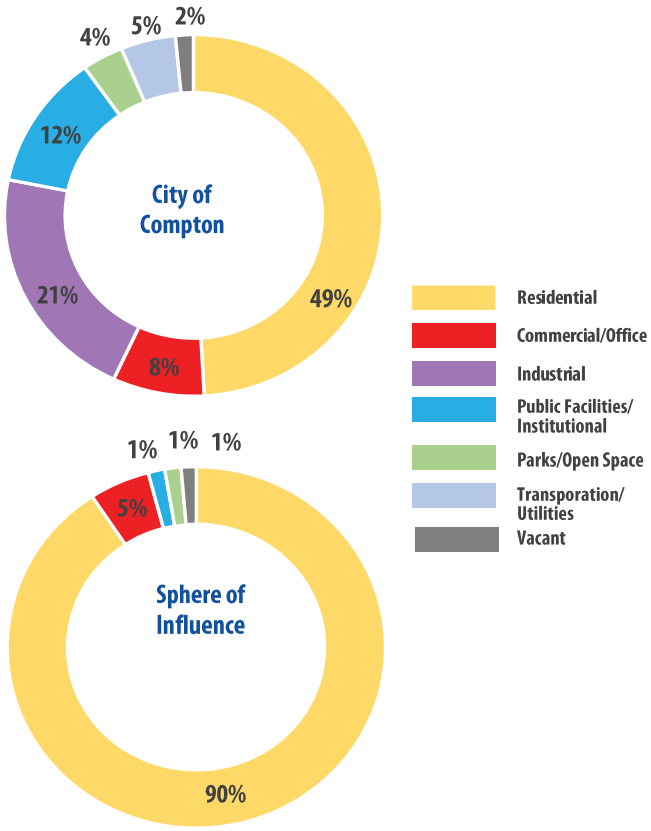


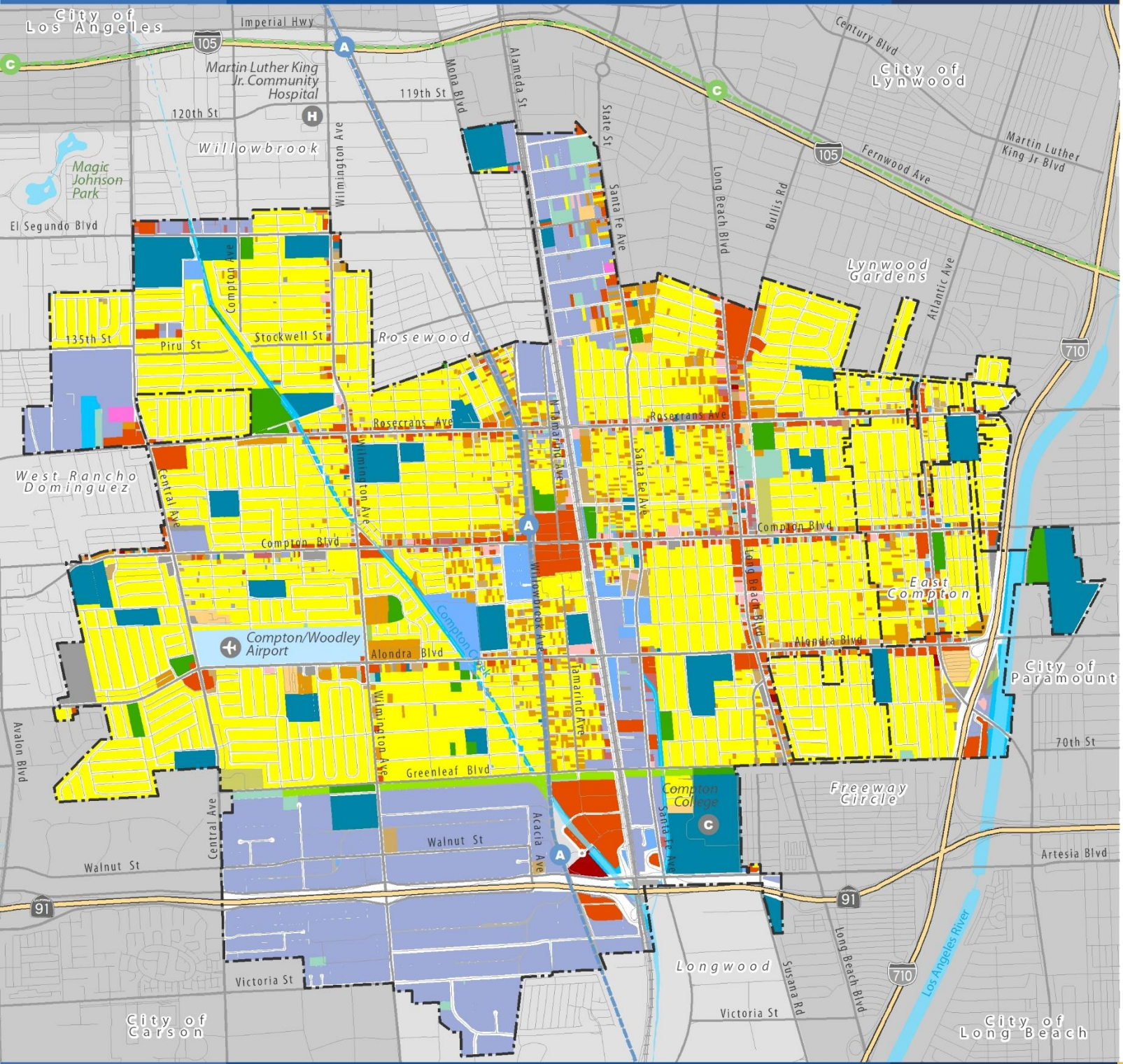
Table 2-1: Existing Land Use (2023)

Existing Land Uses		City of Compton		Sphere of Influence		Planning Area	
		Acres	Percent of Total	Acres	Percent of Total	Acres	Percent of Total
Residential Uses	Single Units	2,238.2	44.0%	356.7	83.9%	2,595.0	47.1%
	Mobile Home Park	30.2	0.6%	-	-	30.2	0.5%
	Multiple Units	225.3	4.4%	26.1	6.1%	251.3	4.6%
	Assisted Living	6.4	0.1%	-	-	6.4	0.1%
Commercial and Industrial Uses	Commercial	294.4	5.8%	19.6	4.6%	314.1	5.7%
	Auto Repair	24.4	0.5%	-	-	24.4	0.4%
	Offices	30.4	0.6%	1.4	0.3%	31.8	0.6%
	Hotel/Motel	9.3	0.2%	0.3	0.1%	9.6	0.2%
	Industrial/Warehouses	1,080.4	21.2%	1.3	0.3%	1,081.7	19.6%
Public Facilities and Institutional Uses	Parking	10.9	0.2%	-	-	10.9	0.2%
	Civic Facilities	79.8	1.6%	1.3	0.3%	81.1	1.5%
	Education	452.8	8.9%	0.8	0.2%	453.6	8.2%
	Places of Worship	59.0	1.2%	4.1	1.0%	63.1	1.1%
Open Spaces and Recreation Uses	Cemetery	21.3	0.4%	-	-	21.3	0.4%
	Nursery	30.1	0.6%	0.6	0.1%	30.7	0.6%
	Parks and Recreation	86.5	1.7%	5.8	1.4%	92.3	1.7%
	Open Space	2.8	0.1%	-	-	2.8	0.1%
	Waterbodies	89.1	1.8%	-	-	89.1	1.6%
Transportation and Utilities	Rail Corridor	94.7	1.9%	-	-	94.7	1.7%
	Utilities	70.4	1.4%	1.9	0.4%	72.3	1.3%
	Airport	73.9	1.5%	-	-	73.9	1.3%
Other	Vacant	79.1	1.6%	5.3	1.2%	84.4	1.5%
	Total	**5,089.5**	**100.0%**	**425.2**	**100.0%**	**5,514.7**	**100.0%**

Source: MIG, Los Angeles County Assessor, and UrbanFootprint, 2022.

Figure 2-2

Existing Land Use



Existing Land Use (2022)

- Single Unit Residential
- Mobile Home Park
- Multi-Unit Residential
- Commercial
- Auto Repair Services
- Hotel/Motel
- Office
- Assited Living
- Public Facilities
- Schools/Education
- Industrial
- Religious Institution
- Nursery
- Open Space
- Parks and Recreation
- Cemetery
- Utilities
- Parking
- Rail Corridor
- Airport
- Water
- Vacant

Base Map Features

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

Data Source: UrbanFootprint, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Residential Housing 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.

Figure 2-3 provides a geographical representation of residential housing density in Compton. As indicated above, subdivisions of detached housing dominate the land use pattern. Most areas have a residential housing density ranging from seven to 10 units per acre.

However, pockets of higher density occur citywide. West of Compton Creek and between Alondra and Compton Boulevard, 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. Compton has only a few areas where density increases to 30 to 31 dwelling units per acre. For instance, at the corner of North Bullis Road and Rosecrans Avenue, there is an apartment complex called "Blanca" with nine two-story apartment buildings.

Reflective of the long-ago “ranchette” development approach, a few areas have relatively low densities, from 0.3 to 5.0 residential units per acre, such as along Wilmington Avenue between Greenleaf and Alondra Boulevard. 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.

In some neighborhoods, housing density can vary with a mixed of smaller apartment buildings.

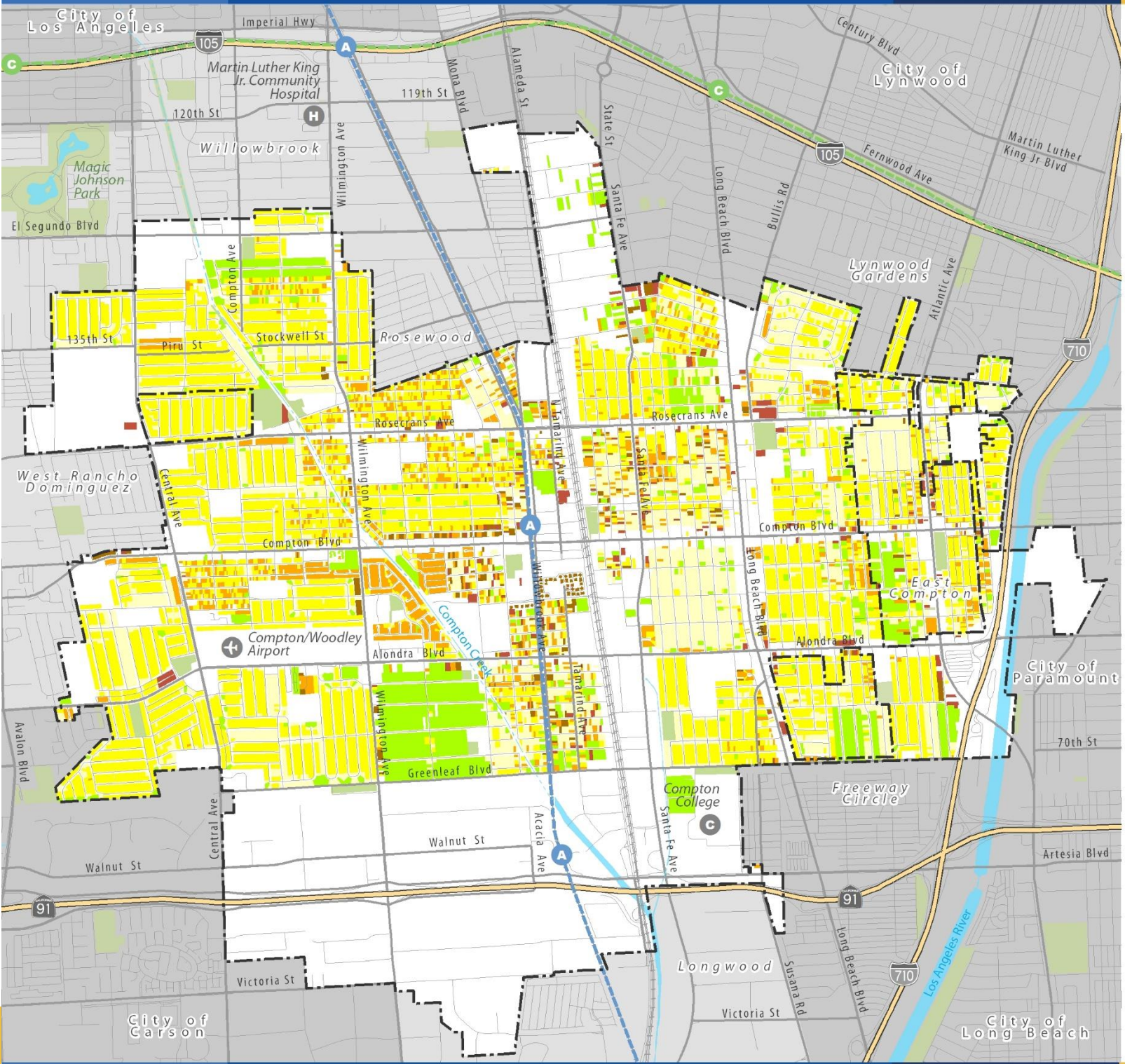


Figure 2-3
Residential Density

Residential Density (Dwelling Units per Acre)

- 0.3 - 5.0
- 5.1 - 7.0
- 7.1 - 10.0
- 10.1 - 20.0
- 20.1 - 30.0
- 30.1 - 341.3

Base Map Features

- City Boundary
- Sphere of Influence Boundary
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- Parks/Open Space

Data Source: Los Angeles County Assessor, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Figure 2-4: Residential Densities

Lower Residential Densities

- **Density Range:** 3 to 4 dwelling units per acre
- **Height:** 1 to 2 stories
- **Average Lot** Size: 34,600 sq. ft. (0.80 acre)
- **Unit Types:** single-unit dwellings, duplexes, accessory dwelling units
- **Parking:** garages access by street (front loaded) or alley (rear loaded)

Moderate Residential Densities

- **Density Range:** 5 to 10 dwelling units per acre
- **Height:** 1 to 3 stories
- **Average Lot Size:** 6,000 (0.14 acres)
- **Unit Types:** single-unit dwellings, accessory dwelling units, duplexes, triplexes, fourplexes, townhomes, small multiple units
- **Parking:** garages, surface parking lot

Higher Residential Densities

- **Density Range:** 10 to 30 dwelling units per acre
- **Building Height:** 2 to 4 stories
- **Average Lot Size:** 4,800 (0.11 acres)
- **Unit Types:** Triplexes, fourplexes, townhomes, apartments or condominiums
- **Parking:** garages, surface parking lot or parking structure

Land Use Regulation

Land use regulation is an umbrella term for rules that govern land development, and the general plan and zoning are the two key land use regulation tools. The Compton General Plan and Zoning Code control development of private land through use, density, design, parking, and landscape requirements.

General Plan Land Use

The General Plan Land Use Element guides land use and development in the city. Figure 2-5 illustrates the General Plan Land Use Map.

Compton last comprehensively updated its General Plan in 1991. *General Plan Vision 2010* is organized into nine elements, which present an integrated and internally consistent set of goals, policies, and implementation measures. The following elements are in the 1991 General Plan:

- Land Use Element
- Housing Element
- Circulation Element
- Conservation, Open Space/Parks and Recreation Element
- Public Safety Element
- Noise Element
- Public Facilities Element
- Urban Design Element
- Economic Development Element

In 2010, the City initiated a General Plan update, but the process stalled in 2014 and was not completed.

Community members and leaders use the General Plan for the following purposes:

- **City Decisionmakers.** The City Council and Planning Commission use the General Plan goals and policies as a basis upon which to make both long-term and short-term decisions and prioritize tasks.
- **City Leaders and Staff.** City department staff reference the General Plan when considering development applications, capital improvements, service programming, and departmental budgeting.
- **Community.** Residents, property owners, existing and prospective business owners, and developers can seek guidance for enhancing their property, building, or businesses through the General Plan.
- **Other Jurisdictions and Organizations.** Other local and regional agencies refer to the General Plan when projecting future needs and services.

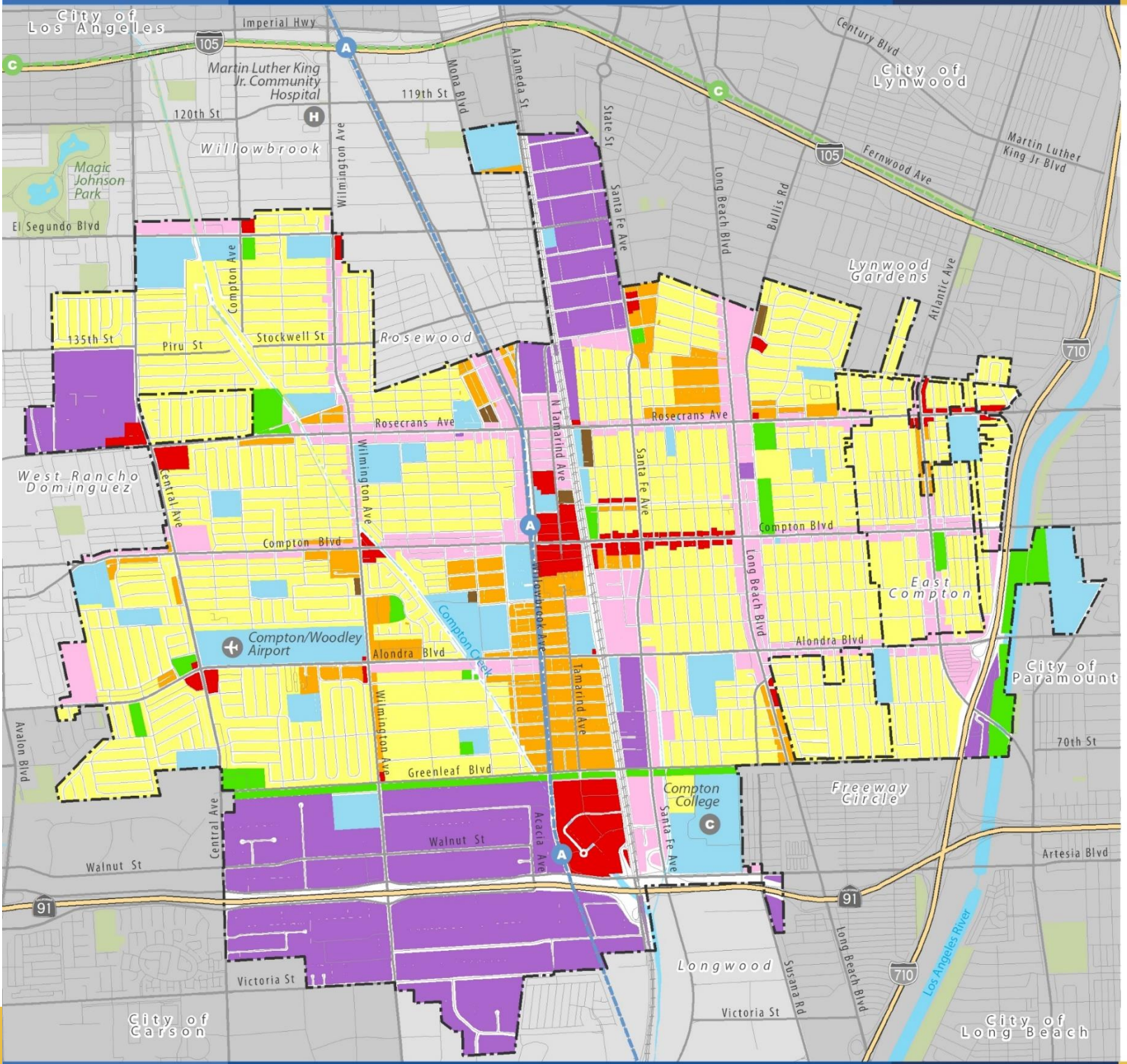


Figure 2-5
General Plan Land Use

1991 General Plan Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- General Commercial
- Mixed Use
- Industrial
- Public/Quasi Public
- Open Space/Parks

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: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Zoning

Zoning refers to the division and regulation of land within a jurisdiction into different zones or areas, each with specific permitted land use and development regulations. Typically, zoning is implemented by local governments to guide and control the physical development of an area.

The primary purpose of zoning is to promote orderly and harmonious land use, ensuring that different types of land uses are appropriately located and compatible with surrounding areas. Zoning regulations help balance the interests of property owners, residents, businesses, and the community.

Zoning ordinances translate General Plan policies into detailed development regulations. Zoning specifies with greater precision what can be built where, including development standards, parking requirements, landscape standards, and design standards. The City's zoning map is shown on Figure 2-5.

The complete Zoning Code can be found in Chapter 30 of the Compton Municipal Code, which consists of 13 zones and one overlay. Table 2-2 identifies the current (2023) zones.

Table 2-2: Zones

Zone Symbol	Zone Designations
R-A	Residential Agriculture
R-L	Low-Density Residential
R-M	Medium-Density Residential
R-H	High-Density Residential
C-L	Limited Commercial
C-M	Commercial Manufacturing
M-L	Limited Manufacturing
M-H	Heavy Manufacturing
B	Buffer
P	Automobile Parking
D	Planned Development
PRL	Parking Residential Low
PRM	Parking Residential Medium
PRH	Parking Residential High
B-O	Billboard Overlay Zone

Source: Compton Municipal Code, Chapter 30 -4, Establishment of Zones.

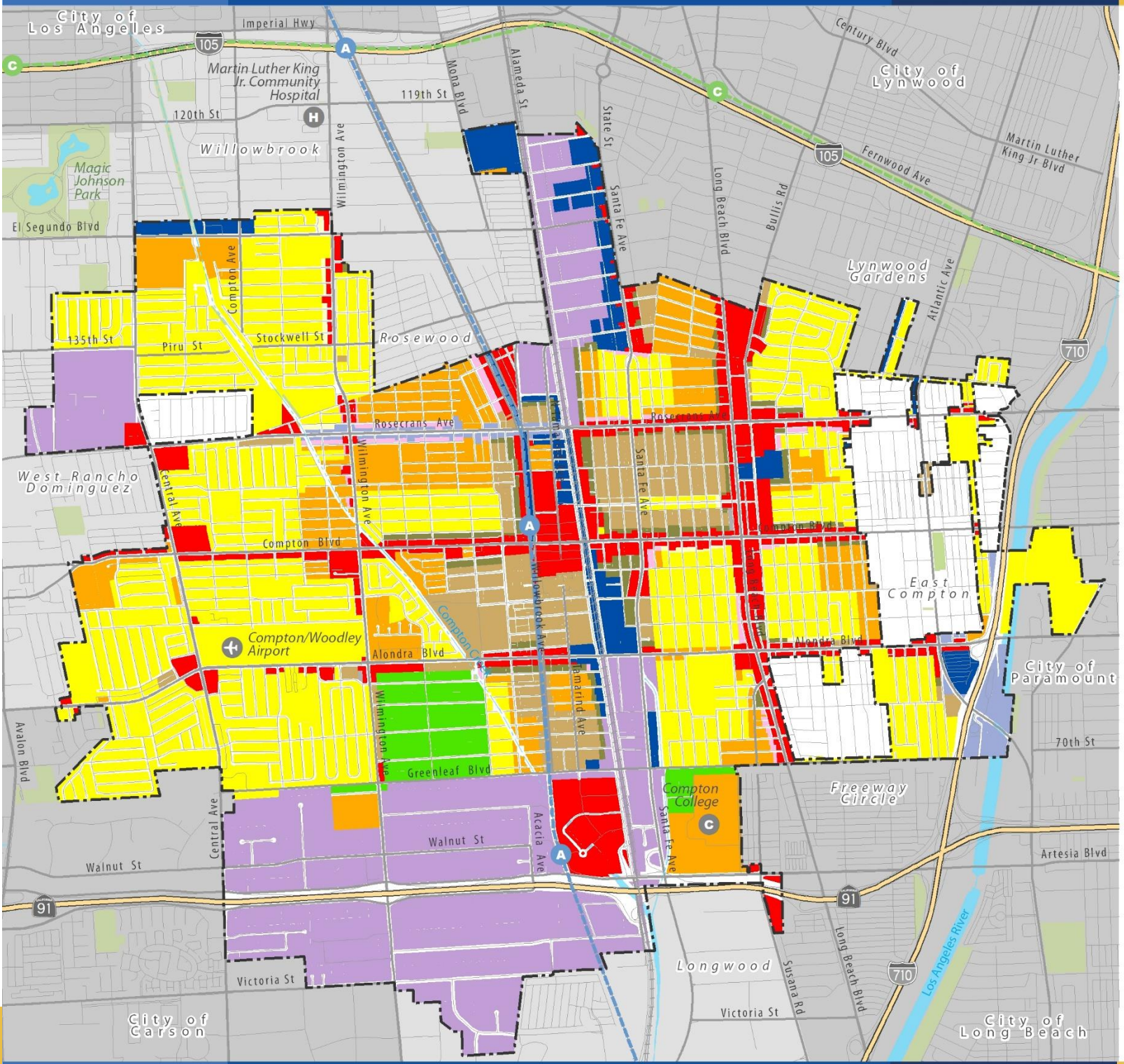


Figure 2-5
Zoning

Zoning Districts

- RA - Residential Agriculture
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- P - Parking
- PRL - Parking/Low Density Residential
- PRM - Parking/Medium Density Residential
- PRH - Parking/High Density Residential
- CL - Limited Commercial
- CM - Commercial Manufacturing
- ML - Limited Manufacturing
- MH - Heavy Manufacturing

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: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Urban Form

Urban form refers to the physical layout, structure, and spatial characteristics of a city or urban area. It 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.

Building Age

Building age can provide insights into the condition of buildings within a city. Figure 2-7 visually illustrates the age distribution of all buildings in Compton, revealing that many structures were constructed between 1941 and 1950. The data also indicates the presence of buildings built between 1921 and 1930, as well as some dating as far back as 1869 and 1920. In certain areas of northwestern and southern Compton, there is a concentration of buildings constructed between 1951 and 1980. Generally, the age of buildings in Compton tends to be older, with only a few areas featuring construction from 1991 to the present. Focusing specifically on housing, the most recent Housing Element update provides information on the age of Compton's housing stock.

As shown in Table 2-3, over half of the homes in Compton were built between 1940 and 1959, with less than one percent constructed after 2009. While this data is from 2017, it is likely still fairly accurate, as there has not been a significant residential construction boom since that time. In comparison to the County of Los Angeles, many housing units were constructed in the county between 1960 and 1979, with more units built after 1980 in the county than in Compton. The housing element states that housing rehabilitation is a priority need for the community, with approximately 45 percent of housing units in the city requiring substantial rehabilitation.

The Heritage House is the oldest remaining house in the city, built in 1869.

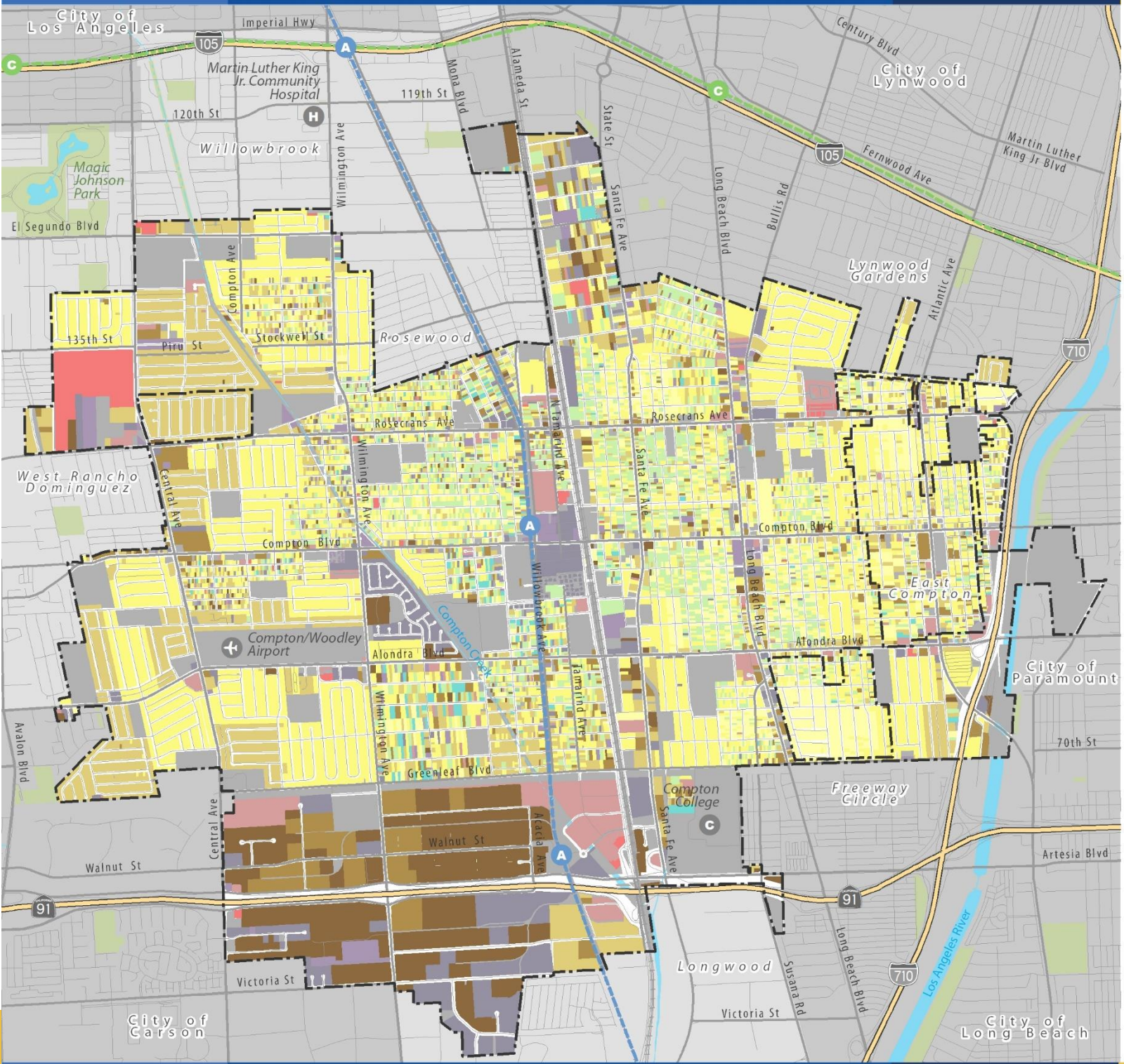
Table 2-3: Housing Units Year Built

Age Range	Percentage of Housing Age	
	Compton	LA County
Before 1939	12.9%	15.1%
1940 – 1959	51.6%	30%
1960 – 1979	20.2%	28.4%
1980 – 1999	10.8%	17.9%
2000 – 2009	3.4%	5.4%
2010 – 2013	0.7%	1.2%
2014 or later	0.2%	1.2%
Total	**100%**	**100%**

Source: U.S. Census, American Community Survey, 2020.

Figure 2-7

Age of Housing Stock



- 1829 - 1920
- 1921 - 1930
- 1931 - 1940
- 1941 - 1950
- 1951 - 1960
- 1961 - 1970
- 1971 - 1980
- 1981 - 1990
- 1991 - 2000
- 2001 - 2013
- 2014 - 2020
- No 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: Los Angeles County Assessor, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Newer buildings city wide are primarily commercial establishments such as the Best Buy Warehouse, UPS Customer Center, Target, and Home Depot. In northeast Compton, along Rosecrans Boulevard between North Pannes Avenue and South Thorston Avenue, the newer housing development known as "KB Homes Edgemont" was constructed in 2018. This development consists of single-unit dwellings on small lots and includes community amenities such as a basketball court, clubhouse, and gym.

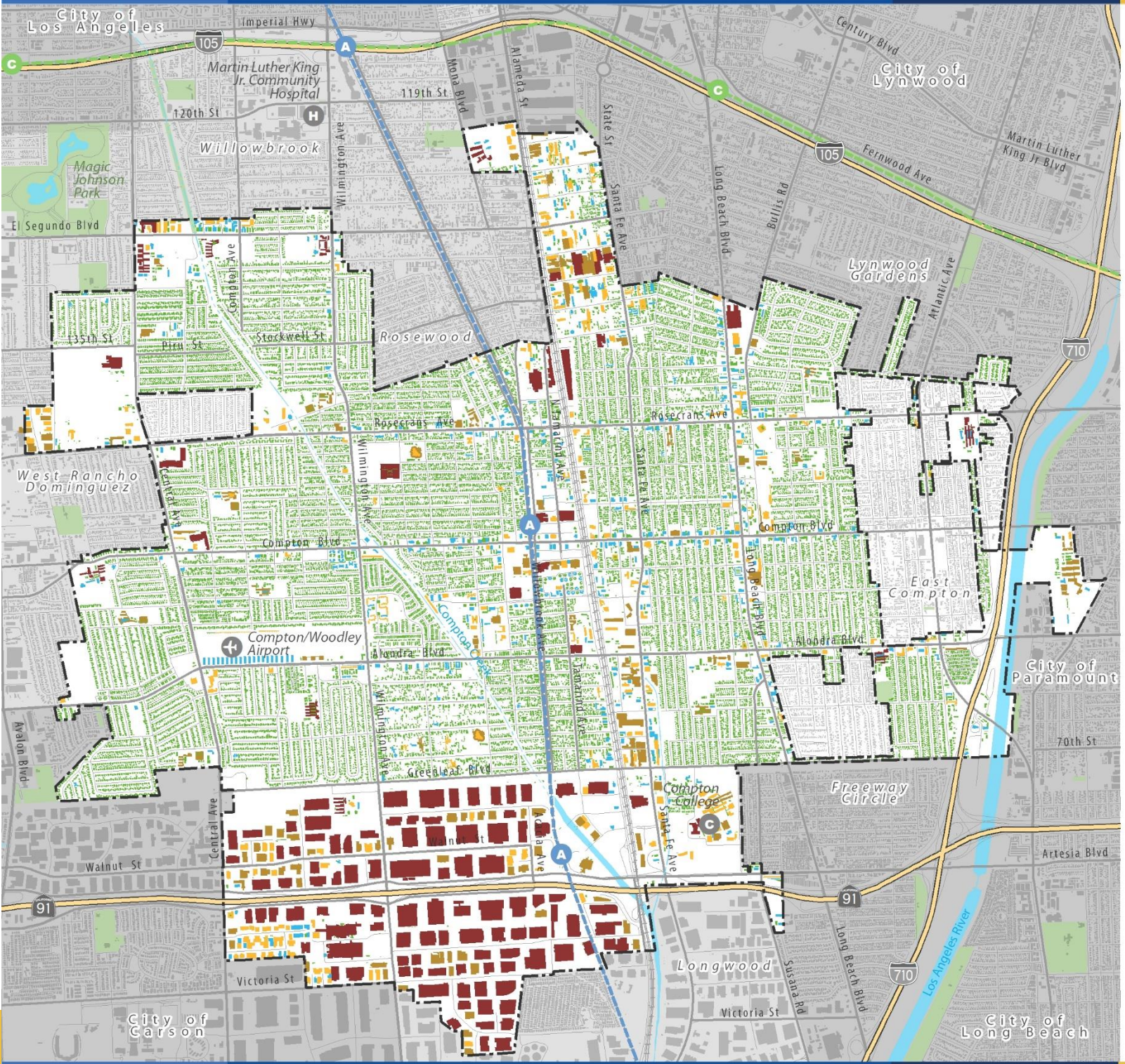
Building Footprint

Figure 2-8 illustrates the pattern of building footprints throughout Compton. This pattern helps visually distinguish areas that are residential, characterized by smaller building footprints, from those that are commercial and industrial, marked by larger building footprints, even without the overlay of a land use map.

Much of the city features smaller building footprints, signifying residential and smaller business areas. Between Tamarind Avenue and Santa Fe Avenue, larger building footprints indicate a commercial area that supports businesses such as Burlington, Ross, Superior Grocers, and CVS. The white spaces visible on the map in this area represent parking areas for patrons of these stores. In northwest Compton, at the intersection of 135th Street and Central Avenue, larger building footprints indicate a mix of commercial and industrial businesses. This area is home to the Best Buy Warehouse, UPS Customer Center, garbage collection services, a cold storage facility, and a bus charter office. Southwest Compton, located south of Greenleaf Boulevard, features buildings with some of the largest footprints, denoting an industrial area. This zone accommodates moving equipment companies, grocery warehouses, a trucking storage yard, and appliance manufacturing facilities.

Industrial warehouse buildings in the southern portion of the city consist of a larger footprint to store and distribute goods and materials.

Figure 2-8
Building Footprints



Building Footprint (Square Feet)

- 1 - 5,000
- 5,001 - 10,000
- 10,001 - 25,000
- 25,001 - 50,000
- 50,001 - 250,000

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: Los Angeles County LARIAC, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Lot Size

The lot size refers to the area of land within an individual lot or parcel. It is typically measured in square feet or acres. 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 have a significant impact on land uses and development. Here are some ways lot size influences land use:

- **Zoning and Regulations:** Lot size often determines the permitted land uses and building densities in a particular area. Zoning regulations set minimum lot size requirements for different types of land uses. For example, residential zoning may require larger lots for single-family homes, while smaller lots may be allowed for townhouses or apartments. In Compton, the average single-unit dwellings lot size is 7,000 square feet, where as multi-unit dwellings lot averages 11,000 square feet. Commercial or industrial zoning may have their own specific lot size requirements and are typically larger to accommodate buildings parking for vehicles and trucks. Commercial lots in Compton average 11,000 square feet in size, whereas industrial buildings average 70,000 square feet.

- **Building and Development Potential:** The size of a lot directly affects the scale and type of development that can occur. Larger lots may allow for more substantial buildings, such as large residential homes, commercial structures, or industrial facilities. Smaller lots may limit the size and configuration of buildings, leading to more compact or multi-unit development.

- **Open Space and Amenities:** Lot size influences the amount of open space available on a property. Larger lots provide more room for landscaping, gardens, yards, and recreational areas. In contrast, smaller lots may have limited space for open areas, resulting in less private outdoor space for residents or limited public green spaces. There are approximately 1,000 residential properties under 3,000 square feet in size.

- **Community Character:** Lot size can contribute to the overall character and aesthetics of a neighborhood or community. Areas with larger lots often have a more spacious and suburban feel, with larger setbacks between buildings. Smaller lots, on the other hand, may result in a more urban or compact environment, with buildings closer together.

Lot size alone does not determine land use. Other factors, such as market demand, local planning policies, environmental considerations, and economic factors, also influence land use decisions.

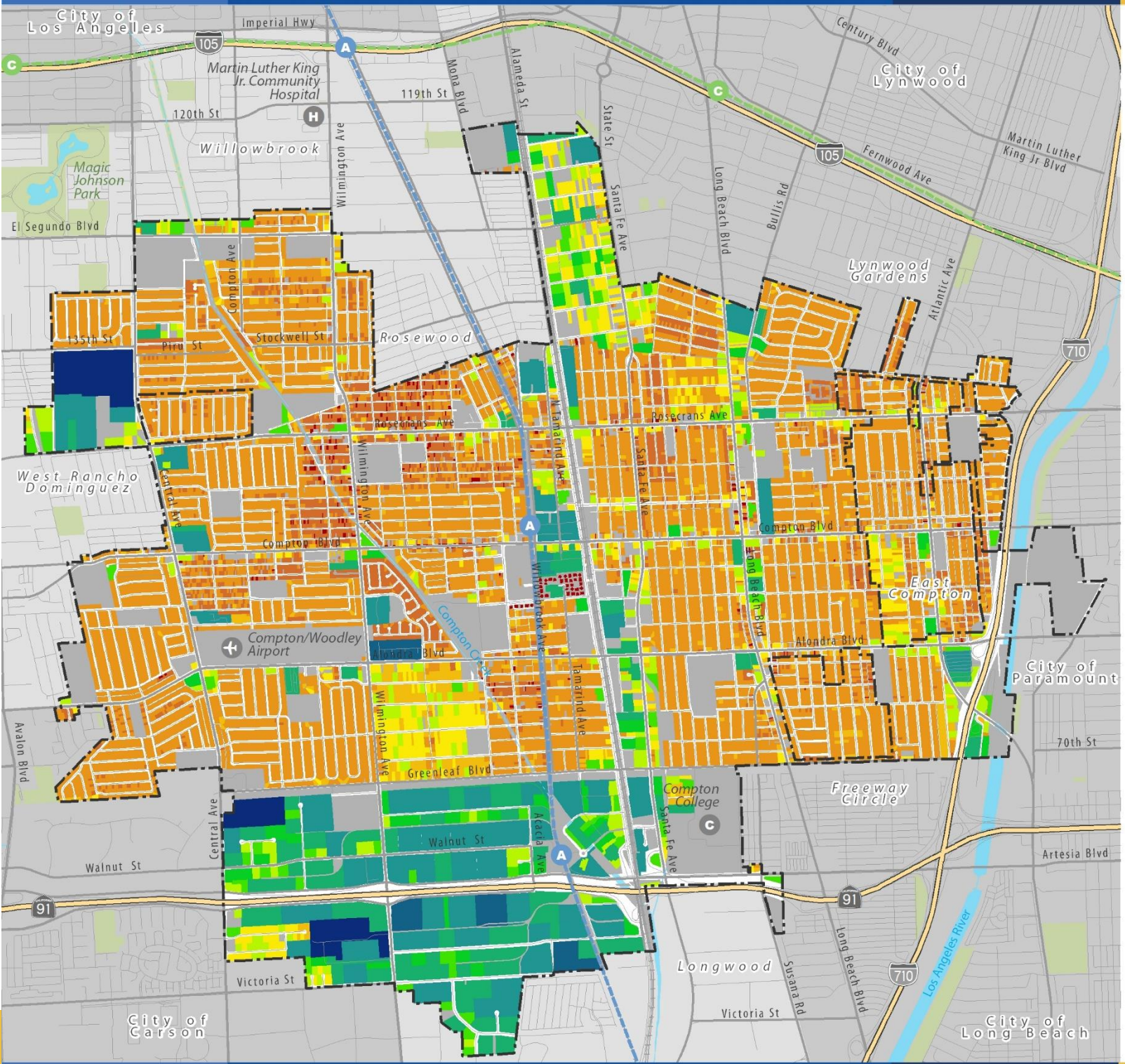


Figure 2-9
Lot Size

Lot Size (Square Feet)

- 305 - 2,500
- 2,501 - 5,000
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 25,000
- 25,001 - 50,000
- 50,001 - 75,000
- 75,001 - 100,000
- 100,001 - 200,000
- 200,001 - 500,000
- 500,001 - 750,000
- 750,001 - 1,200,000
- No 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: Los Angeles County Assessor, 2020.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Land Use and Urban Form Considerations

- Single-unit residential uses overwhelmingly dominate Compton's land use, with the majority of the city featuring between 7.1 to 10 dwelling units per acre, highlighting the prevalence of single-unit dwellings.
- 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 or exposed to natural elements.
- Land use patterns illustrate a clear segregation of uses. 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.

Public Facilities and Parks

Public community facilities provide essential services to communities, including information, events, recreation, classes, and places to gather. Libraries in particular can serve as cultural and community hubs, anchoring surrounding development and bringing diverse groups together in one space. Community centers are equally vital for fostering a healthy and vibrant community. These wellness centers offer residents opportunities to stay active and engage with fellow community members. They serve as inclusive meeting places, promoting a culture of health and well-being within the communities they serve.

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.

Community Centers

Compton boasts several community centers, each serving various purposes. The Douglas F. Dollarhide Community Center, owned and operated by the City, 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, is situated in northwest Compton and offers programs and services such as farmers' markets and financial fitness workshops to the community. 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.

Figure 2-10 identifies the libraries and community centers within the city and surrounding areas.

Douglas F. Dollarhide Community Center

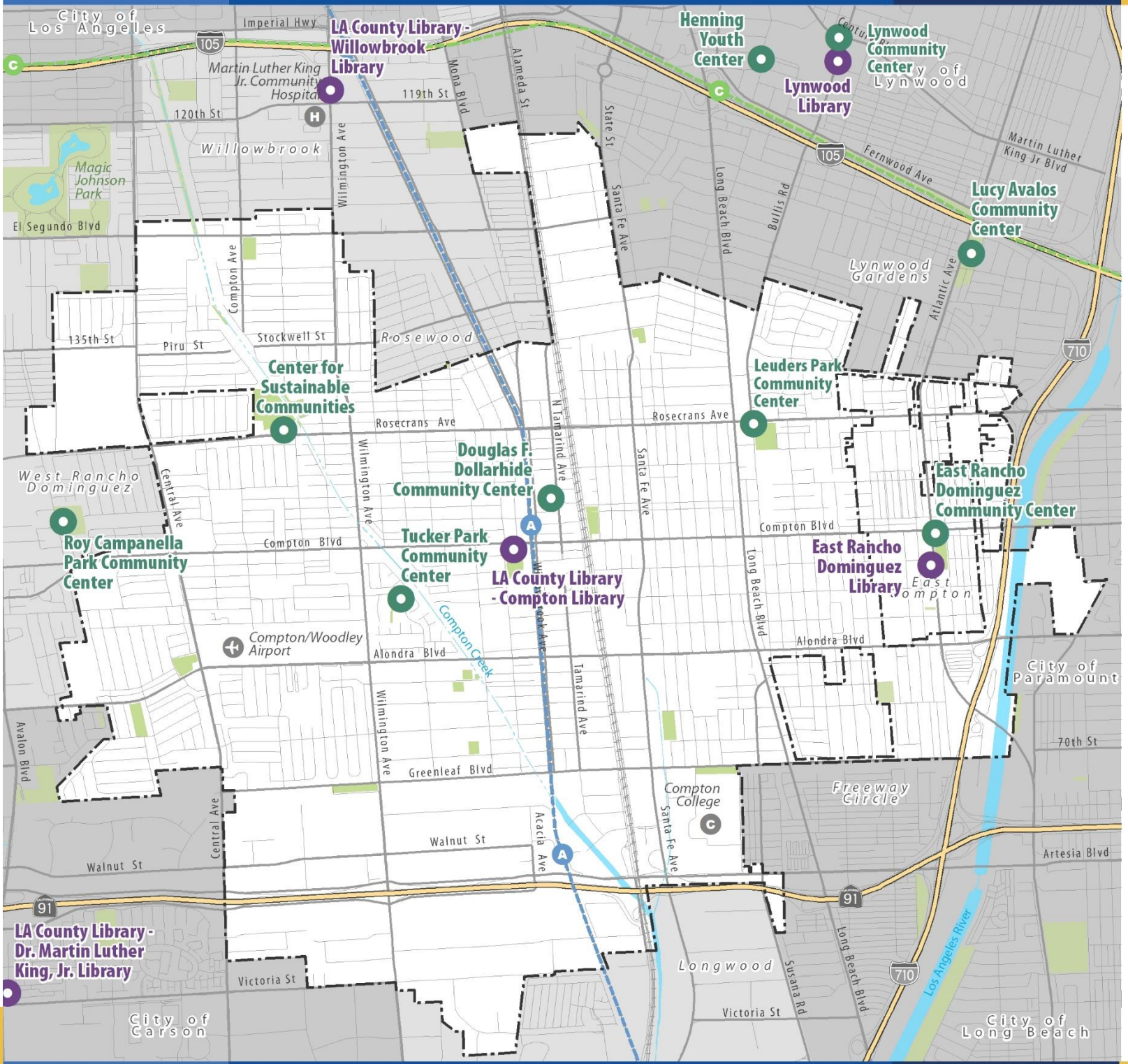


Figure 2-10
Public Facilities

Libraries and Community Centers

- Libraries
- Community Centers

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: MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Public Schools

The Compton Unified School District serves as the primary school system for the City of Compton (see Figure 2-11). A portion of the city is covered by the Lynwood Unified School District, located 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.

In May of 2022, Compton High School broke ground on a new campus, expected to open 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.

Centennial High School

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 enrolls approximately 18,000 students, employs 290 full and part-time faculty members, and offers over 40 degree programs and over 40 certificate programs.

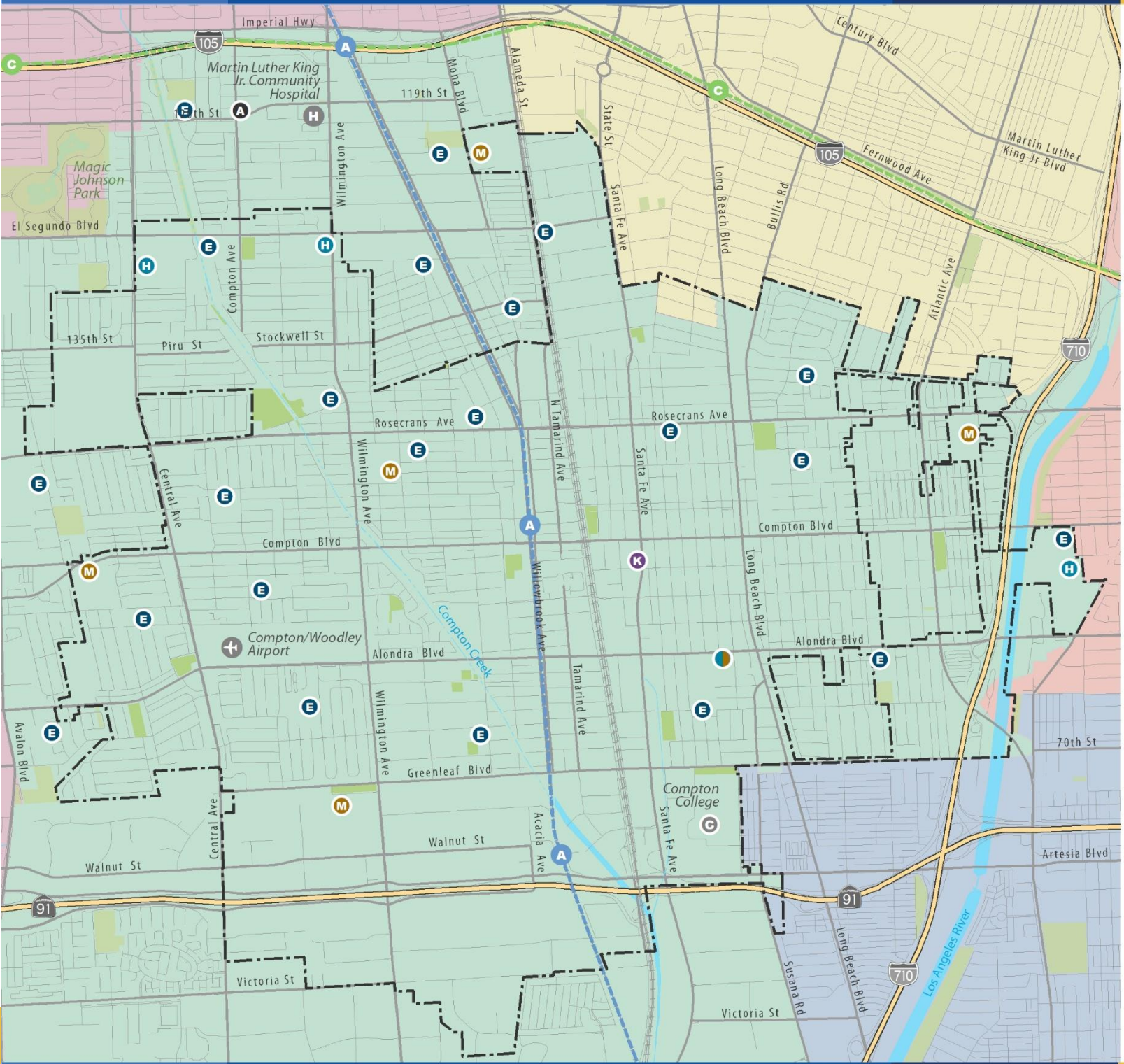


Figure 2-11
Public Schools

Compton Unified Schools

- Elementary Schools (24)
- Middle Schools (7)
- High Schools (4)
- K-12 (2)
- High / Middle School
- Alternative School of Choice (1)

Other Schools

- El Camino - Compton College

School District Boundaries

- Compton Unified
- Long Beach Unified
- Los Angeles Unified
- Lynwood Unified
- Paramount Unified

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 Department of Education, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Parks Facilities

Parks play a vital role in establishing and maintaining the quality of life in a community, promoting the health and well-being of families and youth, and contributing to the economic and environmental prosperity of both a community and its region. Compton has approximately 15 parks and recreation facilities (see Figure 2-12). These park facilities vary in size and amenities, with some including community facilities within their boundaries (see Table 2-4).

The largest city park facility is Gonzales Park, situated in northwest Compton. It is also home to a community center and features 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, owned by the city and located 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.

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.

Conversely, a lower ratio suggests limited parkland available per person, potentially resulting in overcrowding in existing parks, limited opportunities for outdoor activities, and potential negative impacts on public health and well-being.

Wilson Park playground

Skate Park located in Wilson Park

Table 2-4: Existing Parks and Recreation Facilities

Park Name	Address	Acres	Park Amenities	
Burrell-MacDonald Park	2516 W. Alondra Blvd.	5.1	▪ Baseball Diamond ▪ Basketball Court(s) ▪ Community Banquet Room ▪ Multipurpose Field ▪ Outdoor Fitness Equipment	▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Walking Trail
Compton Par 3 Golf Course	6400 E. Compton Blvd.	11.9	▪ Off-Street Parking ▪ Pro Shop	▪ Snack Shop
Ellerman Park	400 W. Bennett St.	1.7	▪ Multipurpose Field ▪ Playground	
Fig/Oleander Park	Oleander Ave/Fig St.	0.3	▪ Playground	
Gonzales Park	1101 W. Cressey St.	14.3	▪ Aquatic Center ▪ Baseball Diamond ▪ Batting Cages ▪ Bullpens ▪ Community Banquet Room ▪ Gym	▪ Outdoor Fitness Equipment ▪ Picnic Area ▪ Playground ▪ Practice Infield ▪ Recreation Room(s) ▪ Stadium
Kelly Park	2319 E. Caldwell St.	4.3	▪ Baseball Diamond ▪ Basketball Court(s) ▪ Community Banquet Room ▪ Multipurpose Field	▪ Picnic Area ▪ Playground ▪ Recreation Room(s)
Lueders Park	1500 E. Rosecrans Ave.	7.3	▪ Aquatic Center ▪ Community Banquet Room ▪ Courtyard ▪ Gym ▪ Multipurpose Field ▪ Outdoor Fitness Equipment	▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Tennis Courts ▪ Walking Trail

Park Name	Address	Acres	Park Amenities	
Caesar Chavez Neighborhood Park	1812 N. Santa Fe Ave.	1.9	▪ Basketball Court(s) ▪ Multipurpose Field	▪ Playground
Raymond Street Park	400 W. Raymond St.	1.4	▪ Baseball Diamond ▪ Playground	
Sibrie Park	1300 W. El Segundo Blvd.	3.7	▪ Baseball Diamond ▪ Multipurpose Field	▪ Playground
South Park	Chester and Caldwell	4.6	▪ Baseball Diamond ▪ Multipurpose Field	
Tragniew Park	2121 W. Alondra Blvd.	4.3	▪ Basketball Court(s) ▪ Multipurpose Field ▪ Playground ▪ Tennis Courts	
Dr. Walter R. Tucker Park	650 W. Laurel St.	2.5	▪ Classrooms / Meeting Rooms ▪ Multipurpose Field	▪ Playground ▪ Recreation Room(s)
Wilson Park	123. N. Rose St.	3.7	▪ Basketball Court(s) ▪ Community Banquet Room ▪ Gym ▪ Multipurpose Field ▪ Outdoor Fitness Equipment	▪ Picnic Area ▪ Playground ▪ Recreation Room(s) ▪ Skate Park
	Total Compton Park Acres	**67.0**		
East Rancho Dominguez Park (County of Los Angeles)	15116 S. Atlantic Ave.	5.5	▪ Gymnasium ▪ Community Center ▪ Tennis Courts ▪ Basketball Courts	▪ Playground ▪ Baseball Fields ▪ Exercise and Fitness Equipment
Dr. Martin Luther King Jr. Memorial (County of Los Angeles)	Compton City Hall and Civic Center	4.1	▪ Dr. Marth Luther King Jr. Memorial	

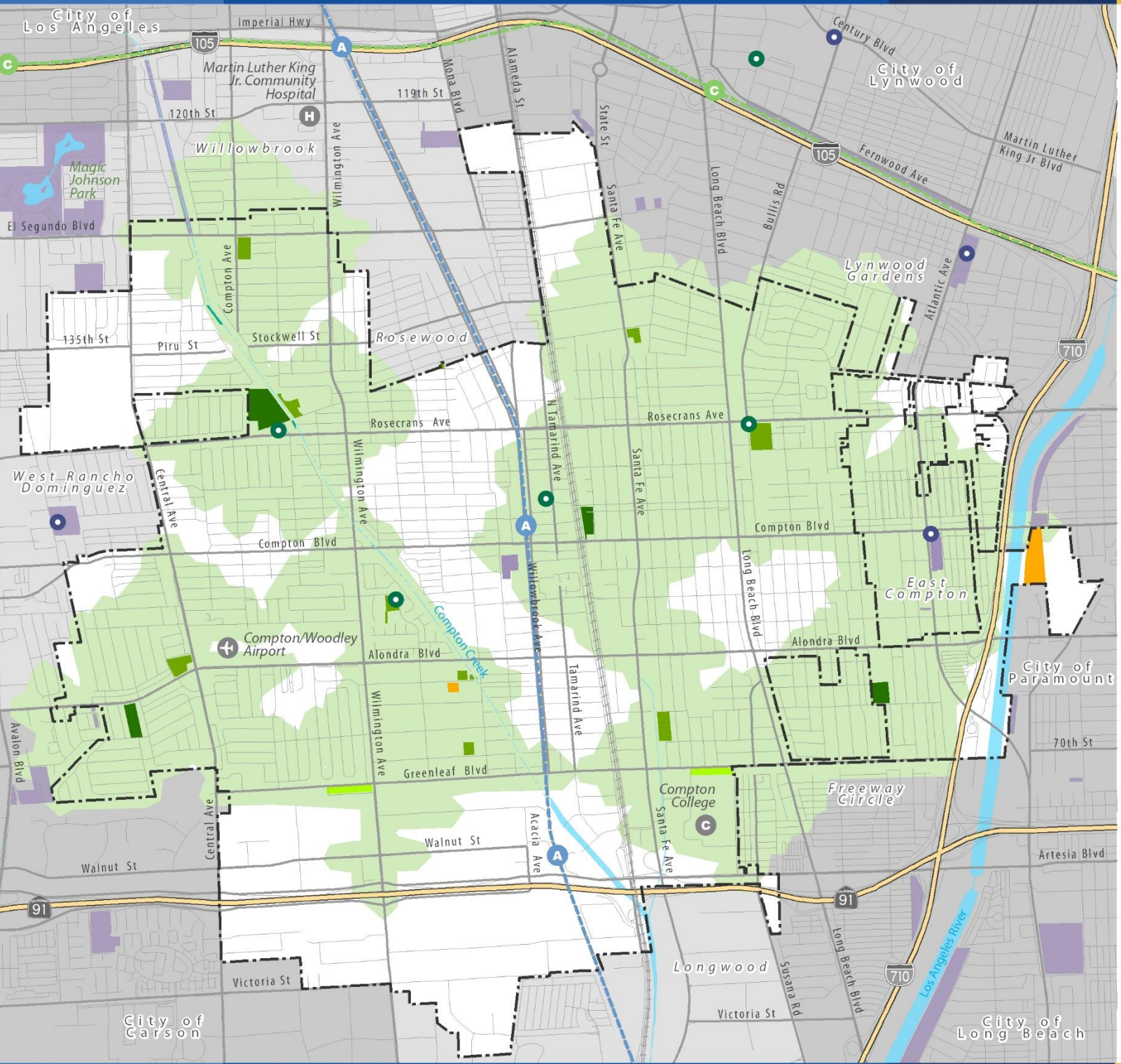


Figure 2-12
Parks

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

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

0 ¼ ½ ¾ 1 Mile

Public Facilities Considerations

- The Compton area is served by two Los Angeles County libraries. 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.
- Community centers offer an array of benefits to local neighborhoods and their residents. These centers serve as vital hubs for social, educational, and recreational activities, enriching the overall quality of life and fostering a sense of community.
- Compton currently has only 1.43 acres of parkland per 1,000 residents or 67 acres of parkland for a population of 95,740 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. This low ratio signifies a lack of green spaces and parkland distribution within the city, hindering the fulfillment of residents' recreational needs and impeding the promotion of a healthy and vibrant living environment. The city needs more parkland.
- Some residential neighborhoods are located more than a 10-minute walk away from a park. When a neighborhood is beyond a 10-minute walk from a park, it can result in potential consequences and impacts that affect residents' well-being and the overall quality of life in the community. Access to parks and green spaces plays a pivotal role in promoting physical, mental, and social health, contributing significantly to the overall livability of a neighborhood.

Chapter 3
Compton Today: Mobility

COMPTON GENERAL PLAN 2045
Building a Better Compton

Introduction

Mobility refers to the ability of individuals and goods to move efficiently and conveniently within a given transportation system or network. Mobility encompasses the various modes of transportation available—cars, buses, trains, bicycles, scooters, and people's feet—as well as the infrastructure and services that support them.

Multi-modal mobility is essential for ensuring economic, social, and personal success. Options for moving about allow people to access education, employment, healthcare, and recreational opportunities. The transportation network connects communities, facilitating trade and commerce, and promoting overall societal well-being.

Factors contributing to well-designed circulation systems the quality of transportation infrastructure, the availability and affordability of transportation options, the efficiency and reliability of services, and the accessibility of transportation networks to different population groups. Other considerations include safety, environmental sustainability, and the integration of various modes of transportation to create seamless and interconnected systems.

Metro Blue Line (now the A Line) light rail car stopped at Compton Station

Regional Network

Compton's regional mobility network is an integral part of the broader regional transportation system. The mobility network in Compton encompasses various transportation modes and infrastructure designed to facilitate the movement of people and goods within and beyond the City. Key features of the regional mobility network are:

- **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), and the Long Beach Freeway (Interstate 710) passes north-south.

- **Major Roadways:** The City's system of arterial streets connect neighborhoods within Compton and provide access to the major roadways. Arterial streets include Alondra Boulevard, Compton Boulevard, and Long Beach Boulevard, all essential 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 (formerly the Blue Line) light rail system, which connects Downtown Los Angeles with Long Beach. The Compton and Artesia stations are located in the city, providing a convenient rail transit option for commuters and travelers.

- **Freight Movement:** Compton's regional mobility network also considers the movement of goods. The city is strategically located near the Port of Long Beach and the Port of 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.

Compton Boulevard intersection with bicyclists, vehicles, bus, and trains

The Road Network – Moving Wheeled Vehicles

A vehicle roadway network, also known as a road network, is a system of interconnected roads and highways that enables the movement of wheeled vehicles from one location to another. It forms the backbone of transportation infrastructure in many communities and is designed to provide the efficient movement of cars, trucks, buses, motorcycles, bicycles, scooters, and evolving modes of personal mobility. Increasingly, the road network represents the key means used to deliver goods to people—instead of people driving to stores for groceries, clothes, and sundries.

Street Classification

Compton classifies its streets into four categories, as described below. Each road type serves a specific purpose and accommodates different traffic volumes.

- **Freeways:** These are major facilities designed for high-speed travel and long-distance trips. They have multiple lanes, limited access points, and controlled entrances and exits to ensure the efficient flow of traffic. Freeways are under the jurisdiction of the State government.
- **Arterial Roadways:** These roads connect different regions within a city and provide access to freeways. Arterial roads generally have moderate to high traffic volumes and include multiple lanes and traffic signals.
- **Collector Roadways:** Collector roads gather traffic from local streets and distribute it to arterial roads. They typically have lower traffic volumes and may serve as residential or commercial access roads.
- **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.

The vehicle roadway network is designed based on various considerations, including traffic flow patterns, population density, land use, and safety requirements.

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.

Governments and transportation authorities are responsible for the planning, design, construction, and maintenance of the vehicle roadway network. They continually assess traffic patterns, conduct studies, and implement improvements to optimize traffic flow, enhance safety, and address evolving transportation needs.

Traffic Volumes

Traffic volumes provide insight into which roadways are most heavily utilized. Table 3-1 displays the average daily traffic volume for major roadways in Compton, with counts taken at various points along these roads.

The Gardena Freeway (SR-91), which cuts across the southern portion of Compton, has the highest traffic volumes, with daily counts exceeding 200,000. The road with the highest average daily volume is Rosecrans Avenue, where average counts reach as high as 42,000 on the eastern end and 36,000 on the western part. Central Avenue also experiences significant traffic, with counts as high as 36,000 on the northern end and 23,000 on the southern end. Compton Boulevard and Alondra Boulevard, both running east to west across the city, see daily counts as high as 27,000. Additionally, Alameda Street and Long Beach Boulevard, running north to south, have traffic counts reaching as high as 22,000 and 27,000, respectively.

Table 3-1: Average Daily Traffic Volumes (2022)

Streets	Average Daily Traffic Volume Range (2022)
Compton Blvd	16,000 to 27,000
Alondra Blvd	14,000 to 29,000
Greenleaf Blvd	8,000 to 12,000
Rosecrans Ave	19,000 to 42,000
Central Ave	18,000 to 36,000
Wilmington Ave	20,000 to 27,000
Alameda St	16,000 to 37,000
Santa Fe Ave	16,000 to 28,000
Long Beach Blvd	20,000 to 27,000
Atlantic Ave	17,000 to 30,000
I-605 Freeway	195,000 to 240,000
SR-91 Freeway	205,000 to 221,000

Source: Kalibrate Technologies, 2022.

Vehicle Collisions

Vehicle collisions can occur due to various factors, including human error, mechanical failures, adverse weather conditions, or road hazards. Vehicle crash data from the University of California, Berkeley Transportation Injury Mapping program provides information on vehicle crashes in the city from 2011 to 2021. Figure 3-1 depicts the density of crashes citywide.

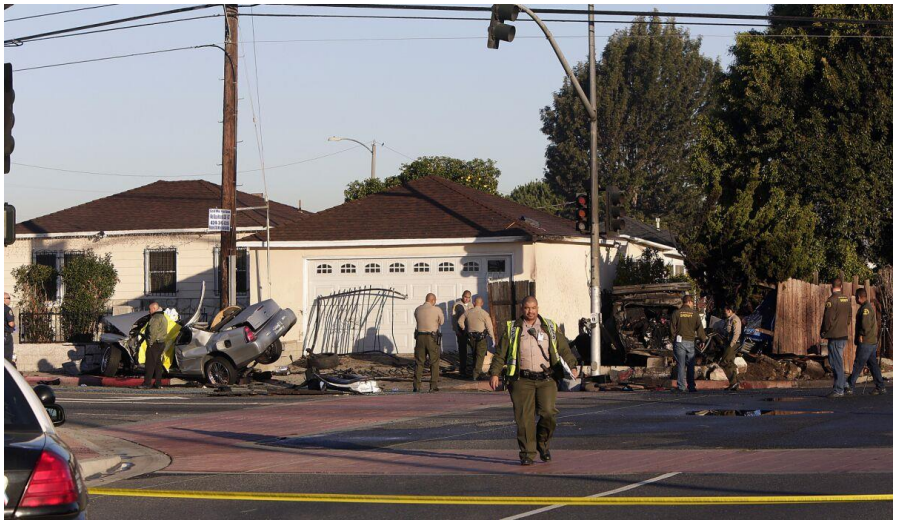
Key intersections where the number of crashes has totaled over 40 collisions over the 10-year period are as follows:

- **Atlantic Avenue and East Alondra Boulevard.** Data show a concentration of 55 crashes in southeastern Compton at the intersection of Atlantic Avenue and East Alondra Boulevard. This is a four-way intersection with four lanes of traffic along both roads. There are traffic lights at the intersection, as well as left-turn signals. Both Atlantic Avenue and Alondra Boulevard are arterial roads.

- **Central Avenue and Compton Boulevard.** In western Compton, at the intersection of Central Avenue and Compton Boulevard, 52 crashes occurred during the 10-year period reported. This is a four-way intersection with four lanes of traffic along both roads. There are traffic signals and left-turn signals. Both are arterial roads.

- **Compton Avenue and El Segundo Boulevard.** The intersection of Compton Avenue and El Segundo Boulevard saw a concentration of 46 vehicle collisions over the course of 10 years. This intersection has four lanes of traffic in both directions, with traffic signals. However, there are no dedicated left-turn signals. Compton Avenue is a minor arterial road, and El Segundo Boulevard is a major arterial road.

- **Wilmington Avenue and Greenleaf Boulevard.** In southwestern Compton, at the intersection of Wilmington Avenue and Greenleaf Boulevard, there was a vehicle collision concentration count of 43. This is a four-way intersection with two lanes in each direction. There are traffic signals but only a dedicated left-turn signal on Greenleaf Boulevard. Additionally, Wilmington Avenue is identified as a truck route. Both Wilmington Avenue and Greenleaf Boulevard are minor arterial roads.



The aftermath of a vehicle crash near Wilmington Avenue and Greenleaf Boulevard in 2013. Between 2011 and 2021, over 40 accidents occurred at this intersection.

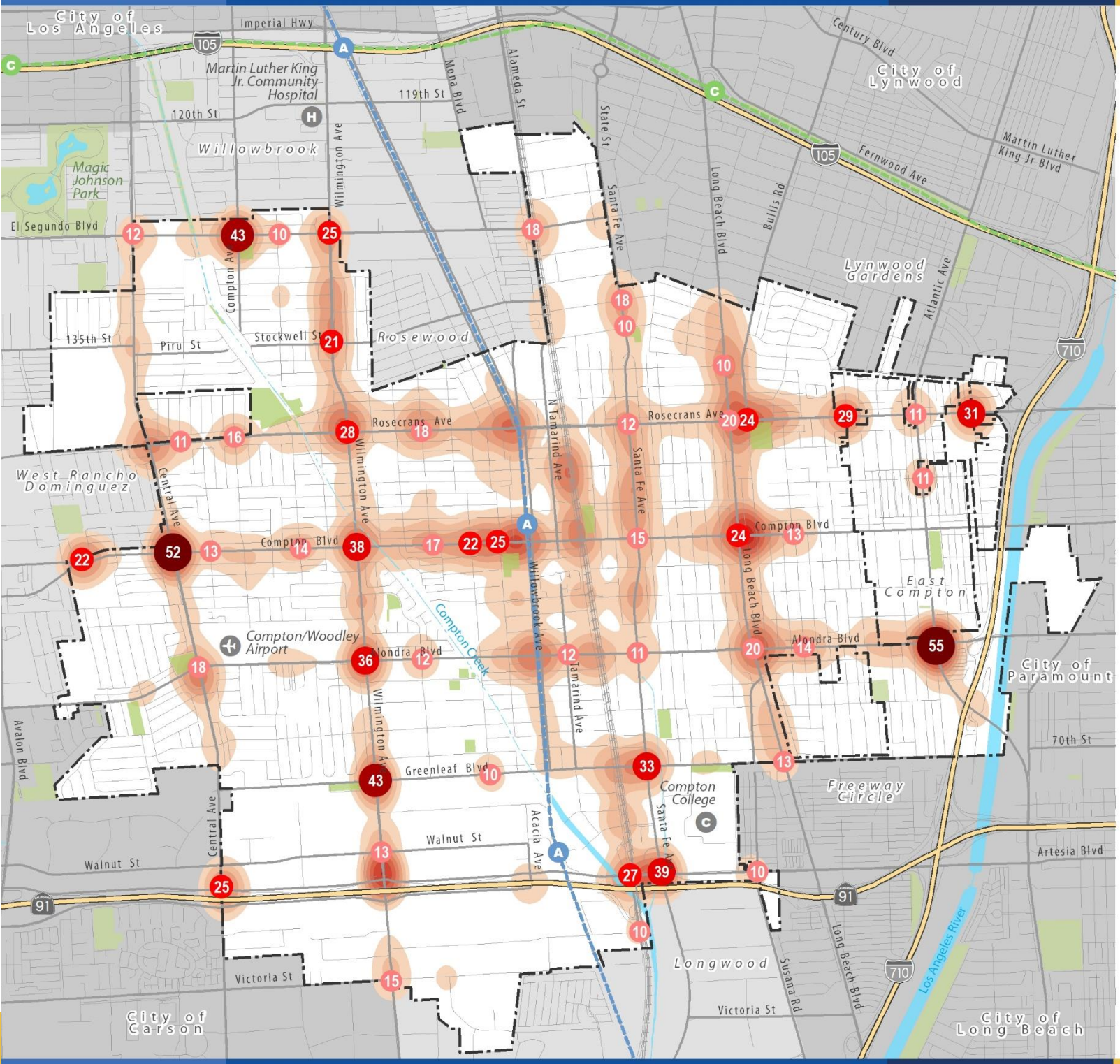


Figure 3-1
Vehicle Collisions

Vehicular Crashes at Key Intersections (2011 to 2021)

- 10 - 20
- 21 - 30
- 31 - 40
- 41 - 50
- Greater than 50

Vehicle Crash Density (2011-2021)

- Low Number of Crashes
- High Number of Crashes

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

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Bicycle Mobility

Accommodating bicycle traffic safely encourages people to use their bikes for essential travel and recreation. Dedicated bicycle facilities can support physical and mental well-being, reduce air pollution, improve mobility and accessibility, and alleviate traffic congestion. Bike paths and routes are designated pathways or roadways specifically designed for bicycle travel. Below are common types of bicycle paths and routes in and around Compton (see also Figure 3-2).

- **Bike Path (Class I):** A separated bike path that provides a dedicated, exclusive space for cyclists away from motor vehicle traffic. It is designed to create a safe and comfortable environment for cyclists of all ages and abilities. Compton Creek and Los Angeles River include Class I bike paths.

- **Bike Lanes (Class II):** Dedicated lanes on a roadway specifically designated for cyclists. They are typically marked with painted lines and symbols, providing a designated space for cyclists adjacent to motor vehicle traffic. A portion of Compton Boulevard includes a Class II route.

- **Bike Routes (Class III):** Bike routes that share pavement width with motor vehicles. These routes are typically marked with signs or pavement markings.

- **Separated Bikeway (Class IV):** A bikeway for the exclusive use of bicycles and includes a separation between the bikeway and through vehicular traffic. The separation may include flexible posts, inflexible posts, inflexible barriers, or on-street parking.

According to 2021 U.S. Census data, only 0.14 percent of Compton residents bike to work, compared to 0.6 percent of residents who bike to work in Los Angeles County.

Vehicle and Bicycle Collisions

Collisions between bicycles and vehicles can result in severe injuries or fatalities for cyclists. Based on vehicular crash data from the University of California, Berkeley's Transportation Injury Mapping System spanning from 2011 to 2021, 308 recorded incidents of vehicle accidents occurred involving bicyclists. Among these accidents, six specifically involved trucks and tragically, 13 resulted in fatalities. Analysis of the data reveals certain corridors and intersections with a higher frequency of vehicle-bicycle collisions, as depicted in Figure 3-3.

Compton Creek Class I bike path

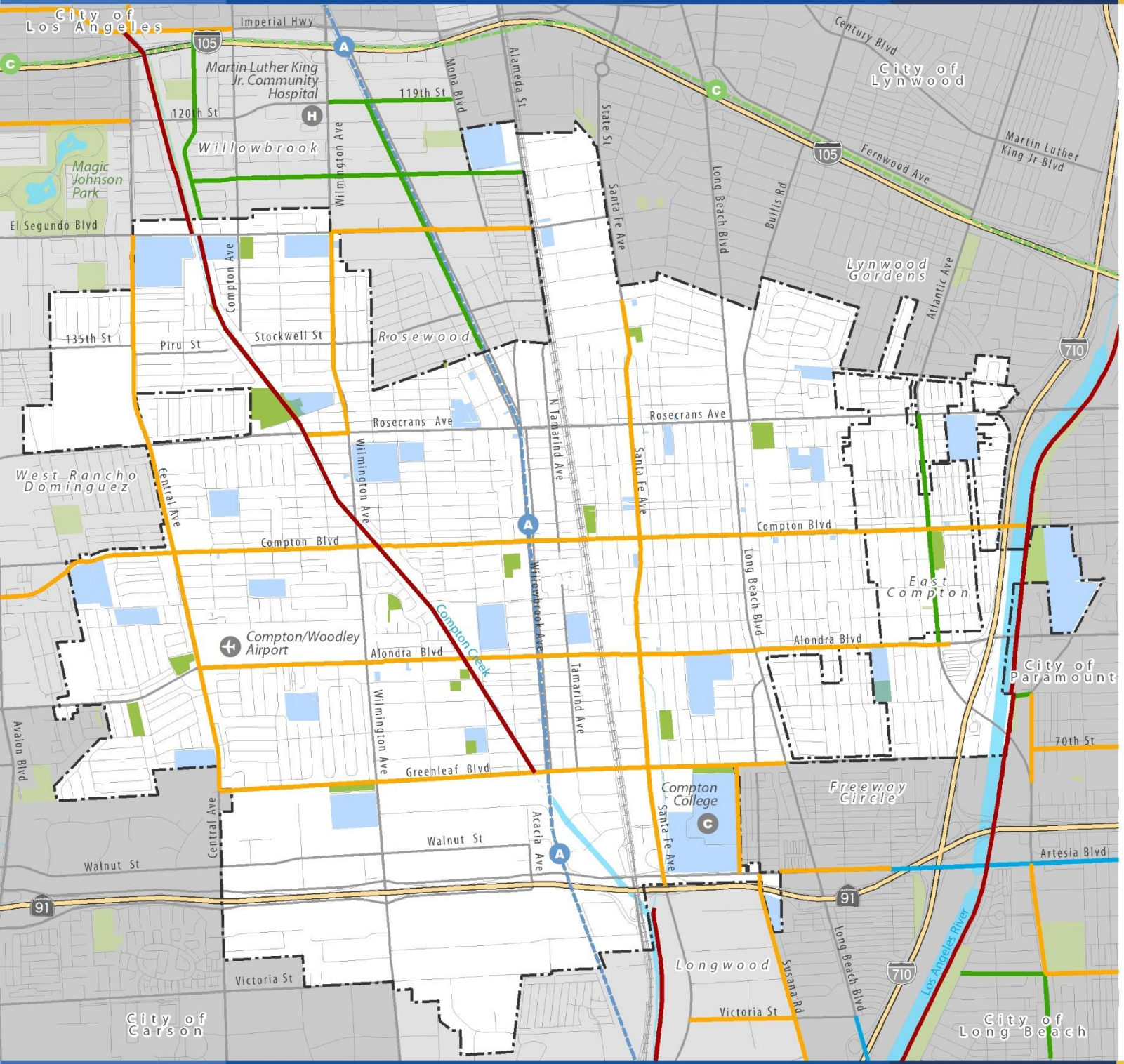


Figure 3-2
Bicycle Facilities

Bicycle Facilities
- Class I (Bike Path)
- Class II (Bike Lane)
- Class III (Bike Route)
- Class IV (Seperated Bikeway)

Schools and Parks
- Schools/Educational Facilities
- Park/Recreation Facilities

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: Los Angeles County, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

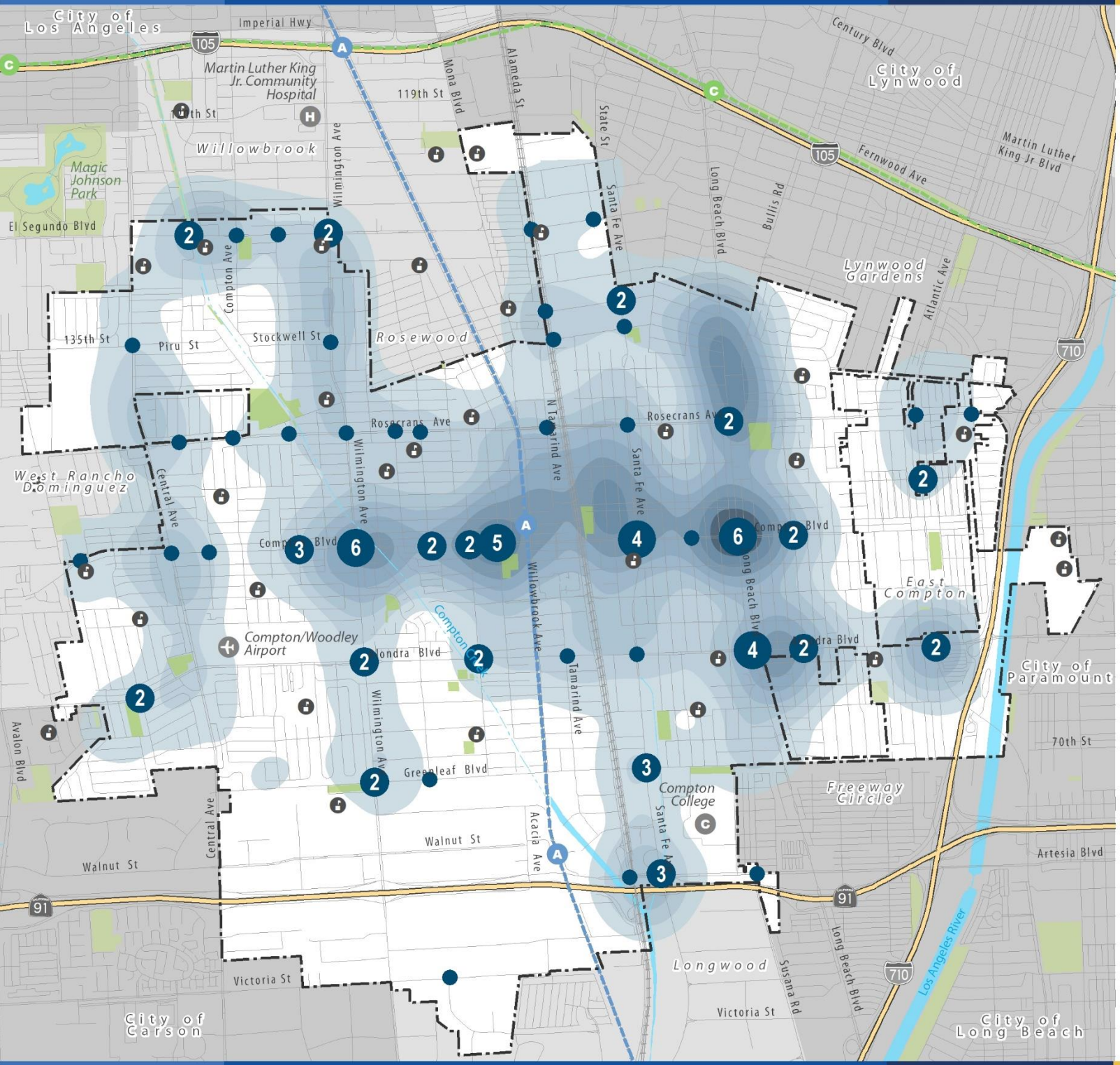


Figure 3-3
Bicycle and Vehicle Collisions

Vehicular Crashes Involving Bicyclists at Key Intersections (2011 to 2021)

- 1
- 2 - 3
- 4 - 6

Vehicle Crash Density Involving Bicyclists (2011-2021)

- Low Number of Crashes
- High Number of Crashes

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
- Schools

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

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

A notable concentration of vehicle and bicycle collisions has occurred along a specific section of Compton Boulevard, particularly in its central stretch. The western part of this stretch features a Class II bike lane. Analysis of the data reveals that the eastern portion, beyond the Alameda Corridor, experiences a higher number of accidents, totaling 18 incidents. Farther east, where the bicycle lane exists, the number of accidents decreased to 12.

Bicycle Organizations: East Side Riders

The East Side Riders is a community-based bicycle club and organization located in Watts and Compton. The group was formed in 2008 with the goal of promoting cycling as a positive activity for the community's youth and residents. They aim to provide a safe and supportive environment for cyclists in Watts, Compton, and surrounding areas. They organize group rides, cycling events, and community outreach programs to engage and empower residents, particularly youth, through the shared love of biking.

The group's mission extends beyond cycling and encompasses community development, advocacy, and positive youth engagement. They work to improve the neighborhood by addressing issues related to health, education, and social well-being. The organization also emphasizes the importance of leadership, teamwork, and positive role models in their efforts to uplift the community.

Members of East Side Riders gather in front of Patria Coffee in Compton.

Members of East Side Riders enjoy regular events for kids and families.

Public Transit Services

Compton residents and people coming to the city to work, shop, go to school, and just visit have access to buses, trains, and other forms of public transit.

Passenger Rail Transit

The Metro A Line, formerly known as the Blue Line, is part of the rail network in Los Angeles County operated by the Los Angeles County Metropolitan Transportation Authority (Metro). This system, now over 30 years old, provides efficient public transportation within the region. The Metro A Line is approximately 22 miles in length, connecting downtown Los Angeles to the City of Long Beach. Trains on the Metro A Line generally operate every eight to 12 minutes during peak hours and approximately every 20 minutes during off-peak times. The frequency may vary depending on the time of day and day of the week.

Compton has two A Line stations. The Compton Station is located at 275 Willowbrook Avenue, near the intersection with Myrrh Street. Adjacent to the station is the Metro Martin Luther King Jr. Transit Center, where passengers can access bus routes that serve the local area and connect to other parts of Los Angeles County. Additionally, the station provides park-and-ride facilities, allowing commuters to park their vehicles and continue their journey using the Metro A Line. Compton Station is located near several important destinations and facilities, including Compton City Hall and the Douglas F. Dollarhide Community Center.

Artesia Station is located near Artesia Boulevard, Alameda Street, and the SR-91 freeway, and adjacent to the Gateway Towne Center and Crystal Casino. Compton College is nearby but with no direct walking route to the school. The industrial district west of the station is not pedestrian-friendly, with large blocks and a lack of sidewalks.

Bus Transit

The City of Compton is serviced by several bus transit providers: Metro, LA Go Bus (Los Angeles County Public Works), LADOT (City of Los Angeles), Long Beach Transit, and Torrance Transit System. The primary provider is Metro, which operates several bus routes serving Compton. These routes connect Compton to other neighborhoods within Los Angeles County, including downtown Los Angeles, Long Beach, and neighboring cities. Figure 3-4 displays the routes for bus providers.

Torrance Transit system provides bus service to southwest Compton along Line 6. Long Beach transit also terminates at Artesia Station and begins in Downtown Long Beach, with a few other bus stops in southern Compton. LA Go Bus is run by Los Angeles Public Works and provides service to northwestern Compton. LADOT operates bus routes directly north of Compton just outside of the city. However, LADOT intersects with Metro and LA Go Bus, providing options to transfer and access the rest of Los Angeles.

Martin Luther King Jr. Regional Transit Center

In 2012, the Martin Luther King Jr. Regional Transit Center opened in Compton adjacent to Metro's Compton Station. The station is a multi-modal transit center with bus terminals and a plaza area, with direct pedestrian connections between buses and Compton Station. The transit center is directly adjacent to the large parking structure and the Douglas F. Dollarhide Community Center. The facility was built as a joint venture between Metro and the City of Compton.

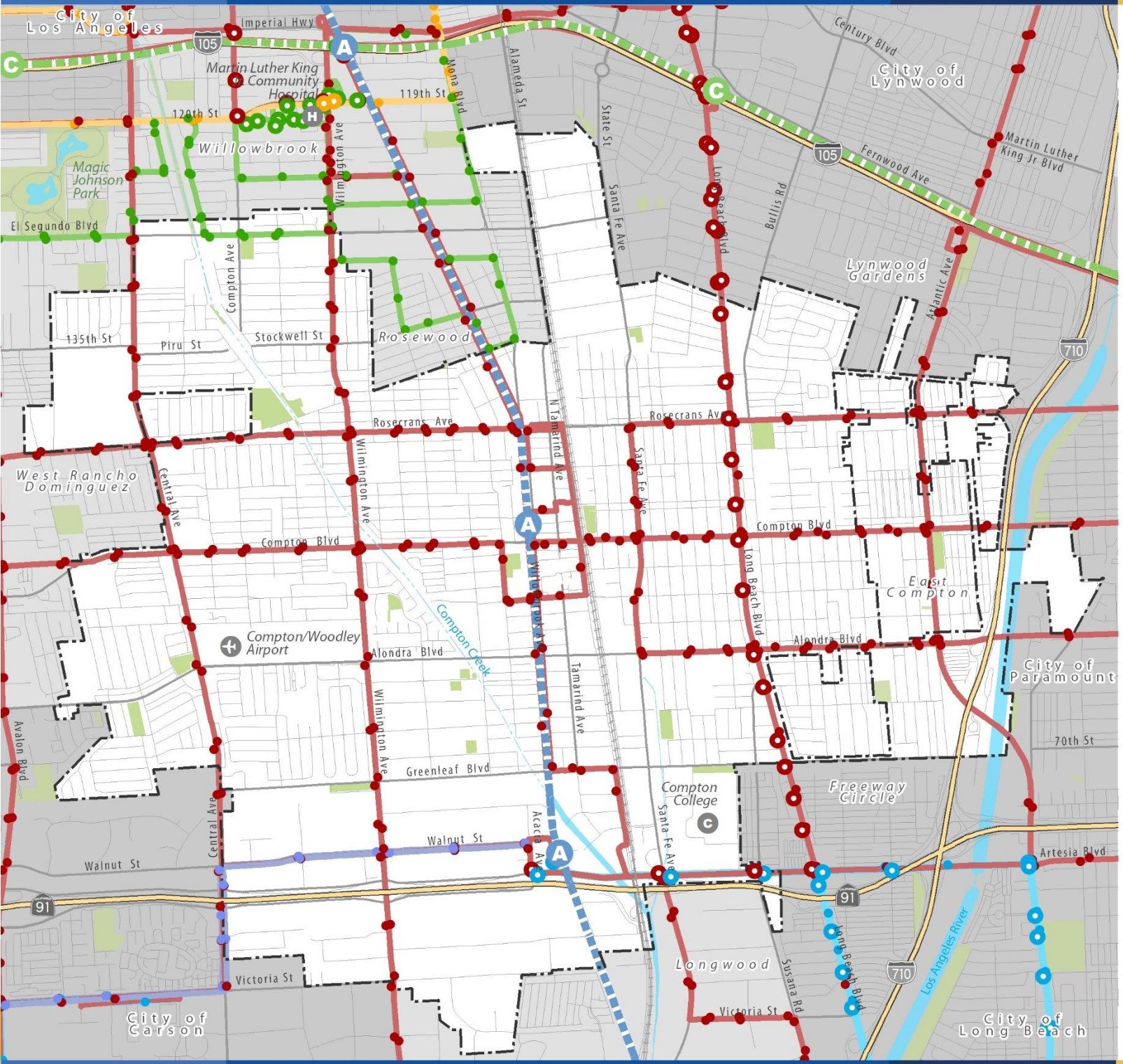


Figure 3-4
Transit Facilities

Bus Stops and Routes

- LA Go Bus
- LADOT
- Long Beach Transit
- Metro - Los Angeles
- Torance Transit System
- Bus Stop with Less Than 15-Minute Headway (More frequent buses)

Metro Rail Stations/Lines

- Metro A Line (Blue)
- Metro C Line (Green)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Metro, LADOT, Long Beach Transit, and UrbanFootprint, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Freight 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.

A BNSF train traversing through the Alameda Corridor

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. In the southern area of the city, these spurs connect to buildings along Carob Street, Walnut Street, Artesia Boulevard, Manville Street, and Apra Street. 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 3-5).

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. 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 that are not suitable for trucks. They aim to minimize conflicts between trucks and other vehicles, pedestrians, and vulnerable road users. 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, and Atlantic Avenue. Routes running east to west include El Segundo Boulevard, Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, and Artesia Boulevard.

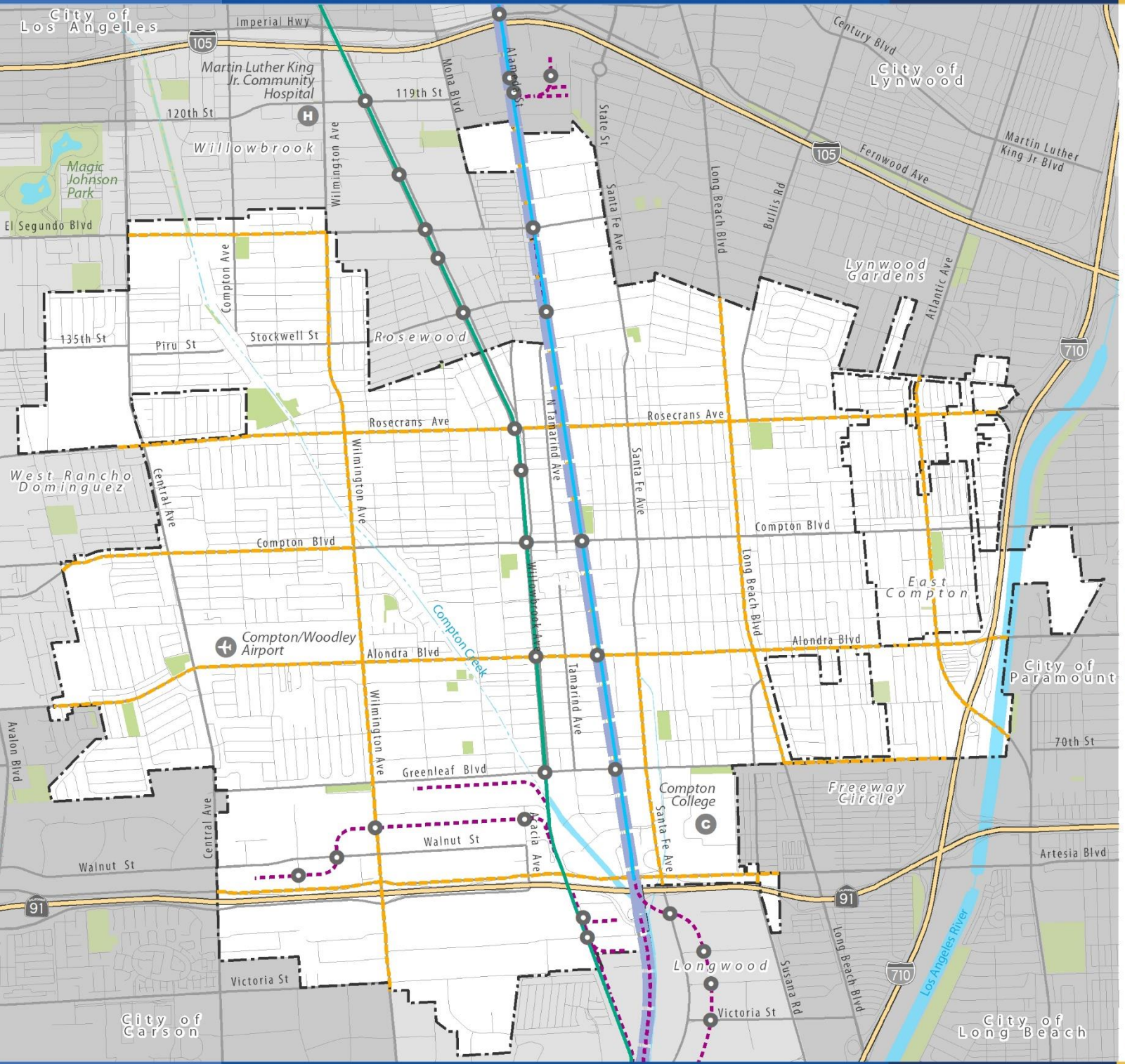


Figure 3-5
Freight Facilities

Freight Rail Lines
- Rail Road Spur Track
- Patata Industrial Lead
- Wilmington Subdivision
- Alameda Corridor
- At-Grade Street/Rail Crossings

Compton Truck Routes
- Truck Routes

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: City of Compton, 2022.
Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

Compton/Woodley Airport

Compton is home to Compton/Woodley Airport, located in southwest Compton. The airport is a public general aviation airport open seven days a week. The airport has two runways and is used by single-engine propeller aircraft and small jet aircraft.

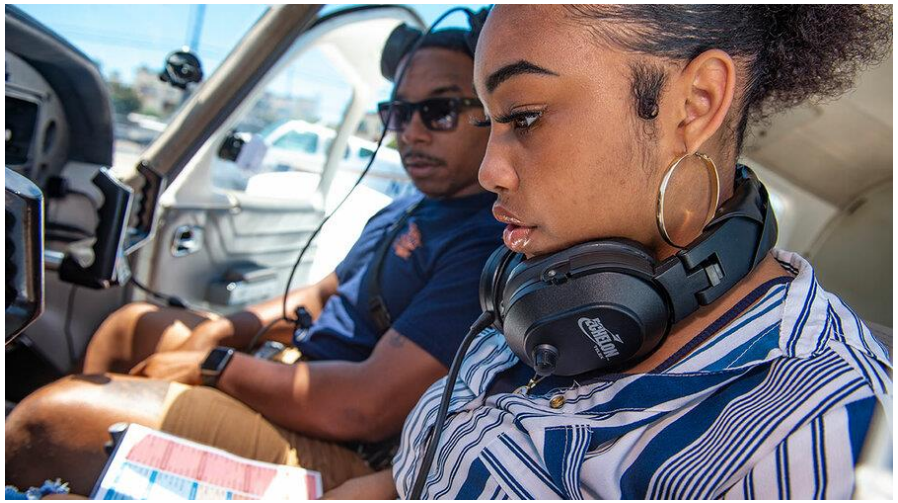
Compton/Woodley Airport was originally built in 1924 as a private airport and was later used as a military airfield during World War II. In 1946, the airport was returned to civilian use and subsequently acquired by Los Angeles County in 1966. The airport serves as a general aviation facility and is used by private pilots, flight schools, and small businesses.

Surrounded by residential and commercial areas, the airport has a noise abatement policy which establishes certain flying patterns, landing and takeoff procedures, and areas to avoid mitigating noise to surrounding areas. Since 2013, three crashes have been associated with Compton/ Woodley Airport. One crash occurred in 2015 when a plane towing an advertising banner crashed. In 2015, a plane taking off from Compton/ Woodley airport crashed in the backyard of a nearby home, injuring only the pilot. The third incident occurred in 2019 when two planes collided on the runway, injuring two people and killing one.

Figure 3-6 shows the airport influence area, inner safety zone, and runway protection zone.

The County has undertaken efforts to modernize and upgrade the airport's facilities to attract more business and support economic development in the surrounding area. The airport has undergone several renovations and improvements, including a new terminal building, expanded parking, and updated navigational equipment.

Compton/Woodley Airport hosts several community events throughout the year, such as aviation career fairs, fly-ins, and airshows, which provide opportunities for residents to learn about aviation and explore potential career paths in the field.



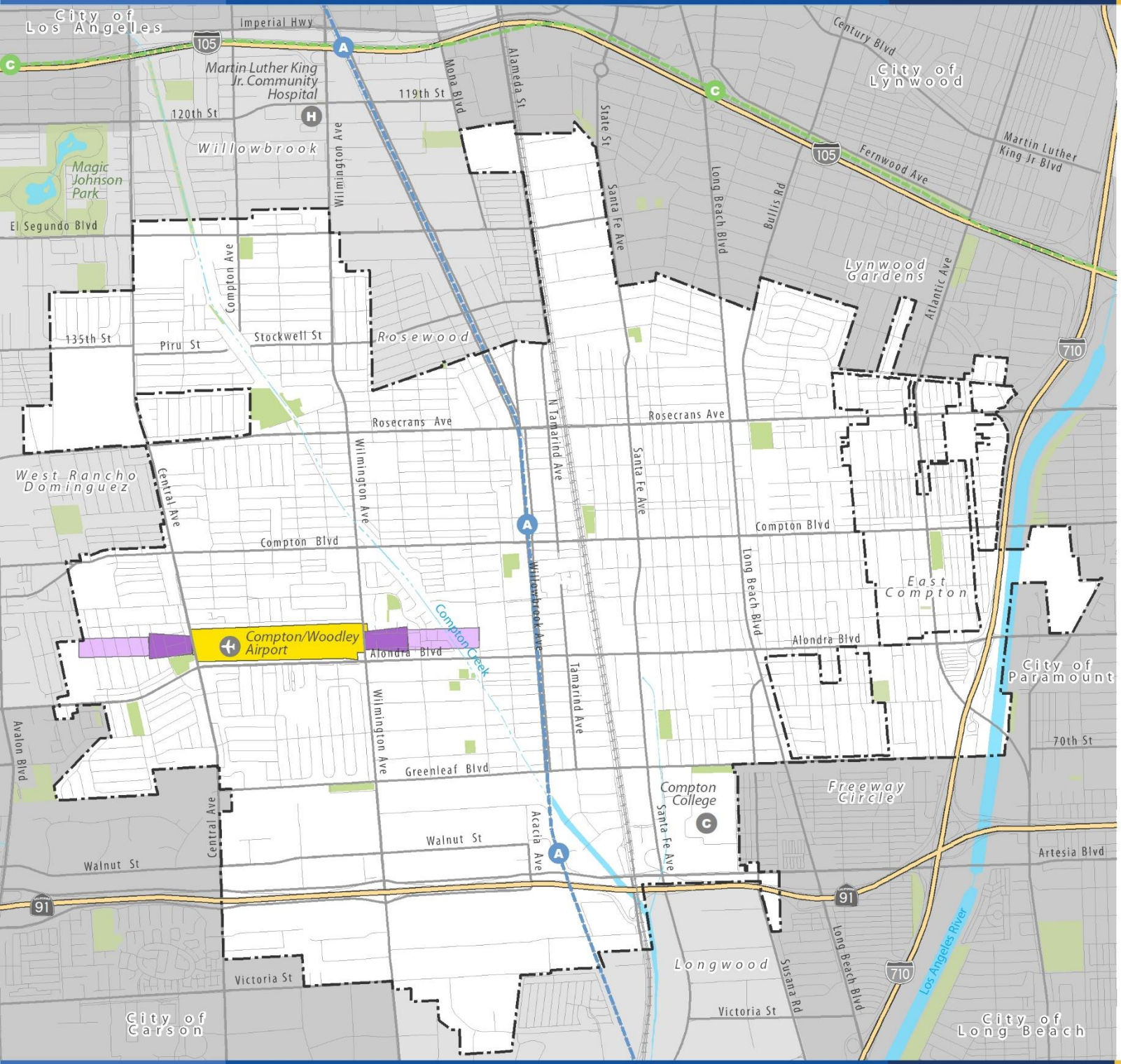


Figure 3-6
Compton Airport

Compton Airport Protection Zones and Influence Area

- Airport Influence Area
- Inner Safety Zone
- Runway Protection Zone

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: Los Angeles County for the Airport Land Use Commission, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Pedestrian Mobility

A city can be designed in ways that either enhance or impede the pedestrian experience and access to goods and services. A well-designed pedestrian environment has been shown to benefit a community and its residents in many ways: by providing places to connect with neighbors, frequent local shops, access parks and schools, and improve people's physical health.

The analysis of the pedestrian environment considers residents' behavior, existing conditions, and accessibility to services and facilities. This section provides an overview of the transportation profile, built environment conditions, pedestrian amenities, trail and bicycle access, pedestrian safety, and walkability.

Walking Benefits

A walkable environment improves public health. Designing cities with a focus on people and walking, rather than motorized vehicles, yields significant localized environmental advantages. Motorized cities and the resulting carbon emissions from traffic make the transportation sector a major contributor to greenhouse gases and their impact on climate change. Conversely, walking as a mode of transport has the least impact on both the local and global environment, making it a crucial element in reducing the environmental footprint of our cities. Many millennials, who are projected to comprise half of the American workforce by 2025, express a desire to live in places where owning a car is not a necessity.

Enhancing walkability in cities is an effective way to reduce emissions while enhancing residents' quality of life through health benefits. Providing amenities within walking or biking distance of residential areas can reduce the need for car trips, thereby lowering carbon emissions and other pollutants emitted by vehicles.

With two transit stations in Compton, planners have looked to boost the use of these stations by enhancing walking conditions around the stations. The easier it is for people to walk to transit, the more likely they are to incorporate it into their daily routines.

Pedestrian walking near Metro A Line Compton Station

Transportation Profile

In general, fewer people walk in Compton compared to Los Angeles County as a whole. In 2020, only 0.6 percent of Compton's residents walked to work, while 90.8 percent drove in a vehicle, either alone or carpooled; see Table 3-2. Compton households also have more vehicles on average compared to Los Angeles County residents as a whole.

Walk Score

Many people want to be able to walk from their residence to shops, grocery stores, food places, and activities. Walking can be more convenient and quicker than getting into your car. It's also good exercise. But how do you measure how walkable a neighborhood or area is? A Walk Score is a single score often used to assess just how walkable a particular location, neighborhood, or city is. According to the Walk Score website, the score reflects the distance between an address and its amenities. A walking distance of one-quarter mile, or about five minutes, or less is most desirable.

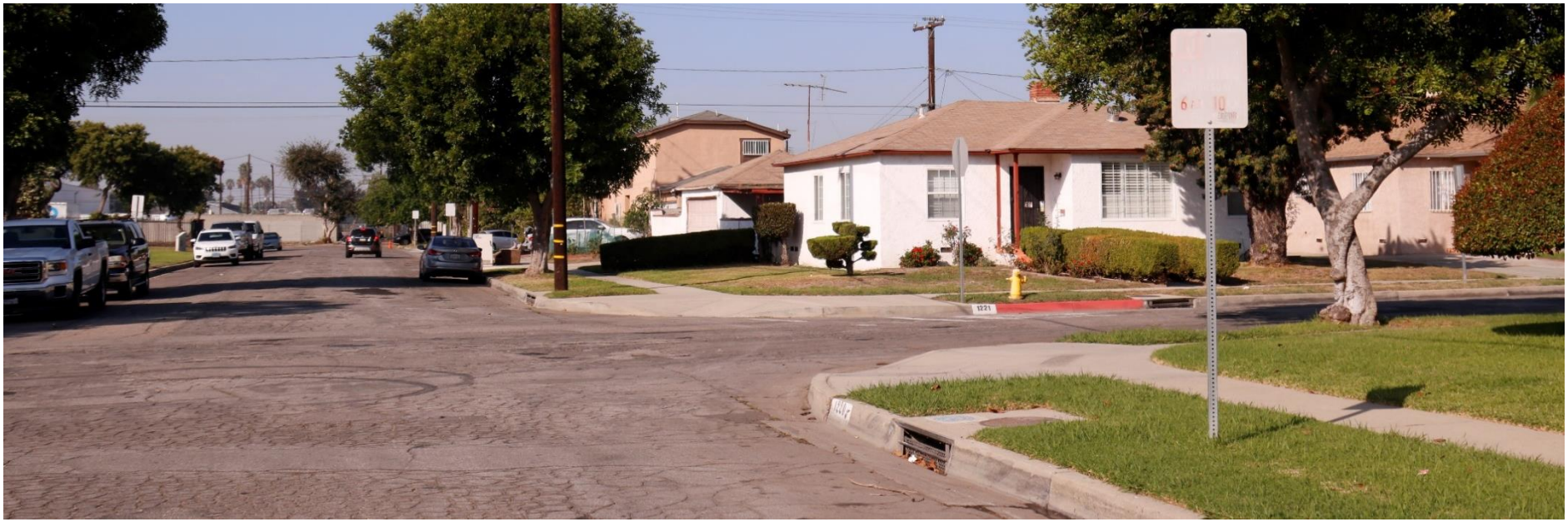
- **90-100 is the highest.** This is a walker's paradise, a place where daily errands do not require a car.
- **70-89 is very walkable**. Most errands can be accomplished on foot.
- **50-69 is somewhat walkable.** Some errands can be accomplished on foot.
- **25-49 is car dependent.** Most errands require a car to complete.
- **0-24 is also car dependent.** Almost all errands require a car to complete.

Compton has a 65 Walk Score, which means the city is moderately walkable. Surrounding cities Walk Scores include Long Beach with a 73 score, Lynwood with 70, and Carson at 55.

Table 3-2: Transportation Modes and Vehicle Access

Mode of Transportation to Work	City of Compton	LA County	Difference
Car, truck, or van	90.8%	81.6%	9.2%
Drove alone	*78.5%*	*72.1%*	*6.4%*
Carpooled	*12.3%*	*9.5%*	*2.8%*
Public Transportation	4.8%	5.4%	-0.6%
Walked	**0.6%**	**2.6%**	**-2.0%**
Bicycle	0.2%	0.7%	-0.5%
Taxicab, motorcycle, or other	0.8%	1.7%	-0.9%
Worked from home	2.8%	8.0%	-5.2%
Vehicles Available in Household			
No vehicle available	2.1%	3.9%	-1.8%
1 vehicle available	14.9%	21.2%	-6.3%
2 vehicles available	30.0%	37.2%	-7.2%
3 or more vehicles available	53.0%	37.7%	-15.3%

Source: American Community Survey, U.S. Census Bureau, 2020.



Residential neighborhood street intersection

Pedestrian Built Environment Analysis

Pedestrian facilities issues of concern include the location and condition of sidewalks, trails, accessibility, street crossings, and street connectivity.

Street Blocks and Street Pattern

Compton city blocks and street patterns generally follow a grid configuration. Typical residential neighborhood block lengths average between 500 to 600 feet, and the widths average 200 to 400 feet. Industrial districts blocks are typically larger to accommodate larger building footprints. Several residential neighborhoods include cul-de-sacs and irregular street patterns (see Figure 3-7).

The street patterns and block sizes in Compton make it ideal for walking. Shorter blocks create more street crossings and allow for easier accessibility between destinations.

Land Use Mix and Density

Land use mix refers to the degree to which different types of land uses (e.g., residential, commercial, industrial) are physically and functionally integrated. A similar concept is mixed-used development. While a mix of land uses describes the diversity of land use types in a neighborhood, mixed-use development refers to a development project, often a single building, that incorporates multiple land uses.

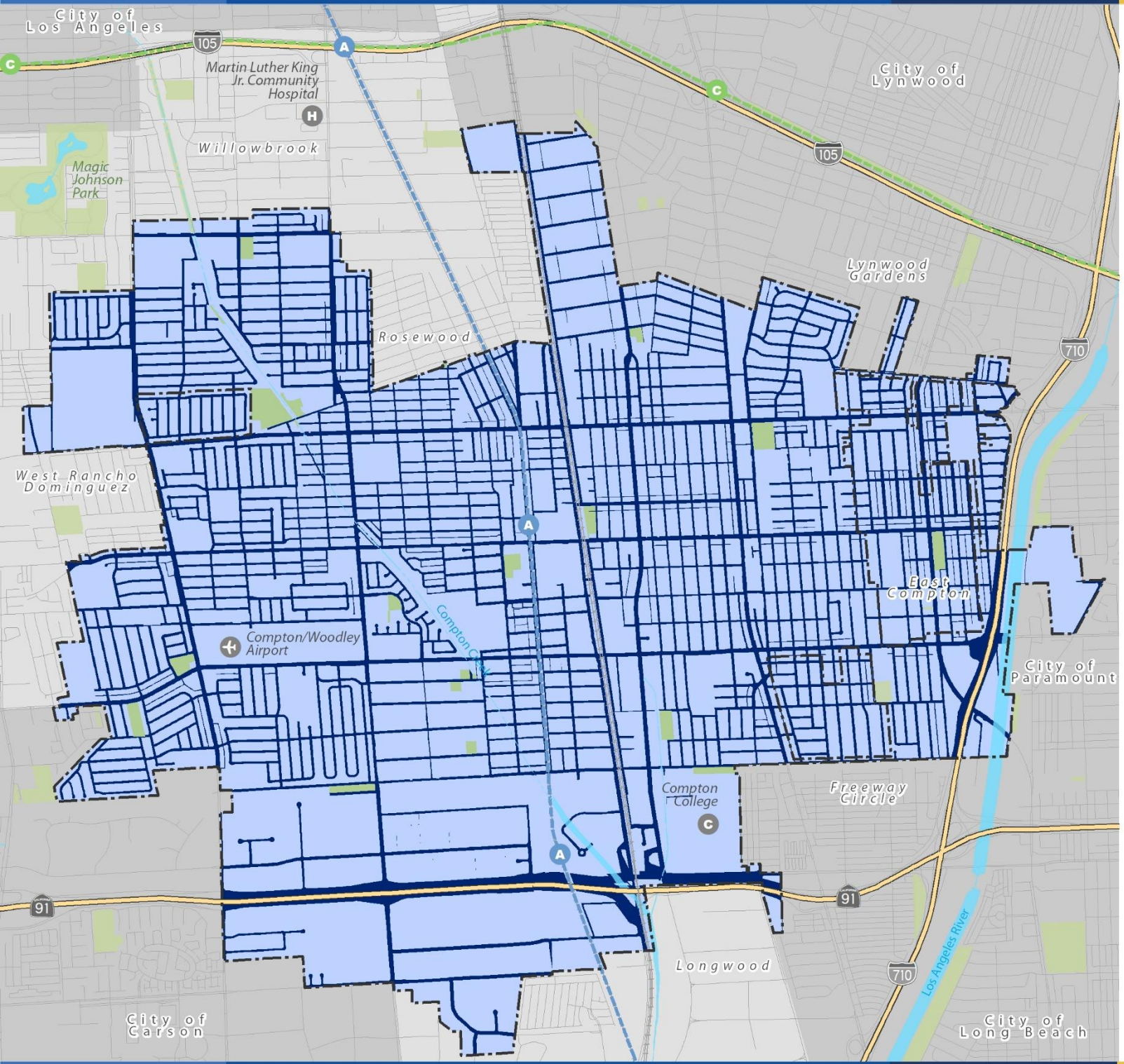


Figure 3-7

Block and Street Patterns

Block and Street Patterns

- Block Layout
- Street Layout

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: City of Compton and MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Within a neighborhood or district, a greater mix of land uses increases local accessibility by reducing the distances between residences and destinations. Compton's land use pattern is largely segregated, with extensive neighborhoods of low-density single-family homes and distinct commercial corridors and industrial districts. These patterns increase distances between destinations and decrease accessibility and walking.

Sidewalks

Sidewalks are present on both sides of most streets throughout the city, with a few exceptions in industrial districts and the Richland Farms neighborhood. Sidewalk designs vary considerably. In some areas, wide sidewalks feature street trees, as seen along segments of Long Beach Boulevard and Compton Boulevard. In contrast, certain residential neighborhoods have narrow sidewalks lacking parkways and are obstructed by signposts and utility installations.

Traditional residential neighborhoods and those that have recently undergone redevelopment generally boast well-maintained sidewalks with street trees and landscaping. However, other areas provide only basic pedestrian amenities.

The total length of sidewalks within the Planning Area is approximately 301 linear miles. Of these, roughly 80 percent, equivalent to about 243 miles, are sidewalks on both sides of the street, while 15 percent, or 46 linear miles, have sidewalks on only one side. About four percent have no sidewalks at all (refer to Figure 3-8). Most industrial districts lack sidewalks or have them on just one side of the street. Additionally, the Richland Farms neighborhood lacks sidewalks altogether, reflecting its rural and agricultural character.

Sidewalk within a residential neighborhood

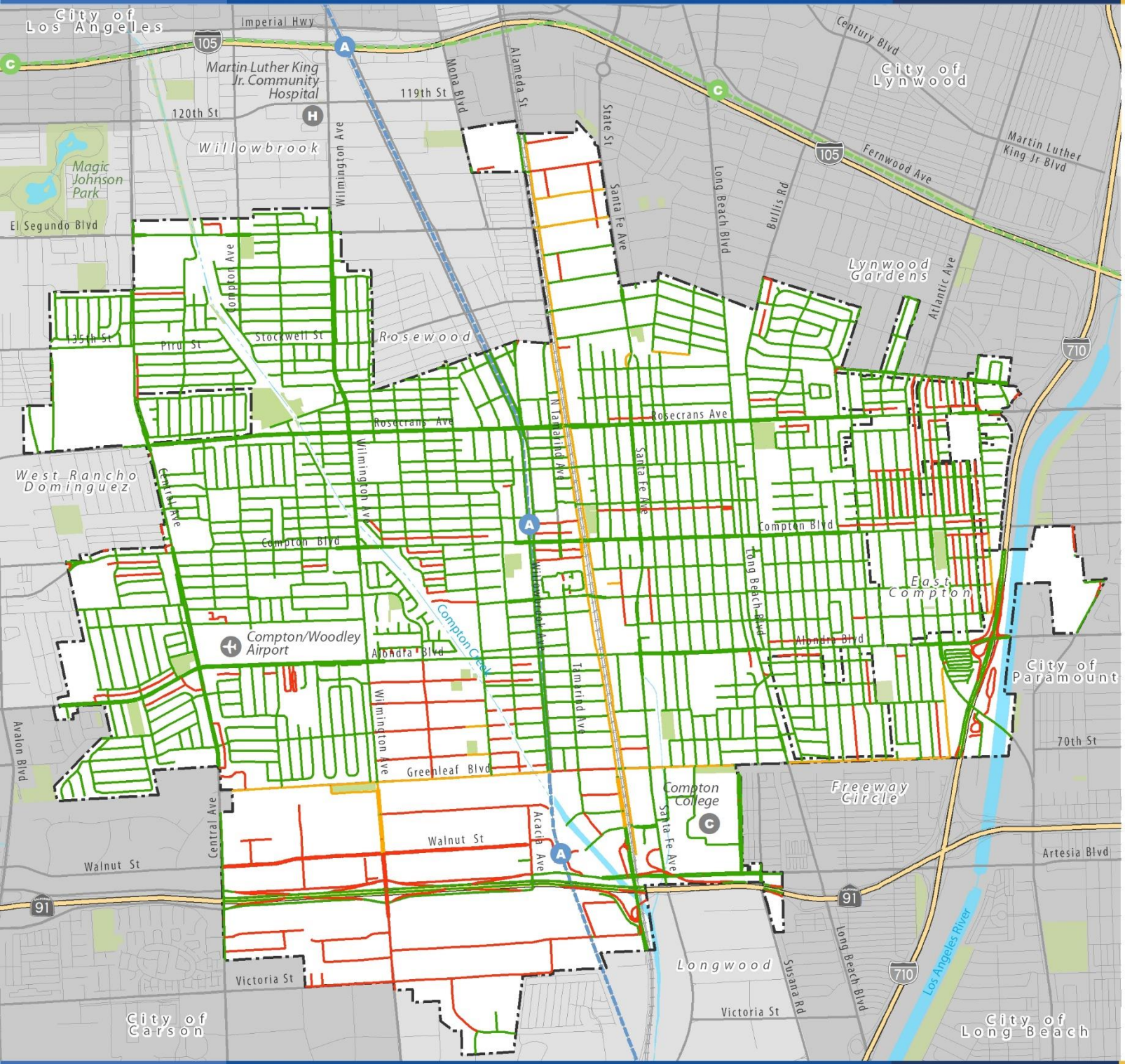


Figure 3-8
Sidewalk Availability

Sidewalk Availability

- No Sidewalks
- Sidewalks on One Side
- Sidewalks on Both Sides

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: City of Compton and MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Residential street with sidewalk and parkway

Compton Boulevard with sidewalks

Richland Farms neighborhood with no sidewalks

Industrial district with no sidewalks

Pedestrian Crossings at Intersections

Walkways provide mobility along a linear path. But eventually, people need to cross streets, either at intersections or mid-block. At intersections, the paths of people and vehicles come together, and walkers can find these to be the most challenging part of negotiating a pedestrian network. If pedestrians cannot cross the street safely, mobility is severely limited, access is denied, and walking as a mode of travel is discouraged.

Marked pedestrian crossings are often found at intersections and may also be at other points on busy roads that would otherwise be too unsafe to cross without assistance due to vehicle numbers, speed, or road widths.

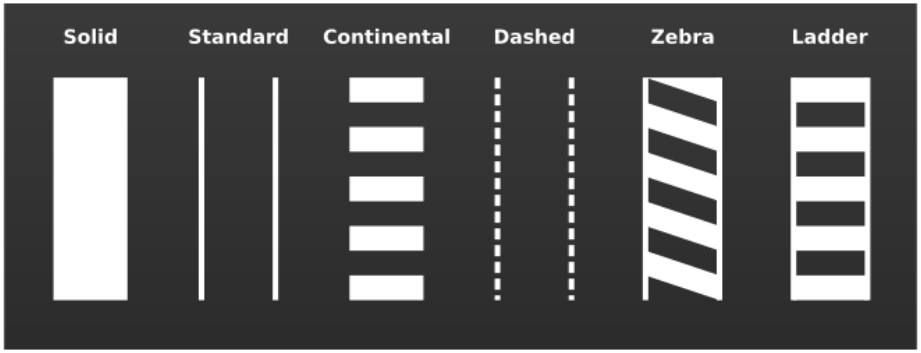
Most neighborhood intersections in Compton do not have any markings. However, major intersections generally include enhanced crosswalks, with red-colored concrete stamping to emphasize the pedestrian walking area. Many schools have continental crosswalks in either white or yellow marking. Standard crosswalks are very common. See Figure 3-9 for types of crosswalk styles.

Many of the major corridors throughout the city include a traffic signal. Signalized pedestrian crossings clearly separate when each type of traffic (pedestrians or road vehicles) can use the crossing.

Figure 3-10 identifies the location of intersection signal lights and the various types of crosswalk styles. Rosecrans Avenue, Compton Boulevard, and Alondra Boulevard are east-to-west corridors that consist of numerous streetlights and crosswalk styles.

Marked crosswalks improve pedestrian safety and make it easier to cross the roadway.

Figure 3-9: Crosswalk Styles



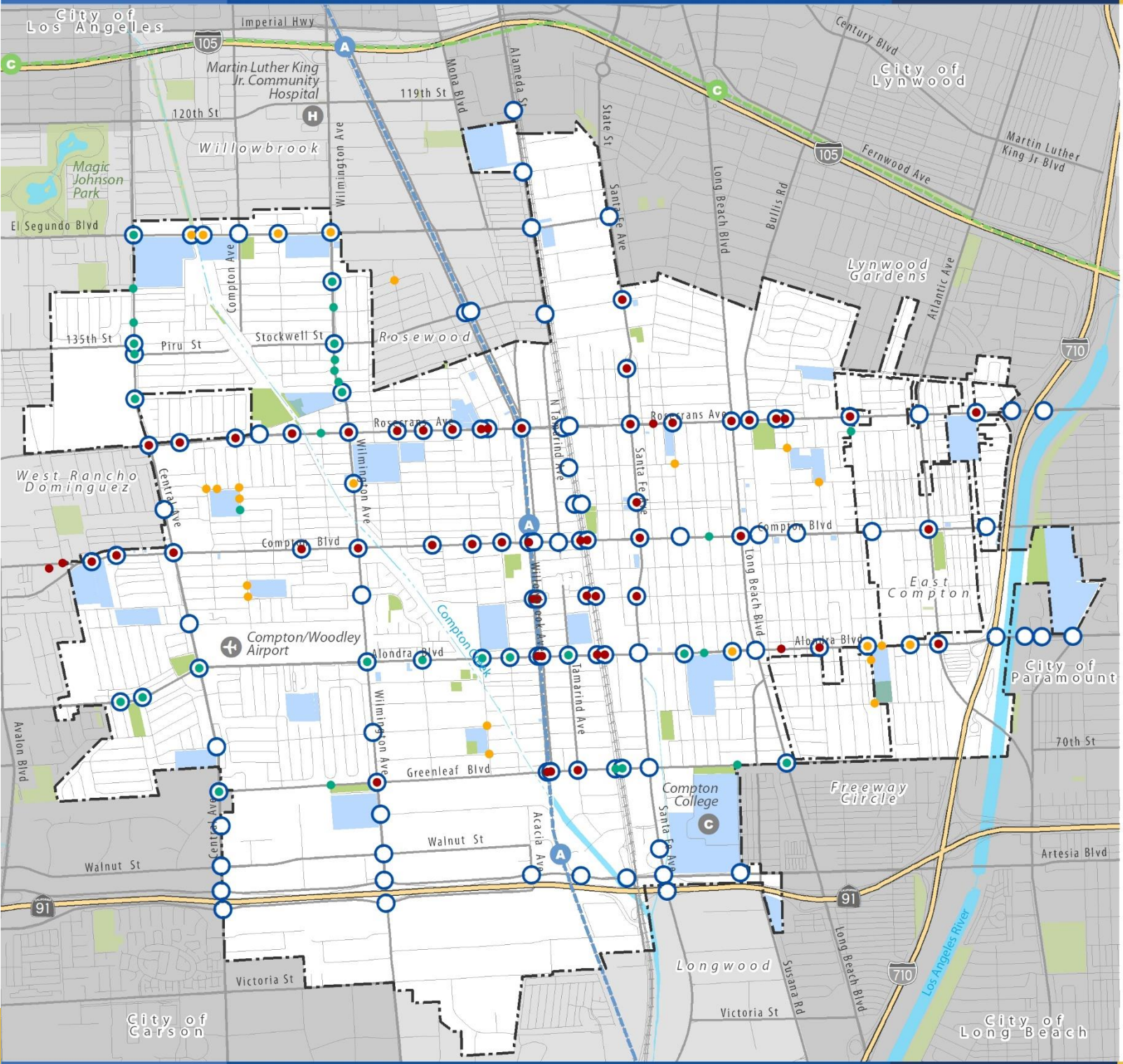


Figure 3-10

Intersection Signal Lights and Crosswalks

Intersections and Crosswalks

- Signal Light
- Red-Colored Stamping
- Yellow Ladder Crossing
- White Ladder Crossing

Schools and Parks

- Schools/Educational Facilities
- Park/Recreation Facilities

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: City of Compton and MIG, 2022.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

White ladder crosswalks with signage

Red-colored stamped crosswalks

Yellow ladder crosswalks

Standard yellow crosswalks near schools

Trails Along Creeks, Rivers, and Parkways

Compton Creek Trail

The Compton Creek Trail parallels Compton Creek from El Segundo Boulevard in northern Compton to Greenleaf Boulevard in southern Compton. This path is a Class I trail for cyclists, pedestrians, skateboarders, and people using other non-motorized vehicles. Three bridges allow travelers to cross the creek. Figure 3-11 illustrates the surrounding areas within a 10-minute walk (half-mile distance) to the trail. The map also depicts trail access and pedestrian bridges.

The path trail and access points to the trails are in poor condition. The trail's asphalt and concrete are cracked and overgrown with weeds. The chain-link fence and creeks signs are in poor shape and need to be replaced. Debris and trash are commonly dumped along the trail. Graffiti can be found on the walls along the creek. The Compton Creek Master Plan was prepared to guide improvements to the creek and its environs.

Compton Creek Trail

Los Angeles River Trail

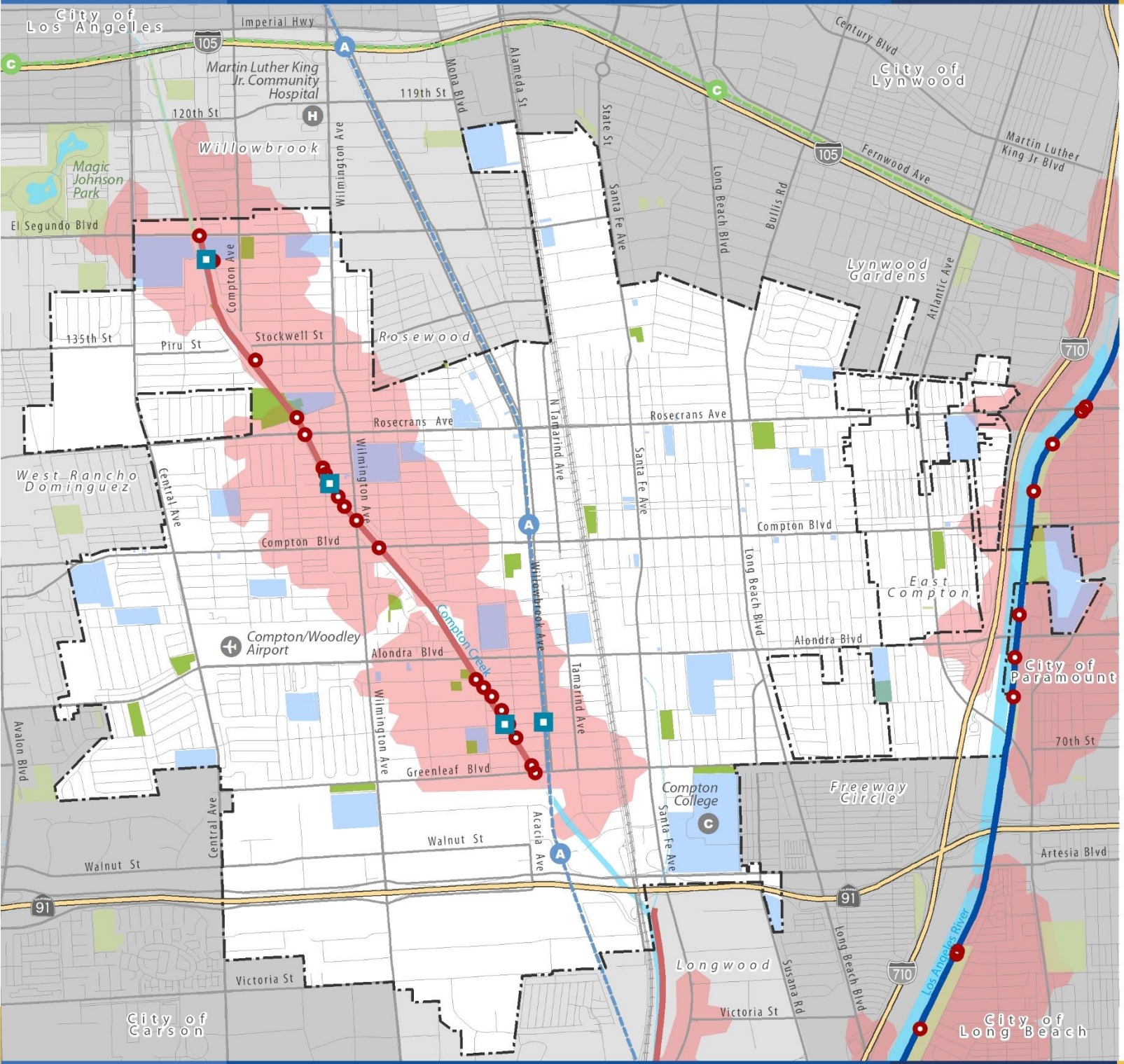
Adjacent to the Los Angeles River is the Los Angeles River Trail, a Los Angeles County-managed facility that is a part of the larger Los Angeles River multi-use trail corridor. This section of the trail traverses portions of Compton, Paramount, and Long Beach along a concrete channel segment terminating at the Pacific Ocean. Through Compton, the trail is the eastern bank of the Los Angeles River, making it easier to access from Paramount neighborhoods. The trail can be accessed in eastern Compton at the Alondra Boulevard, Compton Boulevard, and Atlantic Avenue bridges.

Greenleaf Parkway

The Greenleaf Parkway is a trail system located under the Southern California Edison powerlines easement along Greenleaf Boulevard. The parkway only consists of two incomplete segments. These segments were initially meant to be a pilot project, but ultimately became permanent improvements.

Greenleaf Parkway

Figure 3-11
Trails Access



Trail Facilities
- Trail Access
- Pedestrian Bridge

Class I Pedestrian/Bike Trails
- Compton Creek Trail
- Los Angeles River Trail

Trail Access Area
- Half Mile Walking Distance to Trail Access

Schools and Parks
- Schools/Educational Facilities
- Park/Recreation Facilities

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: Los Angeles County, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Compton Creek Trail

Compton Creek Trail

Compton Creek Trail

Compton Creek Trail

Pedestrian Bridges

Although Compton Creek serves as a natural amenity, it can pose a barrier for people residing on either side of the creek. Most streets in the area cross the creek via bridges that pedestrians can use, but the distance between street crossings can be far. However, three pedestrian-only bridges enhance accessibility to nearby schools and neighborhoods.

The pedestrian bridge south of El Segundo Boulevard, near Dr. Donald E. McNair Elementary School, connects the elementary school and surrounding residential neighborhood to Centennial High School. Without this bridge, students living on the east side of the creek would have to take a longer route to school.

The pedestrian bridge spanning Compton Creek at Poplar Street, near Kemp Avenue, facilitates easy access for students residing in western neighborhoods to reach Benjamin O. David Middle School, located at Wilmington Avenue and Poplar Street.

The third pedestrian bridge is along Caldwell Street, between Acacia Avenue and Oleander Avenue. This bridge allows pedestrians from the eastern neighborhoods to access Robert F. Kennedy Elementary School.

Farther east on Caldwell Street, beyond the Compton Creek pedestrian bridge, an additional pedestrian bridge spans Willowbrook Avenue, the freight railroad, and the Metro A Line light rail system rail lines. This bridge enables students living east of the tracks to reach Robert F. Kennedy Elementary School. However, the presence of railroad tracks also acts as a barrier to pedestrians. Given that the street and rail lines are at the same level, pedestrians need to climb several flights of stairs to access the bridge.

Pedestrian bridge spanning Willowbrook Avenue and the rail lines

View into pedestrian bridge spanning Willowbrook Avenue

Poplar Street pedestrian bridge spanning Compton Creek

Caldwell Street pedestrian bridge spanning Compton Creek

Pedestrian Safety

Everyone has preferences when it comes to transportation, but at one time or another everyone is a pedestrian. When drivers maintain safe speeds and practice other safe driving behaviors, safer walking environments are created for the community. People need and want communities where streets are safe, accessible, and comfortable for all users, whether traveling by car, foot, bike, or mass transit. Streets that are pedestrian and bicycle friendly have many benefits, including:

- Safer environments, where users feel less likely to be in a traffic collision or get injured
- Better access to more destinations, providing more choices in how to get where you want to go without relying on a car
- More opportunities to be physically active, which can improve your health and overall quality of life
- Opportunities for everyone, which includes people with disabilities

Vehicle Involving Pedestrian Collision

Data obtained from the University of California, Berkeley's Transportation Injury Mapping database provides information into collisions involving vehicles and pedestrians between 2011 to 2021.

Figure 3-12 illustrates the geographical distribution of vehicle and pedestrian collisions. The two corridors that had a significant number of collisions were Compton Boulevard and Rosecrans Avenue. The map reveals a concentration of crashes exceeding six incidents per location, particularly between South Matthisen Avenue and North Acacia Avenue. Along this stretch of West Compton Boulevard, classified as a principal arterial road, numerous local roads intersect, yet there is a scarcity of marked pedestrian crossings. Only two striped crosswalks with traffic lights provide safe passage for pedestrians to access businesses or residences on the opposite side of the street.

On the eastern side of Compton Boulevard at Long Beach Boulevard, another concentration of crashes is observed, involving five incidents of pedestrian and vehicle collisions. This intersection is a major four-way junction with traffic lights and street widths of 70 to 80 feet to accommodate pedestrian crossings.

Further examination reveals collision clusters along Rosecrans Boulevard at the intersections of Wilmington Avenue and Long Beach Boulevard. Both these intersections are major four-way junctions with traffic lights and street widths ranging from 70 to 80 feet. Rosecrans Boulevard is classified as a principal arterial road.

Lastly, the area with a high collision rate of seven incidents is located at Atlantic Avenue and Alondra Boulevard. It is a major four-way junction with traffic lights and street widths exceeding 85 feet. Both Atlantic Avenue and Alondra Boulevard are designated as major arterial roads.

Street Takeovers

Street racing and street takeover events have increased greatly in Compton. Using social media, adults in vehicles block streets at intersections and then engage in illegal activities, such as burnouts and doughnuts within the intersections. These takeovers have deadly consequences. In 2022, two women were killed because of a street takeover. The street takeover itself was underway at the intersection of Century Boulevard and Hoover Street, several miles northwest of Compton, when a double fatal crash occurred.

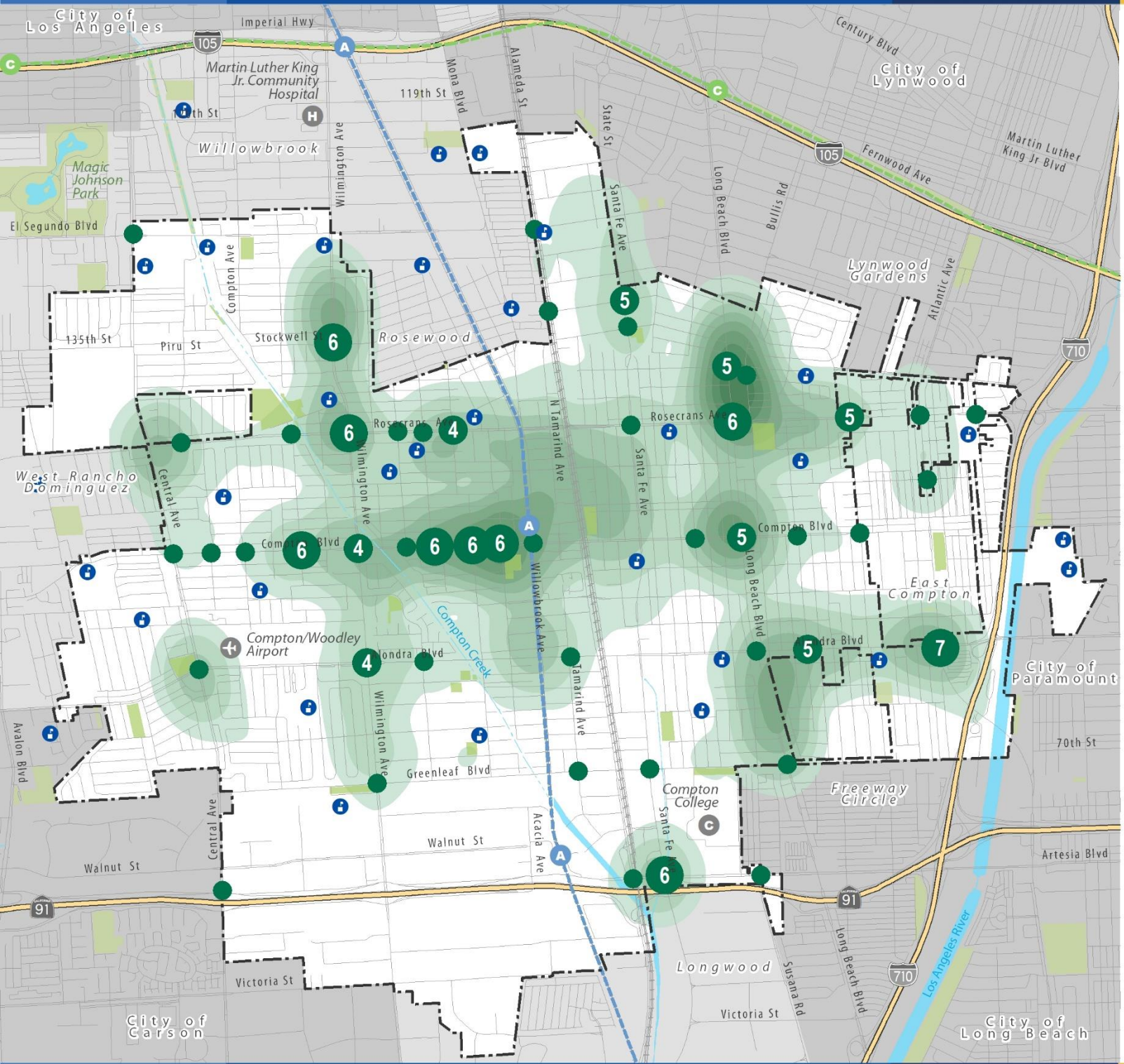


Figure 3-12
Vehicle Collisions Involving Pedestrians

Vehicular Crashes Involving Pedestrians at Key Intersections (2011 to 2021)

- 1 - 3
- 4 - 5
- 6 - 7

Vehicle Crash Density Involving Pedestrians (2011-2021)

- Low Number of Crashes
- High Number of Crashes

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
- Schools

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

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Safe Routes to School

Safe Routes to School is a nationwide program aimed at making it safer for students to walk and bike to school and encouraging more walking where safety is not a barrier. Underserved communities traditionally lacking in transportation investments merit priority as they do not have access to safe, comfortable roads for walking, biking, or rolling. They are also overrepresented in pedestrian and bicyclist Injuries.

Figure 3-13 identifies the higher concentration of vehicle collisions near public schools. The map shows that schools along major street corridors with higher vehicle speeds are more susceptible to accidents than schools located within residential neighborhoods.

Compton students and parents participate in a safe route to school program.

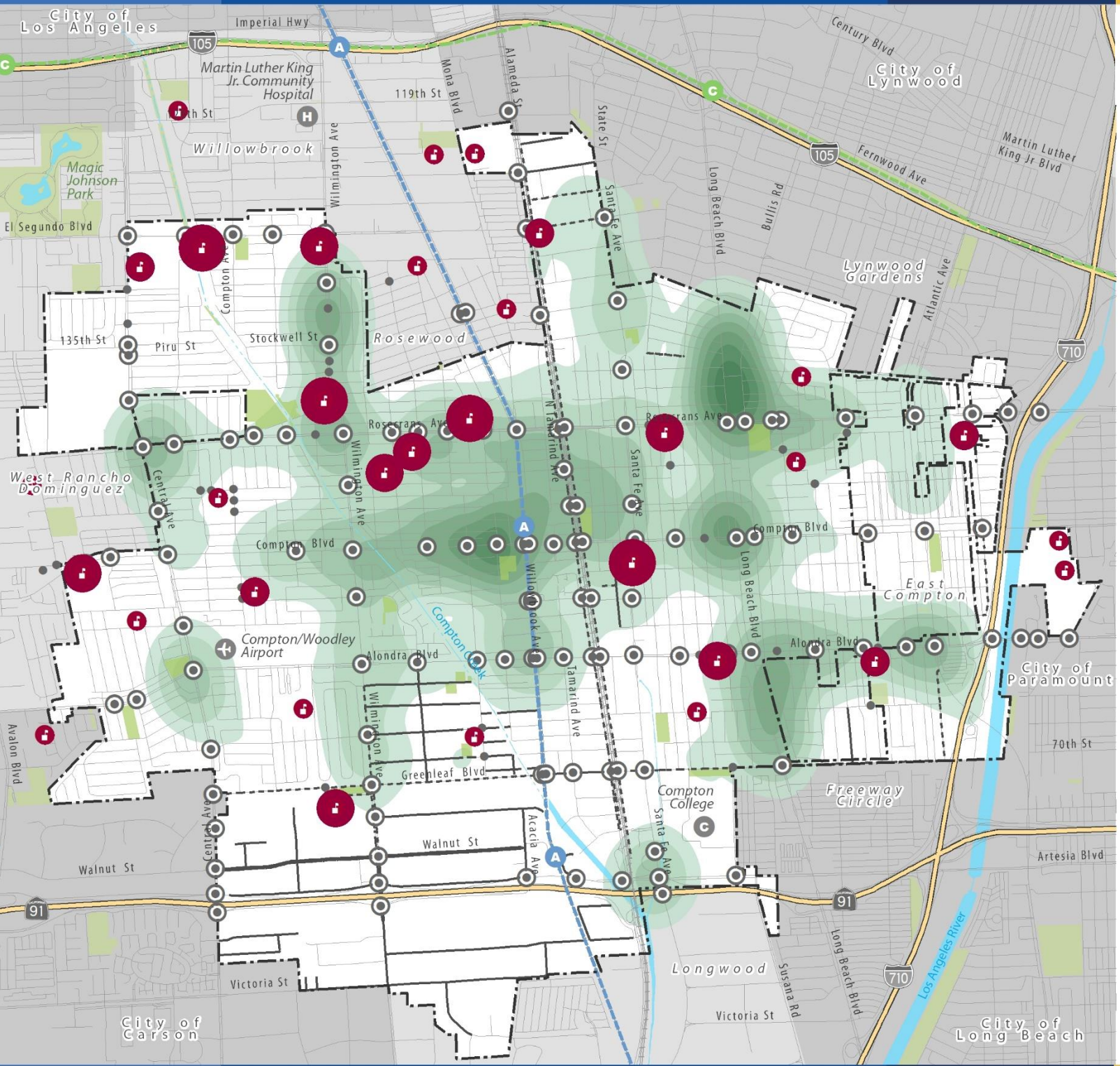


Figure 3-13
School Safety

Number of Crashes within 1/4 Mile of a School

- 1 -25
- 26 - 50
- 51 - 75
- 76 - 100

Intersections and Crosswalks

- Signal Light
- Enhanced Crosswalks

Limited Sidewalks

- No Sidewalks
- Sidewalks on One Side

Vehicle Crash Density Involving Pedestrians (2011-2021)

- Low Number of Crashes
- High Number of Crashes

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

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

10-Minute Neighborhood: Walkable Access

The concept of a""10-Minute Neighborhood" refers to a planning and urban design approach that aims to create communities where residents can access most of their daily needs within a 10-minute walk or bike ride from their homes. The idea is to create compact, walkable neighborhoods that promote active transportation, reduce car dependence, and enhance residents' quality of life.

In a 10-Minute Neighborhood, essential amenities and services are located within close proximity, making them easily accessible without the need for long commutes or relying heavily on motor vehicles. These amenities can include grocery stores, schools, parks, healthcare facilities, workplaces, public transit options, community centers, libraries, financial institutions, and retail areas. By providing convenient access to these resources, the 10-Minute Neighborhood concept aims to create vibrant and self-sufficient communities. The benefits of a 10-Minute Neighborhood include:

- **Improved Quality of Life:** Living in a 10-Minute Neighborhood allows residents to spend less time commuting and more time engaging in activities they enjoy. It promotes a healthier work-life balance, reduces stress, and enhances overall well-being.

- **Active Transportation:** A 10-Minute Neighborhood encourages walking, cycling, and other forms of active transportation. Designing neighborhoods with safe and attractive pedestrian and cycling infrastructure promotes physical activity, reduces traffic congestion, and improves air quality.

- **Social Cohesion:** Compact neighborhoods with nearby amenities foster social connections and a sense of community. Residents have more opportunities for face-to-face interactions, resulting in stronger social ties, increased civic engagement, and a greater sense of belonging.

- **Environmental Sustainability:** 10-Minute Neighborhoods support sustainability goals by reducing carbon emissions associated with transportation. With shorter distances to travel, people rely less on cars, leading to lower greenhouse gas emissions, improved air quality, and reduced energy consumption.

- **Economic Benefits:** Vibrant and walkable neighborhoods attract businesses and investment, creating economic opportunities and enhancing property values. The proximity of amenities can lead to increased patronage of local businesses, supporting the local economy.

The following maps identify 10-minute walking access to schools, libraries, community centers, grocery stores, parks, and quality transit facilities.

10-Minute Access to Schools

Nearly 40 different schools exist throughout the city. Figure 3-14 maps public school access. Most Compton residents live within one-half mile or 10-minute walk from a public school. A few residential areas are farther than a 10-minute walk from any school. These areas are dispersed throughout the city, with a larger area in central Compton.

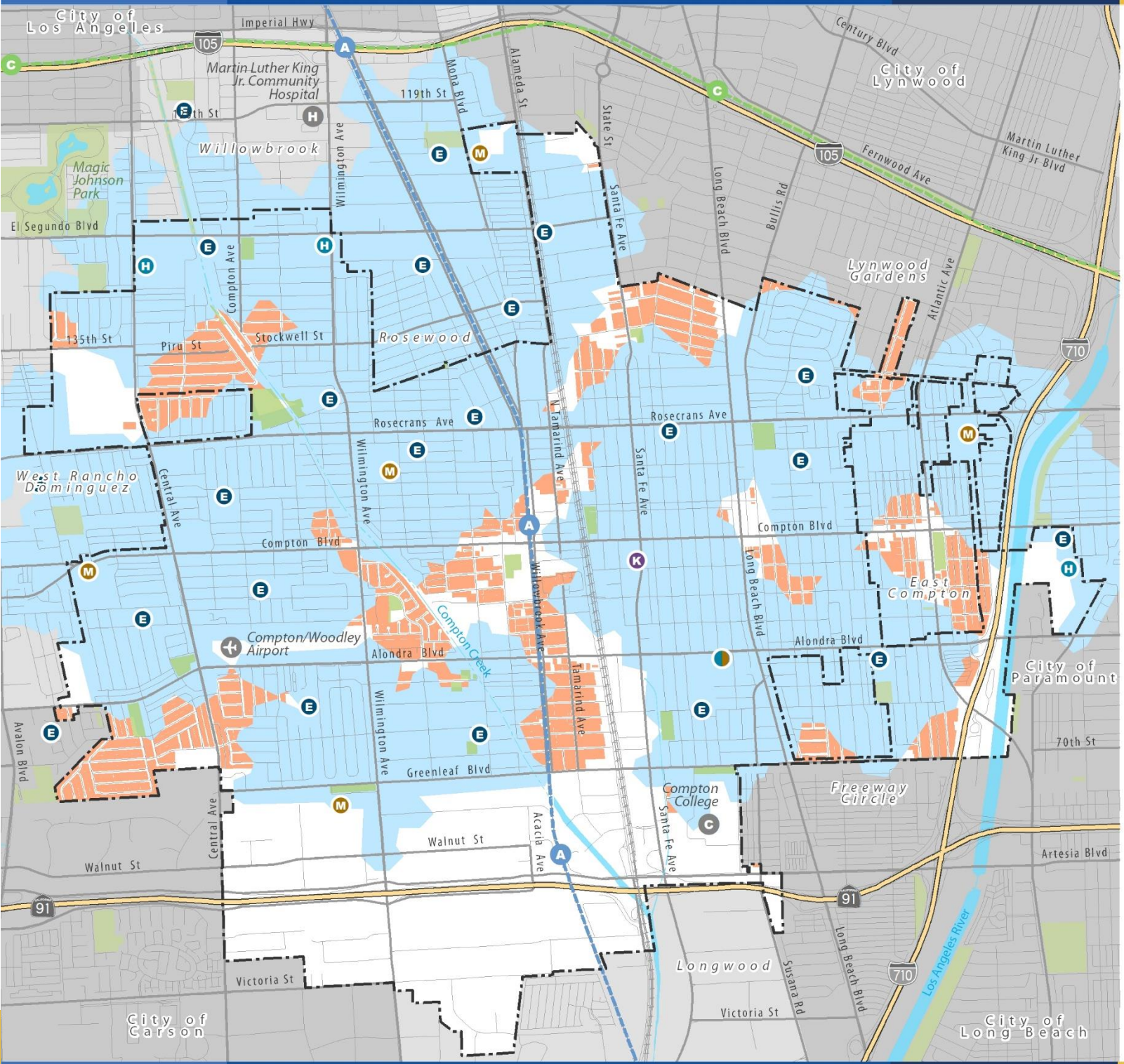


Figure 3-14
School Access

Public Schools

- Elementary Schools
- Kindergarden to 12th Grade
- Middle Schools
- High / Middle School
- High Schools

Public Schools Half-Mile Access

- Half-Mile (10-min.) Walking Distance
- Residential Area Further Than 10-Min. Walk to School

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 Department of Education, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

10-Minute Access to Parks and Open Spaces

Access to parks and green space is vital to community physical and social health. Parks provide public space in which to exercise and relax, increasing physical wellbeing. Parks also provide an essential social space for gatherings, events, birthday parties, and community activism. Having public parks accessible within walking distance from residential areas can improve the overall quality of life for a community.

Figure 3-15 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 have to drive or take transit to access a park.

Students participating in an education program at Compton Creek Natural Park at Washington Elementary

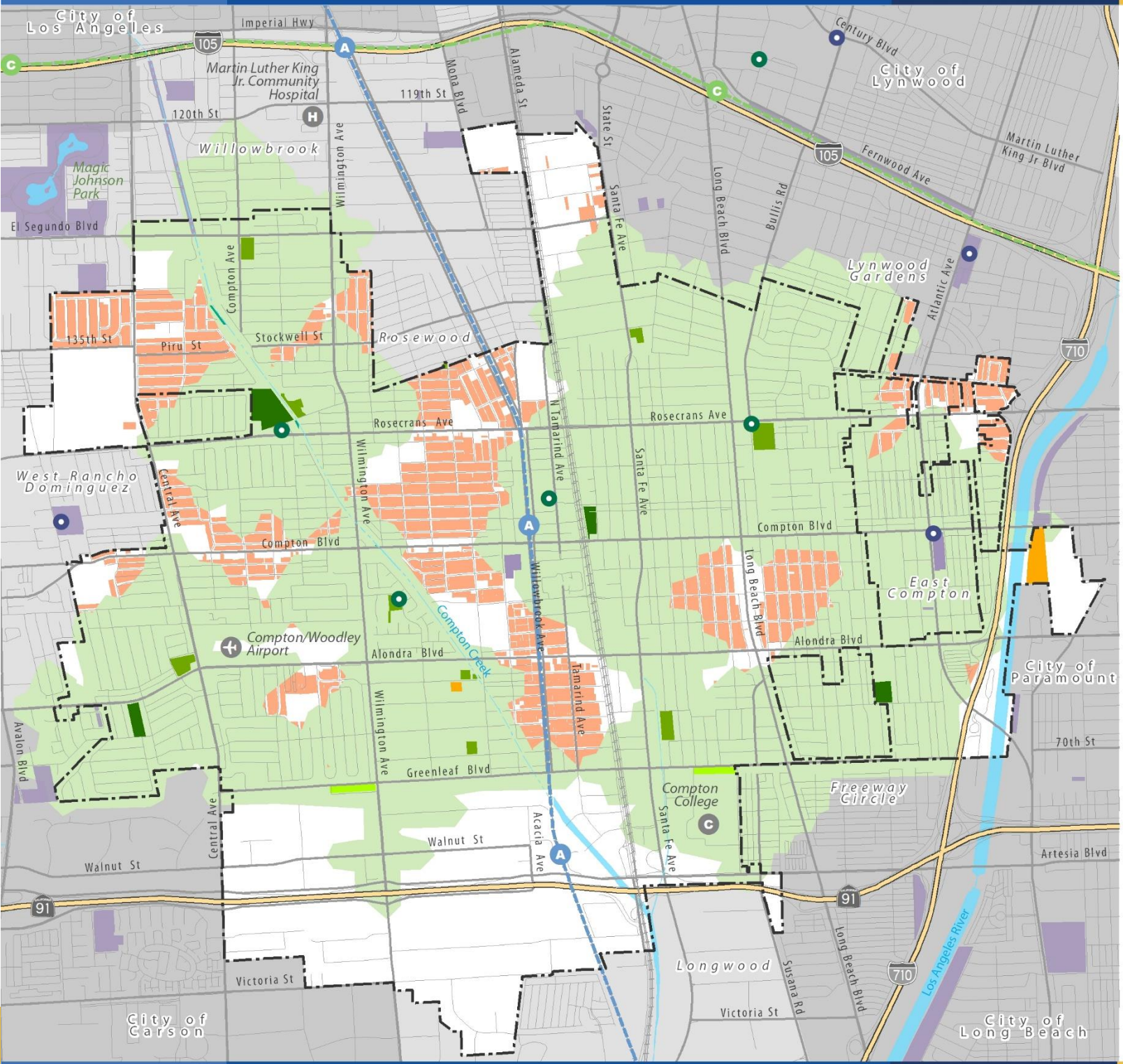


Figure 3-15
10-Minute Walk to Parks and Recreation

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

0 ¼ ½ ¾ 1 Mile

Access to Libraries and Community Centers

Walking access to libraries and community centers promotes:

- **Knowledge and Education.** Libraries are vital community resources that provide access to books, digital resources, educational materials, and programs. By having walking access to libraries, individuals of all ages can easily visit these institutions to borrow books, conduct research, access computers and the internet, participate in educational workshops, and expand their knowledge.

- **Information Equity.** Libraries play a crucial role in bridging the digital divide and ensuring equitable access to information. Not everyone has access to the internet or digital resources at home, and community centers and libraries often provide similar services. By facilitating walking access to these facilities, communities ensure that individuals who may not have transportation or reliable internet access can still benefit from the wealth of information and resources available. This helps reduce disparities in educational opportunities and promotes equal access to information for all residents.

- **Community Engagement.** Libraries and community centers serve as important gathering spaces where residents come together, connect, and engage in various activities. By providing walking access to these centers, communities foster social cohesion, neighborly interactions, and a sense of belonging. People can participate in community events, attend workshops or meetings, access support services, and build relationships with fellow community members. Walking access enhances community connectivity and strengthens social ties.

- **Health and Well-being.** Walking access to libraries and community centers promotes physical activity and supports a healthier lifestyle. It encourages residents to incorporate walking into their daily routines, contributing to increased exercise levels and improved overall fitness. Physical activity has numerous health benefits, including reducing the risk of chronic diseases, improving mental well-being, and enhancing quality of life.

- **Lifelong Learning Opportunities.** Libraries and community centers offer a wide range of programs and resources that support personal and professional development. These include workshops, classes, seminars, job search assistance, and access to online learning platforms. By providing walking access to these facilities, communities make it easier for residents to engage in lifelong learning opportunities that can enhance their skills, boost employability, and improve their quality of life.

Figure 3-16 identifies access to libraries and community centers. Many residential areas are not accessible within a 10-minute walk to library or community center.

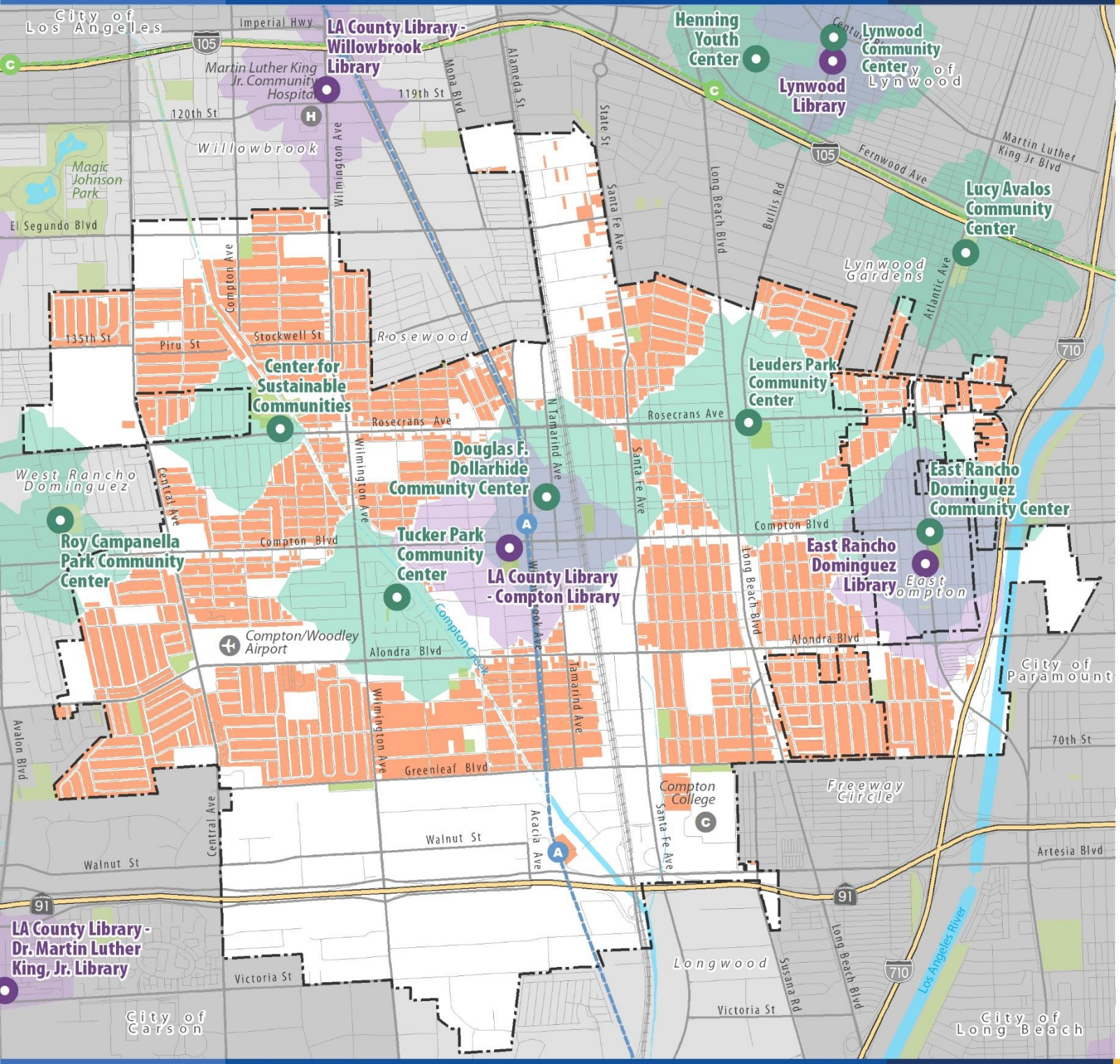


Figure 3-16

10-Minute Walk to Libraries and Community Centers

Libraries and Community Centers

- Libraries
- Community Centers

Libraries and Community Centers

- Library 10-Minute Walk
- Community Centers 10-Minute Walk
- Residential Area Further than a 10-min. Walk to a Library or Community Center

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: MIG, 2022.

Map Date: June 2023.

0 ¼ ½ ¾ 1 Mile

10-Minute Access to Grocery Stores

Walking to a grocery store provides an opportunity for physical activity, contributing to improved health and well-being. Regular walking can help maintain a healthy weight, strengthen muscles and bones, reduce the risk of chronic diseases like heart disease and diabetes, and enhance mental well-being. Incorporating walking into daily routines, such as going to the grocery store, promotes an active lifestyle and supports overall physical and mental health.

Walking access to a grocery store improves accessibility, particularly for those who do not have access to private vehicles or public transportation. It ensures that individuals who may have mobility limitations, financial constraints, or live in areas with limited transportation options can still access fresh and healthy food. Walking to the grocery store can be more convenient, as there is no need to wait for transportation, deal with parking, or navigate traffic.

For individuals living in food deserts or areas with limited access to fresh and nutritious food, walking to a grocery store becomes even more crucial. Grocery stores typically offer a wider variety of food options, including fresh produce, whole grains, lean proteins, and healthier choices compared to convenience stores or fast-food outlets. Walking to a grocery store provides residents with the opportunity to make healthier food choices and have greater control over their diet.

Walking to a grocery store can also result in cost savings. By eliminating the need for transportation, individuals can save on fuel costs, parking fees, and public transportation expenses. This can be particularly beneficial for those on a tight budget or in low-income communities, where every penny counts.

Promoting 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.

Referring to Figure 3-17, groceries stores have been categorized in Compton as either larger stores (greater than 15,000 square feet in size) or smaller stores (less than 15,000 square feet in size). 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.

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.

The consequences of living in a food desert can have a significant impact on the health and well-being of the residents. Limited access to fresh and nutritious food can lead to a higher prevalence of diet-related health issues, such as obesity, diabetes, and cardiovascular diseases. The lack of healthy food options can also contribute to dietary deficiencies, especially in terms of fruits, vegetables, and other essential nutrients.

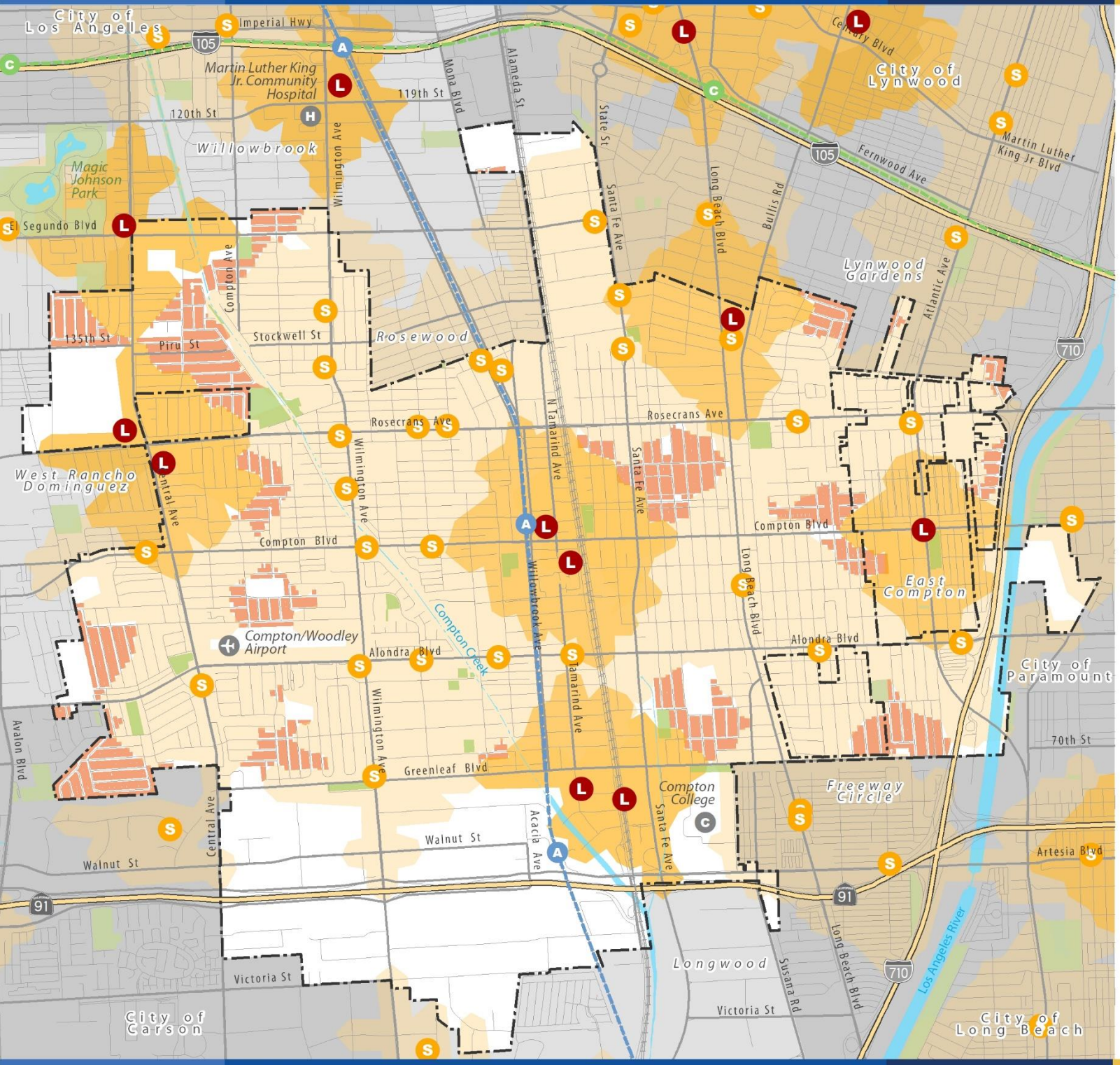


Figure 3-17

10-Minute Walk to Grocery Stores

Larger Grocery Stores and Smaller Neighborhood Markets

- Larger Stores (Greater than 15,000 sf)
- 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
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: Esri Community Analyst Marketing Data, 2022.

Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

10- Minute Access to Quality Transit Areas

Walking to a transit stop, such as a bus stop, train station, or subway station, has several benefits. Walking to a transit stop improves accessibility to public transportation for individuals who may not have access to a private vehicle or who prefer not to drive. It enables people to reach their destinations more easily and efficiently, especially in areas with limited parking or congested traffic. Walking to transit expands mobility options and provides an affordable transportation alternative.

Walking to a transit stop can result in cost savings compared to using a private vehicle. By eliminating the need for fuel expenses, parking fees, and vehicle maintenance costs, individuals can reduce their transportation expenses significantly. This can be particularly beneficial for individuals or families on limited budgets or those seeking to reduce their transportation costs.

Access to transit in both residential and commercial areas is important for creating an accessible and equitable city. Not all households have access to a personal vehicle and may rely on public transit to get to work or school, run errands, or for personal and recreation purposes.

Figure 3-18 displays access to transit stops throughout the city. Most residents reside within a 10-minute (one-half mile) walk of a transit line.

High-Quality Transit Areas

Compton has several high-quality transit areas consisting of major transit stops or high-quality transit corridors. These are areas within one-half mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

The high-quality transit corridor, with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, is Metro's A Line Compton and Artesia Stations.

A major transit stop is an existing bus transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The major transit stop in the city is the Metro Bus Route 60 along Long Beach Boulevard.

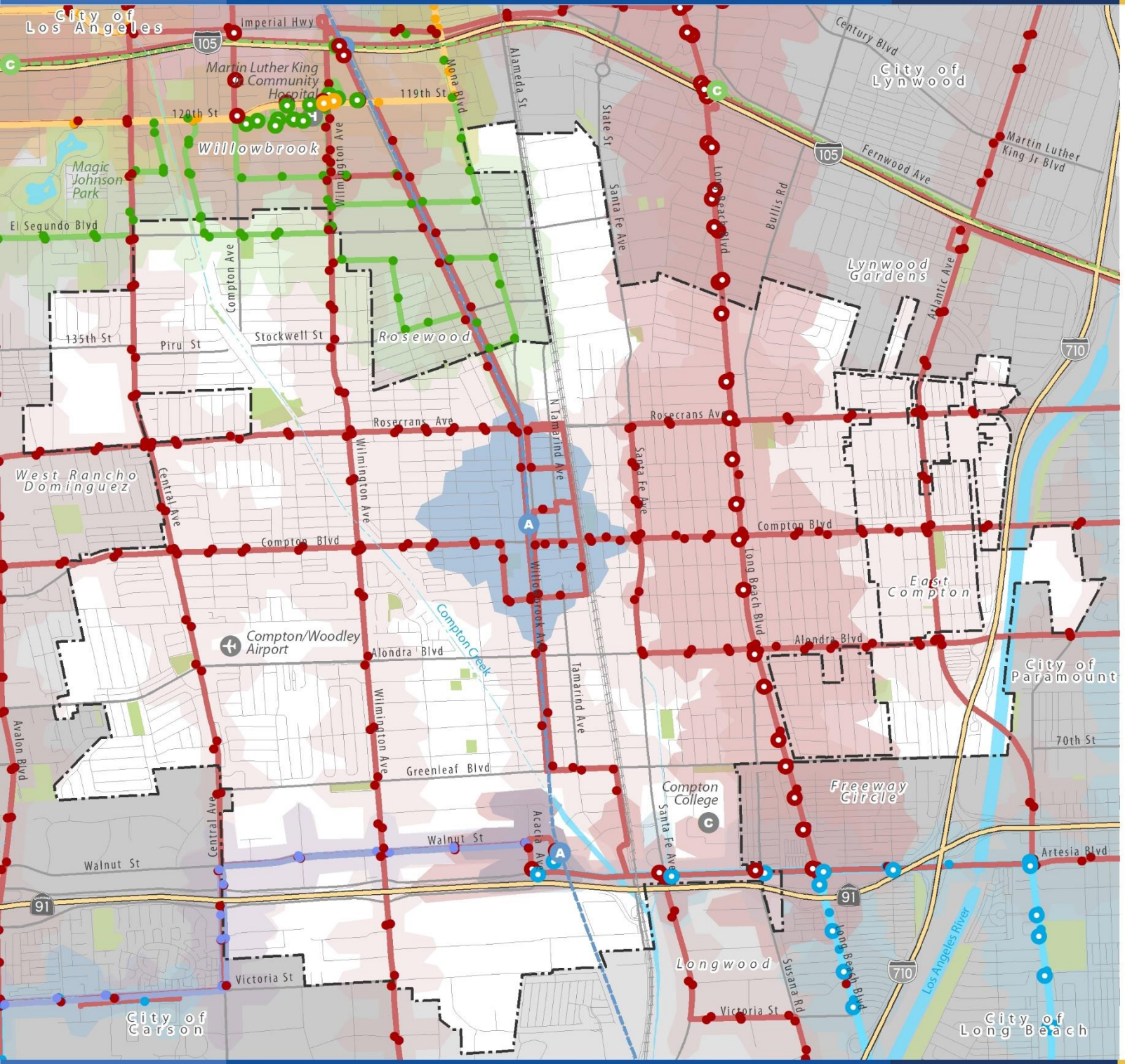


Figure 3-18
10-Minute Access to Transit

Bus Transit Stops and Routes

- LA Go Bus
- LADOT
- Long Beach Transit
- Metro - Los Angeles
- Torance Transit System
- Bus Stop with Less Than 15-Minute Headway (More frequent buses)

Metro Rail Stations/Lines

- Metro A Line (Blue)
- Metro C Line (Green)

Bus Transit Access (10-Minute Walk)

- LA Go Bus
- LADOT
- Long Beach Transit
- Metro Bus
- Torrance Transit

High Quality Transit Access (10-Minute Walk)

- Metro A Line (Rail Station)
- Metro Bus (15-min. Headway)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: UrbanFootprint Transit Data, 2022.
Map Date:June 2023

0 ¼ ½ ¾ 1 Mile

Access Analysis

Walking access to community services plays a vital role in creating inclusive and livable communities. Walking access to community services is essential for promoting physical and mental health, ensuring equitable access to amenities, fostering environmental sustainability, encouraging social interaction, boosting local economies, and improving pedestrian safety. By designing communities with pedestrian-friendly infrastructure and promoting walkability, cities can create healthier, more connected, and vibrant places to live.

To create a 10-Minute Neighborhood, planners and policymakers focus on principles such as mixed-use development, transit-oriented design, walkability, bike-friendly infrastructure, and access to a variety of services. By incorporating these principles into the planning and design of communities, the aim is to create more sustainable, livable, and inclusive neighborhoods that meet the needs of residents within a short distance from their homes.

Figure 3-19 identifies the composite access summary of areas that are have good access to resources and areas that don't. The map accounts for access to schools, parks, community centers, libraries, grocery stores, and quality transit access. A few residential neighborhoods, specially the northwestern neighborhood along Piru Street, west of Compton Creek and east of Central Avenue scores really low when measure access to multiple community resoruces. Additionally, residential neighborhoods boarding other cities or on the outskirts of the Compton city boundary also have fewer walking (10-minute or less) access to community resources.

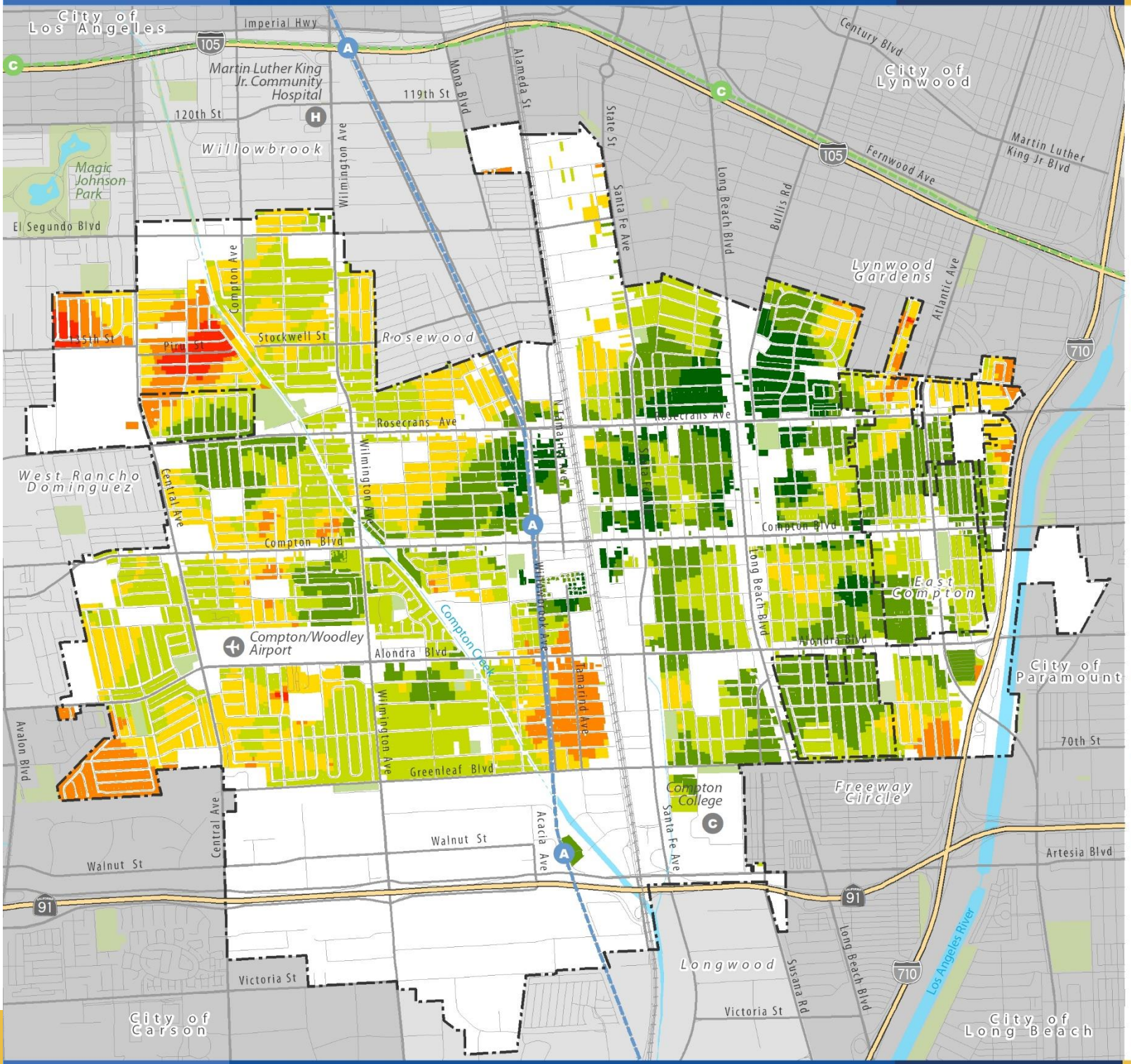


Figure 3-19
10-Minute Access Summary

10-Minute Neighborhood Access (Summary Scoring)

- 0 - High Access to Services/Resources
- 1
- 2
- 3
- 4
- 5 - Low Access to Services/Resources

Scoring: No Access to:

- Parks (+1)
- Schools (+1)
- High QualityTransit Stop (+1)
- Grocery Store (+1)
- Library or Community Center (+1)

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: City of Compton and MIG, 2022.

Map Date: June 2023

0 ¼ ½ ¾ 1 Mile

Pedestrian and Access Considerations

- Access to trails and bicycle paths is very limited in Compton. Increasing trails and bike paths could improve quality of life for residents and offer active transportation opportunities.
- Pedestrian and vehicle collisions are concentrated on streets where at least one road is a major arterial road. Collisions are concentrated along the commercial corridors of Rosecrans Avenue and Compton Boulevard, and most vehicle and bicycle crashes are concentrated along Compton Boulevard and Long Beach Boulevard. Areas of high vehicle and bicycle collision concentrations overlap with areas of high vehicle and pedestrian collision. Most areas with high collision concentrations involve principal arterial roads. The areas with the highest collisions have no bike lanes. This data illustrate a clear need to comprehensively examine ways to improve traffic safety in Compton.
- Increasing the number of large grocery stores could make healthier food options accessible to more Compton residents.
- There are a number of residential areas of the city beyond a 5-minute walk to transit, limiting residents' mobility. Even a 5-minute or quarter mile walk can pose challenges to individuals with limited mobility.
- Access to a public school within a 10-minute walk is important for those with limited transportation options or mobility. Schools that tend to be close to major street corridors are also more likely to closer to vehicular collisions, making it unsafe when walking to school.
- Greater park access could improve aspects of physical and social health for Compton residents.
- Most of the City is within a 10-minute walk to a park.

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Chapter 4
Compton Today: City Culture

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Introduction

Compton boasts a rich and diverse urban culture that reflects the contributions of various communities and historical backgrounds to the city's growth. Renowned for its lively music scene, especially in the hip-hop and rap genres, Compton's roots can be traced back to the African American and Latino communities. From this region emerged the Compton Sound and the West Coast hip-hop culture, giving birth to iconic artists like Dr. Dre, Eazy-E, and Kendrick Lamar.

Furthermore, Compton hosts numerous annual events and celebrations that honor its diverse cultures and traditions. For instance, the Compton Hispanic Heritage Festival acknowledges the city's Latino community, while the Juneteenth Festival marks the end of slavery in the United States and advocates for black history and culture.

Additionally, Compton has a robust history of community activism and engagement, especially concerning topics like police reform, environmental justice, and access to quality education and healthcare. Local organizations and community groups within the city, such as the Compton Community Coalition and the Compton Empowered Collaborative, actively work towards promoting social justice and equity.

Overall, 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. This chapter encompasses the following subjects: Community Profile, Culture, Equity, Public Safety and Services, Environmental Justice, and Community Health.

The mural on the wall outside of ISANA Academies in Compton includes an image of Martin Luther King Jr.

Community Profile

A community profile is essential for gaining insights into a community's characteristics, demographics, and socioeconomic conditions. In this report, the community profile will encompass population statistics, age demographics, racial and ethnic composition, educational attainment, income levels, and employment data.

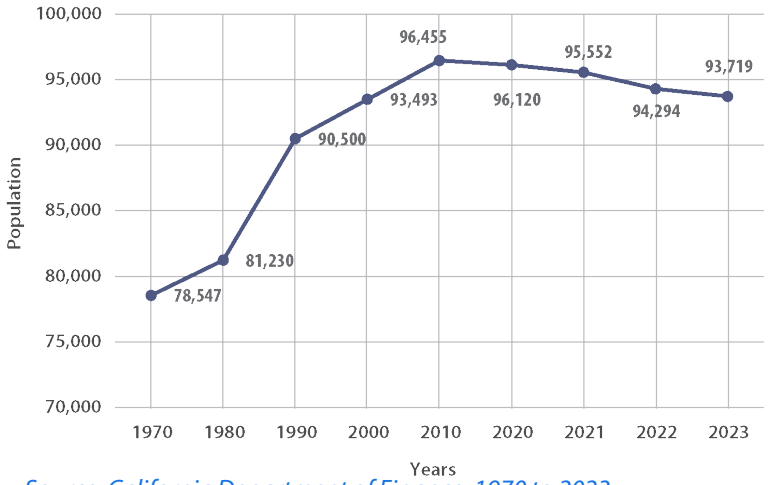
Population Growth

Population growth refers to the change in the number of individuals within a population over a specified timeframe. This change is typically measured as the difference between the City's total population in different decades or years, considering factors such as birth and mortality rates, the average number of individuals per household, and migration patterns. Population growth has significant social, economic, and environmental implications, and it is also influenced by the availability of housing units.

Between 1970 and 2010, Compton experienced an increase of nearly 18,000 new residents. However, starting in 2010, population growth shifted in a negative direction, resulting in a decline of approximately 2,700 residents between 2010 and 2023.

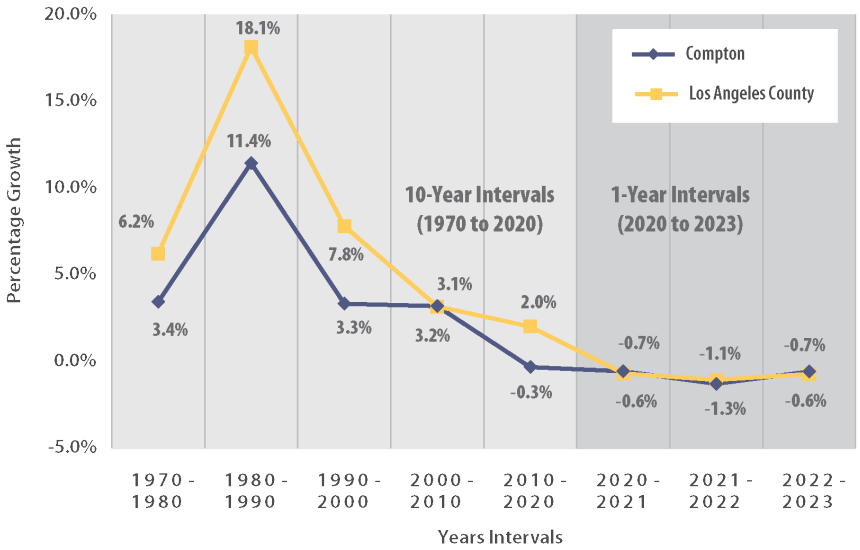
The 1980s saw significant population fluctuations for both Compton and Los Angeles County, with population increases of 11 percent for Compton and 18 percent for the County. Between 2010 and 2020, there was a consistent decline in population, with the most significant percentage decrease occurring in Compton between 2021 and 2022, coinciding with the peak of the COVID-19 pandemic.

Figure 4-1: Population Growth (1970 to 2023)



Source: California Department of Finance, 1970 to 2023.

Figure 4-2: Population Percent Change (1970 to 2023)



Source: California Department of Finance, 1970 to 2023.

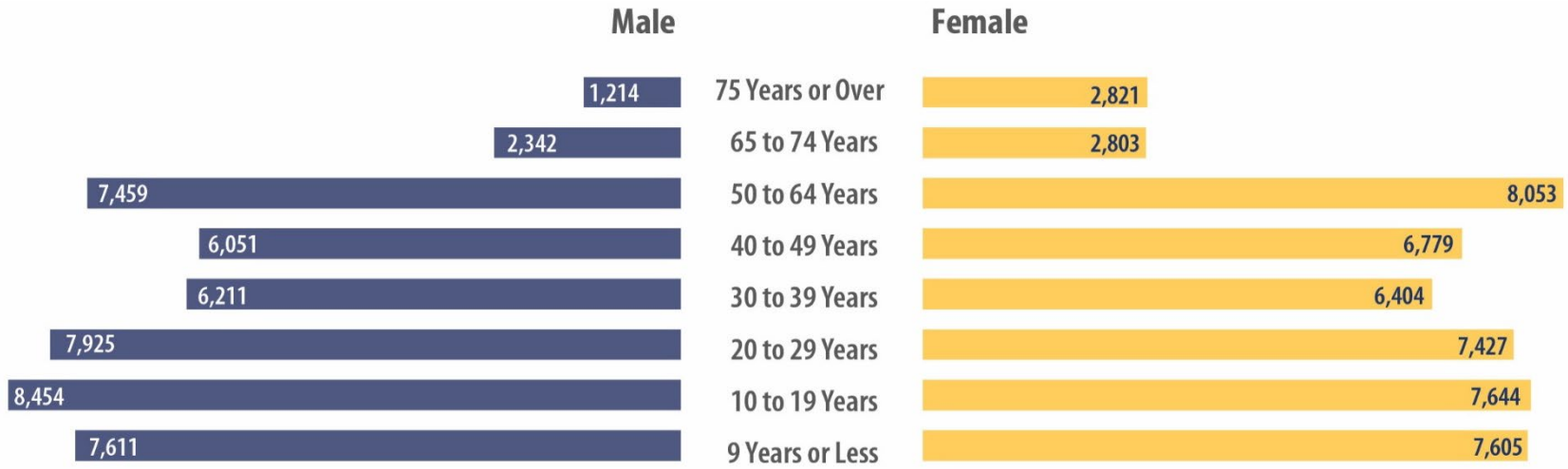
Age Characteristics

Age distribution is a crucial indicator of housing and service needs, as preferences often change with individuals' and households' ages. Both the City of Compton and Los Angeles County have similar proportions of younger and older residents. In Compton, approximately 29 percent of the population is under the age of 18, while the County's proportion is around 22 percent. In comparison, the percentage of the population aged 60 years or older is 13.8 percent in Compton, while the County has a percentage of 18.8.

The median age for Compton is 31.2 years, which is younger than the County's overall median age of 36.5 years. Figure 4-3 illustrates a higher percentage of residents under 18 years old compared to those over 60. Additionally, the two maps highlight a greater concentration of younger residents in the central and eastern parts of the City, while the western part of the City is home to a larger elderly population.

Figure 4-3 depicts the distribution of age by sex, including males and females. The figure illustrates the age breakdown by gender in Compton, 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.

Figure 4-3: Age Characteristics (2020)



Source: US Census Bureau, American Community Survey, 2021.

Race/Ethnicity

As of 2020, Compton's population consists of nearly 70 percent Hispanic/Latino residents, compared to about 50 percent in Los Angeles County. African Americans (Black) have played a significant role in shaping Compton's identity. The city gained prominence as a predominantly African American community during the twentieth century, attracting many Black families seeking homeownership opportunities and escaping racial segregation. Compton became known for its vibrant African American culture, music, and activism.

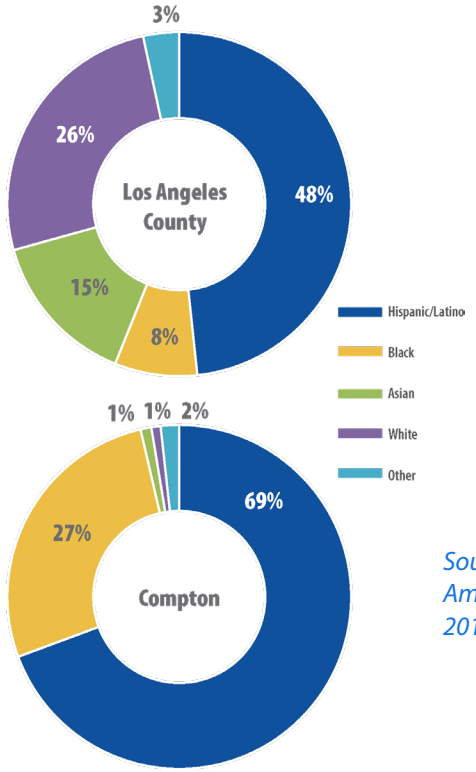
However, Compton's demographics have become more diverse over the years. Hispanic/Latinos, primarily of Mexican and Central American heritage, have also had a significant presence in Compton. Latino residents contribute to the cultural fabric of the city and have their own vibrant community organizations, businesses, and cultural celebrations. **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.**

Table 4-1: Race/Ethnicity Percentages (2010 & 2020)

	Compton		Los Angeles County		
	2010	2020	2010	2020	
Hispanic/Latino	63.6%	69.3%	47 .1%	48.3%	
Black	32.9%	27.0%	8.5%	7.8%	
Asian	0.2%	1.0%	13.6%	14.6%	
White	0.6%	0.9%	28.4%	25.9%	
Other	2.7%	1.7%	2.4%	3.4%	
Total:	**100.0%**	**100.0%**	**100.0%**	**100.0%**	

Source: U. S Census Bureau, American Community Survey, 2010 and 2020.

Figure 4-4: Race/Ethnicity (2020)



Source: US Census Bureau, American Community Survey, 2010 and 2020.

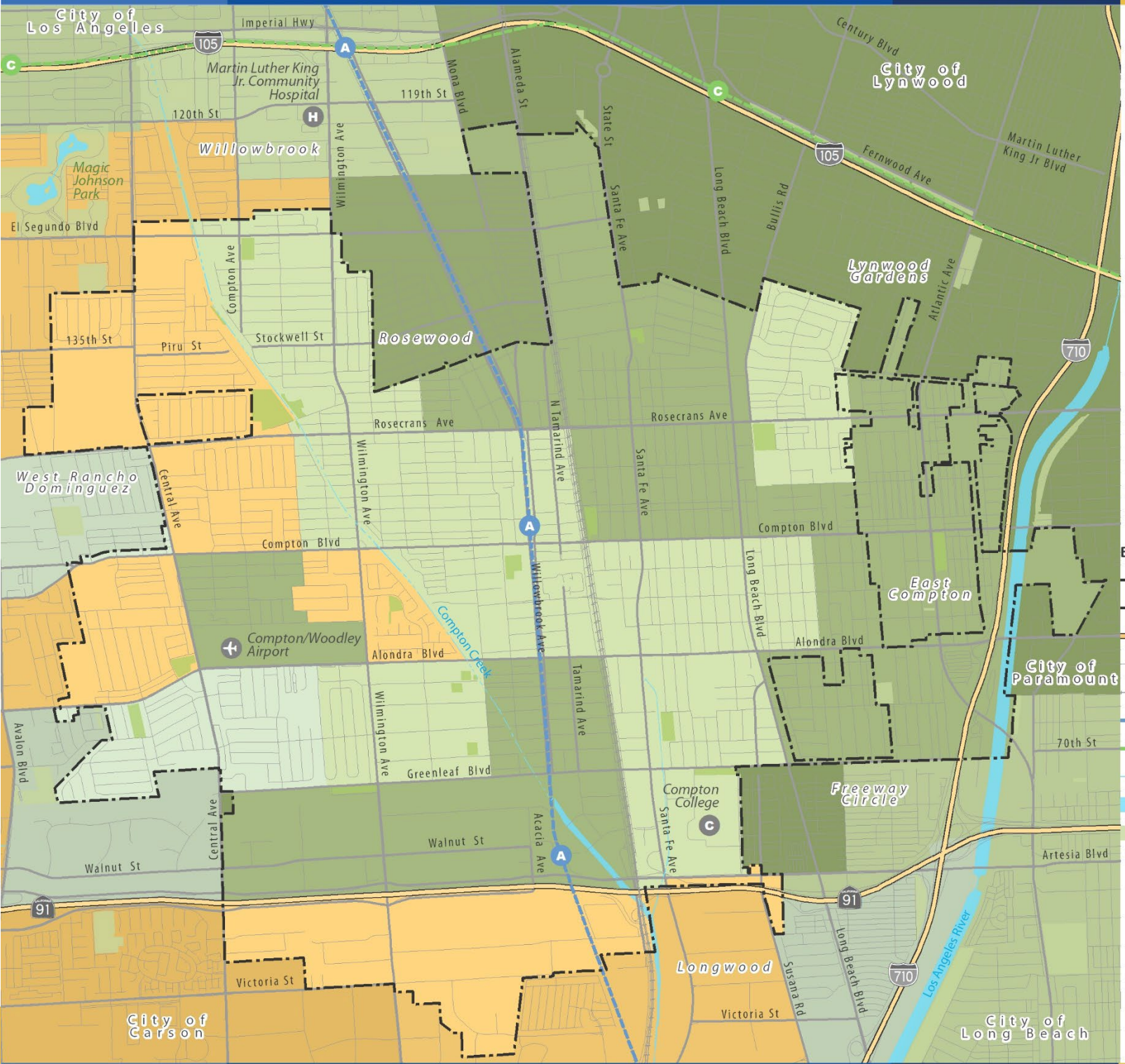


Figure 4-5
Race/Ethnicity Predominance

Predominant Population

African American Majority (Dominance Value)

- 0% - 10% (Slim Gap)
- 10.1% - 50% (Sizeable Gap)
- 50.1% - 100% (Predominant Gap)

Hispanic/Latino Majority (Dominance Value)

- 0% - 10% (Slim Gap)
- 10.1% - 50% (Sizeable Gap)
- 50.1% - 100% (Predominant Gap)

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: U.S. Census Bureau's SF1 and TIGER data, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Educational Attainment

Education plays a crucial role in Compton's community profile. The City has faced educational challenges, but ongoing efforts are in place to improve access to quality education and enhance educational outcomes. Compton is home to several schools, including public, private, and charter institutions. Additionally, community organizations and initiatives focus on providing educational support, mentorship programs, and resources to empower the youth.

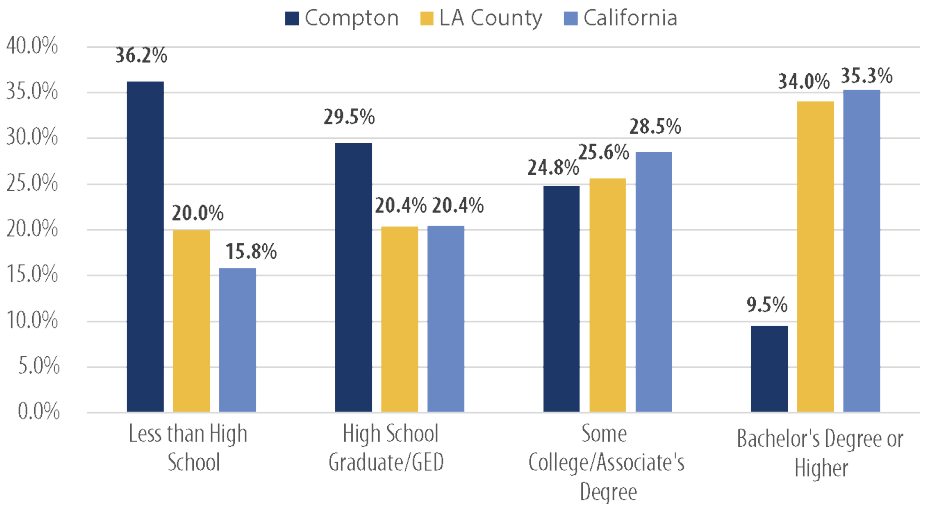
In Compton, 29.5 percent of the population has at least a high school diploma (or equivalent), which is higher compared to Los Angeles County (20.4 percent) and California (20.4 percent) as a whole (see Figure 4-6). However, when it comes to the attainment of a bachelor's degree or higher, Compton residents have a significantly lower rate of attainment (9.5 percent) compared to Los Angeles County (34.0 percent) and California (35.3 percent).

These statistics may appear lower than national averages, but it is important to consider that Compton has faced significant social and economic challenges over the years, including poverty, crime, and racial discrimination, which can impact educational opportunities and outcomes.

To address these challenges and promote educational equity, Compton has implemented several initiatives and programs to support students and improve academic outcomes. For example, the Compton Unified School District has established partnerships with local businesses and organizations to provide students with internships, job shadowing, and other career readiness opportunities. The district has also introduced a range of academic and social support programs, including tutoring, mentoring, and counseling services, to help students succeed in school and beyond.

Additionally, Compton College, a community college located in the city, provides affordable higher education options for Compton residents. It offers a variety of certificate and degree programs in fields such as business, health sciences, and technology, and enrolls approximately 9,000 students.

Figure 4-6: Educational Attainment (2021)



Source: US Census Bureau, American Community Survey, 2021.

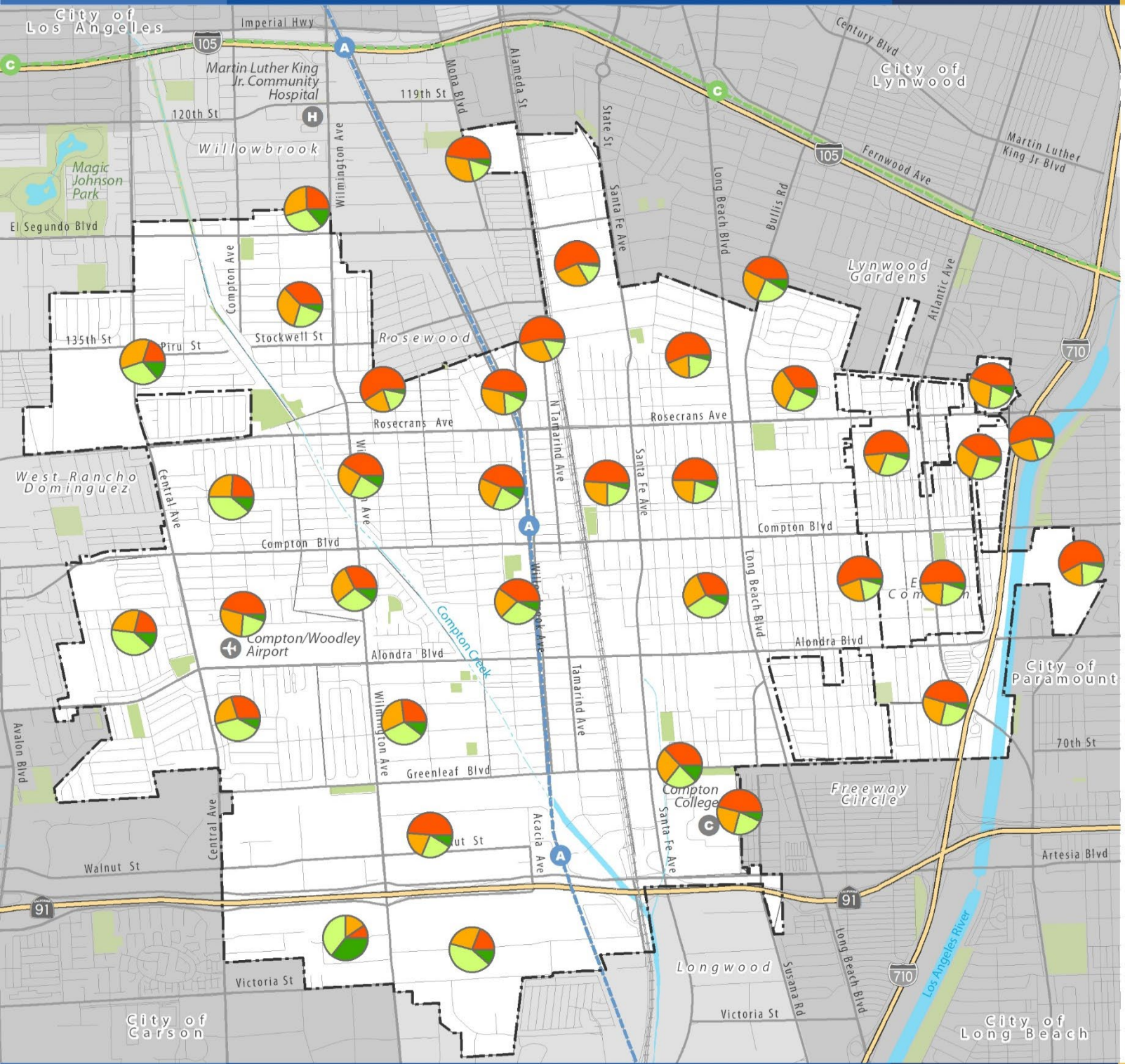


Figure 4-7
Educational Attainment

Educational Attainment

- No/Some High School
- High School Degree/GED
- Some College/Assciate Degrees
- Undergraduate/Graduate Degrees

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: U.S Census, American Community Survey, 2018.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Income

Compton, like many other cities, exhibits a range of income levels among its residents. Income levels in Compton can vary based on factors such as education, occupation, industry, and socioeconomic conditions.

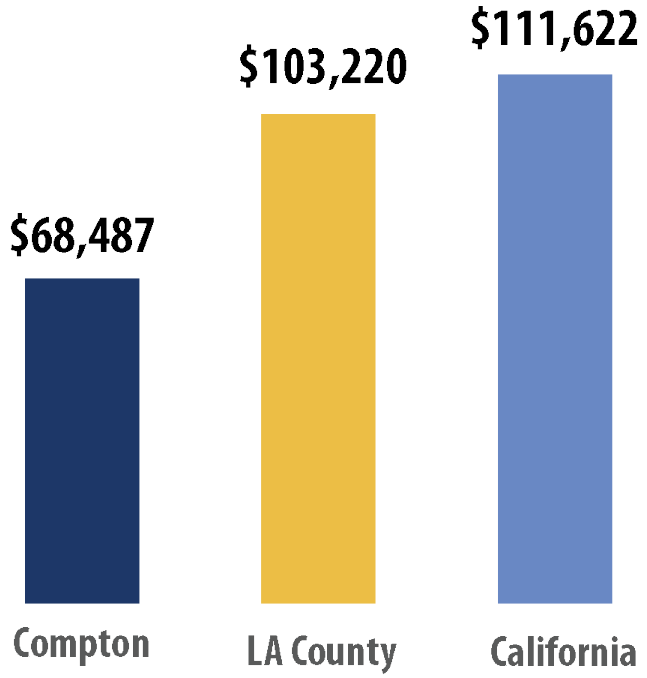
Historically, Compton has faced socioeconomic challenges, including higher poverty rates and limited economic opportunities. These factors have had an impact on the income levels of its residents. According to data from the 2020 American Community Survey conducted by the U.S. Census Bureau, the median household income in Compton was approximately $68,487. This figure is lower than the median household income for Los Angeles County ($103,220) and California ($111,622) (see Figure 4-8).

The income distribution in Compton shows a significant portion of residents falling within lower-income brackets. However, income levels can vary across neighborhoods within the city, with some areas experiencing higher median household incomes. Additionally, individual income levels can vary significantly depending on factors such as education, occupation, and employment opportunities.

Efforts have been made to address economic disparities and promote economic development in Compton. Initiatives aimed at job creation, entrepreneurship, and workforce development have been implemented to enhance income opportunities for residents. Moreover, community organizations and local government agencies often collaborate to provide resources and support to low-income individuals and families.

Understanding the income levels in Compton requires recognizing the broader socioeconomic context and ongoing efforts to improve economic conditions for residents.

Figure 4-8: Median Household Income (2020)



Source: US Census Bureau, American Community Survey, 2020.

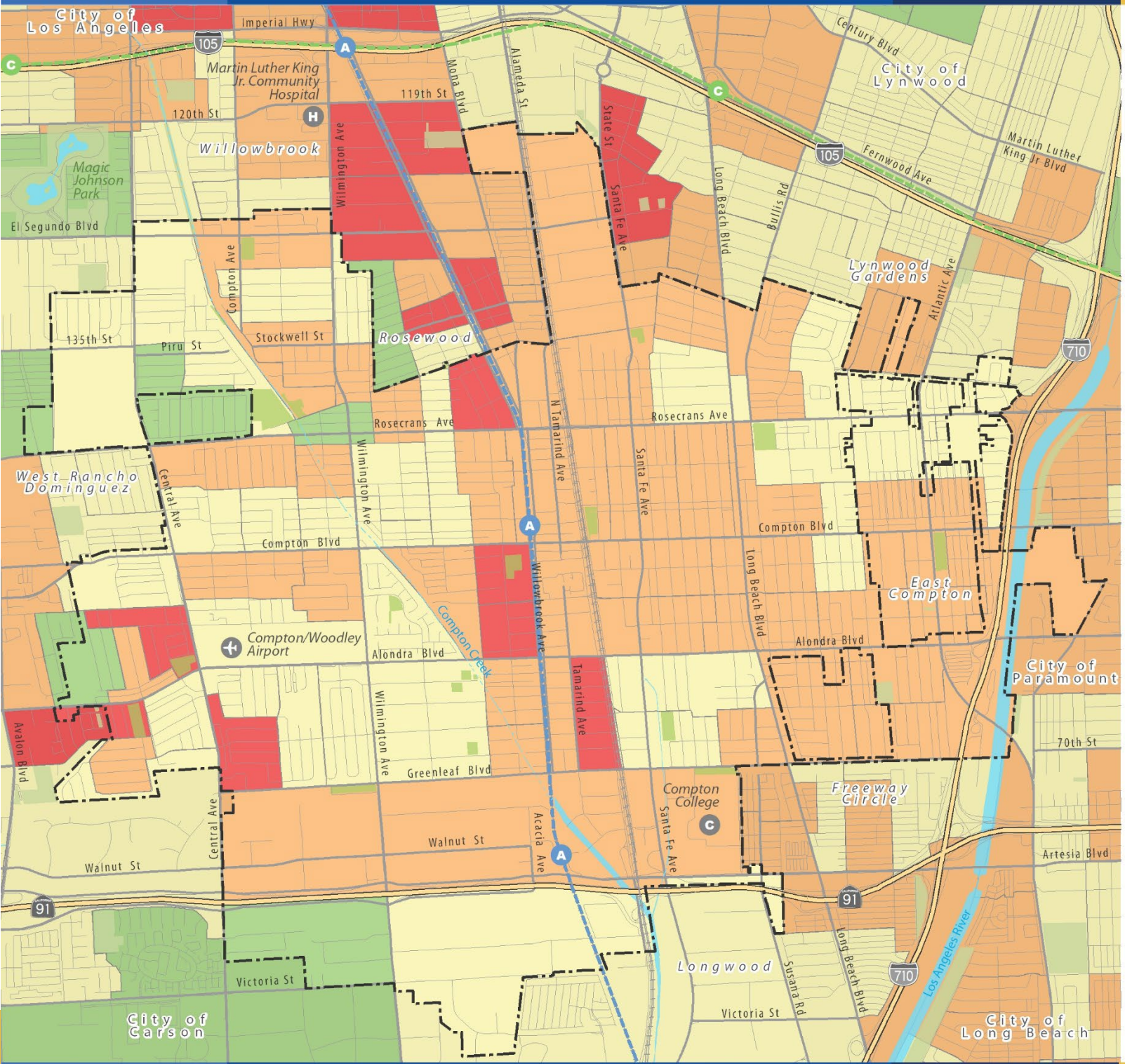


Figure 4-9
2019 Household Medium Income

2019 Median Household Income (Block Group)

- < $30,000
- < $55,000
- < $87,000 (2020 CA Median Income)
- < $125,000
- Greater than $125,000

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: U.S Census Bureau, American Community Survey, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Arts and Culture

City culture refers to the social, artistic, and intellectual lifestyle that is unique to a city or urban area. It encompasses the way of life, customs, beliefs, values, and behaviors that are shared by the people who live in a particular city or urban environment. City culture is often shaped by the city's history, geography, demographics, and economy, as well as by the interactions between its residents and their environment. This can include the arts, music, literature, cuisine, fashion, sports, and other aspects of cultural expression that are unique to a particular city or urban area.

Cities are often seen as cultural melting pots, where people from different backgrounds and cultures come together and interact, leading to a rich and diverse cultural landscape. This diversity can contribute to the vibrancy and creativity of a city's culture, as well as its sense of community and shared identity.

Community Organizations

Compton is home to several cultural organizations that promote the arts and preserve the city's cultural heritage. Examples include:

- **Compton Art Walk:** This annual event showcases the work of local artists and performers, with live music, dance performances, and art installations throughout the city.
- **Compton Color:** This organization is geared towards working with the youth to build community relationships among people of color while exploring identity, and creating art. Grounded on history, students are introduced to concepts and historical events to engage in dialogue and use art mediums to develop their own narratives through collective engagement.
- **The Compton Initiative:** This nonprofit organization works to improve the physical appearance of the city through community beautification projects, such as mural painting and park cleanups. These projects enhance the visual appeal of the city an promote a sense of community pride and engagement.
- **Compton Cowboys:** This group of Black cowboys and cowgirls has gained national attention for their efforts to promote urban horsemanship and empower young people in the community. They offer riding lessons, mentorship, and community events that highlight the cultural legacy of African American cowboys and cowgirls.
- **The Compton Education Association:** This non-profit organization advocates for the rights of educators and the improvement of public education in Compton. They work to support teachers and provide resources to improve the quality of education for students in the community.
- **The Compton Community College District Foundation**: This non-profit organization supports the students and programs of Compton College by providing scholarships, grants, and other forms of financial assistance.
- **The Compton YouthBuild Program:** This non-profit organization provides job training and education opportunities to low-income youth in the community. The program helps young people obtain the skills and education needed to secure employment and build a brighter future for themselves and their families.

Cultural Landmarks

Cultural Landmarks help to give a city identity and visual character. They can convey the city's history, important figures, and serve as a community and meeting space for residents. They often serve as symbols of a particular area's heritage and identity. Here are some notable landmarks in Compton:

- **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 African American 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.
- **MacArthur Park:** MacArthur Park is a recreational area located in Compton. It offers green spaces, playgrounds, and facilities for various outdoor activities, making it an important gathering spot for residents to relax and enjoy recreational opportunities.
- **Compton Woodley Airport:** Compton Woodley Airport, situated at 901 West Alondra Boulevard, is a general aviation airport that has been a part of the city since the 1920s. It serves as an important transportation hub for private and charter flights.

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 collaboration by artists Curiot and Nosego

Rapper Kendrick Lamar mural by Mastermind Murals

Skateboard park mural at Wilson Park on a recreation building

Mural on the front façade of the Foot Locker store in Renaissance Plaza

Mural along wall of the NHS Centers for Sustainable Communities in Compton

Mural commissioned by Compton Initiative

Dr. Martin Luther King, Jr. Memorial centrally located at the City of Compton City Hall and Civic Center

Arts Scene

Compton has a growing and vibrant art scene that encompasses various artistic disciplines and forms of expression. While often associated with its rich musical history in genres like hip-hop, Compton also fosters visual arts, performance arts, and community-driven initiatives. Here are some key aspects of Compton's art scene:

- **Visual Arts:** Compton is home to talented visual artists who create works across different mediums, including painting, sculpture, street art, and mixed media. Murals in particular contribute to the artistic landscape and showcase local talent.
- **Community Engagement:** Compton's art scene is closely tied to community engagement and empowerment. Many local artists actively involve community members in their creative processes, hosting workshops, public art projects, and events that encourage participation and reflection.
- **Art Collectives and Galleries:** Compton hosts art collectives and galleries that serve as platforms for emerging and established artists to exhibit their work. These spaces often feature rotating exhibitions, performances, and community events, providing opportunities for artists to showcase their creativity.
- **Cultural Celebrations:** Compton celebrates its artistic heritage through cultural events and festivals. These gatherings showcase diverse art forms, including music, dance, visual arts, and spoken word performances. They promote local talent and foster a sense of community pride.
- **Arts Education:** Compton emphasizes arts education to nurture creativity and talent among its youth. The City collaborates with schools, community organizations, and local artists to offer art programs, workshops, and mentorship opportunities that inspire and empower aspiring artists.
- **Collaboration and Activism:** Compton's art scene often intersects with activism, addressing social issues, and sparking meaningful conversations. Artists collaborate with community organizations and activists to use art as a tool for social change and cultural expression.
- **Music and Performance:** Music is deeply ingrained in Compton's artistic fabric, with a strong emphasis on hip-hop. The City has been a birthplace for influential musicians and rappers, and the music scene continues to thrive, contributing to the overall artistic landscape.

Compton's art scene reflects the city's cultural diversity, resilience, and creative spirit. It serves as a platform for self-expression, community engagement, and social transformation, showcasing the talent and passion of its artists while addressing important social issues.

Artists at Compton Art Walk

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 Planning Area.

- **The Heritage House (CHL No. 664).** The Heritage House was built in 1869 and is considered one of the oldest homes in the city. The house was originally 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 a gabled roof. The house has been restored to its original condition and 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 airport's history is its association with the Tuskegee Airmen, a group of African American 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.
- **Compton City Hall and Civic Center.** The Compton Civic Center holds historical significance as a symbol of civic pride in the City. 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.
- **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 recently fallen. A marker identifies the tree's former location.
- **Dominguez Ranch House - Outside of Compton (CHL No. 152).** The Dominguez Ranch House is a historic 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.

Equity

Equity refers to the idea that all members of a community should have fair and equal access to resources and opportunities, regardless of their race, gender, socioeconomic status, or other factors. It is based on the principles of social justice and fairness and seeks to ensure that no one is left behind or excluded from the benefits of community development and progress.

Poverty Status

A household in poverty is more likely to be exposed to pollution and suffer adverse health effects from that exposure, when compared to high-income households.

Figure 4-10 illustrates patterns of poverty. Areas highlighted in grey have relatively few households in poverty (>10%). Green and blue areas have more households in poverty, while orange and red areas are notably high with households in poverty.

Unemployment

Stable employment allows people to afford the goods and services that are necessary for healthy living. Economic opportunity is one of the most powerful predictors of health and has significant social and community impacts. Communities where not all people have equitable access to good jobs experience income inequality which can lead to poorer health outcomes, higher health care costs, and more strained social cohesion. Figure 4-11 shows the percentage of unemployment in and around Compton in 2022. The majority of the city ranges in unemployment levels between 7.1% to 21%, with some lower areas. As a comparison, the 2022 nationwide unemployment rate was 3.7%, and the statewide unemployment rate was 4.1%, indicating unemployment in Compton to be higher than the nationally and statewide.

Compton College students

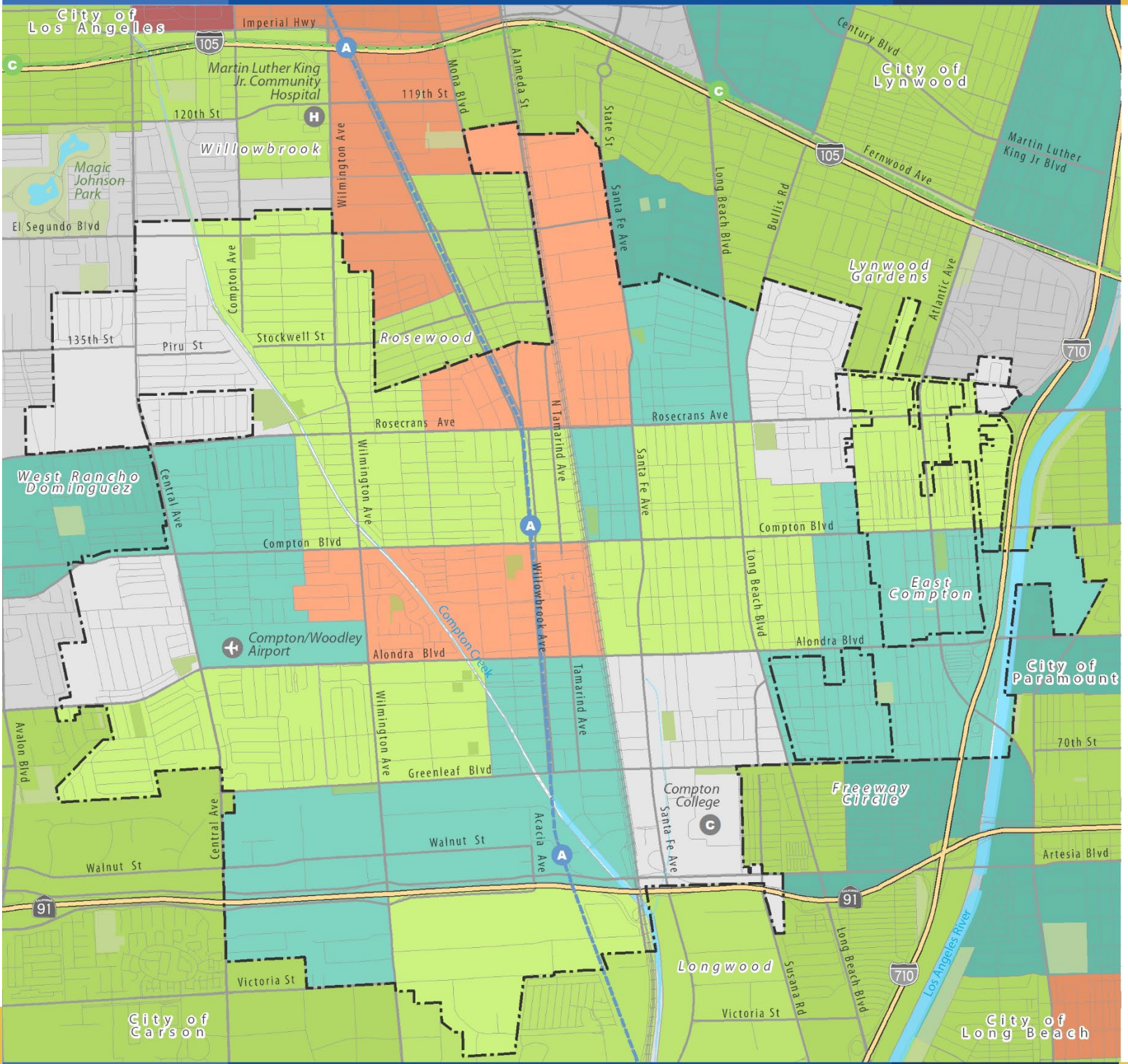


Figure 4-10
Poverty Status

Poverty Status
(Percent of population whose income in the past 12 months is below fedeal poverty line)

- 0% - 10%
- 10.1% - 20%
- 20.1% - 30%
- 30.1% - 40%
- 40.1% - 100%

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: U.S. Census, American Community Survey, 2016-2021.

Map Date: July 2022.

0 ¼ ½ ¾ 1 Mile

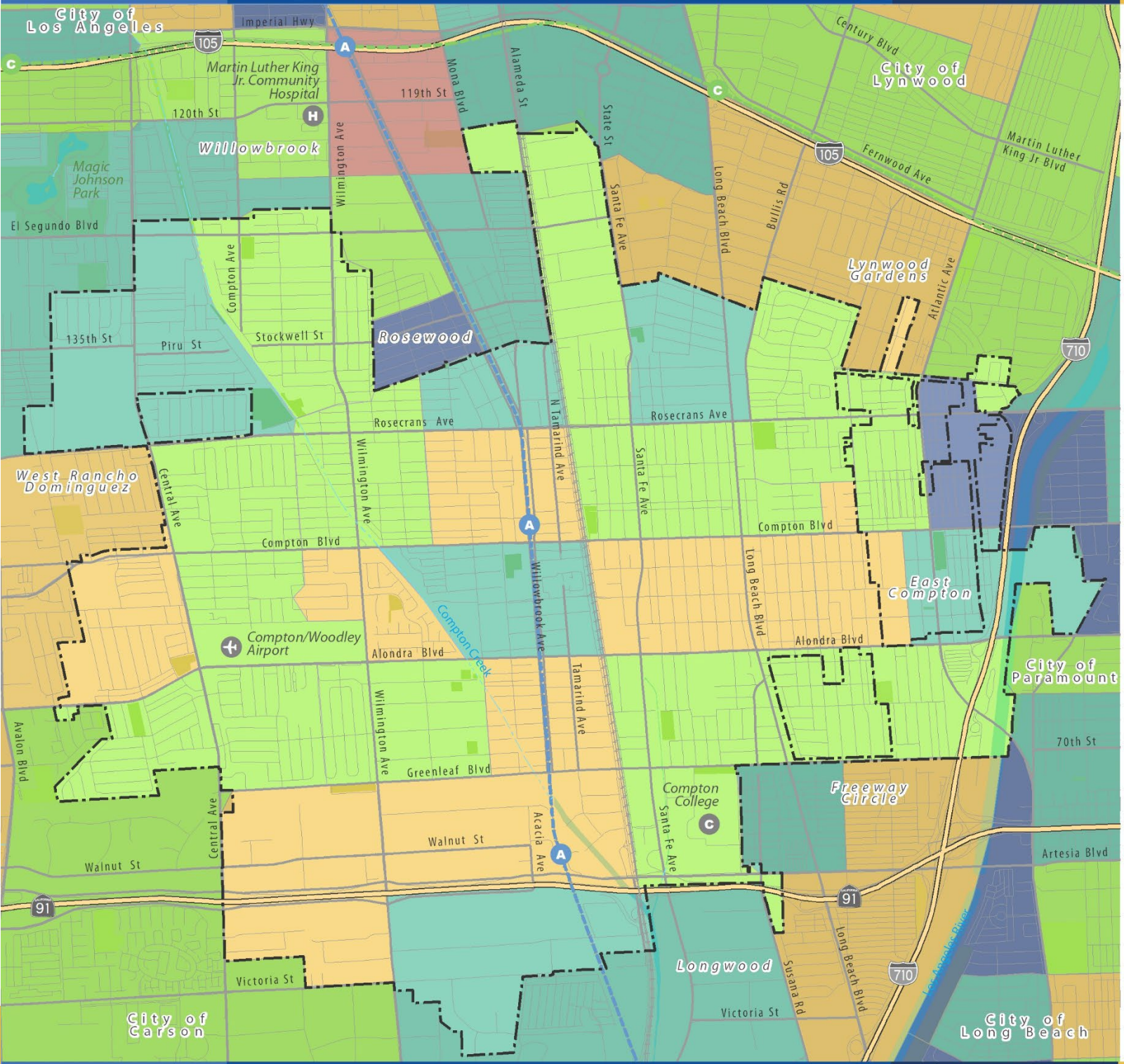


Figure 4-11
Unemployment

Population Unemployment Rate

- 0% - 4%
- 4.1% - 7%
- 7..1% - 11%
- 11.1% - 21%
- 21.1% - 44%

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: City of Compton, 2022.
American Community Survey, 2020, 5-Year Estimate.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Homeownership

Homeownership is a major contributing factor to personal and familial wealth building, as well as a protection against rising rents and risk of displacement. Homeownership also promotes social ties and neighborhood stability through long-term residency.

Housing costs are the main expenditure for most households. Rising costs, housing instability, and unsafe housing conditions are associated with increased stress and depression, communicable diseases, and decreased children's wellbeing and educational outcomes.

Levels of homeownership vary within Compton depending upon the neighborhood. Areas with a lower percentage of owner occupants (0-20% and 20-40% ownership rates) are concentrated in the city core. These areas have more renters, who tend to be more vulnerable to displacement and have slower rates of generational wealth building.

Displacement Risk

The California Estimated Displacement Risk Model was developed by the Urban Displacement Project of the University of California Berkeley and the University of Toronto. The model tracks the risk of renter displacement because of expected gentrification patterns.

The Urban Displacement Project 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."

While gentrification can bring positive changes such as new investment, it can also result in long-term residents being displaced and therefore not benefitting from new investments in housing, healthy food access, or transit infrastructure. Another impact of displacement to consider is cultural displacement. 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.

Notable portions of Compton have low-income renting communities who are more susceptible to displacement (see Figure 4-12). As the City pursues needed investment and development, it should also consider the effects on these communities to mitigate large-scale displacement.

Single-family homes in Compton

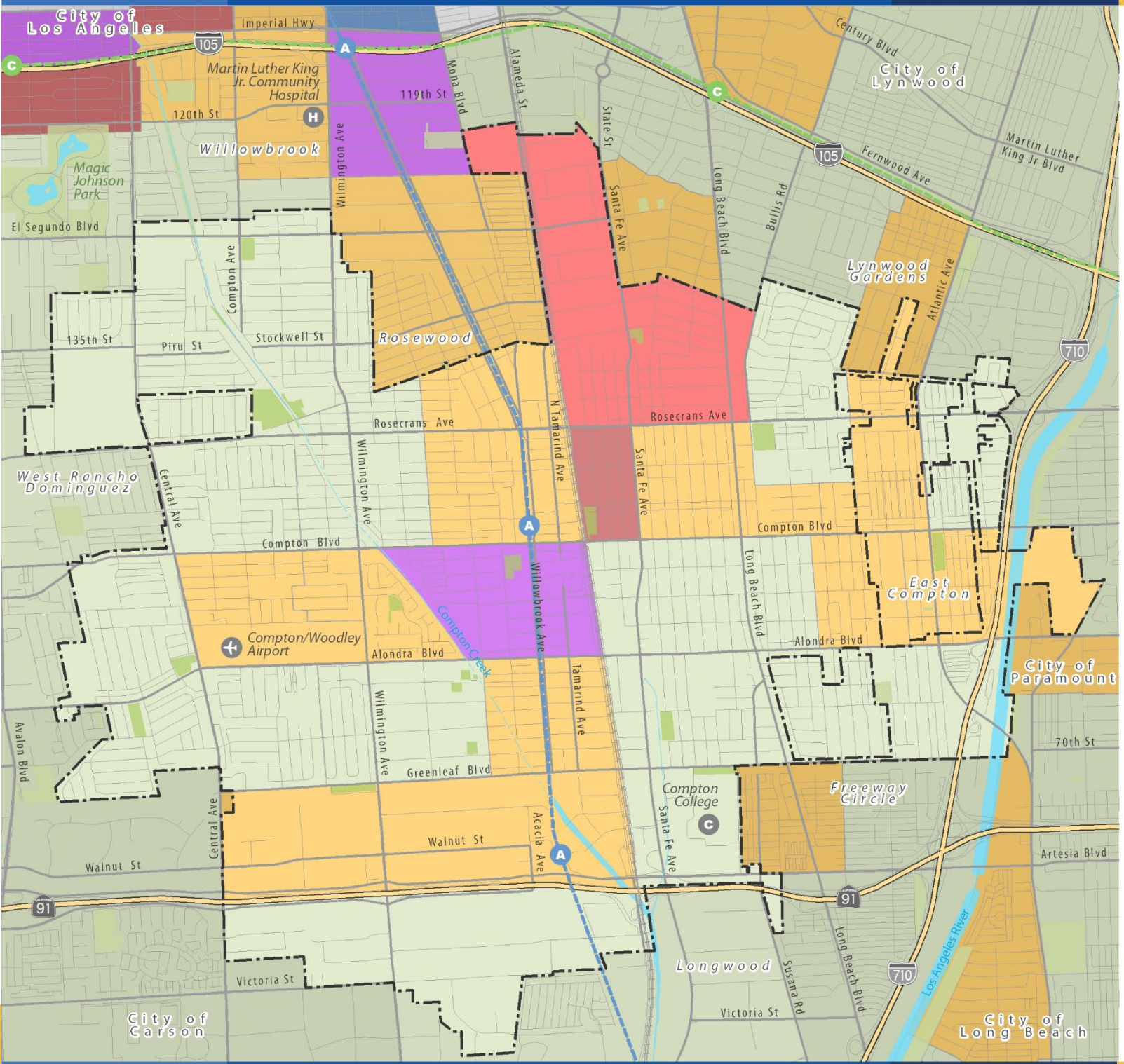


Figure 4-12
Displacement Risk

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

0 ¼ ½ ¾ 1 Mile

Historical Redlining

"Redlining" describes the historic practice of mortgage loan risk ratings conducted by the Homeowners' Loan Corporation (HOLC), established in the New Deal Era (1930s). Neighborhood ratings were given by local real estate developers and appraisers in over 200 U.S. cities. Ratings were not only based on construction potential like soil quality, slope degree, environmental conditions, transit access, and proximity to business districts, but were heavily influenced by racist and classist characterizations of populations.

- **A (Best):** Always upper or upper-middle class white neighborhoods that HOLC defined as posing minimal risk for banks and other mortgage lenders, as they were "ethnically homogeneous" and had room to be further developed.
- **B (Still Desirable):** Generally, nearly, or completely white, U.S.-born neighborhoods that HOLC defined as "still desirable" and sound investments for mortgage lenders.
- **C (Declining):** Areas where the residents were often working-class and/or first or second-generation immigrants from Europe. These areas often lacked utilities and were characterized by older building stock.
- **D (Hazardous):** Areas here often received this grade because they were "infiltrated" with "undesirable populations" such as Jewish, Asian, Mexican, and Black families. These areas were more likely to be close to industrial areas and to have older housing.

Being in a historically redlined community can have a range of significant impacts on individuals, families and the community as a whole. Redlining refers to a discriminatory practice from the past where certain neighborhoods, primarily inhabited by minority groups, were marked as high-risk areas for lending and investment. This practice perpetuated racial segregation and economic disparities, and its impacts can still be felt today. Today redlining is seen as one of the most consequential historic financial practices that contributed to racial wealth gap.

Compton and the immediate surrounding area were affected by historical redlining, namely by neighborhood designations of B, C, and D grades. Area D65 (Grade D in red), presently covering the Rosewood area, was stated to be an "old, blighted laborers district with serious subversive racial influences and threats," with potential to develop into a "slum district." Just south was area C158 (Grade C in yellow), which gains merit for having Compton Junior College but has risk from industrial sections and foreign families (namely Mexicans). See Figure 4-13 for a map showing historically red-lined areas.

Access to 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.

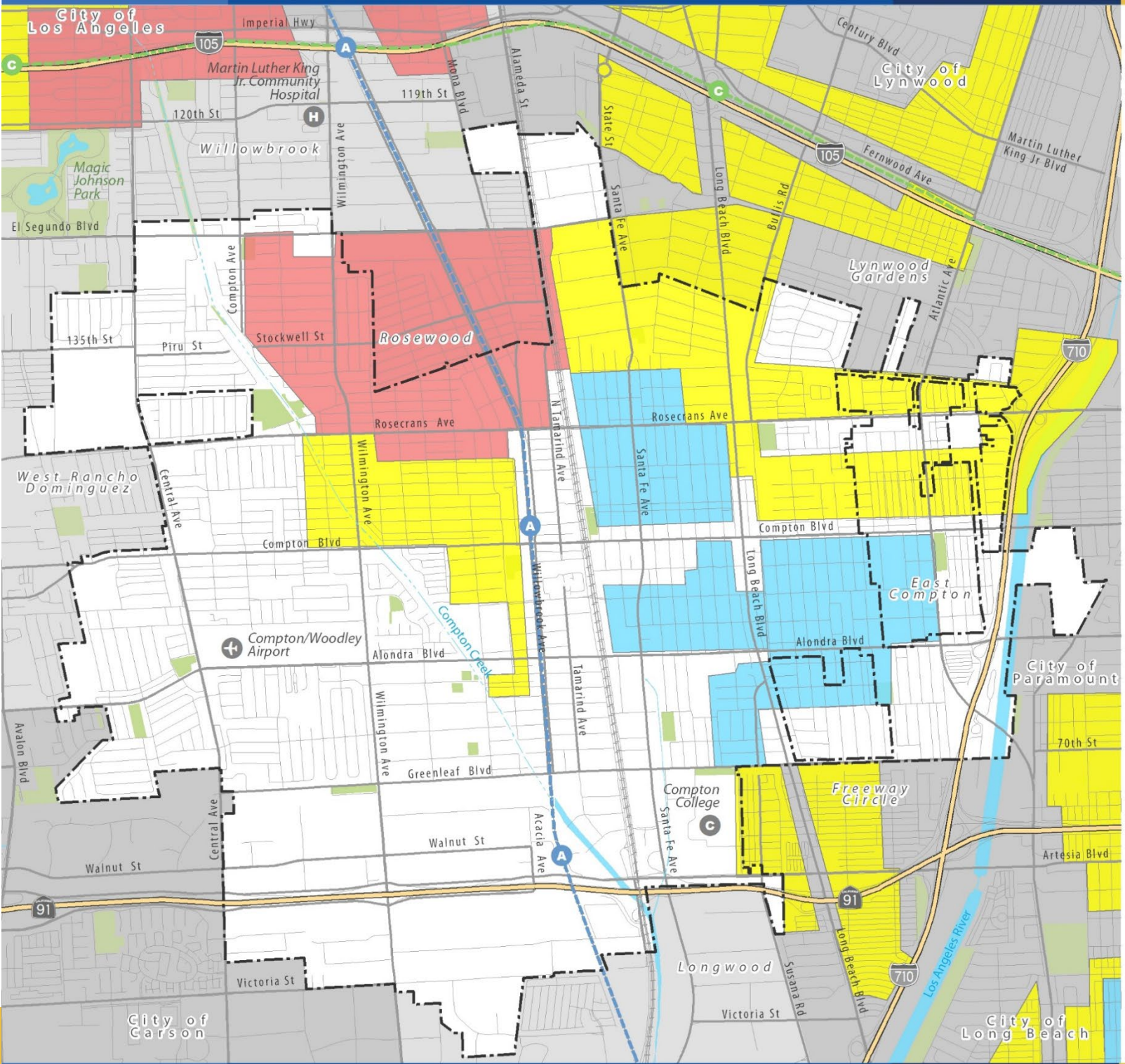


Figure 4-13
Historical Redlining

Home Owners Load Corporation (HOLC) Grades

- A: "Newer, Most Desired"
- B: "Older, Still Desirable"
- C: "In Decline"
- D: "Hazardous"

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: Robert K. Nelson and Edward L. Ayers, accessed July 3, 2023.

Map Date: Environmental Protection Agency, 2021.

0 ¼ ½ ¾ 1 Mile

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.

Compton has three community centers and one public library, with a handful of others nearby in adjacent communities. When reviewing community access (within a 20-minute walk) to libraries and communities centers, the overall study area can be seen to have insufficient access. Many neighborhoods are more distant than a 20-minute walk, which impacts residents' ability to benefit from these facilities.

Digital Divide

The "digital divide" refers to the gap between individuals, households, communities, or even entire countries in terms of access to and usage of information and communication technologies, particularly the internet. This divide exists due to various factors, including socioeconomic status, geographic location, age, education level, and other sociodemographic variables. People on one side of the digital divide have easy access to digital technologies and the internet, allowing them to benefit from the information, services, and opportunities they offer, while those on the other side lack such access and are thereby excluded from these benefits. The digital divide can result in disparities in education, employment, healthcare, civic participation, and overall quality of life. Efforts to bridge the digital divide aim to provide equal access and opportunities for all individuals to participate in the digital age.

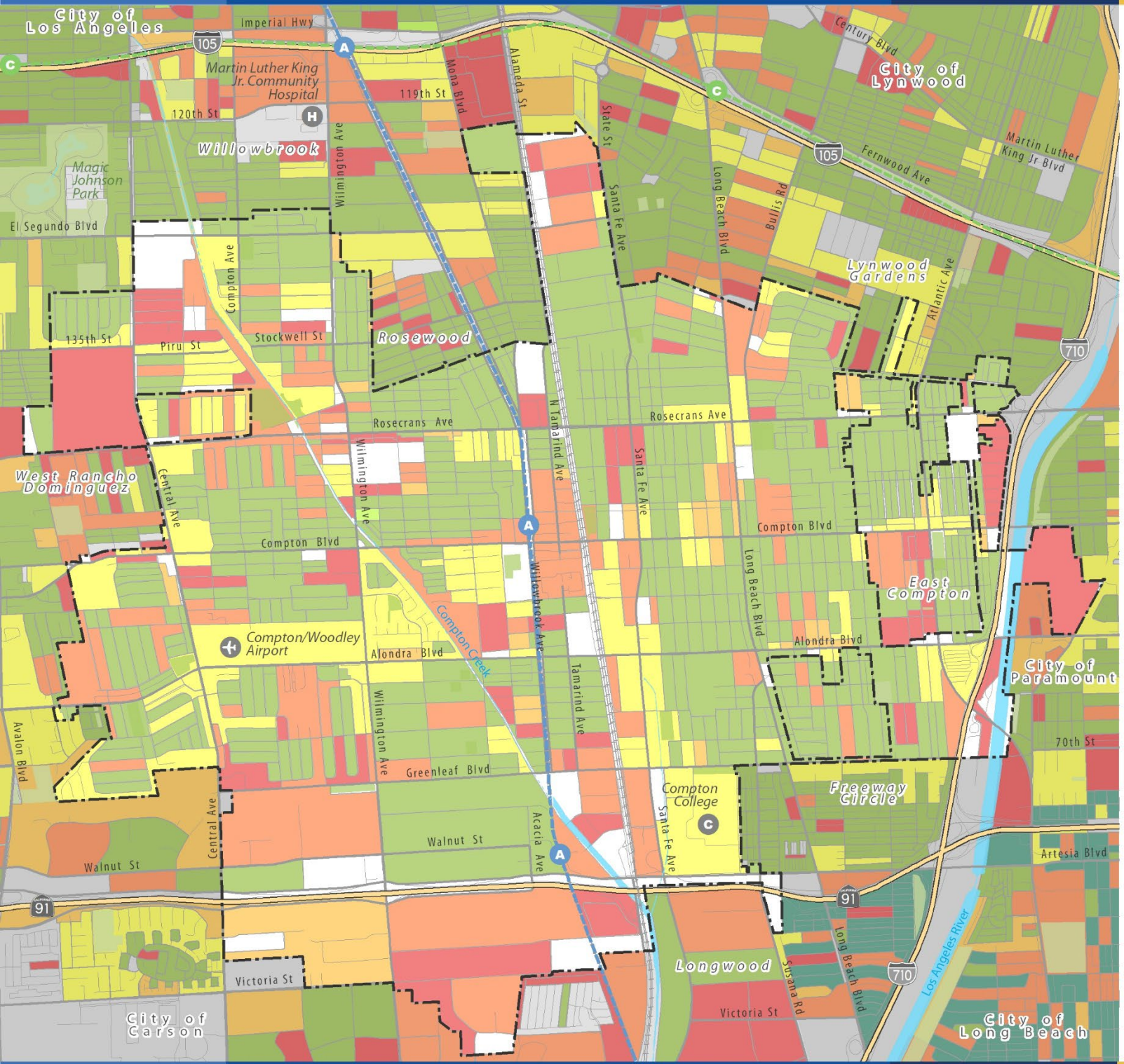
The internet is a fundamental part of life and increasingly so since the 2020-2022 COVID-19 pandemic. In addition to the financial considerations cited above, the pandemic revealed that the digital divide is influenced by the number of broadband providers who serve the area, available infrastructure, and download/upload speeds. Figure 4-14 identifies broadband providers advertised internet download speeds in megabytes per second (mbps). Most areas of Compton experience fast download speeds at 1,000 mbps. However, in a few areas internet speeds are less than 25 mbps.

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.

Figure 4-14
Broadband Speeds



Maximum Advertised Download Speeds

Megabytes per second (Mbps)

- 0 - 10
- 11 - 25
- 26 - 75
- 76 - 100
- 101 - 150
- 151 - 1,000
- 1,001 - 2,000

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 Public Utilities Commission Annual Collected Broadband Data, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Equity Considerations

- Across large swathes of the city, 10.1% to 30% of households experience poverty. Along Alameda Street, the range is 30.1% to 40%.
- Compton's unemployment rate is higher than both the state and national rate.
- Homeownership in Compton is more prevalent along the edges of the city, especially to the west and south.
- Compton has very low rates of homeownership (and thus higher rates of home rentals) in the central city along northern Alameda Street.
- A significant portion of the city has low-income households, which are more susceptible to displacement through urban development.
- Despite high vulnerabilities to displacement and gentrification, the city largely has not experienced gentrification.
- Certain Compton neighborhoods were historically demarcated as "hazardous" zones not suitable mortgage loans during the 1920 to 1960s. Other areas were flagged as "in decline" or "older, still desirable". No areas were marked as "newer, most desired."
- Portions of the city do not have convenient access (within a 20-minute walk) to a community center or public library.
- Only a limited number of banks have a physical presence: including two Bank of America branches, two Wells Fargo, two Bank of the West, and one Chase. There are also two federal credit unions.

Environmental Justice

Environmental justice is the belief in, and action toward, the fair treatment of people of all races, cultures, and income with respect to environmental laws, regulations, and policies. Environmental justice acknowledges current and historical injustices and the subsequent disproportionate impacts on certain communities regarding environmental pollution and protections. Environmental justice continues to provide a specific lens for the advancement of equity and human health. While the environmental justice movement traditionally focused on environmental contamination and degradation, the scope has broadened over time to include additional policy topics such as food access, climate change, physical activity, and availability/access to health-supporting services and facilities.

Disadvantaged Communities

The term "Disadvantaged Community" (DAC) is 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 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.

Compton is almost entirely within the top 25% of CalEnviroScreen data (see Figure 4-15). This means that almost every census tract has a score that is equal to or higher than 75% of all California census tracts, indicating comparatively higher levels of pollution exposure and population vulnerabilities.

Table 4-2: CalEnvironScreen Indicators

CalEnvironScreen 4.0 Indicators	
Exposure Indicators	▪ Ozone concentrations in air ▪ PM 2.5 concentrations in air ▪ Diesel particulate matter emissions ▪ Drinking water contaminants ▪ Risk of lead exposure in children from housing ▪ Use of certain high-hazard, high volatility pesticides ▪ Toxic releases from facilities ▪ Traffic density
Environmental Effect Indicators	▪ Toxic cleanup sites ▪ Groundwater threats from leaking underground storage sites and cleanups ▪ Hazardous waste facilities and generators ▪ Impaired water bodies ▪ Solid waste sites and facilities
Sensitive Population Indicators	▪ Asthma emergency department visits ▪ Cardiovascular disease (emergency department visits for heart attacks) ▪ Low birth-weight infants
Socioeconomic Factor Indicators	▪ Educational attainment ▪ Housing burdened low-income households ▪ Linguistic isolation ▪ Poverty ▪ Unemployment

Source: CalEnviroScreen 4.0 the Office of Environmental Health Hazard Assessment, October 2021.

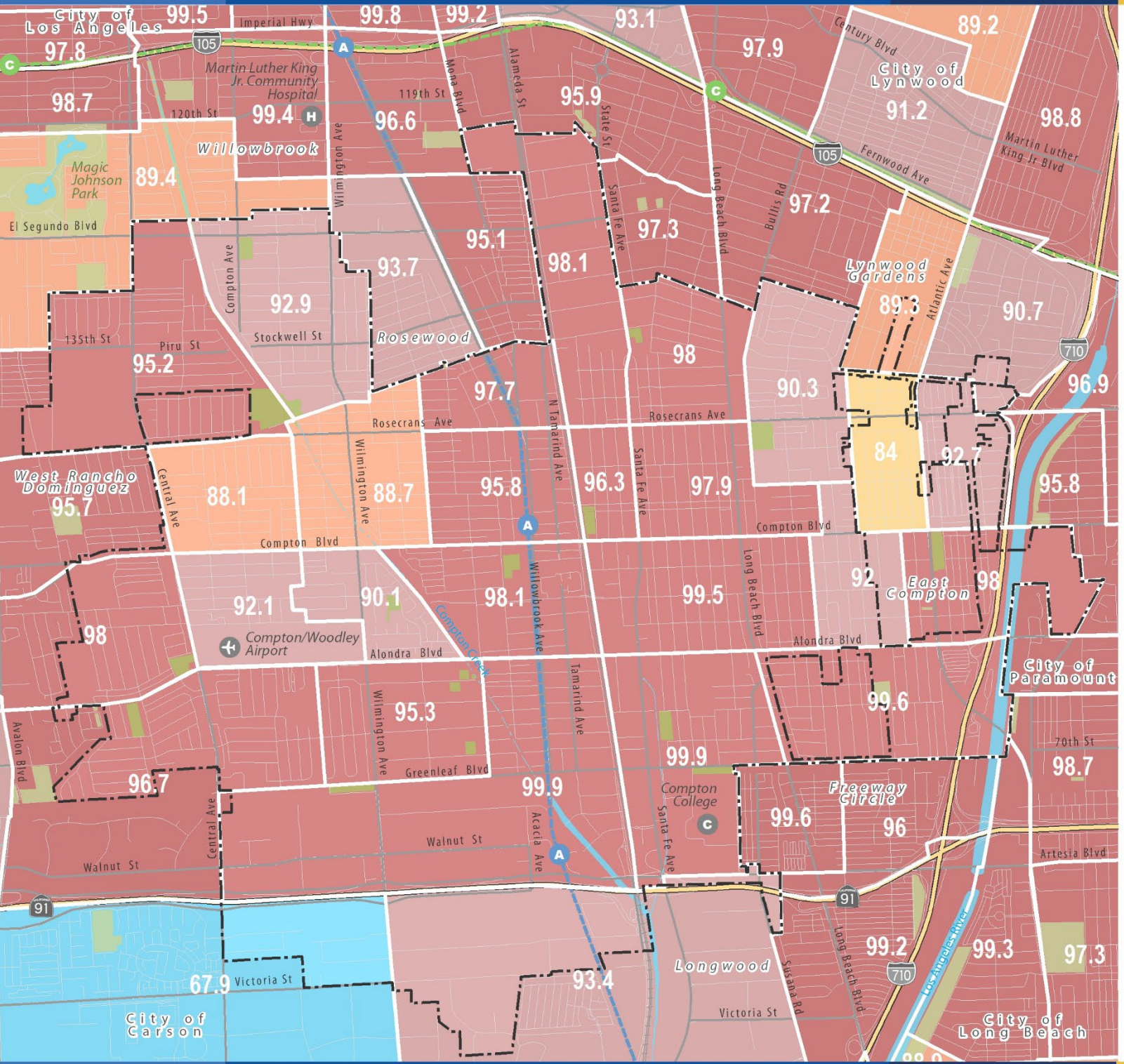


Figure 4-15
CalEnvironScreen 4.0

CalEnvironScreen 4.0 Percentile Scores

- 0.0 - 70.0
- 70.1 - 75.0
- 75.1 - 80.0
- 80.1 - 85.0
- 85.1 - 90.0
- 90.1 - 95.0
- 95.1 - 99.9

Census with score between 75.1 - 100.0 is classified as Disadvantaged Community.

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: CalEnvironScreen 4.0, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Pollution Burden

CalEnviroScreen also calculates an aggregated score for pollution burden, which includes measurements of ozone, PM2.5, 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.

Of the 23 census tracts within Compton, all are earmarked with scores in the top 25th percentile, indicating significant pollution burdens socioeconomic challenges. Four census tracts are within the top one percentile, indicating significant to severe challenges.

Table 4-3: CalEnvironScreen Indicators

Census Tract	CES Score	Pollution Score	Population Score
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
5427.00	88.73	73.43	90.78
5428.00	88.15	77.76	86.72

Source: CalEnviroScreen 4.0, 2021.

Contaminated Sites

Contaminated sites pose serious health risks for adjacent populations, with threats of harmful elements infiltrating air, water, and soil.

Superfund sites 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 land area that has a presence or potential presence of a hazardous substance, pollutant, or contaminate. 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 4-16 identifies contaminated sites in the city, including surrounding sensitive uses.

Former disposal site along Alondra Boulevard

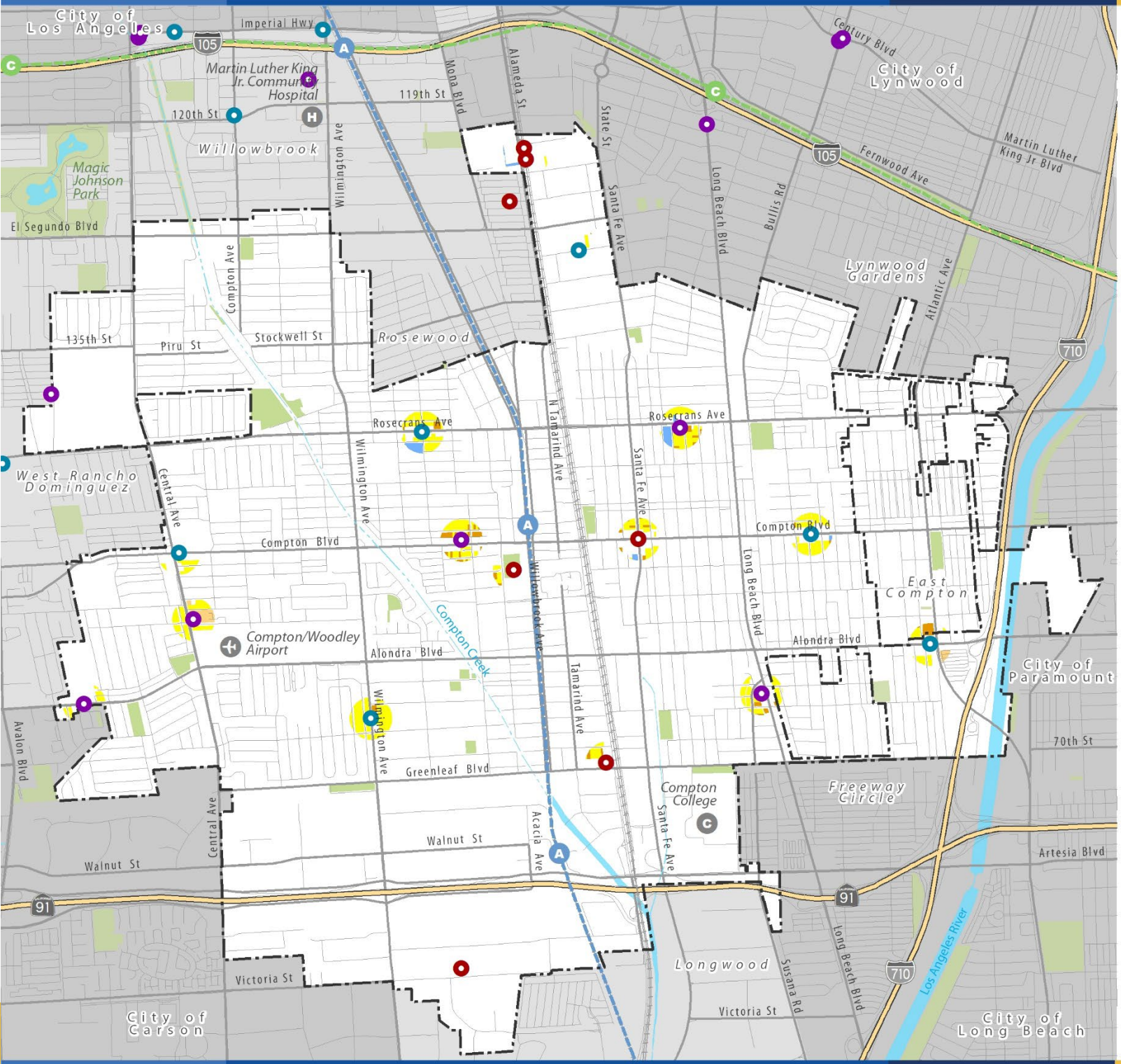


Figure 4-16
Contaminated Sites

Contaiminated Sites

- Superfund Sites (Non-National Priority List)
- Brownsfield Property
- Leaking Underground Tanks

Sensitive Uses within 500 Feet

- Single Unit Residential
- Mobile Home Park
- Multi-Unit Residential
- Schools/Education

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: City of Compton, 2022.
Map Date: Environmental Protection Agency, 2021.

0 ¼ ½ ¾ 1 Mile

Oil Wells

A southern portion of Compton lies within the Dominguez Oil Field. The Dominguez Oil Field is a large oil field underneath Dominguez Hills near the City of Carson and California State University, Dominguez Hills. It was a major oil producer from 1923 through 1960. Oil led to an increase in jobs in the community and a subsequent post-war population surge. An average of 300 barrels per day was produced from each of these wells through the 1960s. After much of the oil was depleted, the land near the Dominguez field was re-developed 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. See Figure 4-17 for location of oils wells and their status.

Wells must be precisely located and evaluated by the California Geologic Energy Management Division (CalGEM) before building permits can be issued. Applicants must submit a City-approved site plan for the development to CalGEM for review and approval.

Environmental Health Impacts

In 2018, the Los Angeles County Department of Public Health evaluated the environmental health and environmental impacts conducted for conventional and unconventional oil and gas production sites primarily in Los Angeles County. The following environmental and health impacts were identified in the evaluation.

Air Pollution

The release of chemicals into the air from oil and gas activities can occur from surface operations, wells and pipelines, operation of diesel or gas-powered equipment and vehicles, as well as accidental releases. Primary air pollutants include nitrogen oxides, particulate matter, benzene, toluene, ethylbenzene, xylene, hexane, and polycyclic aromatic hydrocarbons. Over 300 chemicals associated with drilling fluids present public health concerns ranging from respiratory health effects to development of cancer, if not properly monitored and controlled.

Odors

Hydrogen sulfide (H2S) occurs naturally in crude petroleum and natural gas and is also a byproduct of desulfurization processes in oil and gas industries. It is an odor with a "rotten egg" smell that may be associated with some oil fields in the Los Angeles Basin. Hydrogen sulfide has a low odor threshold, defined as the lowest concentration perceivable by human smell, ranging from 0.008 to 0.13 parts per million (ppm).

Detection of odors due to hydrogen sulfide varies considerably in the human population and can lead to symptoms such as headaches and nausea, as well as eye, nose, throat, and respiratory irritation. Odors may also be the first indication of accumulation of gases which may reach hazardous levels in confined spaces if left unchecked.

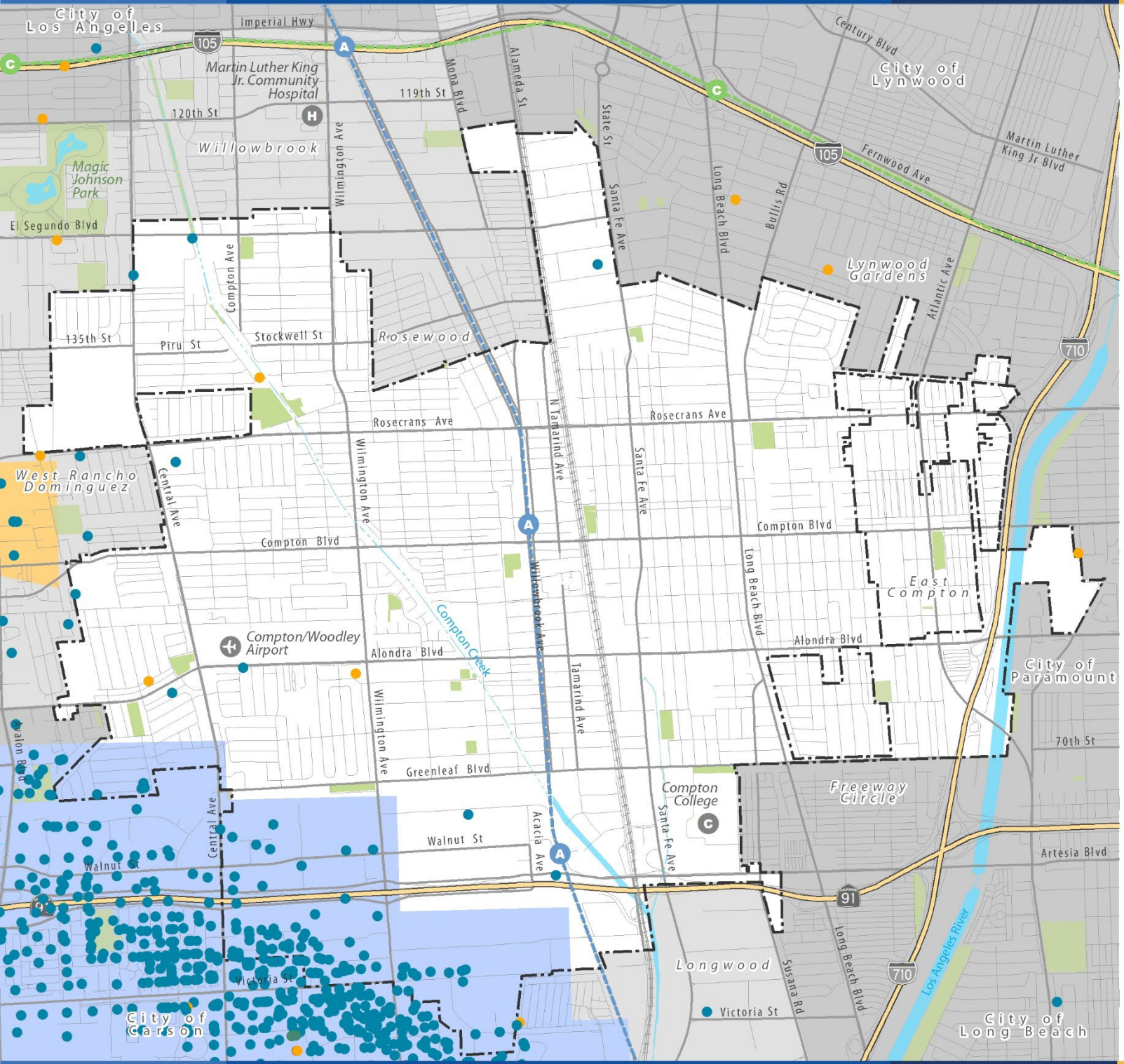


Figure 4-17
Oil Wells

Oil Well Status
- Active
- Idle
- Plugged
- Canceled

Oil Field
- Dominguez
- East Rosecrans

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 Department of Conservation, California Geologic Energy Management Division, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Noise and Vibration

Several activities associated with oil and gas can increase noise levels. The primary sources of noise construction machinery and drilling operations. Specifically, workover of oil and gas wells and well pump operation could elevate noise levels above exterior noise standards. Additionally, health impacts from noise can result from exposure to pure tones and low frequency noise sources.

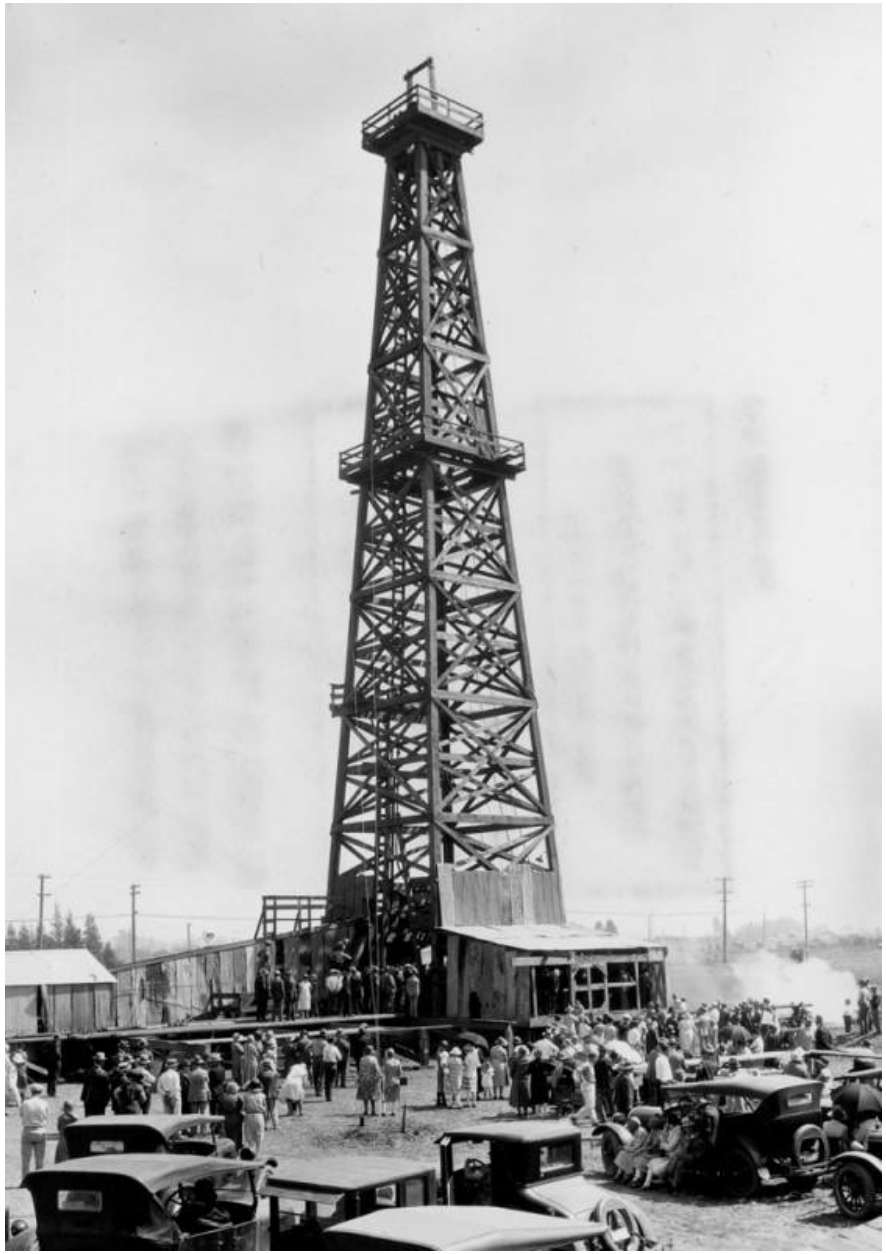
Along with noise, drilling operations may increase vibration for nearby properties. Various equipment used in oil and gas drilling operations have established vibration levels.

Hazardous Materials

Chemicals are routinely used as part of oil and gas operations for a variety of processes, including corrosion control, wellbore cleanouts, repairs, and cementing of well casing. Hazardous chemicals may be added to drilling fluids and drilling muds, and used for enhanced oil recovery (e.g., hydraulic fracturing), as well as routine well maintenance activities (e.g., maintenance acidizing, gravel packing, and well drilling).

Oil and Gas Seepage

Oil and gas seepage has the potential to impact many environmental concerns, including subsidence, seismic activity, releases and explosions, and aquifer contamination. Continued production and leaking oil wells can result in near-surface gas accumulation, which may pose an explosive hazard.



A crowd gathered for an inauguration (spudding in) ceremony at an oil derrick ceremony in Compton in 1926.

Hazardous Waste and Toxic Release

Hazardous waste includes large quantity waste generators, transfer facilities which temporarily store waste, and transporters which 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. Studies have found that such facilities are often located near poorer neighborhoods and communities of color.

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 ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

The Air Toxic Hot Spots program quantifies criterial 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 PM10 and PM2. 5. Toxic air pollutants (TAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or to cause adverse environmental effects.

Figure 4-18 identifies toxic release inventory polluters and Air Toxics Hot Spots emitters.

Residential Properties in Proximity to Pollution

Living near a source of pollution can have significant detrimental effect through long-term exposure to contaminants in the air, water, and soil.

According to the Air Toxics Hot Spots program annual emissions reporting by the South Coast Air Quality Management District, World Oil Recycling released 30 tons of criteria air pollutants and 1,557 pounds of toxic air pollutant during 2021.

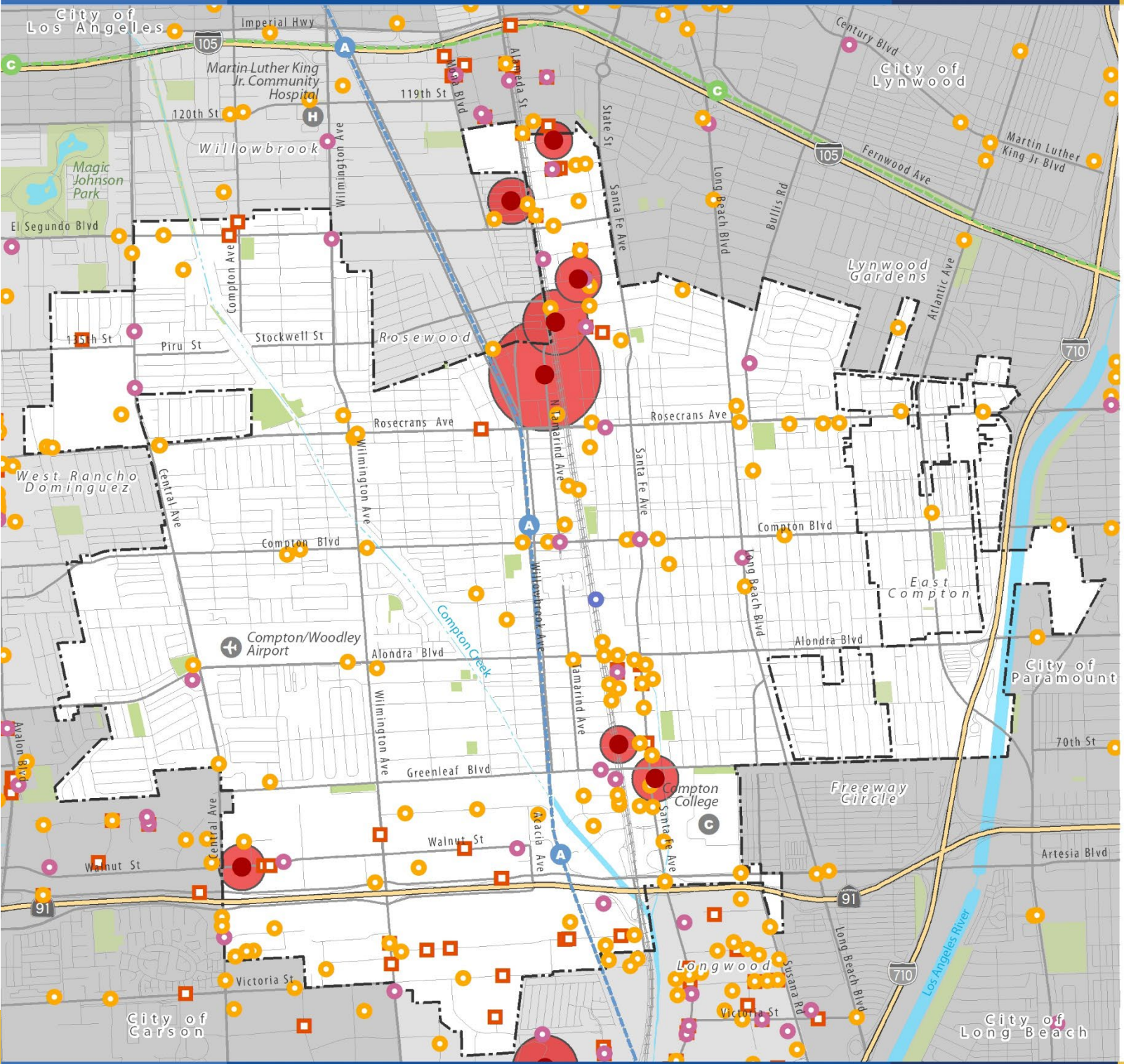


Figure 4-18
Toxic Hazards and Hazardous Waste

Handling Hazardous Waste

- Large Quantity Generator
- Transfer Facility
- Transporter

Toxic Chemical Release

- Toxic Release Inventory (TRI)

Air Toxics 'Hot Spots' Program (Pounds per Year)

- 18 - 50
- 51 - 100
- 101 - 250
- 251 - 2,000
- 2,001 - 3,054

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: Environmental Protection Agency, 2019; South Coast AQMD, Air Toxics 'Hot Spots' Program, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

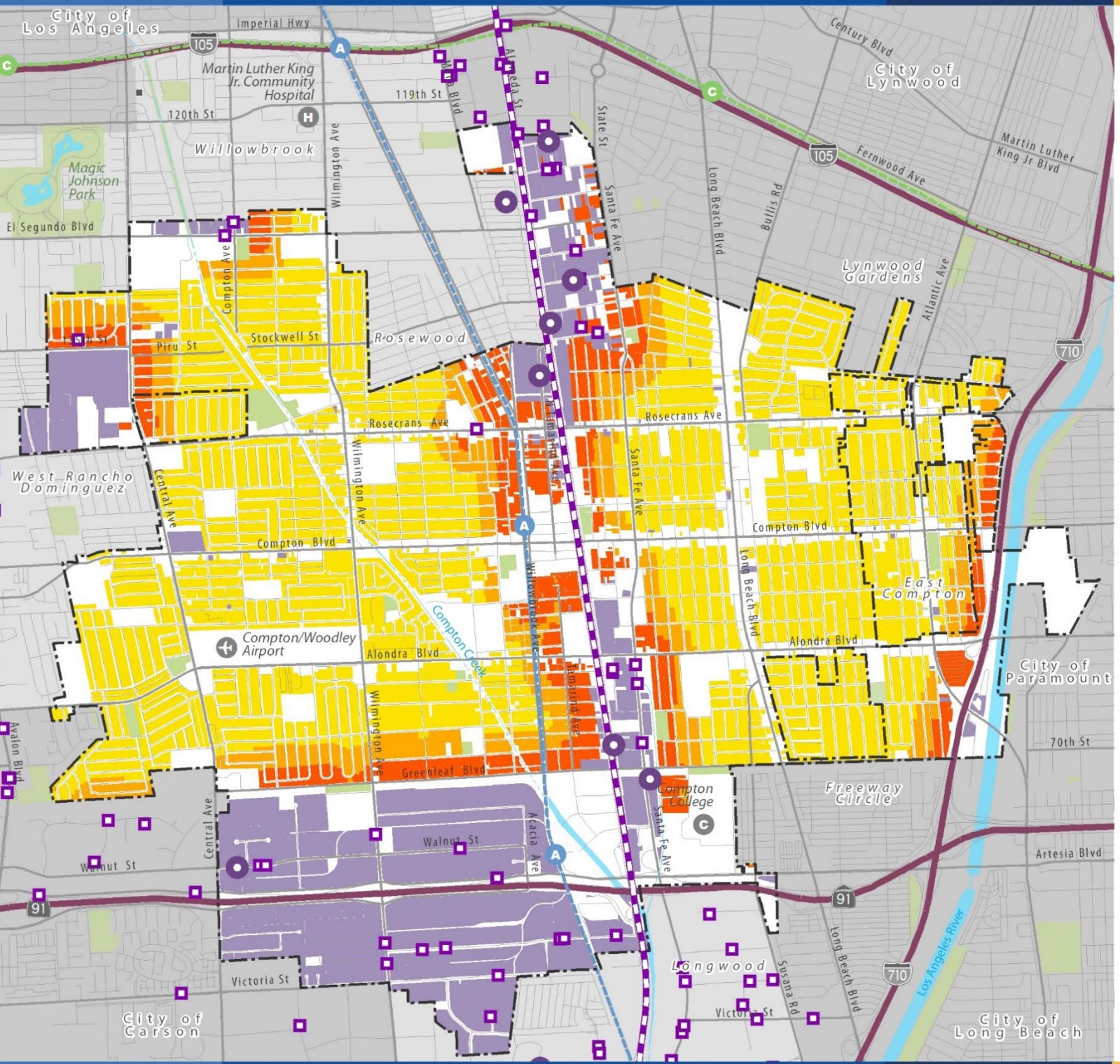
Due to Compton's prevalence of industrial sites near residential areas, the risk of pollution-related health problems is increased in certain zones. As shown in Figure 4-19, residential uses lie within 500 feet and 1,000 feet of a pollution source, including Air Toxics Hot Spot emitters, toxic release 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.

Environmental Justice Considerations

- CalEnviroScreen criteria show that Compton is almost entirely identified as a "Disadvantaged Community." This designation indicates very high levels of pollution burden and population sensitivities across the city.
- A significant portion of Compton exhibits high levels of pollution burden, specifically around the edges of the city.
- Six superfund sites are located in Compton, accompanied by a handful of additional brownfields. The prevalence of such sites will require significant capital investment to rectify the toxicity to levels safe for new development and human use.
- Notable "hot spots" occur along northern Alameda Street, including ones that expel high levels of air pollutants.
- Hazardous waste vehicles travel along major routes throughout the city.
- Residences near Alameda Street and I-710 have a higher risk of pollution exposure.
- Compton has a prevalence of industrial sites near residential areas.

Figure 4-19

Pollution Proximity to Residential Uses



Pollution Sources

- Air Toxics 'Hot Spots' Program
- Toxic Release Inventory (TRI)
- Industrial Uses
- Alameda Corridor
- Freeways

Residential Use Proximity

- Within 500 feet of Pollution Source
- Within 1,000 feet of Pollution Source
- Residential Uses

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: Environmental Protection Agency, 2019; South Coast AQMD, Air Toxics 'Hot Spots' Program, 2021.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Community Health

City planning activities affect public health through long-term plans about where people live, their transit options, where they access services, what opportunities exist for physical activity, and other public good issues involving clean air, water, and the environment.

History, geography, population density, and other factors influence localized health conditions. Neighborhoods close to industrial areas face higher levels of pollution. Neighborhoods without park space lack adequate opportunities for sports and recreation and thus affect residents' physical health.

This section reviews vulnerable communities in Compton. Areas may be identified as Disadvantaged Communities (DACs), Socially Vulnerable, or Food Deserts. This examination of community health focuses on healthy food access, including food assistance resources, and de-emphasis of "harmful" businesses, meaning businesses that tend to promote activities with health-negative outcomes, such as alcohol consumption, smoking, and highly processed food consumption.

Disadvantaged Communities Population Characteristics

While everyone is affected negatively by environmental pollution, certain communities are more at risk due to health and vulnerability factors. Sensitivity considerations include age and health. Socioeconomic factors, such as low income or linguistic isolation, may increase stress or make healthy living difficult, thus compounding negative pollution effects.

CalEnviroScreen aggregates eight health and socioeconomic indicators including asthma, cardiovascular disease, low birth weight infants, educational attainment, housing burden, linguistic isolation, poverty, and unemployment.

The Compton study area has population characteristic vulnerability scores almost entirely within the top 25% (75th percentile), indicating areas with "disadvantaged" socioeconomic populations. In Compton's core, the scores fall within the 90th to 95th and 95th to 100th percentiles.

Social Vulnerability Index

The Social Vulnerability Index is managed by the Centers for Disease Control and Prevention (CDC), Agency for Toxic Substances and Disease Registry (ATSDR). The index calculates social vulnerability as the potential negative effects on communities caused by external stresses linked to natural or human-caused disasters, or disease outbreaks. The index is informed by 15 data indicators grouped into four themes:

1. Socioeconomic Status
2. Household Composition
3. Race, Ethnicity, and Language
4. Housing and Transportation

Each theme has a series of sub-indicators. If an indicator's value for a particular census tract is in the top 10% (90th percentile) compared to CA state, it is flagged.

Healthy Places Index

The California Healthy Places Index is a project of the Public Health Alliance of Southern California that maps data pertaining to healthy living. Data includes education, job opportunities, clean air and water, and other indicators that are positively associated with life expectancy at birth.

A significant portion Compton is in the bottom percentile for healthy community conditions scoring. Percentiles are compared across the entire state, thus indicating that these areas have poorer health conditions than other parts of California.

Food Access

Healthy food access is a significant determinant of public health. Without healthy eating options, individuals and families have higher risk of diet-related chronic diseases like obesity, diabetes, and certain cancers.

The U.S.D Department of Agriculture (USDA) tracks areas of "food deserts," where residents live far from supermarkets. There may be limited public transportation, and households may not have private vehicles. According to the USDA, a significant portion of Compton is both low-income and beyond one-half mile to a supermarket. A smaller, but still notable, portion of these areas also have low vehicle access, where more than 100 housing units do not have a vehicle and therefore cannot easily drive to a further market location.

Liquor Stores, Dispensaries and Smoke Shops

While not harmful in isolation, businesses such as liquor stores, tobacco/smoke shops, and marijuana dispensaries have gained ill-reputation when clustered together in low-income neighborhoods. Sometimes dubbed the "trifecta effect", the trio of establishments raise questions about the impacts on nearby residents, especially when disproportionally provided within low-income neighborhoods and communities of color. In such areas, these businesses outnumber grocery stores, restaurants, gyms, and other health-positive establishments.

In addition to the trifecta businesses, an overabundance of convenience stores, discount stores, and variety stores further contribute to higher levels of diet-related diseases like obesity. These stores tend to sell highly processed shelf-stable foods, high-sugar-content drinks, cigarettes, and beer.

Figure 4-20 identifies the location of businesses that sell on-site alcohol license (consumed on premise such as bars and restaurants) and off-sale alcoholic license (retail sales for consumption of alcohol off premise including liquor stores, restaurants, and convenience stores). A liquor store is a retail business that predominantly sells prepackaged liquors, wine or beer, usually intended to be consumed off the store's premises. A convenience store is a small retail store that stocks a range of everyday items such as groceries, fruits and vegetables, snacks, soft drinks, tobacco products, and alcohol typically in the form of beer and wine. Small markets are the most common business type that sells off-sale alcohol in the city, see also Table 4-4.

Food Assistance

Food assistance programs are established by Federal, State, and local governments to improve public health by providing funds for households to spend at eligible retailers. Common programs include the Federal Supplemental Nutritional Assistance Program (SNAP), called CalFresh in California, and the Women, Infants, and Children (WIC) Program.

While such programs are immensely helpful for families in need, their effectiveness is highly dependent on the availability of, and access to, eligible retailers.

In the study area, 238 stores accept SNAP/CalFresh dollars. These stores include businesses like Walmart, neighborhood markets and bakeries, liquor marts, and bargain stores like Dollar Tree and 98 Cent stores. Forty-six stores accept WIC dollars. These include chain and local supermarkets and five Mothers Nutritional Centers which caters\ specifically to women and children.

Table 4-4: Business Types with Alcohol License

Business Types with On-Sale / Off-Sale Alcohol License	Alcohol Consumed On or Off Premise	Businesses	
		Number	Percent of Total
Bar	Consumed On Premise	2	2.7%
Restaurant		8	10.7%
Special License		3	4.0%
Convenience Store	Consumed Off Premise (Retail Sales)	5	6.7%
Gas Station		3	4.0%
Grocery Store		7	9.3%
Liquor Store		14	18.7%
Small Market		29	38.7%
Pharmacy Store		4	5.3%
Total		**75**	**100.0%**

Source: Alcoholic Beverage Control, License Lookup, 2023.

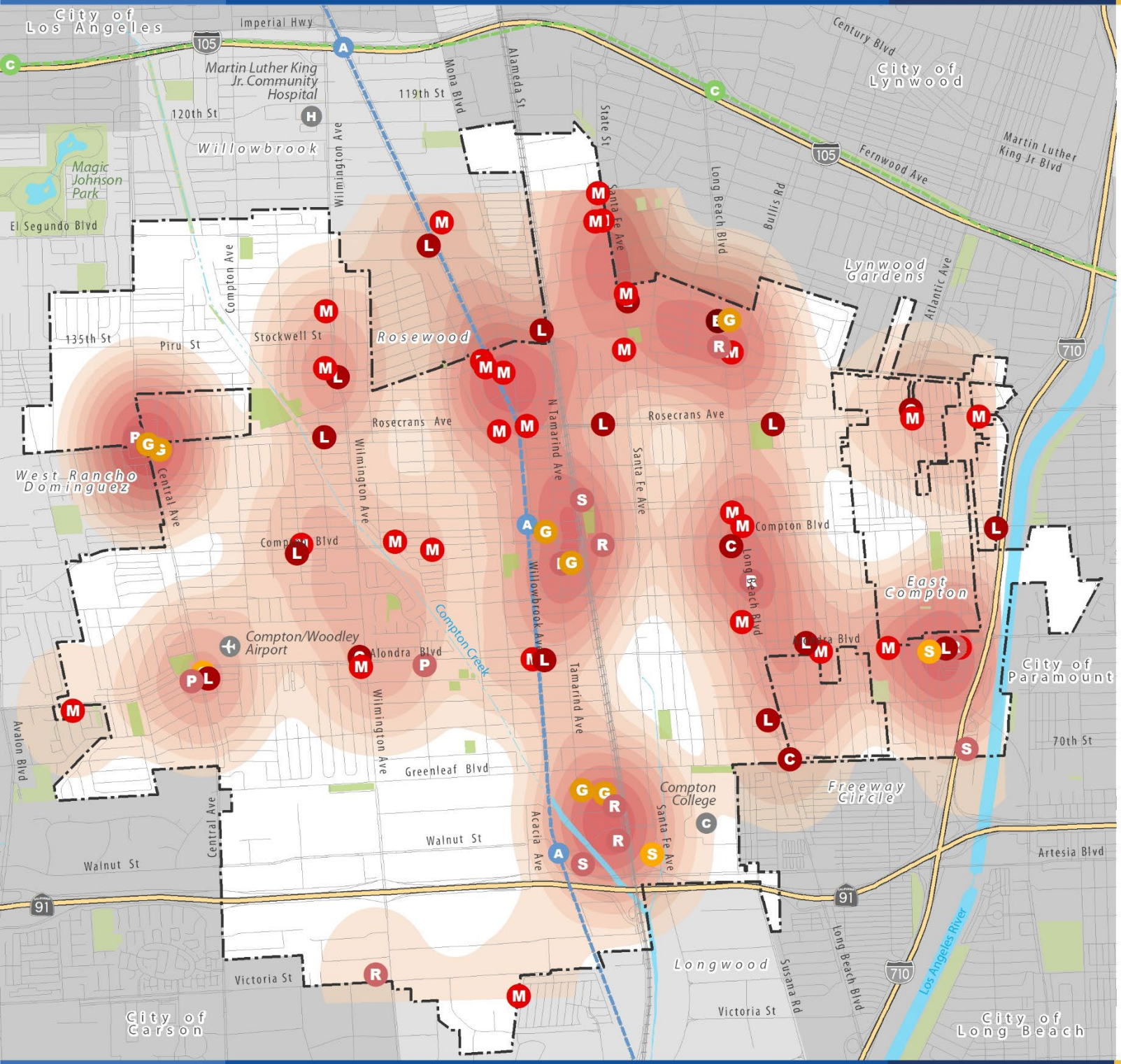


Figure 4-20
Alcohol Sales Licenses

- Bar
- Liquor Store
- Convenience Store
- Small Market
- Grocery Store
- Gas Station
- Pharmacy Store
- Restaurant
- Special License

Liquor Licenses Concentration

Lower Number of Liquor Licenses

Higher Number of Liquor Licenses

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: Department of Alcoholic Beverage Control, 2023.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Community Health Considerations

- Compton overall scores high in population vulnerability, which is based on eight health and socioeconomic indicators. Compton's social vulnerability varies, but the areas with the highest risk are located along northern Alameda Street, within East Compton, and in the southwestern portion of the City.
- The majority of Compton falls within the lowest percentiles of healthy places, as compared to the State.
- Compton has a variety of food stores, including large supermarkets such as Food 4 Less, Superior Grocers, Target, Aldi, and others. Overall, the distribution of markets is relatively dispersed, but some neighborhoods lack convenience access or are only served by small food stores that may not have sufficient stock variety for regular shopping.
- Sixty-two alcohol retail outlets to be consumed off premises (e.g., liquor, convenience stores, and etc.) and 33 smoke shops/marijuana dispensaries operate within the Planning Area.
- Compton has many stores that accept SNAP/CalFresh dollars, but few that accept WIC dollars. Most of these stores are located along major roads for convenient access.

Public Safety

Sheriff Stations

The Compton Sheriff's Department is responsible for providing law enforcement services to the City of Compton. It is a division of the Los Angeles County Sheriff's Department.

The Compton Sheriff's Department comprises both sworn and civilian personnel who work together to ensure the safety and security of Compton residents and businesses. The department's main functions include responding to emergency calls, investigating crimes, conducting traffic enforcement, and engaging in community policing efforts.

In recent years, the Compton Sheriff's Department has made efforts to improve community relations and increase police accountability. The department has implemented community policing programs and worked to build trust with residents, which has helped to reduce crime and improve safety in the city. The department has also taken steps to increase transparency and accountability, such as outfitting deputies with body cameras and implementing use-of-force policies that prioritize de-escalation and the use of non-lethal force.

Despite these efforts, however, the Compton Sheriff's Department has faced criticism and controversy in the past. There have been allegations of excessive force, racial profiling, and other forms of misconduct, which have led to calls for greater police accountability and reform.

Figure 4-21 identifies the location of the Compton Sherrif Station and a one- and two-mile distance area from the station shown for reference.

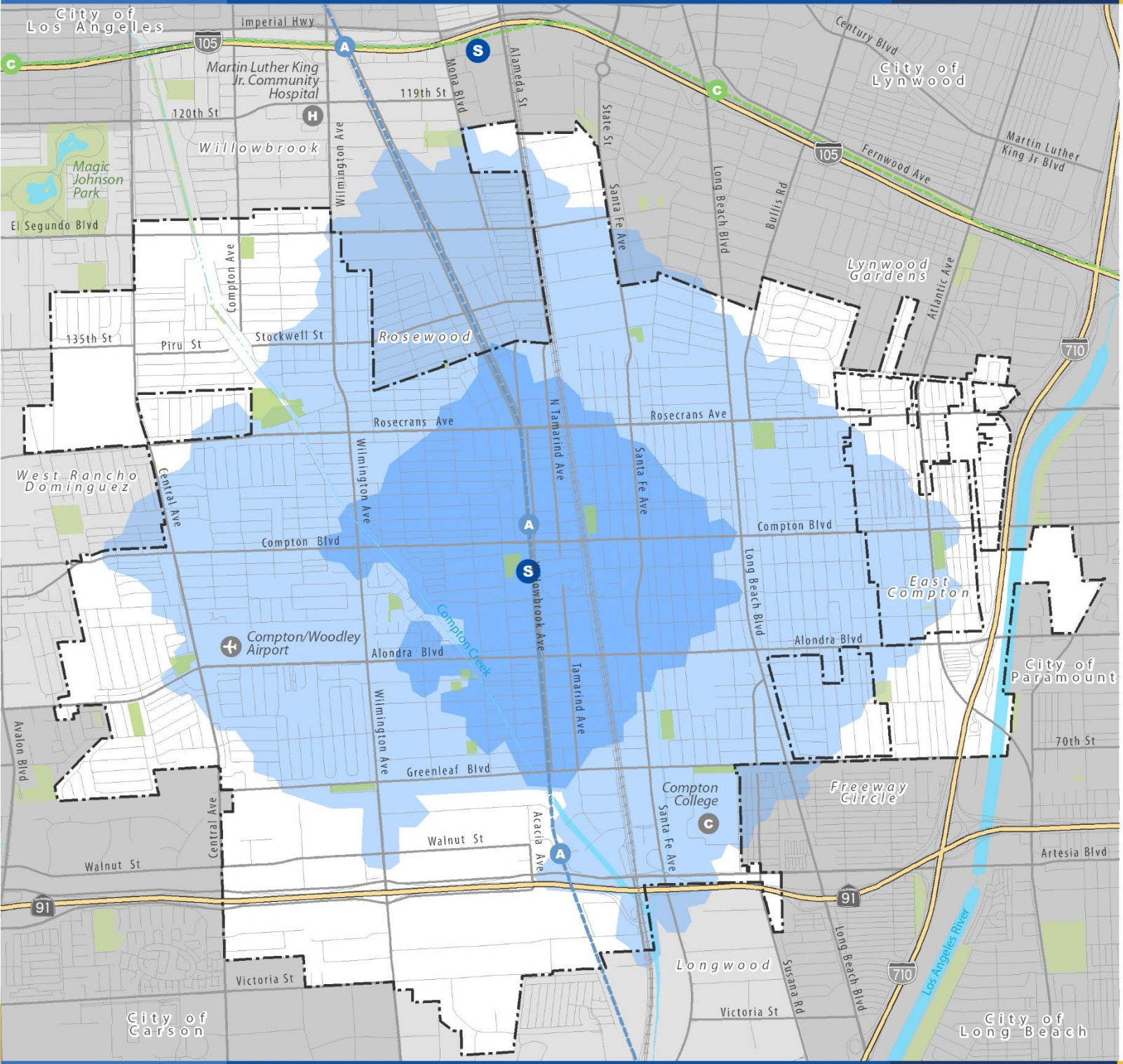


Figure 4-21
Sheriff Station Location and Service Areas

Sheriff Station

- Compton Sheriff Station

Sheriff Station Area Distance

- One-Mile From Station
- Two-Miles From Station

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: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Crime

Compton has had a historically high crime rate relative to the region. It is essential to approach the topic of crime in Compton with an understanding that crime rates can vary over time and that the city has made efforts to address these issues and improve public safety.

Compton's reputation for crime can be traced back to the late 20th century when the city faced challenges related to gang violence, drug trade, and socioeconomic disparities. Factors such as poverty, limited educational opportunities, and lack of economic development have historically contributed to the perpetuation of crime.

Gang activity has been a prominent issue in Compton's crime landscape. Gangs have historically exerted influence and engage in criminal activities, including drug trafficking, shootings, and other forms of violence. However, gang violence is not unique to Compton and is a complex issue faced by many communities across Southern California.

Law enforcement agencies have dedicated efforts to combat crime in Compton. The Los Angeles County Sheriff's Department has implemented strategies to address public safety concerns, including increased patrols, community policing initiatives, and partnerships with community organizations to foster positive relationships and engage residents in crime prevention efforts.

Reported Crimes

Crime data is typically divided into two categories: Part 1 offenses and Part 2 offenses. Part 1 offenses constitute serious crimes while Part 2 offenses are considered less serious (see Table 4-5).

Table 4-5: Reported Crime Types

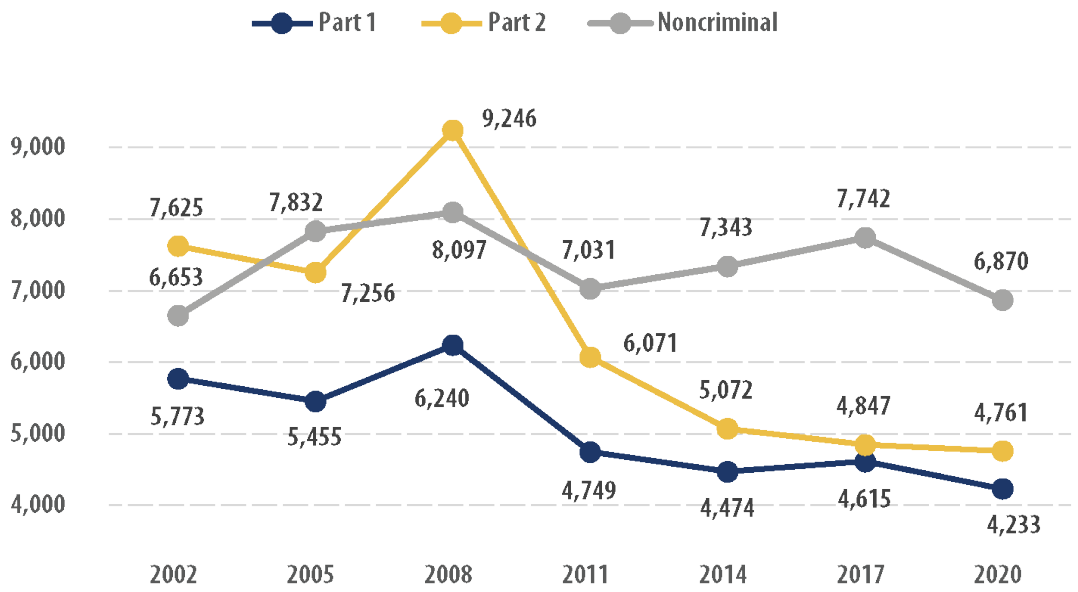
Serious Crime Types (Part 1)	Less Serious Crime Types (Part 2)	
▪ Criminal Homicide ▪ Rape ▪ Robbery ▪ Aggravated Assault ▪ Burglary ▪ Larceny Motor Vehicle Theft ▪ Arson ▪ Human Trafficking	▪ Assaults ▪ Forgery and Counterfeit ▪ Fraud, ▪ Embezzlement ▪ Stolen Property ▪ Vandalism, ▪ Weapons, ▪ Prostitution ▪ Sex Offenses ▪ Violation ▪ Runaways	▪ Drug Abuse Violation ▪ Gambling ▪ Offenses Against Family ▪ Driving Under the Influence ▪ Liquor Violation ▪ Disorderly Conduct ▪ Vagrancy ▪ All Other Offenses, ▪ Curfew and Loitering

Source: Federal Bureau of Investigations, Uniform Crime Report, Offence Definitions, 2011.

Between 2002 and 2020, Compton experienced a decline in crime rates, reflecting a broader trend seen in many cities across the United States. Less serious crimes (Part 2) were at an all-time high in 2008, with 9,246 incidents reported, during the Great Recession that occurred between 2007 to 2009 (see Figure 4-22). Factors contributing to this decline include targeted law enforcement efforts, community outreach programs, increased economic opportunities, and improvements in education and social services.

Compton's past challenges with crime should not perpetuate stereotypes or stigmatize the entire community. While Compton has experienced a troubled past, those conditions reflect only a small segment of the population. Compton faced challenges is a vibrant city with a rich cultural heritage, a strong sense of community, and many positive aspects. It is home to resilient residents, community leaders, and organizations working diligently to create safer neighborhoods and improve the quality of life for all residents.

Figure 4-22 Annual Crime Types (2002-2020)



Source: Los Angeles County Sheriff's Department Statistics and Reports, 2002-2020.

Crime data from 2020 (Table 4-6) reveal that larceny theft (1,407 counts) was the most common Part 1 offense, followed by grand theft auto (1,060 counts), and aggravated assault (955 counts). In total, there were 4,233 counts of Part 1 offenses.

Part 2 offenses reveal the most common offenses. According to Table 4-6, vehicle laws violation (982 counts) was the most common type of crime reported. The second most common offense was vandalism charges (744 counts). Narcotics was the third most common crime (611 counts). In total, 4,761 counts of Part 2 offenses occurred, higher than that of the more serious Part 1 offenses. Noncriminal incidents were the highest reported incidents, with 6,870 cases.

Geographically, Part 1 crimes are generally concentrated around transit centers and commercial businesses. Figure 4-23 depicts the concentration of crimes around the A Line Compton station in central Compton and Artesia Station in southern Compton. In the northeast corner of the city, another concentration of Part 1 crimes can be observed around the Walmart Supercenter. Figure 4-24 displays that Part 2 crimes are primarily concentrated along Long Beach Boulevard, in the eastern part of the city. This is a major thoroughfare along which are located many commercial businesses.

Table 4-6: Reported Types of Crime (2020)

Types of Crime (2020)	Incidents	Percentage
PART I CRIMES	**4,233**	**100.0%**
Criminal Homicide	29	0.7%
Rape	62	1.5%
Robbery	351	8.3%
Aggravated Assault	955	22.6%
Burglary	318	7.5%
Larceny Theft	1,407	33.2%
Grand Theft Auto	1,060	25.0%
Arson	51	1.2%
PART II CRIMES	**4,761**	**100.0%**
Fraud and NSF Checks	206	4.3%
Sex Offense, Misdemeanor	196	4.1%
Non-aggravated Assault	571	12.0%
Weapon	493	10.4%
Narcotic	611	12.8%
Vehicle	982	20.6%
Vandalism	744	15.6%
Felony	131	2.8%
Misdemeanor	513	10.8%
Other	314	6.6%
NONCRIMINAL INCIDENTS	**6,870**	**100.0%**
Person Missing or Found	445	6.5%
Juvenile, Noncriminal	273	4.0%
Miscellaneous, Noncriminal	4,976	72.4%
Mentally Ill	387	5.6%
Accident, Traffic - Vehicle/Boat	623	9.1%
Person Dead	147	2.1%
Other	19	0.3%

Source: Los Angeles County Sheriff's Department Statistics and Reports, 2020.

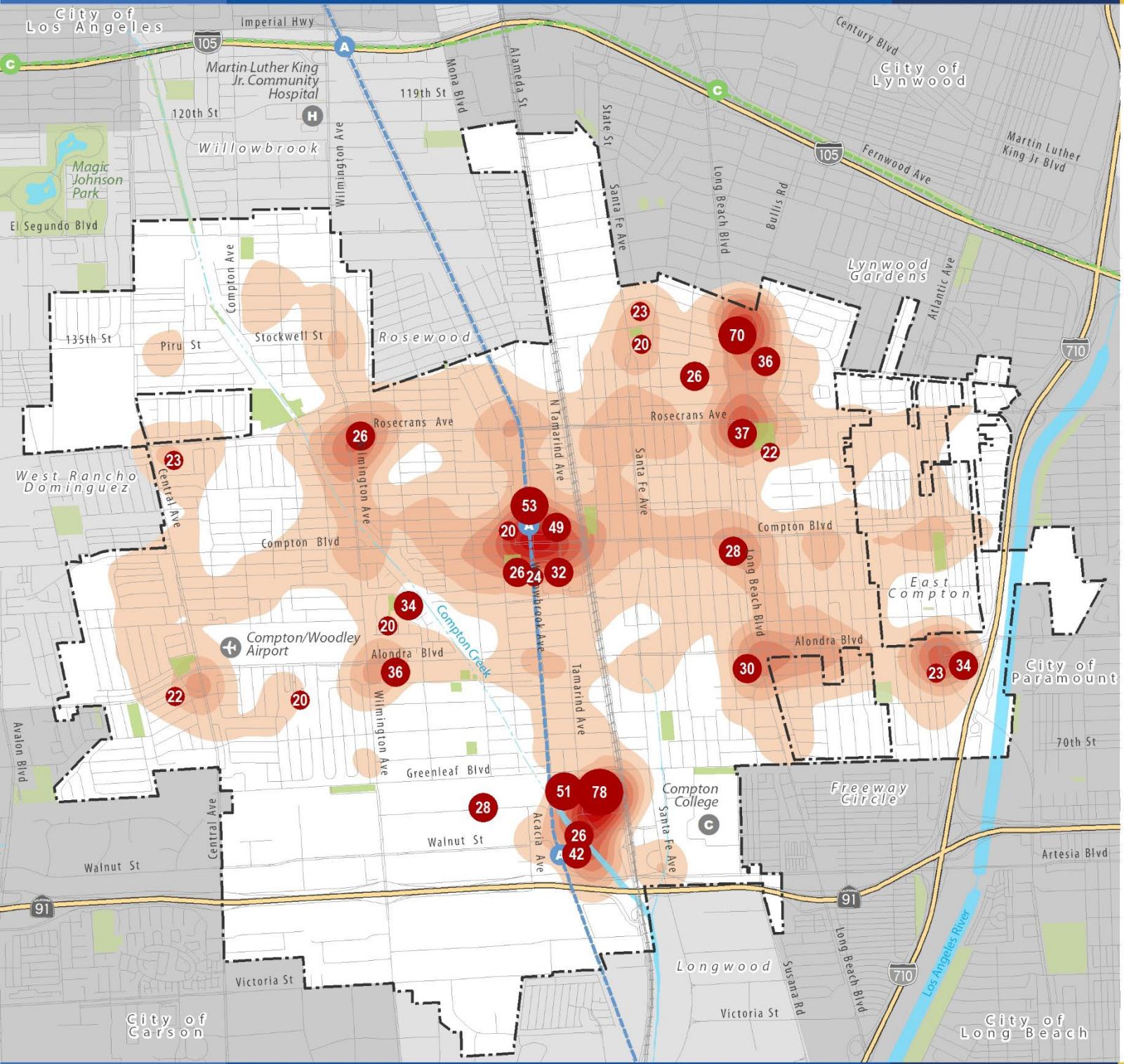


Figure 4-23
Serious Crime Types (Part 1 Crimes)

Number of Part 1 Crimes per Block (2018)

- 20 - 25
- 26 - 50
- 51 - 75
- 76 - 78

2018 Number of Serious Crimes (Part 1)

- Lower Number of Crimes Reported
- Higher Number of Crimes Reported

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

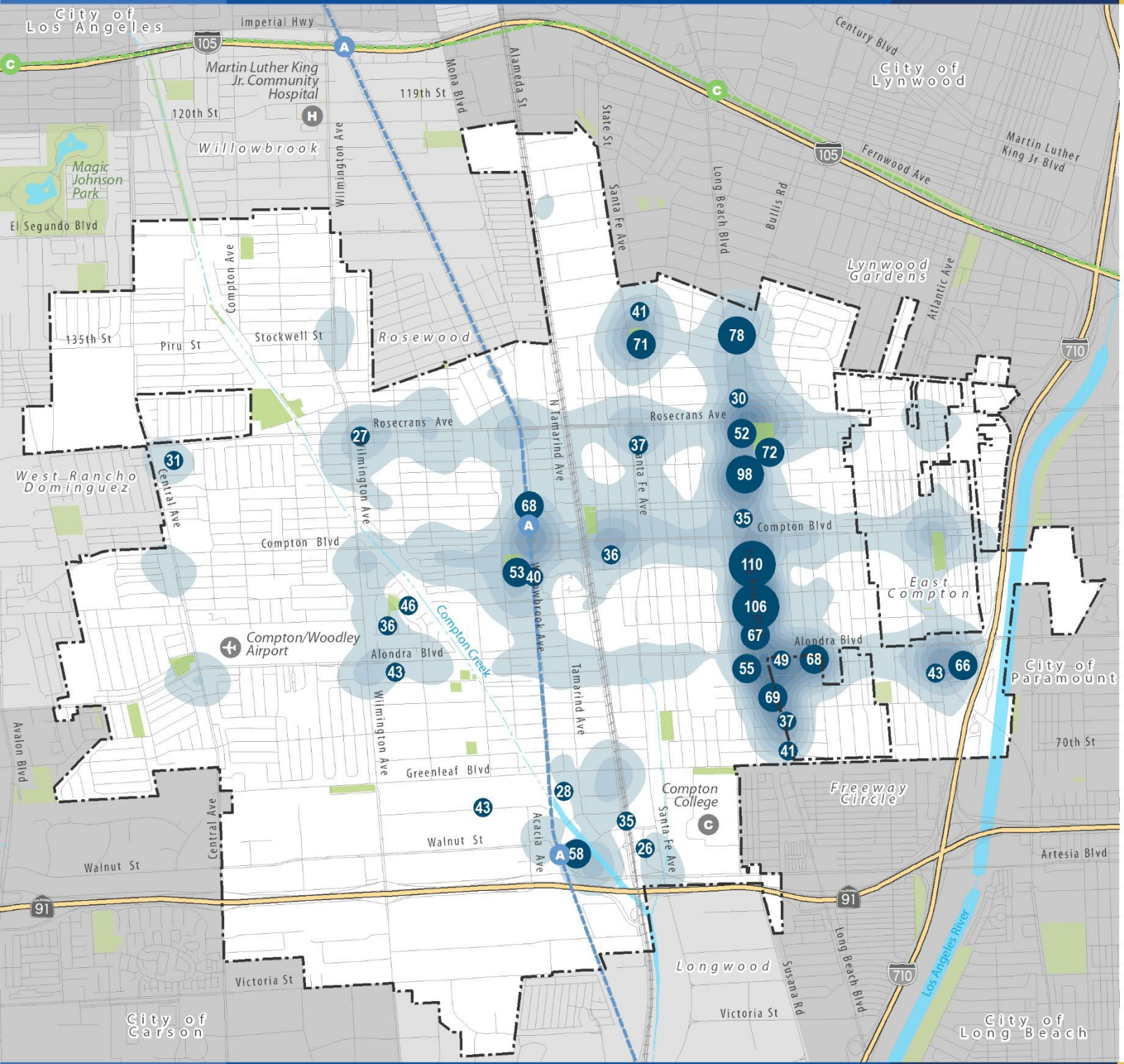
Data Source: Los Angeles County Sheriff's Department 2018 Crime and Arrest Statistics.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Figure 4-24

Less Serious Crime Types (Part 2 Crimes)



26 - 50

51 - 75

76 - 100

101 - 110

2018 Number of Less Serious Crimes (Part 2)

Lower Number of Crimes Reported

Higher Number of Crimes Reported

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: Los Angeles County Sheriff's Department 2018 Crime and Arrest Statistics.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Fire Safety

The Compton Fire Department was established in 1901 and today has 84 sworn employees and five civilian employees. The Department is housed in four fire stations with nine emergency vehicles: four fire engines, one truck, two paramedic squads, and two ambulances.

Figure 4-25 shows the location of fire stations. Compton Fire Department Station number 1 is centrally located next to the Compton Courthouse. Station number 2 is in the eastern part of the city along East Palmer Street and North Crane Avenue. Station number 3 is in west Compton on Rosecrans Avenue and near Gonzales Park. Station number 4 is in southern Compton on West Walnut Street. The locations of the fire stations are important as they can impact response time in an emergency. Figure 4-24 also shows the one- and two-mile radius from the four fire stations. All properties are within a two-mile radius and about two-thirds lie within a one-mile radius. As of 2022, the department's average response time is four minutes and 30 seconds.

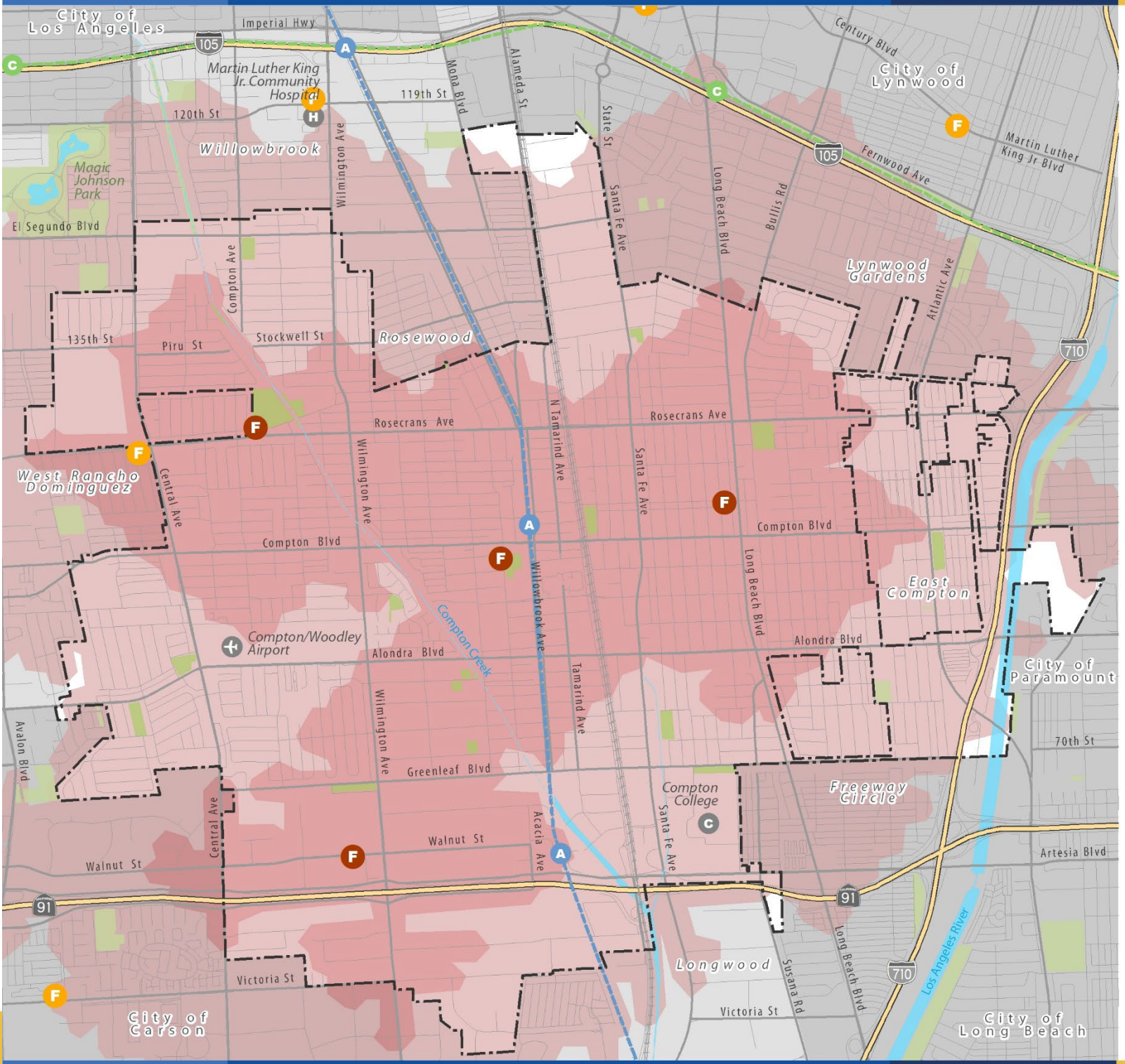


Figure 4-25
Fire Stations

Fire Stations

- Compton Fire Stations
- Other Fire Stations

Fire Station Area Distance

- One-Mile From Fire Station
- Two-Miles From Fire Station

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: Los Angeles County, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Public Safety and Services Considerations

- Areas outside the two-mile radius of the sheriff station may experience long response times.
- While previous high crime rates have impacted the community, the City is working hard to reduce incidents of crime, improve safety, and change perceptions.
- Less serious crimes (part 2) are more common in Compton than more serious crimes (part 1).
- The majority of crimes of both classes are not gang related, contrary to stereotypes about the city.
- The majority of crimes committed are non-violent offenses.
- The geographic dispersal of the four fire houses throughout the city facilitates a quick response times .

Chapter 5
Compton Today: Natural Resources and Hazards

COMPTON GENERAL PLAN 2045
Building a Better Compton

Introduction

This chapter focuses on natural resources and hazards in Compton. Natural resources in the area include creeks, rivers, urban agriculture, and urban forests. Notably, Compton Creek and the Los Angeles River traverse the city, representing visual respites from the urban landscape.

Natural hazards encompass flooding, seismic events, and climate change factors such as droughts and heatwaves. Compton faces the risk of flooding from heavy rainfall, storm surges, and flash floods in certain areas. Inadequate drainage infrastructure or poorly maintained facilities can exacerbate these flooding risks.

Compton, like the rest of Southern California, experiences extreme heatwaves during the summer months, which can pose health risks, particularly to vulnerable populations. Additionally, the region frequently grapples with droughts due to its semi-arid climate, potentially leading to water shortages and affecting local water resources.

To address these natural hazards, residents and local authorities must be prepared and have mitigation plans in place. This preparedness may involve community education, infrastructure improvements, emergency response planning, and more.

Large portions of Compton Creek are channelized. However, portions of the creek consist of natural drainage with native and non-native vegetation, as shown here beneath Artesia Boulevard.

Creeks and Rivers

Compton Creek

Compton Creek, a tributary of the Los Angeles River, begins just east of south Main Street between 107th and 108th Streets in the City of Los Angeles and down through the unincorporate community of Willowbrook. It traverses through Compton diagonally from El Segundo Boulevard to the Los Angeles River near 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. The creek's bank consists of pedestrian/bicycle trail along the eastern side with access points through gates on most neighborhood streets that end at the creek. Several pedestrian bridges provide access across the creek, while most major roadways include bridges that cross the creek. An unchanneled segment of Compton creek consisting of nonnative vegetation is located between Crystal Casino near Artesia Boulevard and the Los Angeles River confluence.

Compton Creek Natural Park

Located alongside Compton Creek, the Mountains and Recreation & Conservation Authority built a three-acre park on unused land belonging to 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, shade trees, walking paths, grassy areas, fitness equipment, picnic and seating areas, a multi-use amphitheater, parking, a community plaza, and interpretive signage. In addition, 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.

George Washington Element School students and teacher explore a bioswale within the Compton Creek Natural Park.

The creek side 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 and promote long-term stewardship of the soft-bottom portion of Compton Creek 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; serve to build capacity by working closely with local community-based organizations and policymakers committed to

enhancing the region; and foster comprehensive watershed education among high school and college students (approximately 300 students) through established partnerships with local high schools and colleges.

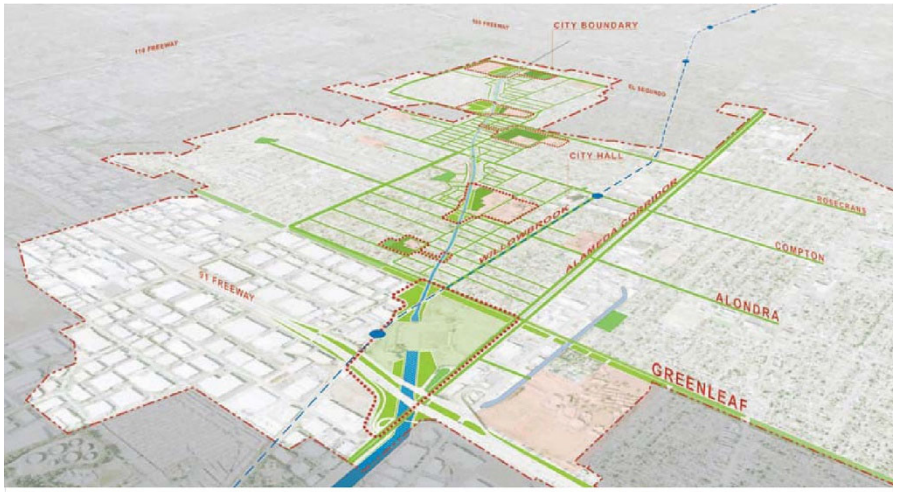
Compton Creek Regional Garden Park Master Plan

The Compton Creek Regional Garden Park Master Plan identifies approaches to redevelop the City's existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use, public greenway. The Master Plan capitalizes on a shift in public policy in Los Angeles County that redefines the function of its watercourses from single-purpose flood protection systems to integrated, multipurpose corridors. The plan builds upon the data and principles established in the Compton Creek Watershed Management Plan, which encourages comprehensive and collaborative strategies for environmental resource enhancements, open space provisions, water quality improvements, and sustainable economic development. The vision for the Compton Creek Regional Garden Park emphasizes a livable, walkable, urban community oriented to and informed by the creek. 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 dumps into San Pedro Bay.

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.

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.

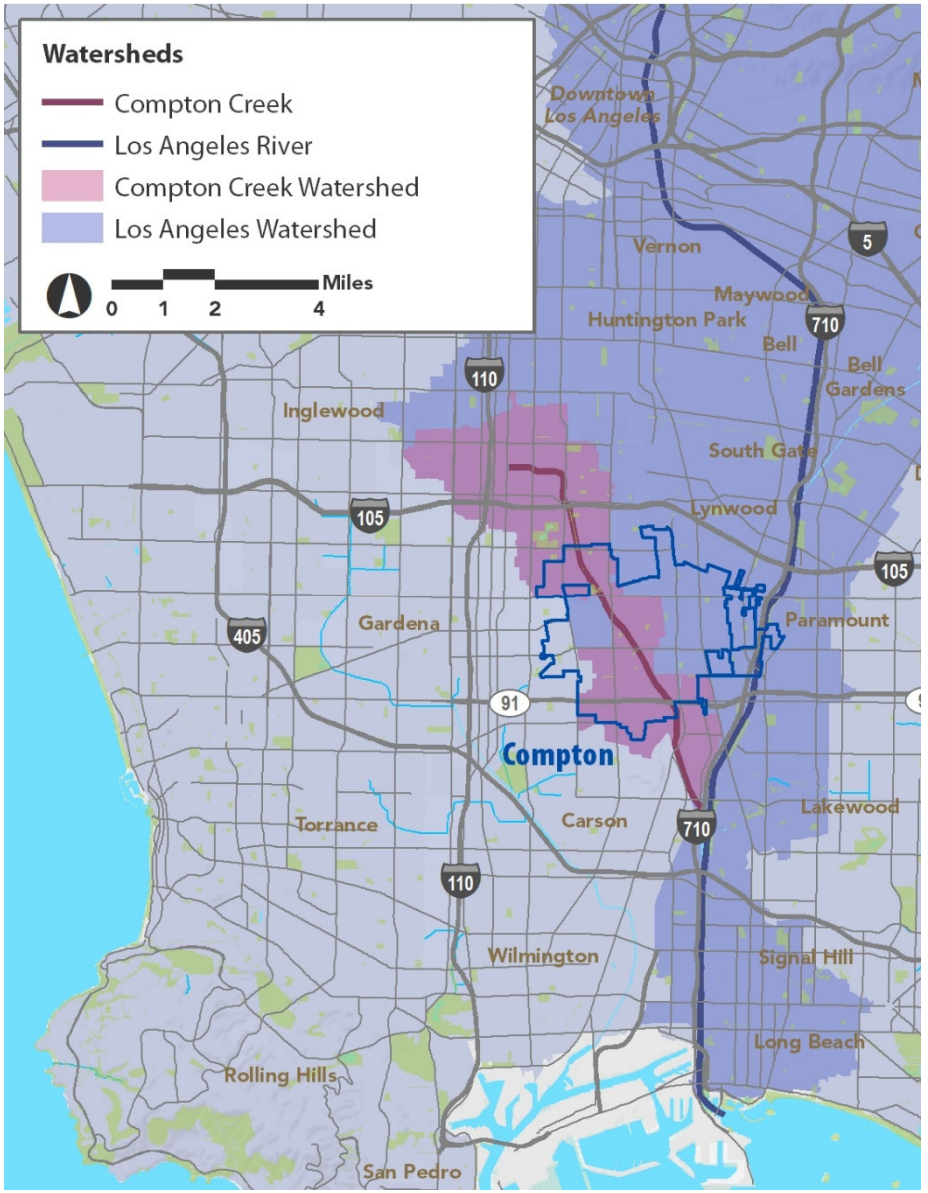
Los Angeles River Master Plan

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.

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 of the watershed 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 5-1).

Figure 5-1: Compton Creek and Los Angeles River



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 extensively urbanized nature of the Compton Creek Watershed contributes to the scarcity of permeable surfaces and may exacerbate the issue of nonpoint source pollution.

The upper 5.8 miles of Compton Creek is constrained within a concrete box channel. The lower 2.7 miles have reinforced sides and an earthen bottom and supports a mixture of native riparian vegetation and invasive species. It also supports a residual avian wetland community including 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.

Los Angeles River and Atlantic Boulevard Bridge

River and Creek Considerations

- Compton Creek faces underutilization issues, marked by the accumulation of trash within the creek and along the trail connection points. The trail itself lacks physical improvements and suffers from general maintenance issues.
- Opportunities for improvement include stormwater infiltration projects and bioswales along or near the creek, which could enhance water quality before it enters 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.
- Challenges to overcome include addressing the fact that the Long Beach Freeway acts as a physical barrier between the Angeles River and Compton's residential neighborhoods. Nevertheless, the Los Angeles River Trail offers recreational opportunities for pedestrians, cyclists, and equestrians.
- The Compton Par 3 Golf Course, situated adjacent to Clinton Elementary School and directly on the bank of the Los Angeles River, could potentially create open space opportunities. Moreover, the Los Angeles River Master Plan includes a series of individual opportunity sites and major projects.

- In terms of demographics, the human population of the Compton Creek Watershed is ethnically diverse and has a proportionally low income. The ratio of available parkland and open space stands at 1.4 acres per 1,000 residents, well below the recommended ratios of 3.0 to 10.0 acres per 1,000 residents. 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 empowerment and education.

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. By increasing vegetation and tree cover, farms and gardens attract pollinators like bees and 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.

Richland Farms

In the late 1860s, Reverend Griffith Dickenson Compton led roughly 30 people from Stockton to settle in and cultivate the area. Rough weather and tremendous floods nearly destroyed their dreams, but they persisted, and their agricultural efforts eventually began to thrive. In 1888, Compton donated his land, and the area was incorporated as the City of Compton under the condition that a swath of it be zoned for agriculture. That particular area — a 10-block neighborhood

Moonwater Farms provides agricultural education program for youth.

sandwiched between downtown Compton and what is now the 91 Freeway — became Richland Farms, known for a variety of crops including pumpkins, sugar beets and cauliflower (see Figure 5-2). By the 1940s and '50s, Compton had become a working-class suburb. African American families, many of whom had moved to the West Coast to work in military production during World War II, settled there and were drawn to the Richland Farms neighborhood. With its large lots and agricultural zoning, residents could grow crops and raise livestock to provide for their families and their community.

Residential Agriculture

One of Compton's unique urban development facets is its lingering Residential Agriculture (RA) zoning district within the Richland Farms neighborhood. This zoning appears in two areas of the southcentral urban core.

R-A zoning allows for the development of large one-family homesites in a limited agricultural environment. Permitted agriculture includes commercial field crops and orchards, chinchilla ranches, aviary and poultry raising, and up to five horses/bulls/cows/sheep/or goats per family, among other regulations.

Located within this zoning are community assets such as Moonwater Farms, the Compton Cowboys, and farming initiatives within the Richland Farms neighborhood.

Equestrian Amenities

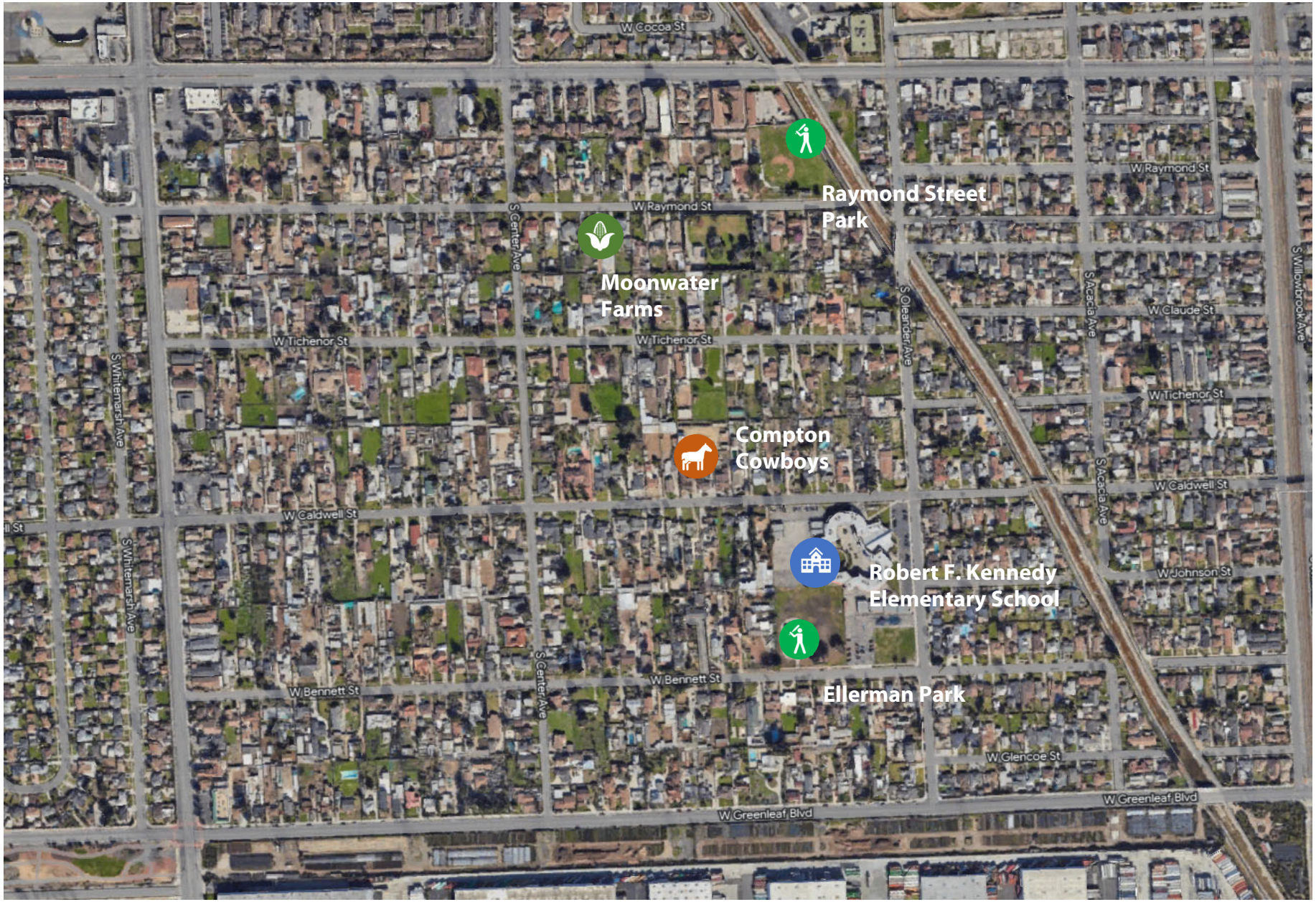
Compton is home to equestrian facilities located in the heart of the city. Richland Farms is often described as a "rural enclave" where it is common to see locally grown or home-processed foods, as well as amenities for horses, goats, or chickens.

In recent years, the community has organized its unique facilities, using equestrianism as not only a hobby or sport but as 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's equestrian culture has been gaining attention beyond the borders of the city, offering the opportunity to bring positive messaging and investment to the wider community.

Compton Cowboys

Figure 5-2: Richland Farms



Urban Gardens and Food Hubs

Linked to Compton's agricultural history and R-A zoning, a handful of urban farming initiatives, both community-driven nonprofits and private businesses, operate within the city.

The newest large-scale agricultural operator is a tech-oriented vertical farm business called Plenty. Plenty's Compton location is the firm's third site; they began hiring locally in 2020. On a smaller scale, the Compton Community Garden, Alma Backyard Farms, and Moonwater Farm provide healthy food while supporting ecological and social efforts to improve Compton communities. Beyond food production, they also incorporate expanded services such as social gatherings, event space, kids' camps, art programs, and food/garden classes.

A series of organizations and businesses operate with the goal of creating healthier, more sustainable societies with food at the center. Planet Health Compton is a multifaceted marketplace dedicated to serving Compton with healthy food options, eco-friendly retail products, and community space. Community Services Unlimited, based in South LA, operates a Village Market Place Food Hub, SoulFul Café, commercial kitchen, urban farm, and produce delivery service.

A handful of community gardens, such as South 40 garden, Paramount (Cortland) garden, and Willowbrook garden, are located near Compton.

Besides these resources, Compton does not have abundant garden or farming options, either for growing or for retailing. There are no city-managed farmers' markets, although private entities like Planet Health are attempting to establish one. Moonwater Farms has the only community-supported agriculture delivery program within the City. All the currently operating gardens and farms within the City are small in scale and limited in funding.

Urban Agricultural Considerations

- A small but robust area of Compton operates under Residential Agriculture zoning, housing residential and community farms and ranches. Preserving these land uses will perpetuate a unique community resource.
- While Compton's local farming and health food scene is outnumbered by unhealthy establishments, there is growing community momentum around healthy local eating.
- New food establishments – both in production and in retail – may act as showcases for the future of Compton food, not only as a health promotor but also a driver of economic development, employment opportunities, and community engagement.
- Opportunities for expanding community gardens and urban agriculture beyond Richland Farms would build upon an established and unique resource in south Los Angeles County.

Moonwater Farms is a micro-farm and learning hub in Compton devoted to teaching urban agriculture, sustainability, and wellness.

Climate Adaptation

Climate change is a long-term shift in global or regional climate patterns. Climate adaptation refers to adjustments in ecological, social, or economic systems in response to actual or expected climatic effects or impacts. Often climate change refers specifically to the rise in global temperatures from the mid-20th century to present. Climate is sometimes mistaken for weather. But climate is different from weather because it is measured over a long period of time, whereas weather can change from day to day, or from year to year. The climate of an area includes seasonal temperature and rainfall averages and wind patterns. Climate change is the long-term alteration of temperature and typical weather patterns in a place, causing weather patterns to be less predictable.

Humans – more specifically, the greenhouse gas emissions we generate – are the leading cause of the Earth's rapidly changing climate. Greenhouse gases play an important role in keeping the planet warm enough to inhabit. But the amount of these gases in our atmosphere has skyrocketed in recent decades. The burning of fossil fuels like coal, oil, and gas for electricity, heat, and transportation is the primary source of human-generated emissions. Curbing dangerous climate change requires very deep cuts in emissions, as well as the use of alternatives to fossil fuels worldwide. Scientists agree that the Earth's rising temperatures are fueling longer and hotter heat waves, more frequent droughts, and heavier rainfall.

Compton is not an intercity urbanized area, but rather consists of a significant volume of older, single-unit homes with yards. Compton, among other communities, lies along the Alameda Corridor, a railway which connects over 65 miles of track between Downtown Los Angeles to Long Beach. In 2018, an average of 38 trains per day used the corridor. The area is also crisscrossed by multiple 10-lane freeways, the I-105 and SR-91 running east to west, and I-710 and I-110 running north to south. Air pollution has been an issue in this area of Los Angeles County for several decades, with high ozone and particulate matter ($PM_{2.5}$) levels.

Now, climate change is compounding the issue with extreme urban heat. All these factors are known for the increase in air borne diseases (asthma and bronchitis), heat stroke and heart disease, and most recently, vulnerability to COVID-19. While this strategic location presents Compton useful economic opportunities, it also risks higher levels of pollution, urban heat island effect, and greenhouse gas emissions. Looking ahead, the City will need to integrate long-term health strategies in their built environment to mitigate its heavier pollution levels.

The effects of climate change disproportionately fall on "underserved communities who are least able to prepare for, and recover from, heat waves, poor air quality, and other impacts," according to a U.S. Environmental Protection Agency study.

Low-income residents also are more likely to live in older housing that requires modifications to adapt to increased risks. For example, low-income households are less likely to live in homes with central air conditioning than are higher-income households and may also find it challenging to pay for electricity to run the systems they have. Notably, low-income residents also are more likely to live in rental housing and thus more likely to be reliant on landlords to conduct modifications to their homes to mitigate the effects of climate change.

Urban Heat Island

Compared to rural environments, urban areas tend to experience higher temperatures and greater pollution during hot months. This is called the urban heat island effect and is due to more heat-absorptive surfaces (like pavement and roofs), heat-generating activities (like engines), and lack of vegetation, particularly trees.

The concentration of heat in urban areas creates health risks both because of heat exposure and because of the enhanced formation of air pollutants. The strong influence of the urban heat island on nighttime temperatures limits the ability of people to cool down and recover before the heat of the next day, and therefore adds to the risk of illness and fatalities. Those most susceptible to heat include pregnant women, young children, the elderly, people with certain preexisting conditions such as diabetes or heart disease, and people who work or exercise outdoors.

In 2015, CalEPA developed an Urban Heat Island Index aimed at monitoring this effect with the goal of promoting better city design that reduces ambient temperature with tools like urban greening and cooler pavement. This index represents the sum of 182-day temperature differences (degree-hour) between urban and rural areas. Generally, the Compton study area falls within the 25th to 50th percentile of heat island exposure, with the heat increasing further inland (east); see Figure 5-4.

Extreme Heat

Extreme heat affects a wide range of elements including human health, energy usage, infrastructure, risks of wildfire, and more. Extreme heat is particularly dangerous for individuals without access to cooling mechanisms like home air-conditioning, recreational aquatic facilities, and public cooling centers. It can cause illness such as heat exhaustion and heat stroke, as well as exacerbate illnesses related to cardiovascular, respiratory, renal, and mental health.

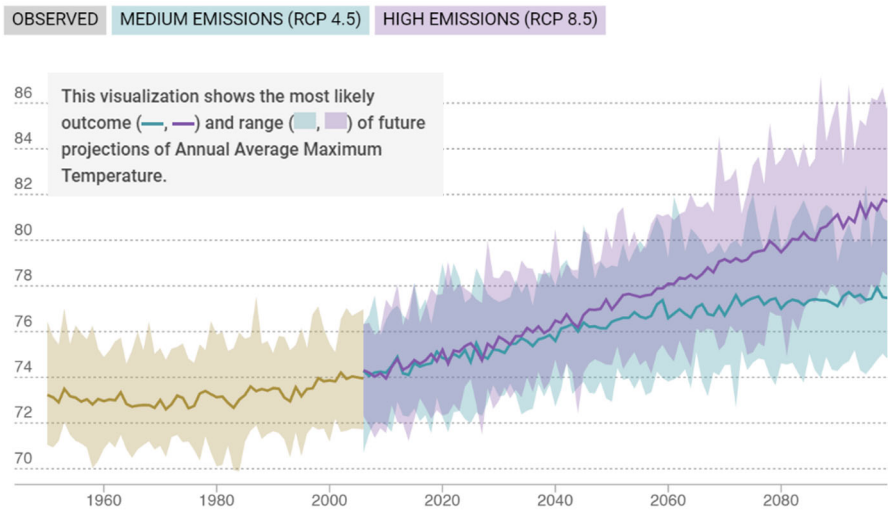
To understand future extreme heat conditions in Compton, this report uses Cal-Adapt, a web-based climate adaptation planning tool that provides access to up-to-date information and data produced by the State of California's scientific and research community. Cal-Adapt provides a way to explore peer-reviewed data that portrays how climate change might affect California at the State and local level.

An air-conditioned room at a cooling center as temperatures rise amid the COVID-19 pandemic.

Representative concentration pathways (RCP) portray possible future greenhouse gas and aerosol emissions scenarios. To address uncertainty in future concentrations of greenhouse gases and emissions of aerosols, data made available via Cal-Adapt incorporates two RCPs: RCP 4.5 and RCP 8.5. RCP 4.5 is described by the Intergovernmental Panel on Climate Change as a moderate scenario in which emissions peak around 2040 and then decline. RCP 8.5 is the highest baseline emissions scenario in which emissions continue to rise throughout the twenty-first century. Therefore, climate change projected under RCP 8.5 will typically be more severe than under RCP 4.5.

Figure 5-3 shows the projected frequency of annual average maximum temperatures between 1960s and 2080 for the City of Compton. The average temperature between 1961 and 1990 was 73.4°F. In Compton, annual average temperatures under the RCP 8.5 scenario are projected to increase +4.2°F by 2064 to +7.3°F by the end of this century (2099).

Figure 5-3: Annual Average Maximum Temperature (˚F)



Source: Cal-Adapt, California Energy Commission, State of California, 2021

Climate Change Considerations

- Across the region, average maximum temperatures are projected to increase around four to five degrees Fahrenheit based on conservative scenario, and five to eight degrees Fahrenheit based on more aggressive scenario.
- Compton's expanses of structures, asphalt and concrete, combined with a lack of tree canopies and shading facilities, contribute to increases in ground temperatures due to urban heat island heat effect.
- Significant increases in the frequency and severity of heat waves could disproportionately affect Compton's vulnerable populations,including low-income residents, seniors, and children, with many households lacking adequate access to air conditioning.
- The costs of operating air conditioning units to keep a household comfortable may not be affordable to many lower income households. Not being able to afford air conditioning puts low-income families at even greater risk.

Figure 5-4: Urban Heat Island Index

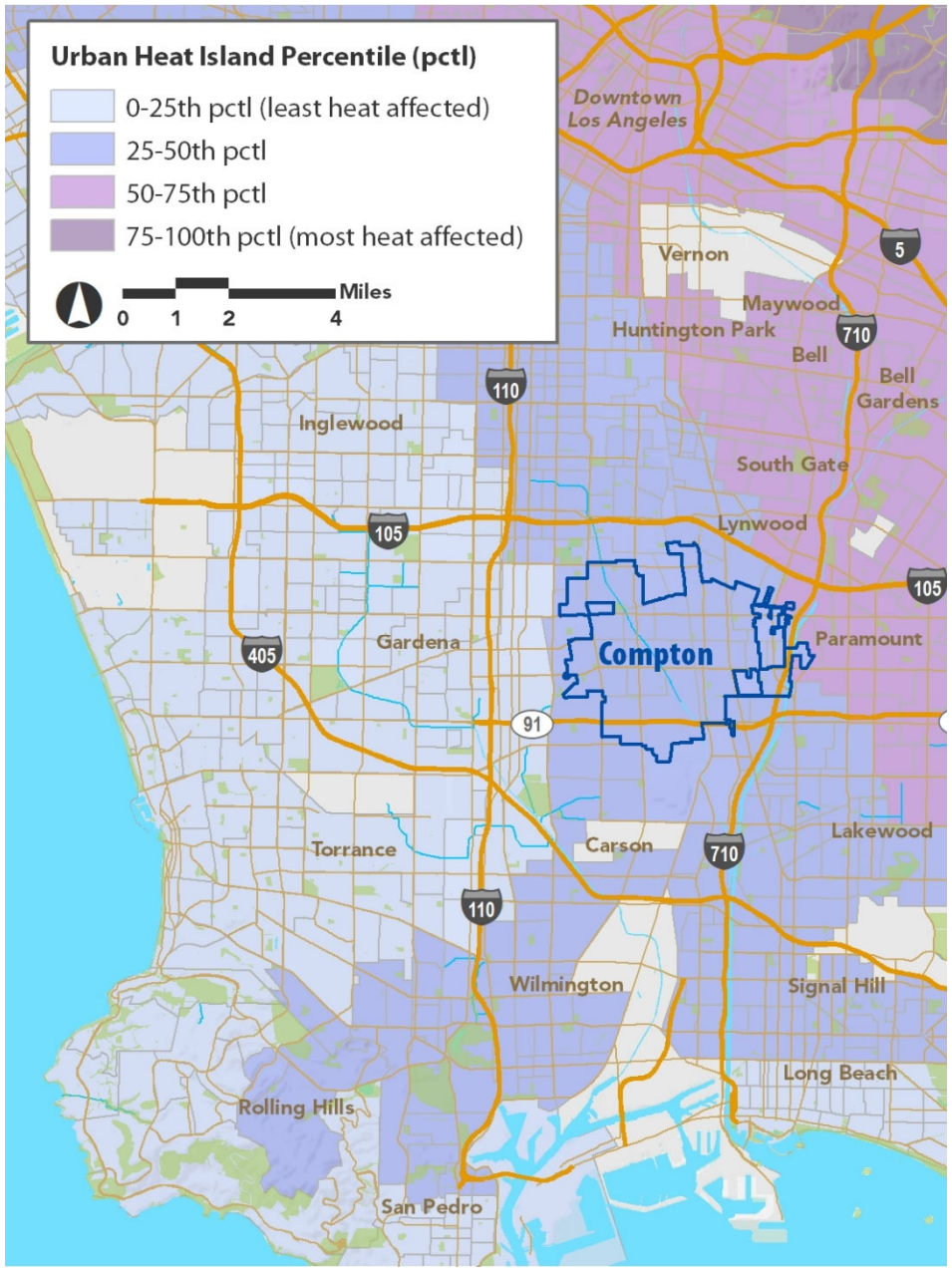
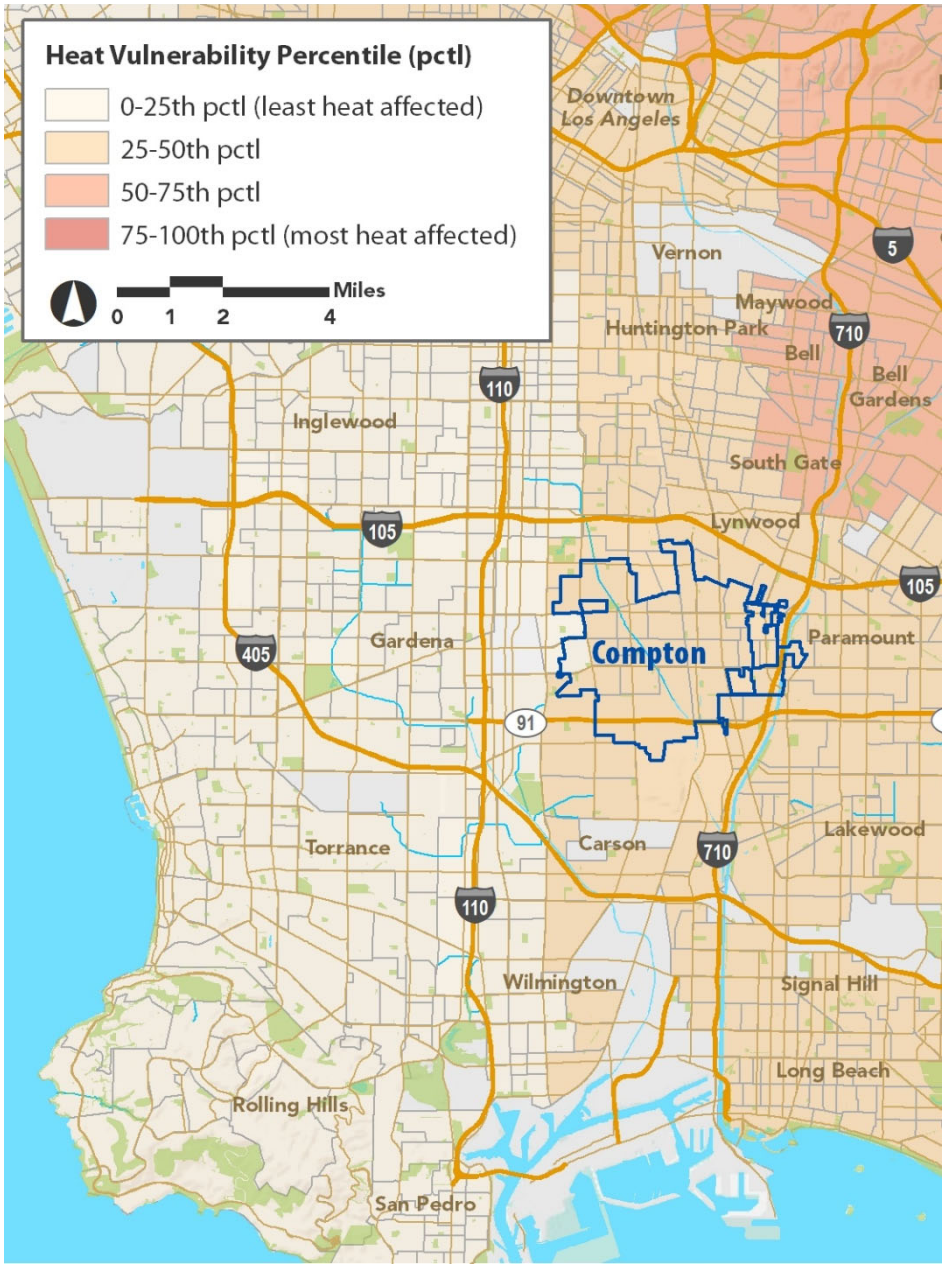


Figure 5-5: Heat Vulnerability Index



Source: California Healthy Places Index: Extreme Heat Addition, The Public Health Alliance of Southern California, 2022.

Urban Forest

The urban forest consists of trees and vegetation located in parks, streets, gardens, creeks, and within residential neighborhoods and commercial and industrial districts. Trees and the urban forest 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 support residents' physical and mental health. Trees are also essential to mitigate the effects of climate change, especially extreme heat events.

Compton's urban forest is very sporadic. While many matures trees thrive citywide, they appear inconsistently in many residential neighborhoods and along streets. Some parks have many mature trees while others do not. The inconsistency in mature trees creates a lower tree canopy and exacerbates the impacts from climate change and heat waves. These mature trees must struggle to endure exposure to pollutants, high temperatures, drought, and the limited space they have to grow roots; these conditions increase their susceptibility to insects and diseases.

While Compton has many large, matures trees, the overall urban forest is patchy and inconsistent in many neighborhoods.

Tree Canopy Coverage

Tree canopy coverage provides many benefits to urban areas. Canopy coverage 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.

Past research has drawn correlation between canopy coverage and income levels, concluding that the impact of air pollution and urban heat island falls disproportionately upon people of color and lower-income populations. This correlation holds true in Compton. This disparity in tree coverage has several contributing factors, including historic redlining, the fact that more affordable areas in many cities were urban city centers with fewer trees, and less public investment to maintain existing trees in lower-income areas.

In terms of tree canopy coverage, 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. Figure 5-6 identifies the percentage of tree canopy coverage, with higher tree canopy coverage around some parks and public facilities.

Urban Forest Considerations

- Most of Compton has a tree canopy coverage of 11 to 20 percent, with many residential neighborhoods lacking consistent street trees.
- Low tree canopy coverage has negative impacts on health and neighborhood investment, with many communities of color often having lower tree canopy coverage.

The Compton Library includes various large matures trees creating opportunities for shade.

- Limited trees can exacerbate the impacts of climate change, including heat waves and exposure to the sun's rays.
- Opportunities for urban greening and expanding tree canopy coverages and vegetating streets and corridors, such as Compton Creek.
- In 2011, with assistance from the California Department of Forestry and Fire Protection, the City of Compton planted 925 native and non-native ornamental trees along various streets in the City.

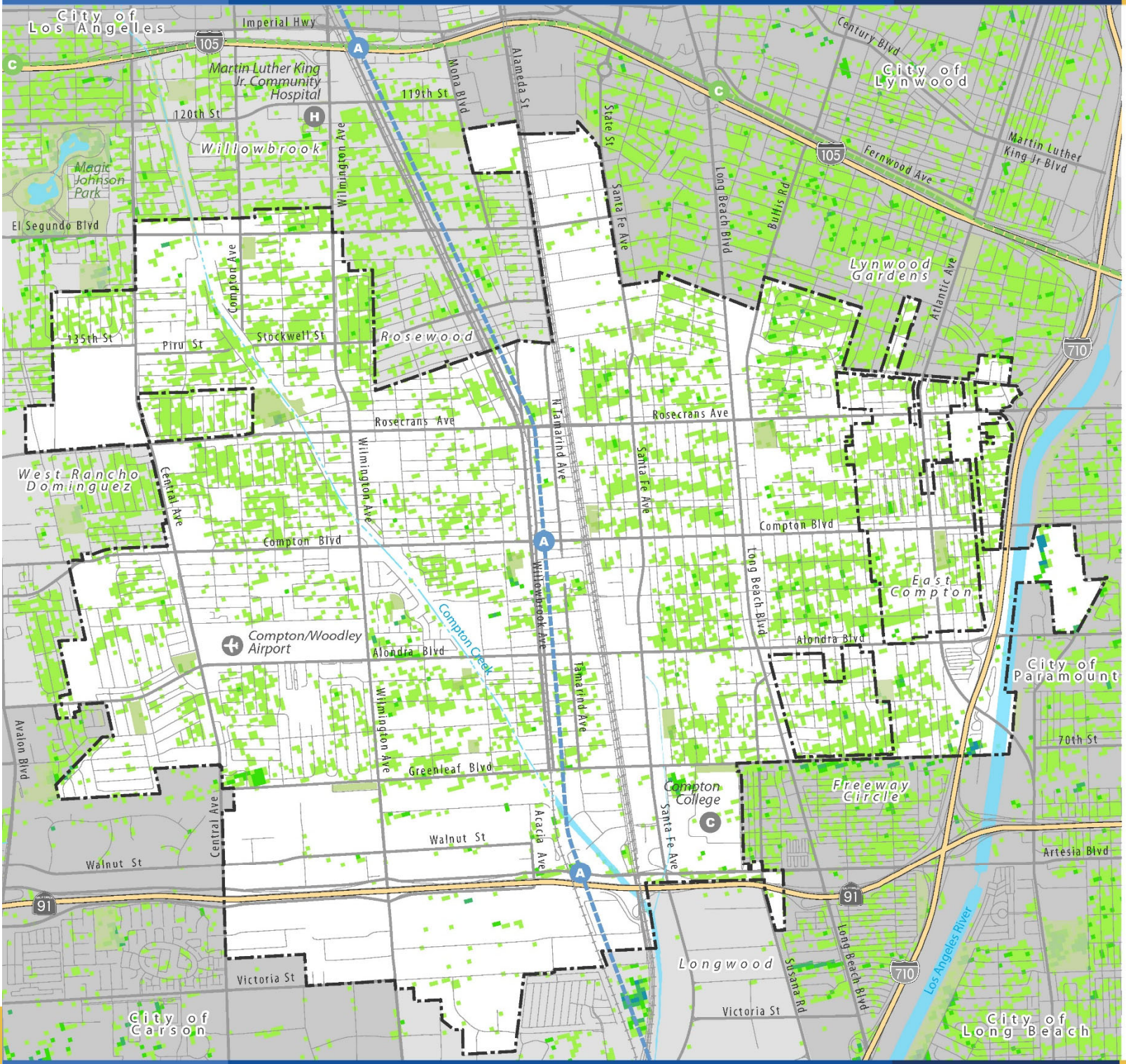


Figure 5-6:
TREE CANOPY

Tree Canopy Percentage

- No Canopy
- 0.1 - 10%
- 11 - 20%
- 21 - 30%
- 31 - 40%
- 41 - 50%
- Greater than 50%

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: United States National Land Cover Database, Tree Canopy Cover, U.S. Geological Survey, 2016.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Natural and Human-Caused Hazards

Compton is exposed to several natural hazards: flooding, earthquake-induced ground shaking and liquefaction, and pollution from hazardous materials. Assessing vulnerability to these hazards involves analyzing factors like population and property distribution, event frequency, susceptibility, infrastructure, and disaster preparedness. The City recognizes that comprehensive planning must address both hazard mitigation and public safety through community preparedness.

Flooding

Flooding is a significant concern because it can result in significant property damage. Plus, uninsured homeowners and business owners could face devastating losses. While the regional flood control facilities like the 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 extent impervious roads and rooftops, combined with limited green areas capable of absorbing storm runoff, is susceptible localized ponding.

Figure 5-7 illustrates flood zones as classified by the Federal Emergency Management Agency (FEMA). Compton is largely protected from major storm events, the so-called 100-year and 500-year floods. A 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 and even occur in rapid succession. If such a flood were to occur, it would displace residents in eastern and southern Compton, putting a strain city resources.

East Rosecrans Avenue and Gibson Street during a 1958 flood in Compton

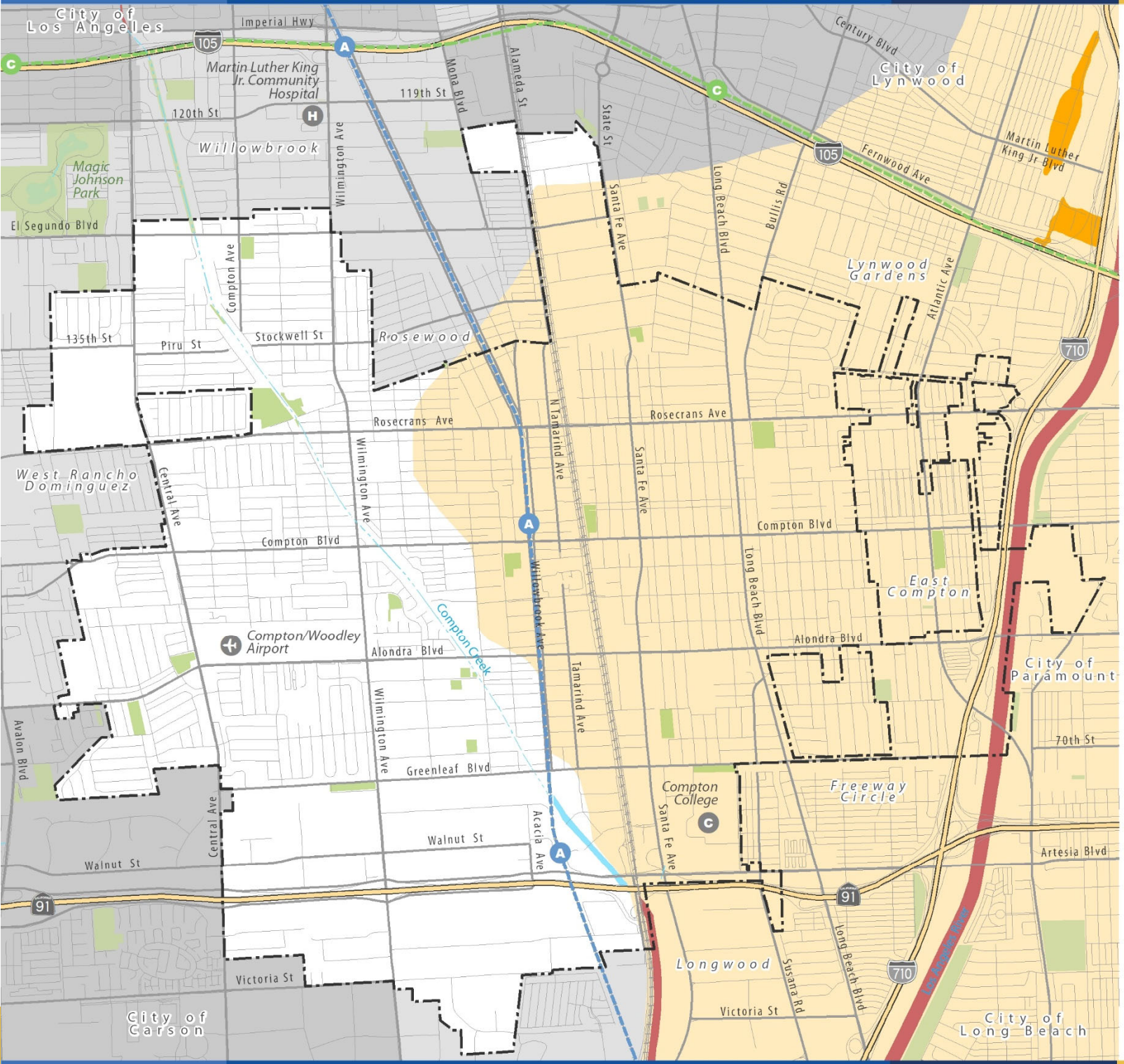


Figure 5-6
FEMA Flood Zones

Flood Zones

- Flood Zone A (100-Year Flood)
- Flood Zone AH (1% Annual Chance of Shallow Flooding)
- Moderate- to Low-Risk Area (500-Year Flood)

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: Federal Emergency Management Agency, Flood Insurance Rate Maps, 2020.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Seismic Hazards

California lies along Earth's Pacific tectonic plate, and the moving and grinding of the 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.

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.

Figure 5-8 depicts the fault and liquefaction zones in and around Compton. The western part of Compton lies along both the Newport-Inglewood fault zone and the Alquist-Priolo Fault Zone. The figure also outlines liquefaction zones that cover most of Compton, except for the western and southernmost sections of the city.

As observed in Figure 5-8, the majority of Compton falls within a liquefaction zone, and since most of the city is already developed, a large-scale earthquake could have a detrimental impact on nearly all existing residences and businesses. In 1933, a magnitude 6.4 earthquake struck the City of Long Beach along the Newport-Inglewood fault, resulting in 17 deaths in Compton and extensive property damage.

Side view of Compton City Hall shows collapsed walls from 1933 Long Beach Earthquake.

Natural Hazards Considerations

- Portions of low-lying areas near the Los Angeles River and Compton Creek can be exposed to a 100-year flood.
- Increasing pervious surfaces and green spaces throughout the City could mitigate smaller-scale flooding events.
- Retrofitting structures can provide protection during a large-scale earthquake.
- A robust hazard mitigation plan must be maintained to protect residents and Compton's built and natural environment.

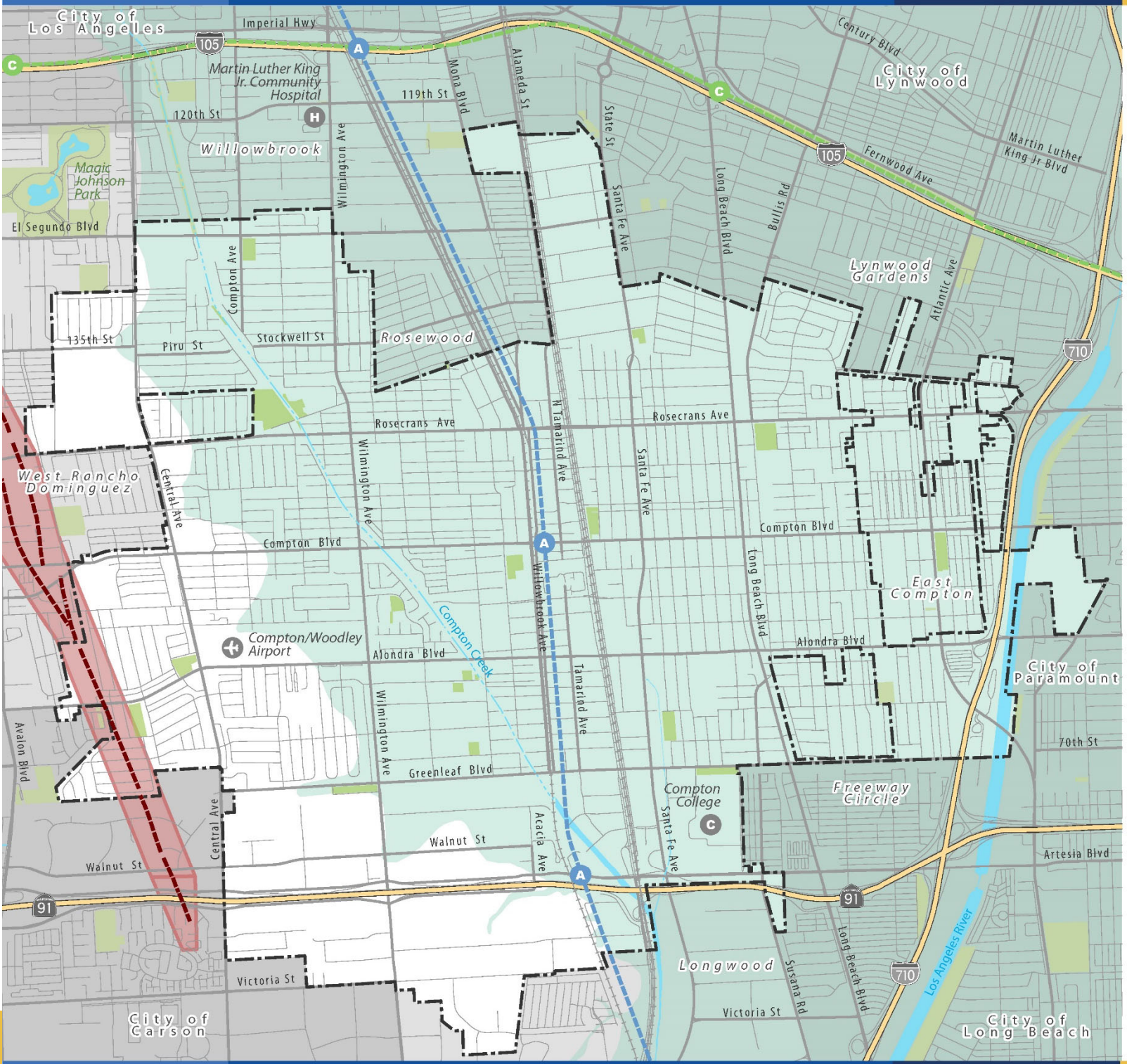


Figure 5-8:
SEISMIC HAZARDS

Seismic Hazards

- Newport-Inglewood fault zone
- Alquist-Priolo Fault Zone
- Liquefaction Zones

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: U.S. Geological Survey, Bureau of Mines and Mineral Resources, Quaternary fault database, 2016.

Map Date: July 2022

0 ¼ ½ ¾ 1 Mile