



Draft Compton General Plan 2030



January 2011

CITY OF COMPTON

GENERAL PLAN 2030



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Mural at Gonzales Park



Willow Walk Townhomes



Gateway Towne Center

INTRODUCTION DRAFT COMPTON GENERAL PLAN 2030

PURPOSE AND AUTHORITY

The Compton General Plan serves as the blueprint for planning and development in the City and indicates the community's vision for the future. According to the State of California's planning, zoning, and development laws, the General Plan will also serve as the City's constitution with respect to planning and development. State law requires that every city and county prepare and adopt a comprehensive general plan to serve as a guide for development with a fifteen to twenty-year horizon. Planning case law has placed the general plan atop the hierarchy of local government laws that regulate land use and development. It is the goal of the City of Compton to develop a General Plan that is comprehensive enough to provide a snapshot of the City's existing conditions and to project orderly future growth patterns.

The Compton General Plan consists of an integrated and internally consistent set of goals, policies, and plans that comprise the following elements:

- The *Land Use Element* designates the general distribution and intensity of land use and development contemplated within the land area included within Compton's corporate boundaries and its Planning Area.
- The *Housing Element* details plans and programs for the rehabilitation and maintenance of existing housing in the City and the development of new housing to accommodate future demand.
- The *Circulation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities, railroads, transportation terminals, and other transportation facilities.
- The *Conservation, Open Space, and Recreation Element* indicates the City's policies with respect to the conservation and preservation of important natural and man-made resources. This element complies with the state requirements for both a conservation element and an open space element.
- The *Public Safety Element* identifies the City's policy relative to the reduction and mitigation of natural and man-made hazards as a means to improve the safety of its citizens.
- The *Health Element* provides an overview and analysis of chronic diseases that are most prevalent in Compton. This Element is also an optional element.
- The *Air Quality Element* focuses on ways the local community may contribute to the betterment of air quality. This element is optional in that it is not one of the mandatory seven elements that is required under the State's Planning laws.
- The *Economic Development Element* is closely linked to the Land Use Element in that the Economic Development Element identifies opportunities for commercial and employment related land uses and development. This element is also an optional element.
- The *Urban Design Element* establishes City policy related to architectural design, streetscapes, scenic highways, and other visual amenities that enhance the community's livability. This element is also an optional element.

Authority for the Compton General Plan...

The Compton General Plan has been prepared pursuant to California Government Code Section 65300, et. seq., which requires the City to adopt a comprehensive, long-range general plan to guide the physical development of the community. According to the Government Code (Section 65302), The City of Compton General Plan must address seven major issue areas that include land use, circulation, housing, conservation, open space, noise, and safety. These issues are typically included in distinct sections or *elements* of a general plan.

OVERVIEW OF COMPTON

The City of Compton was established in 1888 when 30 families moved from Stockton led by Griffith Dickenson Compton. Today, over 100 years later, it is home to more than 100,000 residents and is known as the "Hub City" because of its unique location in the center of Los Angeles County, the most populated County in the nation.

The City is located approximately six miles north of downtown Long Beach and is bounded by the City of Paramount to the east, the City of Lynwood and an unincorporated County area (the Willowbrook community) to the north, unincorporated County areas to the west, and unincorporated County areas and the Cities of Carson and Long Beach to the south. One of the City's unique geographic characteristics is that its boundaries enclose three areas of unincorporated County.

The Long Beach Freeway (I-710) generally serves as the City's easterly boundary. The Artesia Freeway (SR-91) traverses the southerly portion of Compton while the Century Freeway (I-105) is located to the north of the City. The location of the City of Compton, in a regional context, is shown in Exhibit 1-1. A Citywide map is provided in Exhibit 1-2.

City of Compton's land use and development patterns are well established through the long-term implementation of the City's General Plan and zoning regulations. The total land area governed by the City of Compton consists of 10.2 square miles or approximately 6,514 acres. The General Plan covers a Planning Area of 11.1 square miles or 7,102 acres of which 588 acres are County unincorporated islands located within the City's boundary.

Land uses within Compton are varied. Residential uses are scattered throughout the City and includes a mix of single-family homes and multi-family developments (both apartments and condominiums). Commercial uses are concentrated along the major arterials and include retail and small office developments, neighborhood commercial centers, and a number of larger community shopping centers. Industrial uses are concentrated along Alameda Street (north of Rosecrans Avenue) and in the westernmost and southern portions of the City.

The predominant land use in the City is residential, accounting for approximately 40 percent of the City's total land area. The next largest land use in the City is industrial, which accounts for over seventeen (17) percent of

The *Noise Element* indicates the City's policies concerning the community's noise environment.

The Element identifies both the existing and future noise environment and establishes standards to regulate noise in the City. **Table 1-1 Comparison of Compton General Plan Element to Mandatory Elements**

City of Compton General Plan Element	Land Use	Housing	Circulation	Conservation	Open Space	Safety	Noise
Land Use	●	■	■	■	■	■	■
Housing	■	●					
Circulation			●				
Conservation, Open Space, & Recreation	■			●	●		
Public Safety	■					●	
Noise	■						●
Health	■		■	■	■	■	■
Air Quality	■		■			■	
Economic Development	■		■				
Urban Design	■	■	■				
<p>● Directly corresponds to one of the seven State mandated elements.</p> <p>■ Indirectly corresponds to one of the seven State mandated elements.</p>							

the City's total land area and a wealth of jobs. The third largest land use is commercial uses account for approximately five (5) percent of the City's land area.

Compton is strategically positioned on the Alameda Corridor, along which 25% of all U.S. waterborne international trade passes. The City is emerging as an industrial center in Los Angeles County for transit and distribution, business services, high technology, home and lifestyle products, and metals. Compton is also considered an "entrepreneurial hot spot" and the City was recently listed as one of the best places in the United States to start and grow a business.

Compton is growing; its 2009 population is just over 99,000, which exceeds an earlier 2015 population projection of 98,684. The community's population is predominantly Latino (57%) and African-American (40%) according to the most recent 2000 U.S. Census.

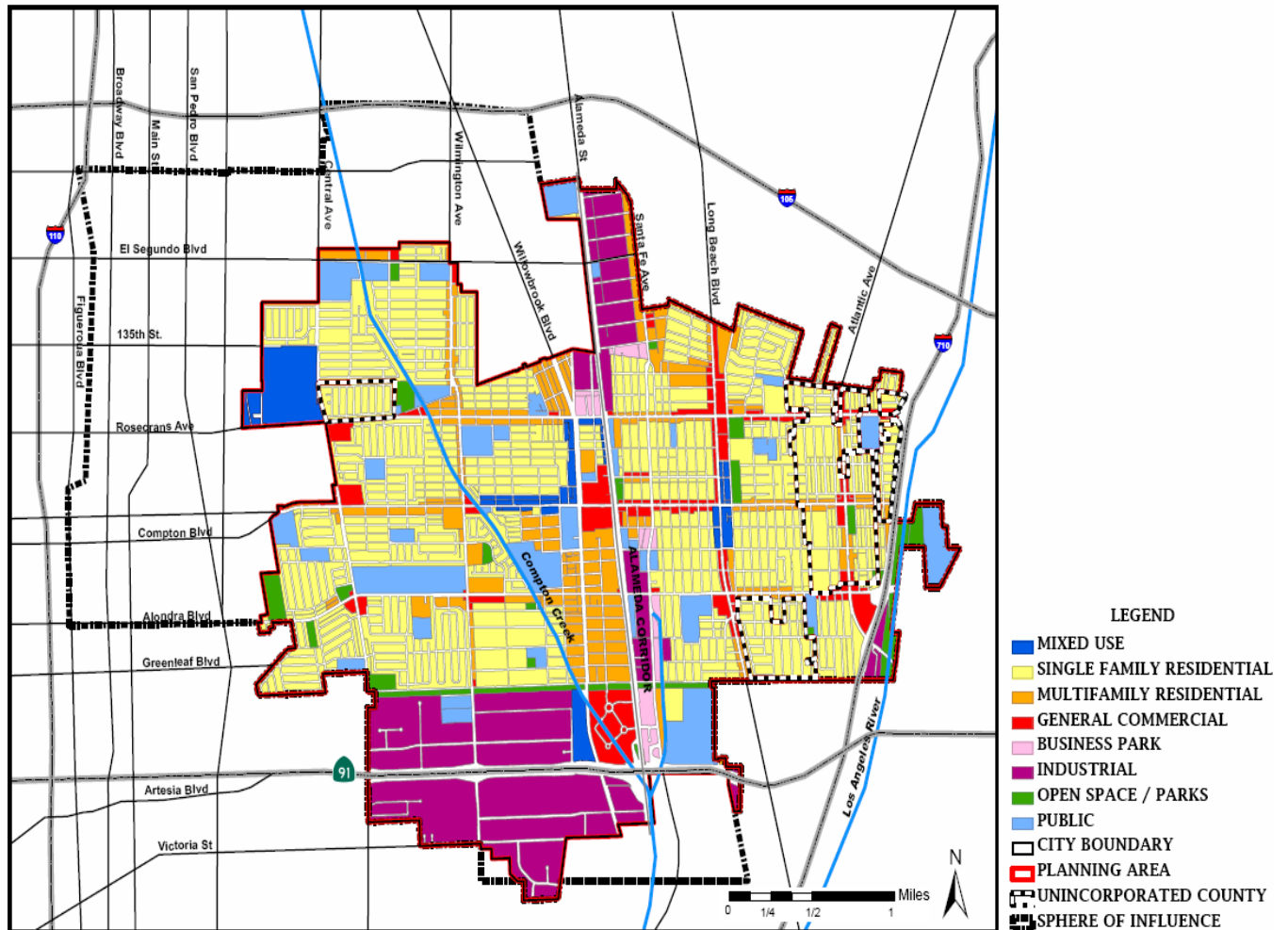


1920 Aerial Photo of Compton

EXHIBIT 1
REGIONAL LOCATION OF THE CITY OF COMPTON



GENERAL PLAN LAND USE MAP OF THE CITY OF COMPTON



Compton has a young population, with almost 50 percent of its residents under the age of 25 and a proportionally smaller senior population than that of the County of Los Angeles. Compton has been described as a family-oriented community because over 83% of its households are made up of families, a higher percentage than for Los Angeles County as a whole. Compton's family size is also larger than for Los Angeles County, 4.16 persons per household versus 2.98 persons per household for the County.

Compton's employment levels are forecast to grow by about nine (9) percent over the next 30 years. The majority of jobs will be in the manufacturing, sales and service sectors. The City has about 2,700 licensed businesses. Retail businesses and offices are concentrated along Compton Boulevard, Alameda Street, Long Beach Boulevard, and Rosecrans Avenue. The major industrial businesses are located near the Artesia Freeway (SR-91) and along Alameda Street.



Civic Center Plaza

Compton has the ideal setting to become a leading urban center within Los Angeles County. The City's location along the Alameda Corridor freight rail expressway with good freeway access to both air and sea ports, and a wealth of industrially zoned land are attractive to manufacturing and distribution businesses alike and have attracted such corporate giants as Ralphs-Food for Less Distribution Center, Nissan North America, and Daewoo Motors, America. Compton has also attracted important private investment in the form of new development in recent years, both in housing and retail, which have enhanced the City's image as a great place to raise a family.

Phase 1 of Gateway Towne Center, a 450,000 square foot regional shopping center, on Alameda Street off the Artesia Freeway has brought many new retail opportunities to households in Compton such as a 24-Hour Fitness, Home Depot, and TGI Friday's Restaurant. The North Downtown renaissance initiated by the City's redevelopment of the Martin Luther King Transit Center, Willow Walk Townhomes, and plans for new senior housing – along with the preparation of a Specific Plan – is already invigorating the community downtown. The next opportunity site, a rare 81-acre parcel in the north-west corner of the City will only add to the City's reputation with plans for pedestrian-friendly development. With so much development underway, the City is living up to its motto, "Birthing a New Compton".

PLANNING PROCESS

The City initiated a comprehensive visioning process as a means to identify the policy framework of the General Plan. Stakeholders were shown how the City of Compton has an opportunity to realize important goals for the region, including increased connectivity; economic development through the creation of new jobs; and creation of compact, mixed-use, walkable, transit-oriented developments with new residential development and commercial activity. The residents and stakeholders have voiced their vision for Compton and are ready to support its implementation.

The Mission of the City of Compton is to be a "viable, affluent, self-reliant, and safe community". The City's key

goals are to:

- Beautify the City and enhance its infrastructure
- Enhance and sustain a vibrant local economy
- Provide effective and efficient public safety services
- Stimulate public awareness and social empowerment for citizens of all ages, races, and cultures
- Establish and maintain organizational integrity and operational efficiency utilizing proven management principles

The planning effort culminated with the preparation of a visioning document that included broad goals and preferred land use development patterns expressed by the community that can be applied to guide the General Plan update. These guiding principles represented a "checklist" of community values that will be used to guide public decision-making in the coming years. Hundreds of community members contributed ideas and concerns that were used to create the guiding principles, which are the foundation of Compton's Vision. They represent the collective values and ideals of a diverse mix of people. The guiding principles are outlined on the following page in Table 1-2 as they relate to each of Compton's General Plan elements.

Table 1-2 Compton General Plan Guiding Principles	
General Plan Element	Description of Guiding Principles
Land Use	<ul style="list-style-type: none"> • Pursue development and revitalization that efficiently utilizes land by providing for a mix of uses and ample open space. • Facilitate a fair, predictable, and inclusive planning process. • Ensure open lines of communication between citizens and public agencies in planning and decision-making processes.
Housing	<ul style="list-style-type: none"> • Provide high quality, accessible housing which gives people choices. • Maintain Compton's affordability and continue to provide assistance for first-time home buyers. • Preserve and enhance Compton's unique urban agricultural district.
Circulation	<ul style="list-style-type: none"> • Encourage multiple transportation options by investing in roads, transit, sidewalks, and bikeways. • Promote the development of vibrant, walkable "Main Street" districts on Compton Boulevard, Rosecrans Avenue, Central Avenue and Alondra Boulevard. • Take advantage of transit stations by increasing public investment in housing, jobs, and entertainment. • Ensure that transit stations are easily and safely accessible from all directions. • Enhance the appearance of the existing transit line and station areas to ensure that they are assets to not only users but also surrounding residents.
Conservation, Open Space & Recreation	<ul style="list-style-type: none"> • Restore the Compton Creek watershed. • Create an interconnected network of trails and parks that provide access to Compton's natural features. • Ensure that all Compton residents have access to public amenities, quality schools, parks and open space. • Create more opportunities for extra-curricular activities geared toward youth. • Develop a cultural center that celebrates Compton's cultural and ethnic diversity and works toward inclusiveness for all community members.

Public Safety	<ul style="list-style-type: none"> • Create attractive neighborhood and commercial areas that are safe, pedestrian-friendly places to live and visit. • Ensure that community services and public safety officers are responsive to Compton citizens.
Noise	<ul style="list-style-type: none"> • Make use of the Alameda Corridor's transportation capacity while minimizing the impact of noise on nearby residents.
Health	<ul style="list-style-type: none"> • Enforce better land use regulations and combat environmental justice issues by reversing historic placement of pollutants and toxic substances in close proximity to neighborhoods. • Reduce incidence of health ailments that plague community through healthier food options and education. • Provide access to physical activities that promote better health.
Urban Design	<ul style="list-style-type: none"> • Invest in streetscape improvements that enhance Compton's street-level appearance. • Provide incentives for facade improvements along major corridors to enhance business opportunities and foster a sense of safety. • Establish urban design standards that guide high-quality design that is reflective of the character of the community.
Economic Development	<ul style="list-style-type: none"> • Capitalize on Compton's strategic location within the region to attract and retain businesses. • Create incentives for local entrepreneurs and provide resources to enhance business opportunities. • Revive and strengthen Compton's role in providing community college and university education. • Make Compton a leader in specialized fields, such as nursing education, information technology, and workforce training throughout the region. • Enhance community pride through a strategic marketing program that highlights economic and community development opportunities.

It is an honor to take part in Compton's future".

***Jacqueline O. Flemming – Compton Resident
District 1***



Poster Art Courtesy of xxxxxx Student of xx Elementary School Compton California



Willow Walk Townhomes



Compton Civic Center Station



Entrance to Industrial Park

LAND USE ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx Elementary School Compton California

INTRODUCTION TO THE ELEMENT

AUTHORITY OF THE ELEMENT

The Land Use Element serves as a guide for land use and development for the City of Compton. This Element addresses a wide range of issues regarding existing and future land use and development in the City and indicates the location and extent of development that will be permitted over the life of the General Plan. Finally, the Land Use Element indicates those areas where existing land uses and development will be maintained as well as those areas where new infill development or redevelopment will be promoted. The primary objectives of the Land Use Element are to manage future growth, to improve the City's physical appearance, and to minimize potential land use conflicts as new development occurs.

Quote from Community Member
Research center for computers so that
young people can do research for school
projects.

Mary Floyd : Compton Resident
District 1

The precise scope and content of the Land Use Element is governed by State of California Planning law that indicates the following:

- The Land Use Element must indicate the distribution, location, and extent of land uses for housing, business, industry, open space, recreation, and public facilities;
- The Land Use Element must indicate standards for population density and building intensity for each land use category covered by the plan; and,
- The Land Use Element must indicate appropriate land uses in those areas subject to development constraints, including flooding.¹

The policies and programs included in the Compton Land Use Element are consistent with the policies contained in the other General Plan elements. For example, the Housing Element establishes housing policy that is also considered in the Land Use Element. The Circulation Element provides for the maintenance of the local transportation network that is designed to support the land uses and development contemplated as part of the Land Use Element's implementation. The Safety Element indicates those hazards that will need to be considered in the planning for future development in the City.

This Land Use Element specifically focuses on Land Use and development of the City. The key components of this Element include the Land Use Plan and Land Use Policy Map that indicates the location and extent of permitted Land Use in the City. The Land Use Map indicates the proposed general distribution and location and extent of the uses of land for all categories of public and private uses of land in the City of Compton. In conformance with the Government Code, the various General Plan land use designations also include standards of population density and building intensity for the land area within the City's corporate boundaries.

ORGANIZATION OF THE ELEMENT

The Land Use Element consists of the following sections:

- *Section 2.1 Introduction to the Element* provides an overview of the Element's scope and content.
- *Section 2.2 Land Use Element Background Report* discusses a wide range of land use and development issues that must be considered in future planning and development in Compton.
- *Section 2.3 Land Use Plan* identifies the City policies related to land use goals along with those programs that will be effective in implementing these policies. It also describes the location and extent of future

¹ California, State of, Planning, Zoning, and Development Law. Section 65302(a) of the Government Code. As amended 2008.

development permitted in the City as well as standards for development. The Land Use Plan indicates those areas that may be targeted for redevelopment or Community Plan s.



ENTERING COMPTON

Purpose of the Land Use Element...

According to the State's planning laws, the purpose of the land use element is to designate "the proposed general distribution and general location and extent of uses of the land." The law goes on to state, "the obvious meaning of the term *proposed* is that the General Plan should indicate the intended uses of the land rather than the actual use, which may or may not be at odds with the adopted land use policies and goals.

LAND USE ELEMENT BACKGROUND REPORT

This section of the Compton Land Use Element provides an explanation of existing characteristics and conditions in the City as they pertain to land use and development. The background information included in this section provides the basis for the development of land use policies, programs, and plans.

LAND USE SURVEY AND OBSERVATIONS

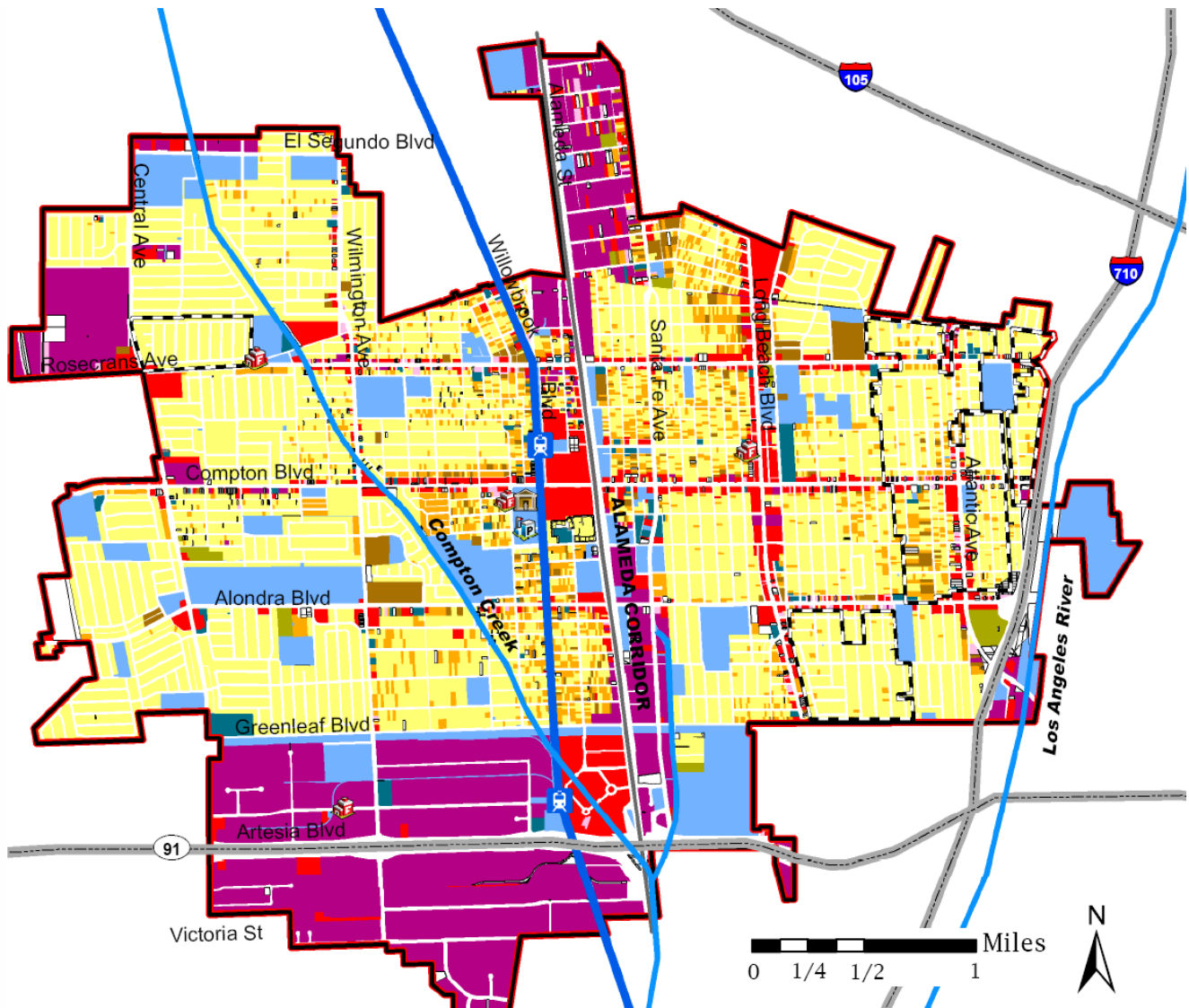
The City of Compton land use and development patterns are well established through the long-term implementation of the City's General Plan and Zoning ordinances. Commercial land uses generally extend along the major arterial roadways in the City with residential neighborhoods located in the interior areas behind the commercial frontages. Residential development is the predominant land use and is scattered throughout the City. Industrial development is generally concentrated along the Artesia Freeway (SR-91) corridor and along Alameda Street. The total land area governed by the City of Compton General Plan (referred to as the *Planning Area*) consists of approximately 7,102 acres (11.1 square miles) of which 588 acres are unincorporated areas of Los Angeles County. The total land area located within the City's corporate boundaries is 6,514 acres (10.2 square miles). The City's existing land use and development are arranged according to the categories listed below.

- ***Single Family Residential.*** Land uses and development included in this category are characterized by single-family homes. The majority of the parcels found within the City remain developed as single-family residential development.
- ***Low Density Multifamily Residential.*** This category of land use includes duplexes and smaller multifamily residences. Lower density multifamily residential land uses are generally found within the central portion of Compton where parcels that were previously developed in single-family have been developed at even greater densities.
- ***Medium Density Multifamily Residential.*** This land use category is characterized by higher density residential development that includes town-homes, condominiums, and apartments. These uses are generally found along key arterials and in the central portion of the City.
- ***Mixed Use.*** This category of land use represents a mixture of different land uses such as commercial, industrial and residential land uses within a well defined and visually specific area.
- ***General Commercial.*** This category of land use includes a broad set of commercial retail and service-oriented uses. This type of development includes smaller neighborhood centers, community shopping centers, and strip commercial developments found along the arterial roadways in the City.








- *Industrial.* Development included in this category consists of a range of industrial, manufacturing, and warehousing uses. The largest concentration of industrial land uses is located along the Artesia Freeway corridor. Other areas are located east of Alameda Street and north of Oaks Street and along the east side Alameda Street between Rosecrans Avenue on the north and Greenleaf Boulevard on the south.
- *Public.* This land use category applies to a variety of public facilities that include public schools, libraries, fire stations, City-owned facilities (the Civic Center, City Yard, etc.), and other governmental facilities.
- *Non-Government Institutional.* This land use category applies to a variety of non-public institutional facilities that include private schools and churches.
- *Open Space/Vacant Land.* Open space lands included in this category include public parks, utility easements, open space used for water recharge, and other preserved open space (freeway rights-of-ways, river channels, etc.).

The distribution of existing land uses and development within City is summarized in Table 1. A generalized land use map is provided in Exhibit 1.

EXHIBIT 1
EXISTING 2007 LAND USES IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007



LEGEND

 SINGLE FAMILY RESIDENTIAL	 CITY HALL
 LOW DENSITY MULTI FAMILY RESIDENTIAL	 FIRE STATION
 MEDIUM DENSITY MULTI FAMILY RESIDENTIAL	 POLICE STATION
 MIXED USE	 BLUE LINE STATION
 GENERAL COMMERCIAL	 CITY BOUNDARY
 INDUSTRIAL	 UNINCORPORATED COUNTY
 MOBILE HOMES	 PLANNING AREA
 PUBLIC	
 NON-GOVERNMENT INSTITUTIONAL	
 VACANT	

**Table 2-1
Distribution of Existing Land Uses and Development in Compton Planning Area**

Land Use Category	Description of Land Use Category	Land Area (in acres)		
		City	Non-City Planning Area	Total Area
Single Family Residential	Single-family residential uses.	2,242 acres	314 acres	2,556 acres
Low Density Multifamily Residential	Duplex units and smaller multifamily uses.	334 acres	36 acres	370 acres
Medium Density Multifamily Residential	Multifamily development.	157 acres	10 acres	167 acres
General Commercial	Commercial centers and strip commercial.	425 acres	22 acres	447 acres
Industrial	Office, commercial, and light industrial campuses. Manufacturing, industrial, and warehousing.	1,066 acres	0 acres	1,066 acres
Public/Non-Government Institutional	Schools, City facilities, and government facilities.	668 acres	20 acres	688 acres
Open Space/Vacant Land	Parks, easements, and vacant properties	276 acres	16 acres	292 acres
Total		5,168 acres	418 acres	5,586 acres

Note: Roads include 1,346 acres in the City, 170 acres in the Sphere of Influence and 1516 acres total.
Source: City of Compton, USC Center for Economic Development

RESIDENTIAL LAND USES

The California Department of Finance (DOF) estimated the City's population in January 2008 to be 99,242 persons. According to the same Department of Finance figures, there are 24,112 housing units located in the City.² Even though Compton has been fully developed since World War II, the City has experienced consistent population growth over the past five decades. In 1960, the City's population was 71,812 persons increasing to the current population of nearly 100,000 persons. This growth translates into an addition of 27,430 persons or 38.2% since 1960.³

This increase is due partly to the construction of new housing units. However, a significant component of the City's population growth is related to increased average household size. In 1960, the average household size was 3.4 persons per unit compared to the current 4.35 persons per unit. This increase in household size alone accounts for more than 19,000 persons.

Of the 24,112 housing units in the City, the majority were classified as single-family detached units, 16,086 units. 2,150 units were single-family attached, 2,325 units were in structures containing between two to four units, and 2,903 units were included in multifamily developments containing five or more units per structure. In addition, there were 648 mobile homes in the City.⁴

Much of the city's housing stock is over fifty years old. In the 1950s and 1960s, many single family neighborhoods in the center of the City were zoned for higher density residential development. Recent residential development in the City has focused on providing more opportunities for home ownership. A

² California, State of., Department of Finance. E-5 City County Population and Housing Estimates, 2008, Revised 2001-2007, with 2000 Benchmark. January 2008.

³ The City's demographic and housing characteristics are discussed further in the Housing Element.

⁴ California, State of., Department of Finance. E-5 City County Population and Housing Estimates, 2008, Revised 2001-2007, with 2000 Benchmark. January 2008.

significant number of new single-family attached and condominium developments have been approved. The majority of these developments have occurred on neglected properties that were previously occupied by non-residential uses.

A 2007 land use survey of the Compton Planning Area found residential land uses on approximately 3,093 acres or 55% of the developable land area. The Compton Planning Area is made up of the incorporated City of Compton and three unincorporated county areas within the City boundary. Within the City, 2,733 acres or 42% of the land was residential and 360 acres or 86% of the land was residential within the three unincorporated county areas. The location and extent of existing residential development is shown in Exhibit 2-2.



RESIDENTIAL NEIGHBORHOOD

COMMERCIAL LAND USES

Because of the City's size and age, the commercial base is varied. Until recently, virtually all of the commercial retail and service uses were located along the City's major arterial corridors such as Long Beach Boulevard, Compton Boulevard, Alondra Boulevard, Rosecrans Avenue, and Central Avenue. Commercial development in these areas is characterized by strip commercial development and smaller neighborhood commercial centers on relatively shallow lots. In most cases, the rear yards of the neighboring residential development abuts the commercial properties that line the arterial roadways.

The original Central Business District (CBD) extends along Compton Boulevard to the east of Willowbrook Avenue. This area has undergone economic uncertainty similar to that experienced in other local downtown areas in Southern California. Small lot sizes, parking, and ageing infrastructure have all contributed to the area's decline. As commercial retailers sought larger locations, older commercial developments including many downtowns built before 1960 were left behind. In recent years, a number of new commercial centers have been constructed in Compton and have attracted national chain retailers. This has widened the shopping opportunities for local residents.

General commercial uses, which include a broad set of commercial retail and service-oriented development, totaled approximately 447 acres or 8% of the land within the Compton Planning Area in the 2007 land use survey. Commercial land uses totaled 425 acres or 8% of the City and 22 acres or 5% of the unincorporated County areas. The location and extent of commercial development in the City are shown in Exhibit 3.]

GATEWAY TOWNE CENTER

INDUSTRIAL LAND USES

The industrial land uses in the City are quite varied, reflecting Compton's long history as an industrial, manufacturing, and warehousing force in Southern California. Older and generally more specialized manufacturing uses are located along Alameda Street to take advantage of the railroad. The railroad has since been placed below grade and is now exclusively used for goods movement from the facilities in the Ports of Los Angeles and Long Beach to the rail yards located south and southeast of downtown Los Angeles and is referred to as the Alameda Corridor.

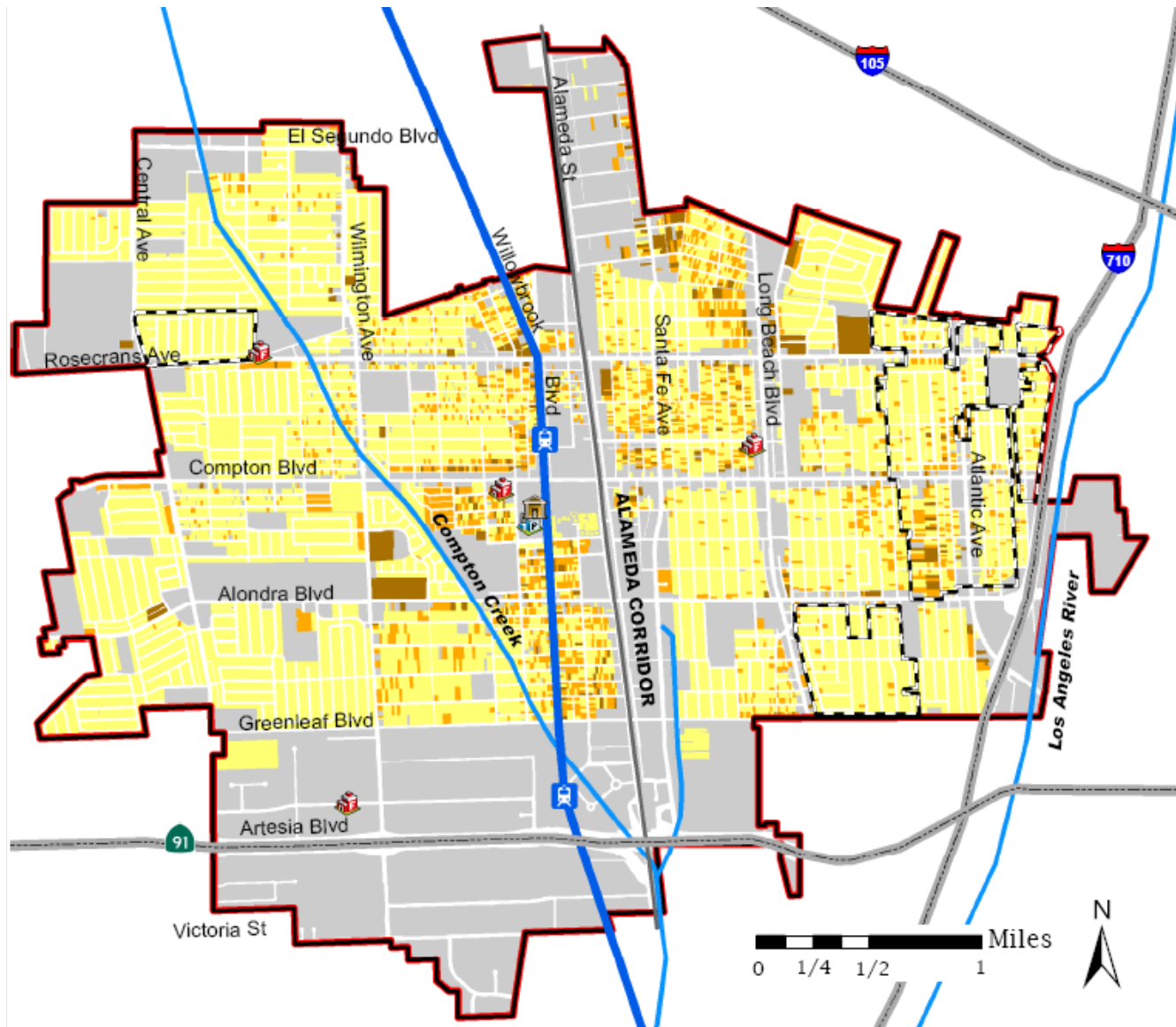
Many of the older industrial uses that were located along Alameda Street have transitioned into other uses as part of redevelopment activities. The majority of the remaining older industrial uses are found in the northernmost portion of the City along the east side of Alameda Street, north of Rosecrans Avenue. Many of these industrial properties are not suitable for the more modern manufacturing and industrial activities.



GREEN INDUSTRY IN COMPTON

EXHIBIT 2 EXISTING RESIDENTIAL DEVELOPMENT IN COMPTON

SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007












LEGEND					
	COMMERCIAL		CITY HALL		CITY BOUNDARY
	OTHER LAND USES		FIRE STATION		PLANNING AREA
			POLICE STATION		UNINCORPORATED COUNTY
			BLUE LINE STATION		

EXHIBIT 3 EXISTING COMMERCIAL DEVELOPMENT IN COMPTON

SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007

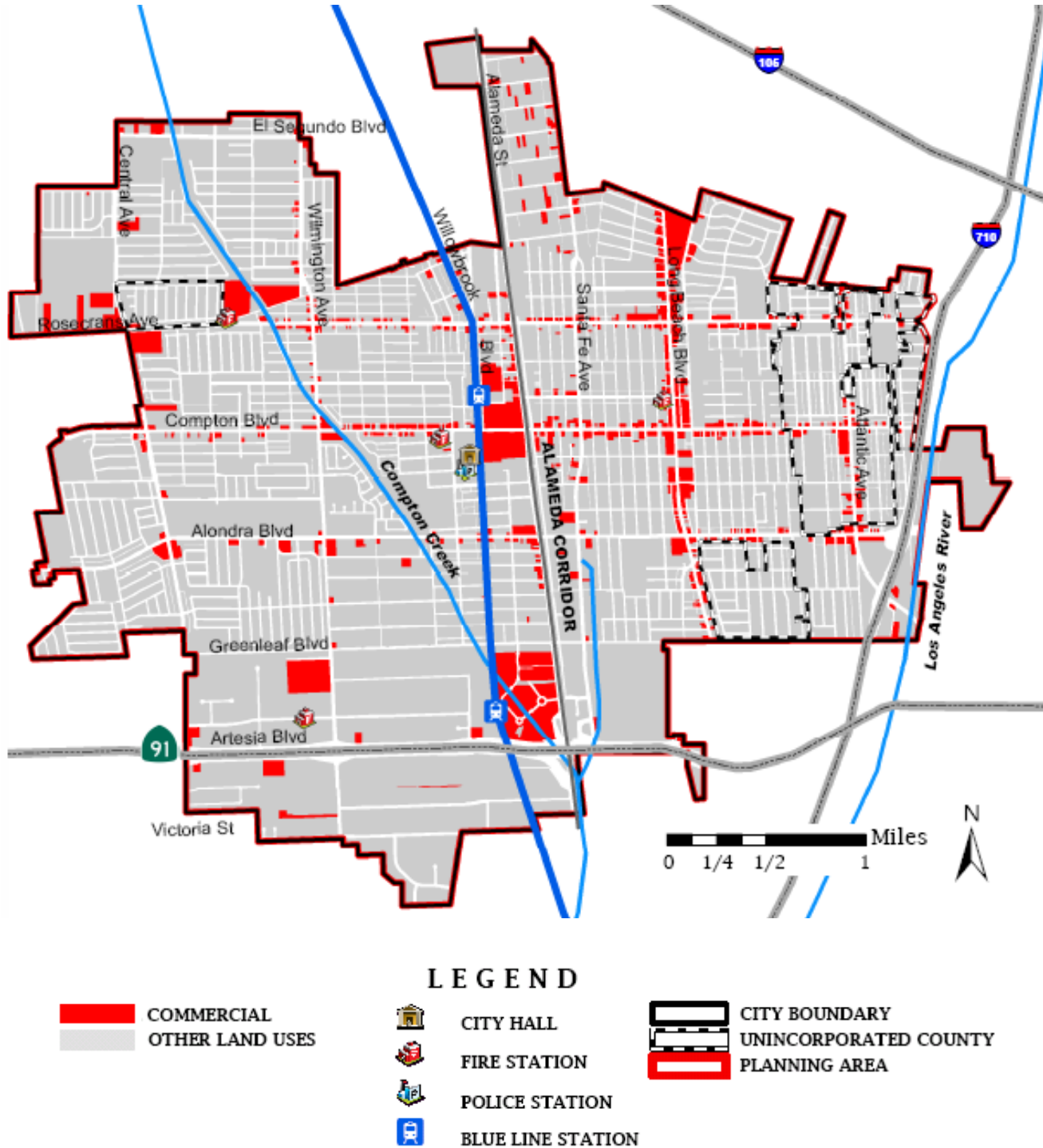
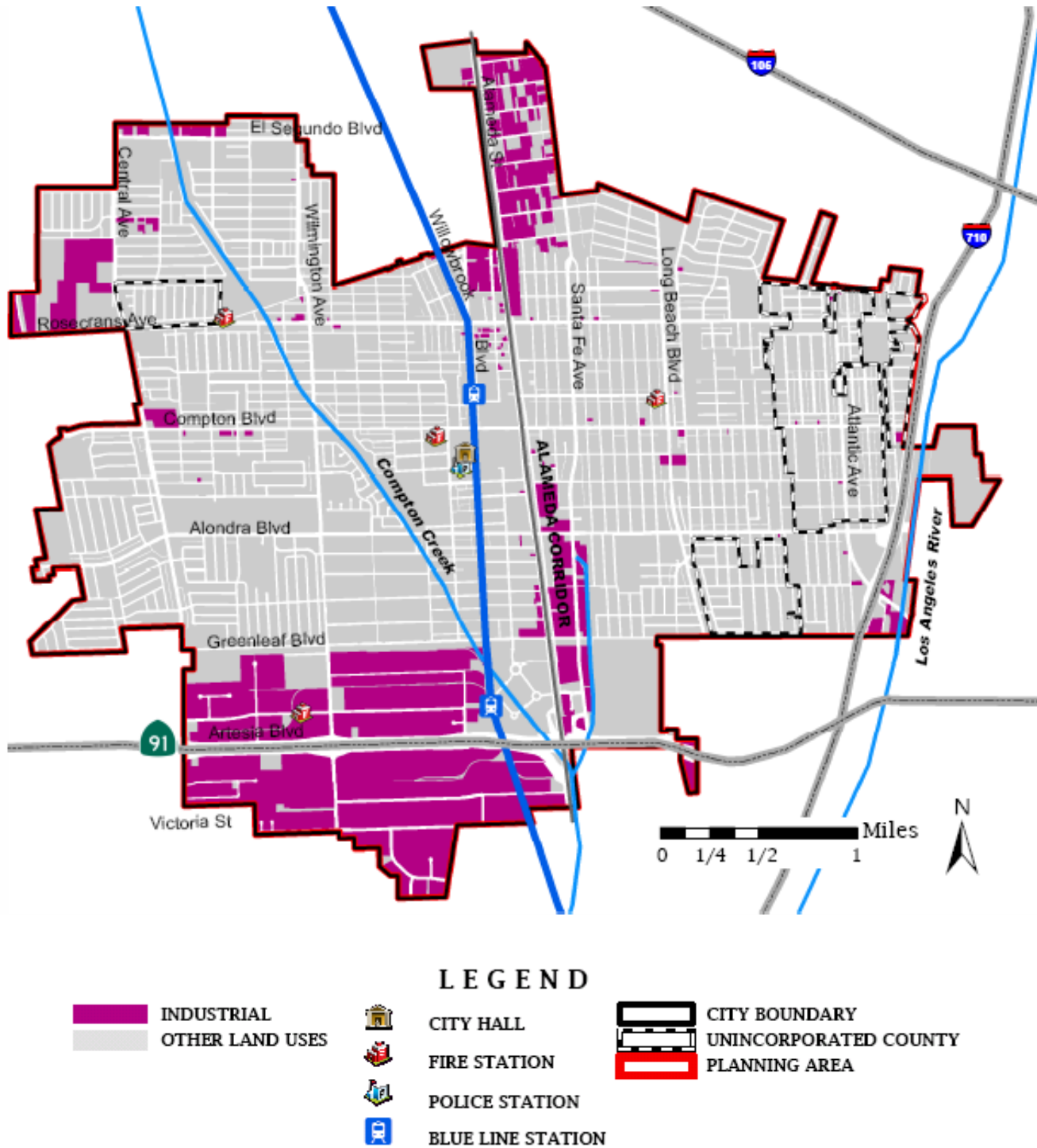


EXHIBIT 4 EXISTING INDUSTRIAL DEVELOPMENT IN COMPTON

SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007



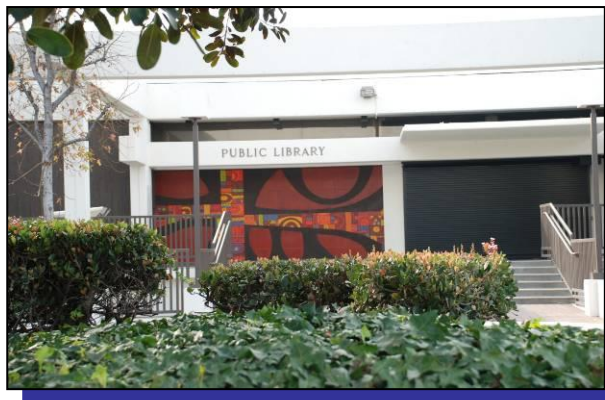
A second, and much larger area of the City where industrial land uses are found, is situated to the south of Greenleaf Street continuing southerly to the southern boundary of the Planning Area. This area is well served by the Artesia Freeway and rail access. Many newer business parks have been constructed in recent years, taking advantage of the area's proximity to the ports and the City's central location in the Southern California market area. Approximately 1,066 acres of land within the City and none in the unincorporated areas within the Planning Area were devoted to business park, industrial, and manufacturing uses in the 2007 land use survey, which accounts for 19% of the developable land area. The location and extent of existing industrial uses in the City are noted in Exhibit 2-4.

PUBLIC LAND USES

This land use category applies to a variety of public facilities that include public schools, libraries, fire stations, City-owned facilities (the Civic Center, City Yard, etc.), and other governmental facilities. Compton-Woodley Airport is also included in this land use category. Overall, public and quasi-public land uses account for approximately 668 acres of land within the City and an additional 20 acres within the unincorporated portions of the Compton Planning Area. Altogether, 12% of the developable land area within the Planning Area is public. The various types of uses considered in this land use category are further described below.

- *Schools and School Facilities.* The City is located within the service area of the Compton Unified School District (CUSD). The District's K-12 enrollment was 26,173 students in 2009. CUSD has a total of 24 elementary schools, 8 middle schools, 3 comprehensive high schools, and 5 alternative high schools. The locations of the existing schools that serve the City are shown in Exhibit 2-5.
- *Libraries.* The Compton Library is operated as a branch of the County of Los Angeles Library. The library is a 20,000 square foot facility located in the Compton Civic Center, (240 W Compton Boulevard). The Compton Library currently has over 104,000 books and magazines, and 13,000 audiovisual materials, including videos, DVD's, cassettes and CD's. Specialty collections include 16mm films on African American history and the Multicultural Collection highlighting African American, Latino and Samoan cultures. The Compton Library offers adult, children's and Spanish language materials, reference service, and a public multipurpose room.

Programs within the library include the Literacy Center and the Homework Center. The Literacy Center's special services include literacy tutoring, English as a Second Language (ESL) group instruction, and self-help instruction in audio-visual and computer-based training. The Homework Center has six computer workstations with Internet access, word processing capability, and various games for young children.



COMPTON PUBLIC LIBRARY

- *Fire and Emergency Medical Facilities.* The Compton Fire Department operates four stations within the City of Compton and provides fire protection services in the City of Compton.
 - Station #1: 201 South Acacia Avenue

- Station #2: 1323 East Palm Street,
- Station #3: 1133 West Rosecrans Avenue
- Station #4: 950 West Walnut Street

Resources from neighboring agencies, including those operated by the Los Angeles County Fire Department, are available if needed. The locations of the existing fire stations in the City are shown in Exhibit 5.

- *Public Safety Facilities.* The Los Angeles County Sheriff's Department, under contract with the City of Compton, provides law enforcement services in the City. The City is served by the Compton Station located at 301 South Willowbrook Avenue adjacent to City Hall. Emergency response times throughout the City averages approximately 2.5 minutes.
- *Sewage and Wastewater Treatment Utilities.* The County Sanitation Districts maintain and operate the sewer system in the City of Compton. The City is served by the Los Angeles County Sanitation

MIXED USE

The intent of the Mixed Use General Plan Land Use designation describing the City's intent to create mixed use projects reflecting the goals, policies and objectives of the General Plan. A mixed use project should contain a balanced mix of land uses that are complementary to each other and collocated in an integrated way so that they support the revenue generating component of the development. The increased diversity of land uses in a mixed use project will also allow property owners a broader array of potential land uses selecting potential tenants. The Mixed Use category can be implemented through the creation of a single Mixed Use zone or with several sub-mixed use zoning designations.

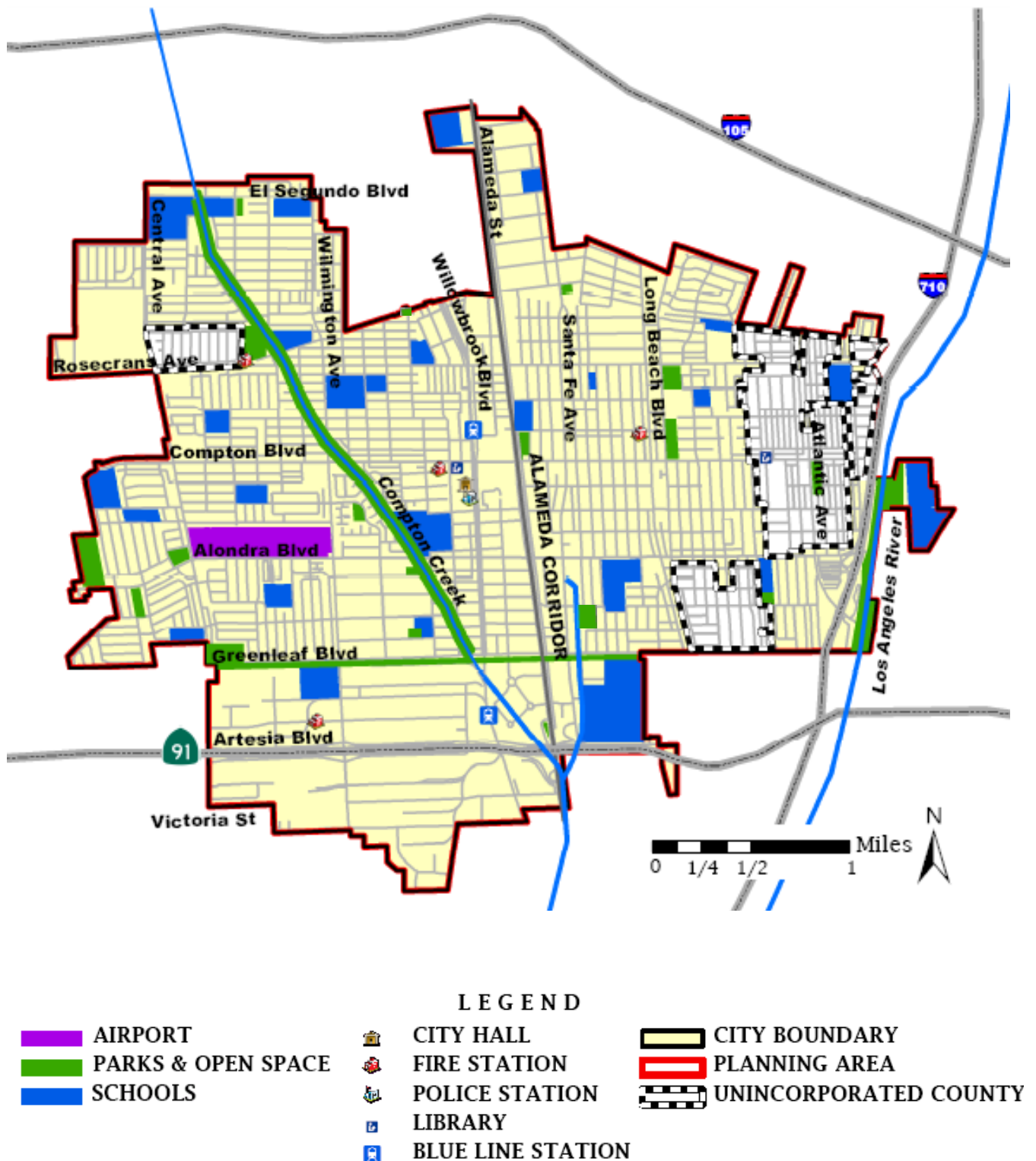
Mixed Use Development is typically characterized by the following:

- A good mixed use development is typically characterized by the compact location of social functions and basic amenities within a visually well defined area.
- A residential mixed use project will facilitate and promote an increased residential density and diversity of land uses where both origins and destinations are located within the same development either vertically or horizontally within different buildings.
- Mixed use developments typically have higher property values, but also higher development costs. One of the benefits of a high density mixed use development is that transportation options and housing options increase.
- Walkability is a hall mark of a good mixed use project and studies show that per-capita automobile traffic declines in areas with safe and attractive streets. Pedestrians need to feel safe to have an enjoyable walking experience.
- The first floor of a mixed use development is always commercial and there are typically no setbacks, and no front loaded garages. Parking is always in the rear.
- A mixed use development will typically have a high population density of 30 to 40 du per acre and an FAR of 2.2.
- Mixed use developments do not have to always have residential onsite. Mixed use projects can be exclusively commercial – industrial in certain locations where residential may not be appropriate.

- Mixed use developments do not always have to be vertically integrated. Mixed use developments can also propose single use buildings connected by a common court yard, architectural theme and unifying design elements.

EXHIBIT 5 LOCATION AND EXTENT OF EXISTING PUBLIC USES IN COMPTON

SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT



District No. 2. Sewer lines are maintained by the County Department of Public Works.

- *Water Distribution.* Compton is located over the Central Basin Pressure Area that contains several aquifers that, in turn, are confined by numerous aquicludes. Water supply in the City is derived from local groundwater wells operated and maintained by the Compton Municipal Water Department and imported water from the Metropolitan Water District (MWD).
- *Compton Airport.* There is a single general aviation airport located in the southwestern portion of the City. The Compton/Woodley Airport has several runways, the longest being a paved runway extending 3,670 feet. The designated *runway protection zone* is discussed further in the Safety Element.

OPEN SPACE

Land included in the category includes both undeveloped vacant parcels that will be developed at some time into the future and preserved open space land. This latter category includes public parks, utility easements, open space used for water recharge, and other preserved open space such as river channels. Open space and vacant land account for approximately 276 acres or 6% of the City and 16 acres or 5% of the unincorporated portions of the Planning Area.

The Compton Recreation Department oversees thirteen (13) parks totaling almost 60 acres. Recreational facilities also include the Compton Par Three Golf Course, equestrian and bike trails, and the Dollarhide Recreation Center. The City-owned public parks are noted in Exhibit 2-6. Park facilities are discussed in greater detail in the Open Space Element.

A major open space area in Compton includes a utility easement that extends through the City along the south side of Greenleaf Boulevard which will be developed into a recreational area. Other open space areas are found along the river channels of the Los Angeles River and Compton Creek. Both “rivers” have been modified so that they are now essentially concrete-lined flood control channels. However, there are major initiatives underway that would return these channels to a more natural state that would be used for multiple-use recreation. Major open space areas within the City are depicted in Exhibit 2-6.

EXISTING ZONING

The type, location, density and scale of development in the City are regulated through the City of Compton Zoning Ordinances. The Compton Zoning Ordinance is contained in Chapter XXX of the City of Compton Municipal Code. Brief descriptions of the various Zone districts are provided in the following paragraphs.

- *R-L Low-Density Residential.* The zone district provides for the development of single-family housing with ample yard space.
- *R-M Medium-Density Residential.* The RM zone provides a suitable environment for family life in areas where a mixture of dwelling unit types is permitted at medium density.
- *R-H High-Density Residential.* The RH zone district provides for a suitable residential environment through the predominant development of multi-family dwellings.
- *R-A Residential Agricultural.* The RA zone provides for the development of large one-family home sites in a limited agricultural environment.
- *C-L Limited Commercial.* This zone district establishes land use and development standards for neighborhood, community, and regional commercial retail and service activities.
- *C-M Commercial Manufacturing.* The CM zone provides for highway-related commercial enterprises, wholesaling, warehousing, and certain limited manufacturing operations.
- *M-L Limited Manufacturing.* This zone district applies to light industrial uses.

- *M-H Heavy Manufacturing.* The M-H zone provides for general industrial development while controlling those uses which might be obnoxious, offensive, or dangerous.

range of uses that are otherwise permitted under the base zone.

- *B Buffer.* The Buffer Zone provides physical separation between conflicting land uses.

In addition, the City of Compton Zoning Ordinance includes a number of “overlay zones” that expand the

- *P Automobile Parking.* This overlay zone provides for off-street parking for residential, commercial, industrial, public, and other uses in the City.
- *D Planned Development.* The D zone provides more flexibility in permitted land uses than is allowed by the base zone and greater environmental and architectural control over specific developments than would otherwise be imposed.

The following overlay zone will be added to the zoning ordinance when it is updated to conform to the General Plan.

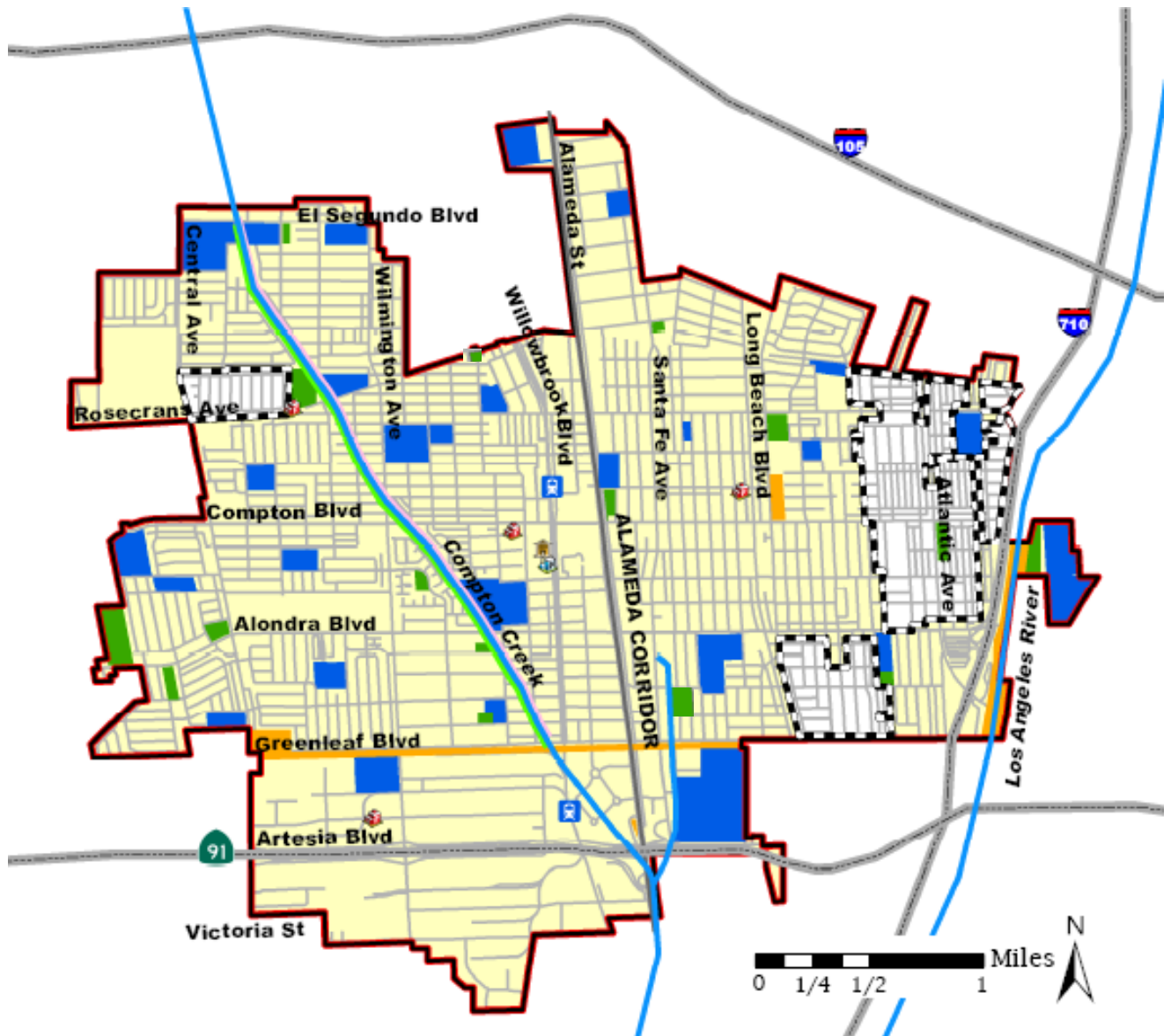
- *SPA Community Plan .* The SPA zone would provide flexibility in permitted land uses for an area that will be guided by a Community Plan .

OLYMPIC PARK OPEN SPACE



EXHIBIT 6 EXISTING OPEN SPACE USES IN COMPTON

SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT



LEGEND

OPEN SPACE	CITY HALL	CITY BOUNDARY
PARKS	FIRE STATION	PLANNING AREA
SCHOOLS	POLICE STATION	UNINCORPORATED COUNTY
EQUESTRIAN TRAIL	BLUE LINE STATION	
BIKE PATH		

Conformity between the General Plan and the Zoning Ordinance...

The State of California Planning, Zoning, and Development Laws (PZDL) require that there is conformity between the General Plan and Zoning Ordinance. This conformity requirement also extends to the General Plan Land Use Map and the Zoning Map. For example, if the General Plan designates an area for low density single-family residential development, this permitted land use must also be reflected in both the Zoning Map and the corresponding Zoning Ordinance text. This requirement is because the Zoning Ordinance represents the key mechanism that will be used in the implementation of General Plan land use policy. The City will continue to review the Zoning Ordinance and Zoning Map to ensure that the development standards are consistent with those identified in the Land Use Element. The City will also initiate appropriate changes to the Zoning Map to ensure conformity between the Land Use Element and zoning map.

REDEVELOPMENT PROJECT AREA

Redevelopment is a process authorized under California law that enables local government entities to revitalize deteriorated and blighted areas in their jurisdictions. The City established the Community Redevelopment Agency (CRA) in 1967. Redevelopment agencies develop a plan and provide the initial funding to launch revitalization of identified areas. The City adopted a redevelopment plan that includes the majority of the commercial corridors, the southern and northern industrial areas, and other key commercial areas of Compton. The location of the current Redevelopment Project area boundaries are shown in Exhibit 7.



SENIOR HOUSING REDEVELOPMENT PROJECT

LAND USE CONSTRAINTS - FLOODING

The terms “100-year flood zone” and “500-year flood zone” refer to the statistical probability of a flood condition occurring during a period of extreme rainfall or runoff once every 100 or 500 years. The eastern half of the City of Compton was previously located within the Los Angeles River 100-year floodplain.

The Los Angeles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River, the Rio Hondo just to the east of Compton and the lower portion of Compton Creek. The height of 21 miles of existing levees was raised and modifications were made to railroad, traffic, utility and pedestrian bridges. These improvements, completed in 2001, now provide protection for Compton residents in the eastern and southern part of the city. Since the completion of the preventative measures, Compton property owners in the floodplain are no longer required to purchase flood insurance.



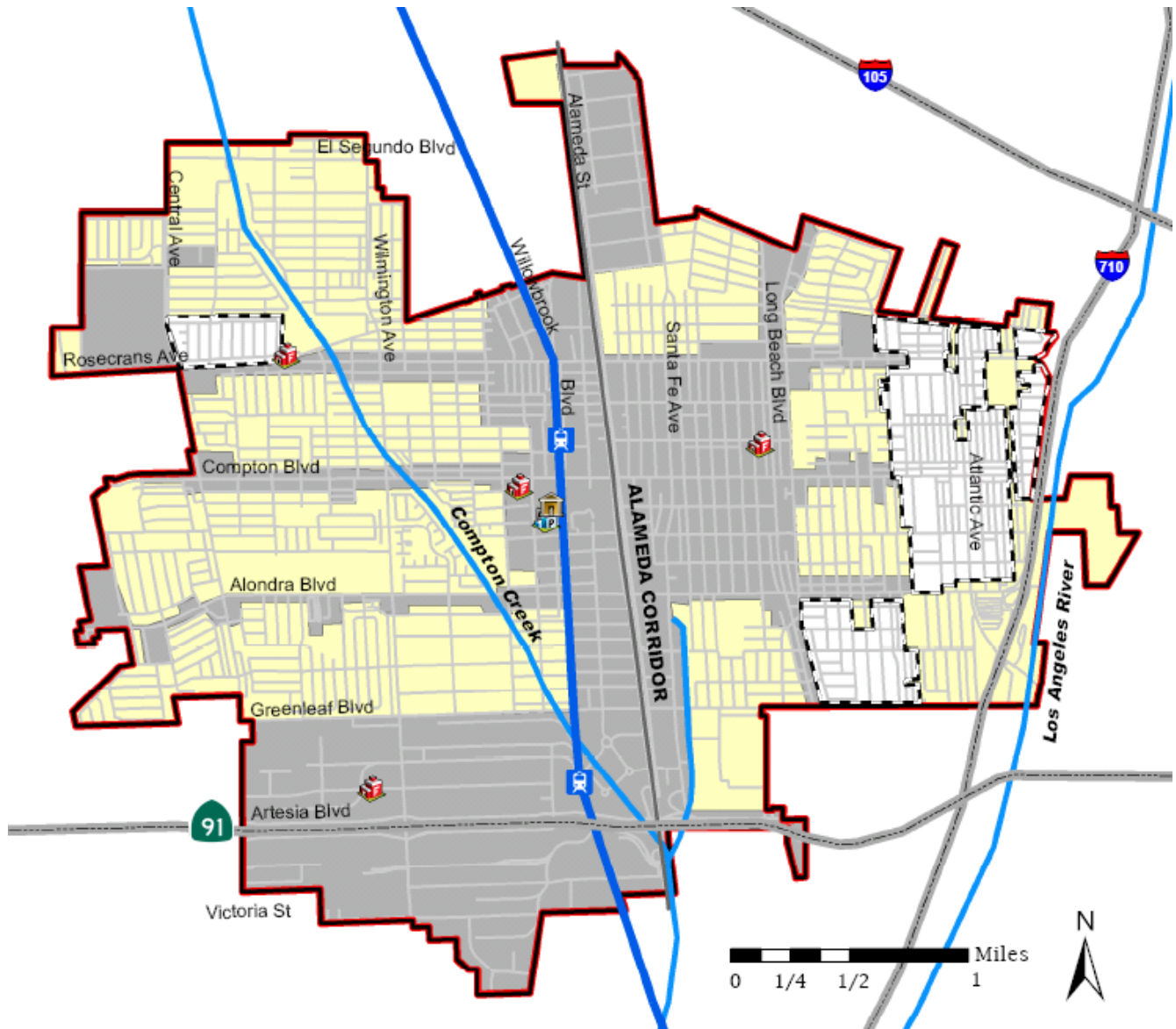
Flooding in Compton in 1928



COMPTON/WOODLEY AIRPORT

EXHIBIT 7 COMPTON REDEVELOPMENT PROJECT AREA

SOURCE: CITY OF COMPTON



LEGEND

REDEVELOPMENT PROJECT AREA	CITY HALL	CITY BOUNDARY
FIRE STATION	PLANNING AREA	UNINCORPORATED COUNTY
POLICE STATION		
BLUE LINE STATION		

The Whittier Narrows Dam is located approximately eleven (11) miles upstream from Compton. The Compton Natural Hazards Mitigation Plan indicates that, in the event of a dam failure, flood waters would reach Compton in approximately fifteen (15) hours with a depth of four feet. Dominguez High School and a golf course may experience flooding if the Whittier Narrows Dam experienced a dam failure.

The Hansen Dam is 30 miles upstream from Compton. According to the Mitigation Plan, if this dam failed, the water would reach Compton within twenty (20) hours with a one foot depth. The northern portions of Compton would be flooded initially and flood waters would continue to spread throughout the entire City.

The Sepulveda Dam is 29 miles upstream from the city. If this dam experienced a failure, the flooding would reach Compton within eleven (11) hours with a one foot depth. Areas of the City subject to potential dam inundation or flooding are shown in Exhibit 2-8.

LAND USE CONSTRAINTS - SEISMIC

The most significant geologic hazard that could affect the City is the moderate to severe seismic shaking of an earthquake. The City is located in the highly seismic Southern California region that is subject to the influence of a number of fault systems that are considered to be active or potentially active. These active and potentially active faults are capable of producing potentially damaging seismic shaking in the City.

The Newport – Inglewood Fault Zone is an active fault zone that lies within the City of Compton. The fault zone is 75 kilometers in length and a segment of this fault, the Compton Fault, traverses the southwest corner of the City. The larger Newport-Inglewood Fault Zone extends through other nearby cities, such as Inglewood, Gardena, Long Beach, and Culver City. The Compton Fault may result in substantial ground shaking and possible fault rupture with an estimated probable magnitude of between 6.0 and 7.4. The fault trace extends in a northwesterly to southeasterly direction between Central Avenue and Avalon Boulevard crossing Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, Walnut Street, and Artesia Boulevard. The location of the Compton Fault is shown in Exhibit 2-8.

The most recent earthquake from this fault was the Long Beach earthquake in 1933, which had a magnitude of 6.4. However, no surface rupture occurred in the City during that earthquake. Other active faults without surface expression (blind faults) are also capable of generating a damaging earthquake in the area. In addition, recent experience and current research indicates that blind faults (faults that apparently have not broken the surface and display little or no surface expression) underlie adjacent areas within both Los Angeles and Orange Counties. These blind thrust faults are known to be responsible for both the magnitude 5.9 Whittier Narrows earthquake (1987) and the magnitude 6.7 Northridge earthquake (1994). The majority of the City is also located in an area that has been identified as having a potential for liquefaction. Liquefaction typically causes the soils to lose a portion or all of their shear strength. This strength is typically regained sometime after the shaking stops. The areas of the City that may be subject to potential liquefaction are shown in Exhibit 8.

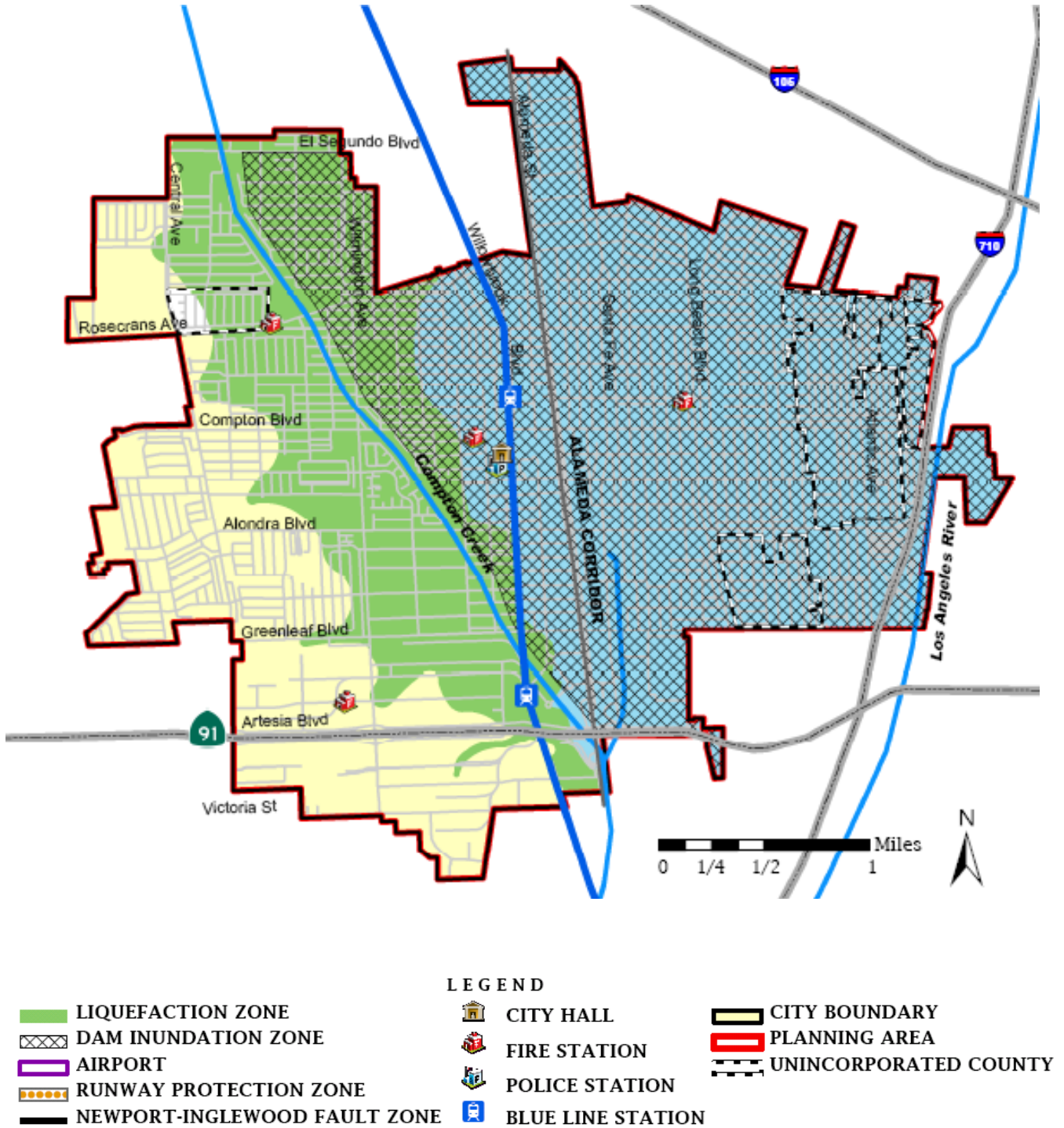
LAND USE CONSTRAINTS – AIRPORT OPERATIONS

The Compton/Woodley Airport, a general aviation airport facility operated by the County of Los Angeles, is located on the northeast corner of Alondra Boulevard and Central Avenue. The airport was established in 1924 and is the oldest, continuously operating airport in the Los Angeles basin and the only one without a traffic control tower. The airport covers 77 acres, of which 47 are used for the runway/taxiway system and 30 for the existing building area.

According to the August, 1991 Airport Master Plan, the limited availability of land will keep the maximum at 500 based aircraft. The airport has several runways, one is 60 feet wide and 2,800 feet long for landing and the longest being a paved runway extending 3,670 feet for takeoff. The largest aircraft the airport can support weighs 12,500 pounds. The designated accident potential zone extends for a short distance east of Wilmington Avenue (on the east) and Central Avenue, on the west.

EXHIBIT 8 OVERVIEW OF LAND USE CONSTRAINTS

SOURCE: CITY OF COMPTON



Guidelines Concerning the General Plan Map...

The General Plan Guidelines provide guidance in the level of detail that is required for a general plan land use map. The Guidelines state:

"As a general rule, the combination of the diagram or diagrams and the text should be detailed enough so that the users of the plan staff, elected and appointed officials, property owners, and citizens - can reach the general conclusion on the appropriate use of any parcel of land."

According to the California General Plan Guidelines, the land use map is a spatial representation of the city's land use policy. The map meets the state's requirement (Section 65302(a)), which calls for...

"...the designation of the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste and liquid waste disposal facilities, and other categories of public and private land use."

LAND USE MAP/DESIGNATIONS

The Land Use Map serves as the foundation for the Land Use Plan and indicates the location and extent of permitted development in the City. With the City of Compton completely urbanized, the Land Use Map's focus is on the conservation, maintenance, and rehabilitation of existing development in the City. However, the Land Use Map is also sensitive to the potential opportunities for new infill development and redevelopment.

The City of Compton is first and foremost, home to many thousands of persons and it is not surprising that the dominant land use in the City will continue to be residential development. This Element will largely maintain the integrity of the existing residential neighborhoods that predominate. As a result, existing residents may be assured that Compton will continue to be a place for families to live and work in this new century.

Many of the neighborhoods exhibit a range of housing types at varying densities. The City is home to many lower income households that have limited resources for home improvements that have become increasingly more expensive in recent years. Many other households reside in units that are substandard. The challenge in coming years will be to promote code enforcement to improve the conditions of the housing units while, at the same time, ensuring that these code requirements do not become overly burdensome. The diversity of housing styles and densities will ensure that a diversity of housing will continue to be provided.

Housing costs during the past decade have experienced dramatic increases that make home ownership beyond the reach of many households. The higher housing costs have also affected the rental market. These higher housing costs are the result of many factors though the City may best address this challenge by ensuring that there is an abundance of land that is designated for residential development. By increasing the potential supply for new housing opportunities, the demand for new housing may be accommodated. The new housing opportunities are provided through the Smart Growth Multiple-family Overlay zones located in strategic areas of the City.

In recent years, the City has been proactive in attracting new housing development in the City. Unlike the majority of the cities in the Southern California region, Compton has experienced a resurgence in new housing that includes town-homes, condominiums, and single family homes. The Land Use Element promotes the continuation of new residential infill on those underutilized and underperforming parcels.

The City of Compton is not immune to the recent economic troubles that have affected the nation. In recent years, mortgage lending practices had a dramatic and negative effect on those lower income households that, for the first time, were able to realize the dream of home ownerships. Many of these households have lost their homes through foreclosure. The challenge for the City is to minimize the negative effects of these foreclosures

on the neighborhoods in which they are located. The Land Use Element represents a continued commitment of the City in the maintenance of the existing residential neighborhoods.

The City is home to nearly 100,000 residents. In most States, the City would represent a major metropolitan area. However, the city is underserved by commercial service and retail uses that would typically be found in a City of similar size. For this reason, the Land Use Plan promotes the maintenance and/or development of key commercial centers so that residents may shop and conduct business in the City. The new regional shopping center is a first step in placing the community in the spot-light of national retailers. The Land Use Element promotes the continued expansion of the City's commercial base.

The Los Angeles County economy is larger than most nations of the world, including that of many industrialized nations. Compton is located in the geographic center of this economic powerhouse and is strategically placed to be a leader. To capitalize on the City's location, the General Plan maintains and promotes the ongoing redevelopment and revitalization of the Artesia Freeway corridor as well as targeting new areas for new planned development.

Few cities have the transit advantages that Compton is able to draw upon. The Artesia Freeway corridor provides easy and direct access to the businesses located along its 2.5 mile length through the City. The City is also well served by public transit including two stations along the Blue Line. The Land Use Element promotes transit-oriented development to capture the advantages of the City's location along the Blue Line transit corridor.

Through the implementation of the Land Use Plan, the City of Compton seeks to accomplish the following:

- Establish and maintain an orderly pattern of development in the City
- Establish a land use classification system as a means to implement the City's overall land use policy
- Identify permitted land uses throughout Compton – their general location and distribution
- Establish standards for population density and development intensity for both existing and future development

The Land Use Map indicates the location and extent of development through designation of land use types throughout the City and Planning Area of Compton. This Land Use Element contains two residential land use categories and a single category each for commercial, mixed use, business park, industrial, public, and open space/parkland uses. These land use designations are described in greater detail in the remainder of this section. The City of Compton Land Use Plan is shown in Exhibit 2-9.

Single Family Residential (1 to 12 units/net acre)

The Single Family Residential category permits low scale residential development at densities of up to twelve units per acre. Based on an average household size of 4.4 persons per dwelling, the maximum population density is 53 persons per acre. Development included within this land use category consists of single-family houses that may include both detached and attached units. Other permitted uses include schools, churches, day care homes, public utilities and facilities, and similar uses generally considered compatible with and serving the needs of residential neighborhoods. Existing single-family housing development in Compton consists of conventional subdivisions as well as large lot developments (10,000 square feet and larger lot sizes), in the Richland Farms community. Thus, two zone district categories may be used to implement the Low Density Residential designation – one which allows up to four units per acre and a second for densities up to twelve units per acre.

Standards for Land Use Designations...

State planning law requires that land uses identified on a land use map or diagram indicate standards for *development intensity* and *population density*. The purpose of the requirement is to aid in the understanding of the type and extent of development contemplated for each land use designation depicted on the land use map.

- *Development intensity* may be described in different ways. In the Compton General Plan, the residential development intensities are defined as the number of units per acre. For non-residential development, intensity standards rely on a floor area ratio, or FAR, which is simply the ratio of a building's floor area to the lot area on which the building is located.
- *Population density* is typically applied to residential land use designations to enable decision-makers to understand the potential population associated with the land use plan's implementation. Population density is typically derived by multiplying the number of housing units permitted under a particular land use designation by the average household size of the community.

Multifamily Residential (12.1 to 34 units/net acre)

Multifamily Residential development includes apartment complexes, townhomes, condominium projects, as well as any of the uses permitted in the lower density residential categories. This land use designation permits development at densities of up to 34 units per acre. Based on an average household size of 4.4 persons per dwelling, the maximum population density is 150 persons per acre. Only those development projects that incorporate superior design characteristics or provide amenities for residents, such as onsite recreation, open space above the minimum requirements, or covered parking will be allowed to build at densities over 20 dwelling units per acre. Developments involving housing for senior citizens or other City-identified special needs groups may achieve higher densities. Two zones will be created to implement this multi-family designation based on the number of dwelling units per acre. Density bonuses above 34 units per acre maximum are permitted if a housing development meets the requirements set forth in Section 65915 of the State Government Code.

General Commercial (Maximum Floor Area Ratio of 1.0)

The General Commercial category allows for a wide range of retail and service commercial uses designed to meet communitywide and sub-regional shopping and service needs. Typical permitted uses include retail businesses, personal service establishments, food and beverage sales, hotels and motels, automotive sales and repair businesses, as well as low intensity professional offices and financial institutions.

The City's zoning regulations more specifically identify uses permitted in commercial areas. In recognition that not all General Commercial uses may be compatible with adjacent residential developments, the zoning regulations will provide for retail/service commercial districts for neighborhood-oriented uses and for larger scale commercial developments. The developments should be pedestrian oriented and limited to sites of less than one acre in size. The neighborhood commercial district will prohibit uses with operating characteristics which are considered incompatible with residential living, such as fast-food restaurants and auto service facilities which generate high traffic volumes and noise levels.

Mixed Use (Maximum Floor Area Ratio of 1.0 and 34 units per acre)

The Mixed Use land use category is established to allow for a wide variety of commercial uses, including retail and service businesses, professional offices, and restaurants, in conjunction with residential development. Residential development located in a mixed use development within this designation shall be included in the permissible amount of development under these FARs. For projects consisting of low and very low income affordable units, the 34 units per acre maximum may be exceeded to accommodate additional units for those affordable categories in accordance with the provisions of the density bonus ordinance. For projects consisting of moderate income housing, the 34 units per acre maximum may be exceeded in areas with acceptable traffic levels of service and in accordance with the provisions of the density bonus ordinance.

All existing uses within the Mixed Use area at the time of this plan's adoption are considered consistent with the General Plan.

Business Park (Maximum Floor Area Ratio of 1.5)

This designation allows a mix of commercial, office, and light industrial uses which, by the high quality of their development and the nature of their operations, demonstrate compatibility with adjacent commercial and residential uses. In addition, smaller commercial establishments that serve on-site employees such as business services and local-serving retail uses are allowed. Adherence to landscaping, buffering and design standards provides the means for achieving a high level of amenity for employees and neighboring uses.

Industrial (Maximum Floor Area Ratio of 1.0)

The Industrial land use designation is established to accommodate a wide range of industrial activities, from light manufacturing and warehousing to more intensive uses such as materials processing and large scale product fabrication. Service and retail uses incidental to and supportive of the primary industrial activities are also permitted. The specific types of uses permitted are governed by zoning regulations. Two zone districts will be maintained to differentiate between light industrial and heavy industrial uses. The types of activities permitted will depend upon environmental constraints and adjacent land uses.

Public (Maximum Floor Area Ratio of 1.0)

The designation applies to lands and facilities that are owned and/or operated by government agencies and quasi-government entities such as school districts and public utility companies excepting open space and parks. Permitted uses in this category include County facilities, City Hall, public schools, fire stations, flood control facilities, Compton Airport, and the like.

Open Space/Parks

All public parks and City-owned recreational facilities, as well as permanent open space features such as Compton Creek, the Los Angeles River and cemeteries are designated Parks/Open Space. The only structures permitted include community facility buildings within parks, appurtenant maintenance facilities, and buildings housing uses typically associated with cemeteries.

Table 2 summarizes these land use designations.

Revitalization Target Areas

The City has identified target areas where specific land use initiatives will be implemented over the life of this General Plan. Most of these target areas are within the Redevelopment Project Area as shown in Exhibit 10.

Willowbrook Blue Line Station: North Downtown Community Plan. The North Downtown Community Plan is under development for this target area north of Compton Boulevard adjacent to the Compton Blue Line Station. The Community Plan seeks to create specialized districts within the planning area that will concentrate common and complementary land uses throughout the Community Plan area while providing a balanced mix of uses. The North Downtown vision creates a uniquely identifiable neighborhood that is an economically vibrant, pedestrian-oriented, and multi-cultural destination.

- *Compton Boulevard between Alameda Street and Santa Fe Avenue: Potential Office District*. This area was geographically the original downtown business district of Compton. The City proposes to redevelop this commercial corridor so that it once again becomes a center for community activity, a downtown destination for residents, and a place to bring guests. Specific actions call for a Compton Boulevard Streetscape Master Plan which is currently under development by the Compton Redevelopment Agency. The master plan will redesign Compton Boulevard, transforming the street into a thriving, mixed use, pedestrian-oriented retail/restaurant destination. The overall planning concept also calls for enhanced connections to the Civic Center complex and the Compton Blue Line station.
- *Long Beach Boulevard between Rosecrans Avenue and Alondra Boulevard*. Long Beach Boulevard is an important commercial corridor that has the potential to become more walkable with the introduction of new pedestrian-oriented development in the section designated Mixed Use along the south side of the street near Compton Boulevard. A streetscape design will be developed for this corridor.

**Table 2
General Plan 2030 Land Use Designations**

Land Use Designation	Description of Land Use Designation	Development Standards	Land Area (in acres)
Single Family Residential	Single-family detached and attached homes	4 to 12 units/net acre	3,228 acres
Multi-Family Residential	Town-homes, condominiums, and apartments	12.1 to 34 units/net acre	587 acres
Multi-Family Residential (with Smart Growth Overlay)	Smart-growth guidelines and regulations are applicable.	12.1 to 34 units/net acre	13 acres
General Commercial	Neighborhood commercial, community commercial, and regional shopping centers.	Maximum FAR of 1.0 to 1.0	328 acres
General Commercial (with Smart Growth Overlay)	Smart-growth guidelines and regulations are applicable.	Maximum FAR of 1.0 to 1.0	84 acres
Industrial	Manufacturing, warehousing, and commercial manufacturing.	Maximum FAR of 1.0 to 1.0	1,011 acres
Business Park	Office and light industrial	Maximum FAR of 1.5 to 1.0	68 acres
Open Space/Parks (including Compton Creek)	Open Space includes in parks, freeway ROW, Los Angeles, River, and Compton Creek.	None	180 acres
Public Uses	Schools, Civic Center, Compton College, and other public uses.	Maximum FAR of 1.0 to 1.0	562 acres
Total			6,059 acres
Source: City of Compton			

- *Rosecrans Avenue east of Long Beach Boulevard.* A planning initiative is envisioned that will focus on concentrating smaller commercial centers at key intersections and to facilitate commercial and mixed use infill development within those parcels that have remained vacant or are underutilized or underperforming.
- *Alondra Boulevard at Atlantic Avenue.* A planning initiative will focus on revitalizing smaller commercial parcels located along the roadway's length and at key intersections. Alondra Boulevard is a major entryway into the City, therefore the major initiative will be to improve the area located at the Atlantic Boulevard intersection continuing eastward to the City's boundary.
- *Artesia Blue Line Station Area.* The properties adjacent to the Artesia Blue Line Station will be the focus of a planning effort to create a transit-oriented neighborhood to take advantage of the station's links to the cities of Long Beach and Los Angeles. The land use designation has been changed to mixed use from industrial for those blocks immediately west of the Blue Line.
- *Compton Boulevard at Central Avenue.* Infill development opportunities exist in this target area that will be the focus of this planning initiative to prevent piecemeal development and to maximize the opportunities to apply Smart Growth principles.
- *Rosecrans Boulevard at Central Avenue.* The Brickyard Community Plan is under development for this target area. The brickyard operating on the north end of the block will be closing leaving 50 acres of the 80-acre super block vacant. The vision is to create a vibrant pedestrian-friendly multi-modal mixed use community with retail, office, housing, and light industrial uses.

The location and extent of the target areas are provided in Exhibit 10.

LAND USE PROGRAMS

There are a number of programs that will be effective in implementing City policy relative to community development. They are summarized below.

- *Building Code Review Program.* Compton will periodically review, and if necessary, update the Uniform Building Code (UBC) to reflect current technology and regulations. Procedures for the periodic review of the UBC will be identified by the building official. This review will be undertaken by designated individuals to identify appropriate changes to the UBC that should be considered.
- *Code Enforcement.* Code enforcement is an integral part of the city's efforts to improve the appearance of substandard structures, properties, and signage. Community code enforcement efforts (funding and staffing) will continue to be the primary means to ensure that properties are well-maintained.
- *Design Guidelines and Review Program.* The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. These guidelines will initially focus on the citywide commercial areas located along major arterial roadways. The first step of program implementation will involve the identification of design guidelines and procedures for design review. The second step will involve a public outreach effort to inform businesses and citizens.
- *Environmental Review.* The city shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.
- *Redevelopment.* The City will continue to encourage the future redevelopment of industrial and commercial projects in suitable locations to strengthen the city's tax and employment base. The existing redevelopment plans applicable to the City's project areas will continue to be implemented. The City may investigate the feasibility of establishing new redevelopment project areas in the future.
- *Zoning Conformity Program.* The City will continue to review the zoning ordinance and map to ensure that the development standards are consistent with those identified in the General Plan. The City will initiate appropriate changes to the zoning map to ensure conformity between the Land Use Element and zoning map.



EXHIBIT 9 LAND USE PLAN (GENERAL PLAN LAND USE MAP)

SOURCE: CITY OF COMPTON

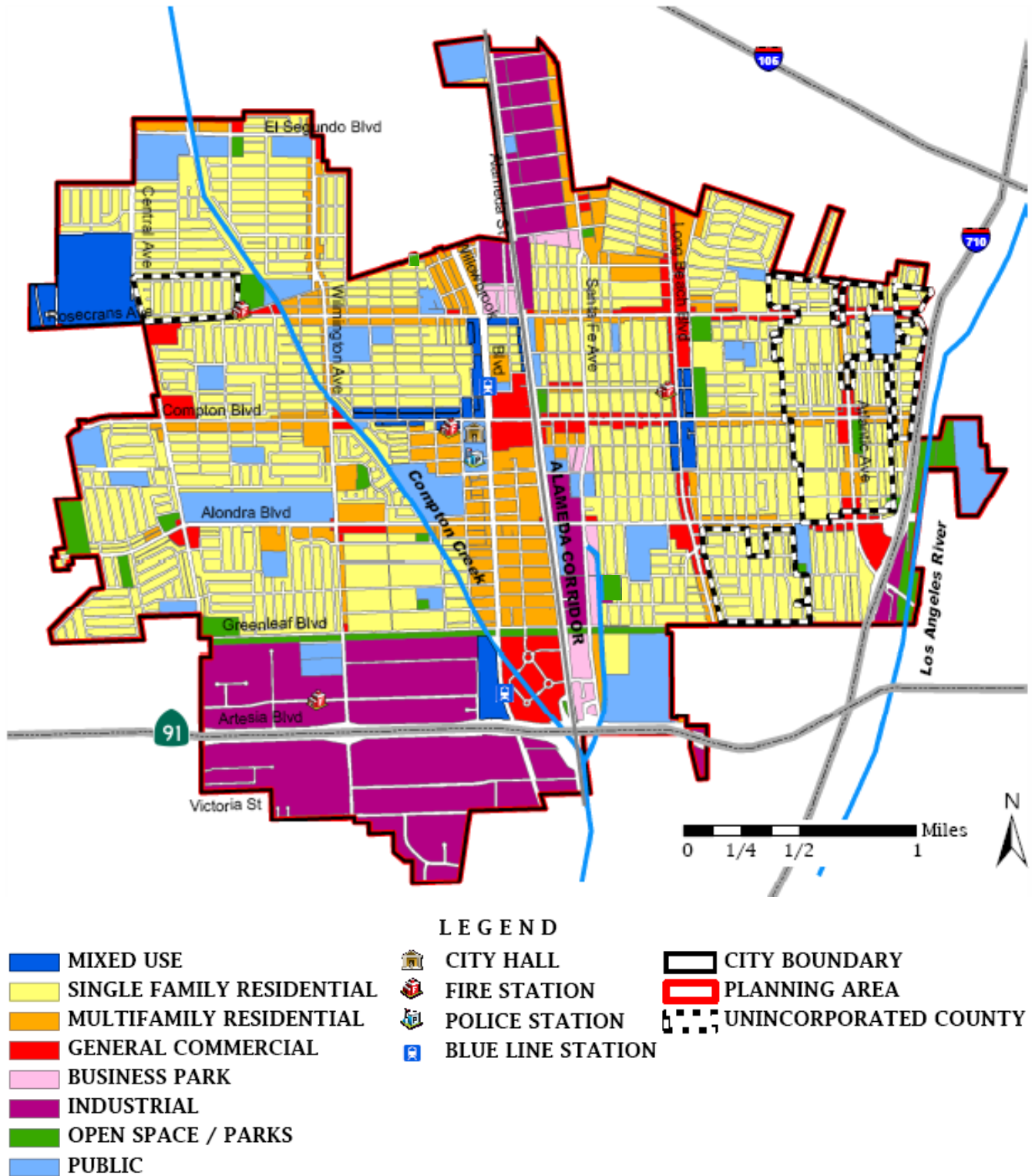
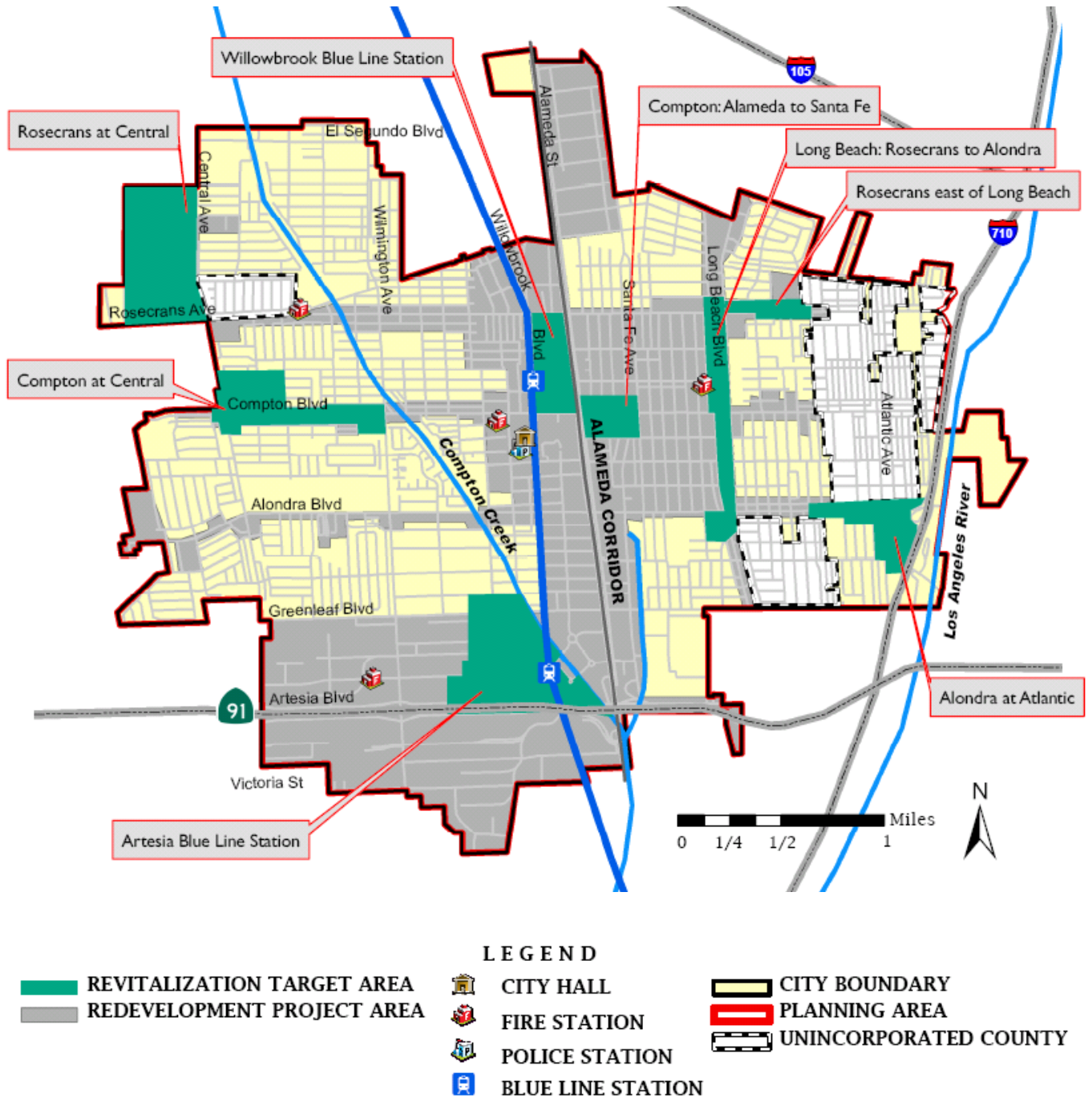


Exhibit 10 Revitalization Target Areas

Source: City of Compton



OBJECTIVES OF THE COMPTON BRICKYARD COMMUNITY PLAN

The majority of the Planning Area is not currently developed with permamnet long term land uses. It is presently partially developed with older obsolete land uses not conducive to the new long eterm vision for the Brickyard planning area.

The development of these vacant properties is an economically and environmentally important issue for both the City and property owners. The City intends to achieve the goals of development and redevelopment of the Compton Brickyard Specific, by requiring the following tasks for the future Compton Brickyard Community Plan.

- Promote the development of the entire Brickyard Planning Area into a mixed used project that promotes walkability, sustainability and communal interaction.
- Meet the City's needs for housing with different price points, sizes and types such as market rate for sale and rental units and units for low income individuals and seniors.
- Provide new employment opportunities for the City and region, by creating service industry related jobs;
- Remove blight caused by large vacant parcels
- Increase sale tax revenue for the City;
- Increase the percentage of the availability of Open Space by providing additional open space park areas throughout the site.
- Eliminate or reduce the adverse environmental effects associated with future development within the project site.
- Ensure that any future development is compatible with the surrounding community and in conformance with the vision outlined in the City of Compton General Plan.
- Provide a Plan that encourages the development of a pedestrian oriented development project that includes a combination of residential, commercial, and open space and recreational uses that will serve as a regional activity center for the City of Compton, CA.
- Address the present and future transit-opportunities available to the Atkinson Brickyard site;
- Provide a guide for the City, property owners and developers to develop or redevelop projects in accordance with the recommendations of the CP;
- Be consistent with the 2030 Compton General Plan's policies and recommendations;

COMMUNITY OUTREACH AND VISION

The Community Planning process was a guiding principle in preparing the Plan. Community outreach for the Brickyard Specific began in the Summer of 2006 with several visioning workshops. Facilitated by planning professionals, residents, businesses owners, community leaders and other stakeholders provided comments on what they would like to see be developed in the area. Four guiding objectives were considered when undergoing the community planning process:

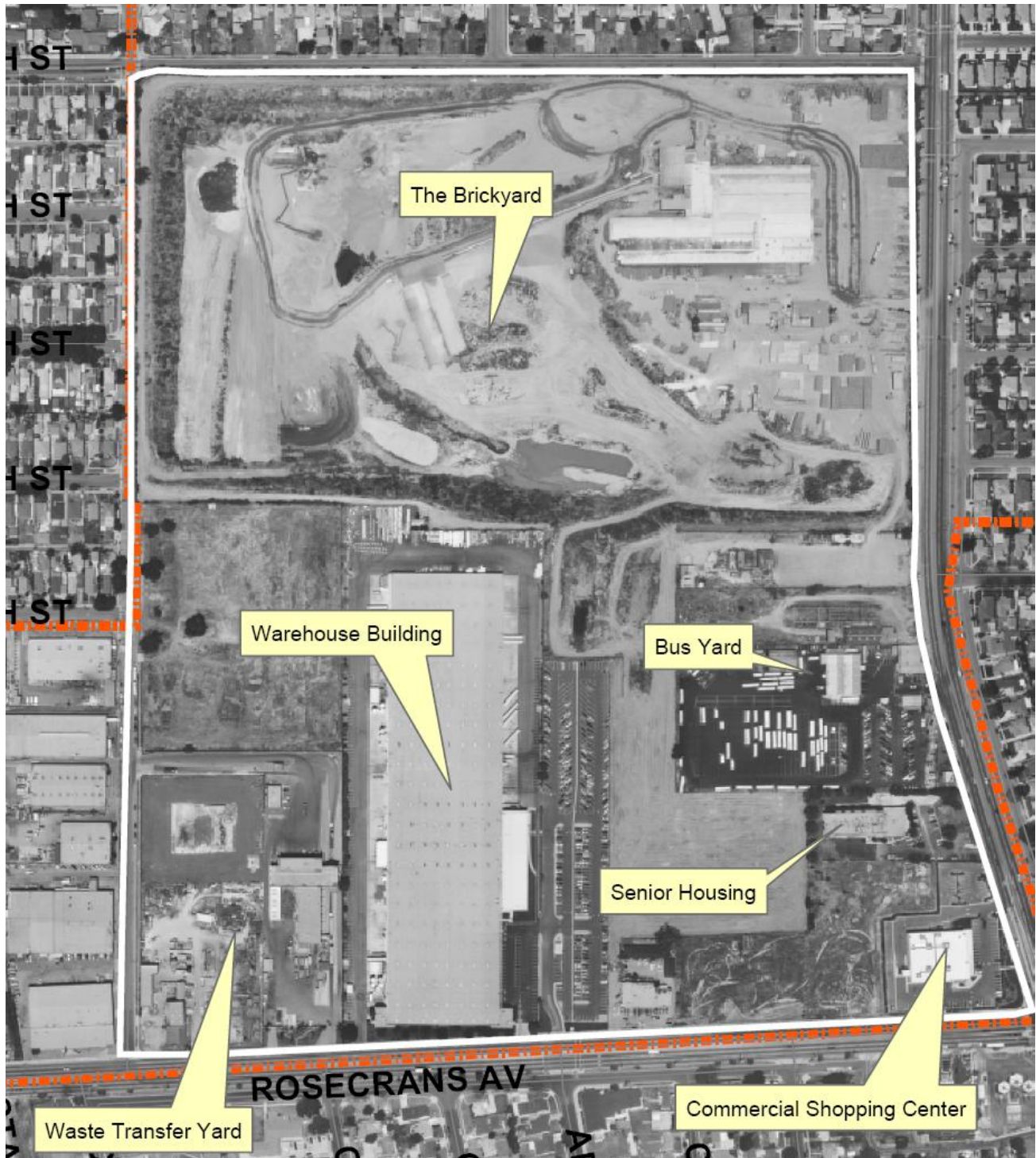
- Building trust in the public process
- Educating the public on the planning process
- Involving participants in the Specific Plan process
- Soliciting input and feedback on the evolving Specific Plan

- Small Area Workshops
 - Thursday, June 29, 2006 at 6:00 p.m.
 - Thursday, July 13, 2006 at 6:00 p.m.
 - Thursday, July 27, 2006 at 6:00 p.m.
- City-Wide Workshop
 - Thursday, August 24, 2006 at 6:00 p.m.

Project Site/Planning Area

The Planning Area, in its entirety, is bounded to the east by Central Avenue on the west, by McKinley Avenue on the north by 135th Street, on the south by Rosecrans Avenue. The Planning Area is located in the extreme northwest quadrant of the city and the site is also surrounded by large portions of unincorporated land to the west, east, and south.

More than half of the Planning Area is owned by the Atkinson Brick Company and the land is largely vacant.. A 17-acre site to the north of Rosecrans Avenue is owned by Vollmer Family Trust, and the property is currently utilized for recycling facilities. A 6.7-acre area abutting the southwest corner of the Atkinson Brickyard Company's property is a vacant land and owned by the city of Compton. Other smaller properties are owned by various individuals and organizations, and while some of these are vacant, other feature commercial and industrial uses.



Existing Major Onsite Land Uses

EXHIBIT 2

Surrounding Land Uses

Surrounding land uses are characterized by a mix of development types. Residential uses are located across the street on all four sides of the planning area. Specifically, single-family and multi-family residential areas are located north of Sam Littleton Street, east of McKinley Ave, west of Central Ave, and south of Rosecrans Ave. Commercial and retail uses are located south of the Planning Area along Rosecrans Ave, while there are some industrial uses to the southwest of the site, along Rosecrans and McKinley Avenues.

As part of the preparation of the Community Plan the 104-acre Planning Area was divided into four sub-areas. The scenario for these sub-areas roughly correspond to the to the property lines that currently exist within the Planning Area. The “sub-area” concept is employed in the Compton CP to facilitate the phased development of the site. At the same time, this concept is intended to provide the maximum amount of flexibility to the property owner and prospective developers. A map indicating the conceptual sub-area boundaries is shown in Exhibit BCP 3.



EXHIBIT 3

Property Ownership

The largest property is located south of 135th Street is owned by the Atkinson Brick Company. Other property abutting to the southwest of Atkinson Brickyard Company's property is owned by the City of Compton (Community Redevelopment Agency) Successor Agency. Other properties to the south of the Brickyard site are privately owned and developed. The 104.7-acre Planning Area is currently composed of 39 parcels that are owned by 19 different owners, as shown in Exhibit 3.



Exhibit BCP 4 Existing Property Lines

TABLE BCP 1
EXISTING AND VACANT PARCELS*

OCCUPIED

Owner	Address	Use	Zoning	Square Feet	Acreage	Units
Volmer Family trust	2251 W Rosecrans Ave	Warehouse and Parking Lot	COMH-B	727,016.00	16.7	
Rosecrans Manor	1101 S Central Ave	Homes (retired)	COCL	65,349.00	1.5	50
RX Compton Investors	1001 N Central Ave	Retail Stores and Commercial	COCL	57,770.00	1.3	
DBT Inland Empire Realty	2437 W Rosecrans Ave	Parking Lot	COMH	16,117.20	0.4	
Stevenson	14011 S Central Ave	Auto Repair/Garage	COMH-B	210,395.00	4.8	
Compton LLC Browning	2509 W Rosecrans Ave	Light Manufacturing	COMH-B	139,828.00	3.2	
Ferris Industries of CA	2917 E Rosecrans Ave	Parking Lot	COMH-B	126,324.00	2.9	
Buyers Corner LLC	2917 E Rosecrans Ave	Store/Office	COMH-B	94,252.00	2.2	

Thompson Ave					
Vincent Covina Realty Associates LP	none mentioned	Retail Stores and Commercial Retail Stores	COCL	87,120.00	2.0
Thrifty Payless James E and Naomi C Ferns	none mentioned 2335 W Rosecrans Ave	Commercial	COCL	25,000.00	0.6
Reuben Edison Charles E and Theresa M Williams	Rosecrans Ave 2215 E Rosecrans Ave	Comm/Ofc/Res Mixed Use Retail Stores and Commercial	COMH-B	27,878.40	0.6
	none mentioned	Retail Stores and Commercial	COMH-B	34,848.00	0.8
				34000.8	0.78
total of existing commercial and industrial				1645898.4	37.78

VACANT

Owner	Address	Use	Zoning	Square Feet	Acreage
Atkinson Brick Co.	13801 S Central Ave	vacant	COMH-B	2567426.0	58.9
Fountain West s LP	2151 E Rosecrans Ave	vacant	COCL	6985.0	0.2
Morris R and Lean Benon	none mentioned	vacant	COMH	4370.0	0.1
City of Compton (CRA)	none mentioned	vacant	COMH	291852.0	6.7
William Little John D and Maria C Thompson	none mentioned	vacant	COMH	28741.0	0.7
John D and Maria C Thompson	none mentioned	vacant	COMH	11104.0	0.3
John D and Maria C Thompson	none mentioned	vacant	COMH	5227.0	0.1
Total			total of vacant	2915705	66.94

TOTAL OVERALL 4561603 104.7

LAND USE DEVELOPMENT GUIDANCE

The land use concept for the Brickyard Planning Area is to divide up the planning area into discreet villages oriented around specific categorical land uses such as residential, commercial retail-office and commercial-industrial . The intent of this section of the Community Plan is to provide for a range of land use designations and development intensities within the 104 acre Planning Area compatible with existing and future development. The City envisions that each village within the planning area being developed in phases with each Village being bordered by the alignment of a future internal arterial or major collector and the project perimeter.

The City anticipates that the first Village to be developed will be the northern portion of the Planning Area. This village , consisting of more than half of total acreage of the site. This phase consisting of the 58.94-acre

property of the Atkinson Brick Company and the 6.7-acre property of the City of Compton. The City anticipates this area to be phase one since the Brickyard is closing down and already expects redevelopment. The other sites to the south are currently developed and will be more difficult to develop. Additional phasing will be at the discretion of the developer of the project site and as outlined in the future Community Plan. However, phase one is not limited to exclusively the northern portion of the project site.

The Compton Brickyard Community Plan provides for a wide range of amenities to be provided as part of any future development within the Planning Area. The intent of the Community Plan is to create a walkable community; therefore, vehicular traffic within the Planning Area will be limited. Certain internal areas within the Planning Area will be accessible only by pedestrians or bikes.

LAND USE DESIGNATIONS

This section of the Compton Brickyard CP establishes land use designations and conceptual development guidelines and principles for the Planning Area. The policies and guidelines contained herein indicate the uses permitted under each land use designation, the density of development, building height, floor area, parking requirements, and other special development standards and/or requirements applicable to the four sub-areas that comprise the land area governed by the Compton Brickyard Community Plan.

LAND USE

This section establishes policies and guidelines regarding the anticipated land uses and activities envisioned within the Planning Area. The character of future development within the Planning Area will be maintained through the regulation of land uses, building orientation, building height and accessory structures, parking, etc as specified in the future Community Plan.

The development intensity of each non residential land use will be governed by the maximum floor area ratio (FAR) standards set forth in this CP. The following land uses designation will be permitted within the Planning Area:

Planning Area Villages

The intent of the Brickyard Community Plan is to create smaller sub Planning areas called "Villages". Each of the three broad land use categories proposed will achieve physical realization through the village concept. A village is defined as an identifiable development consisting of a visually unifying group of structures, streets, landscaping and minor physical features that convey a sense of place and identity. The goal is to have the Residential, Commercial and the Commercial-Industrial sub-areas (Villages) to each be visually separate, but related to the larger whole (Brickyard) through common unifying design features, colors and materials.

Each Village will have its own name incorporating its relationship to the larger Brickyard Specific Plan development and the historical land use. The design theme for each village will be clarified at the time of Specific Plan submittal but will incorporate a palette of colors and materials shared by the other villages. The location and boundaries of each village will be easily identified through the use of signage, perimeter walls and landscaping unique to the village.

The internal street and residential drive aisles can similarly reinforce the history of the site by using terms used in the brick making process as street names and drive aisle name such as : Kiln, Fired Brick, Clay, Brick Oven, Crusher, Pan Mill, Mud, or Campbell.

Residential (R)

The Residential Land Use Designation refers to ownership and rental multi-family residential dwellings including Single Room Occupancy developments. Though the site is surrounded by traditional low density single family detached residential, it is the goal of this CP to promote a high density residential development conducive to mass transit and pedestrian oriented retail commercial development. There are no detached single family dwellings envisioned for this site. Rather, a combination of attached housing such as condominium, lofts, townhouses and apartments are proposed.

Commercial Retail (CR)

The Commercial Retail designation refers to commercial retailing establishments. Commercial Retail land uses can be typically major tenants (with floor areas of at least 25,000 square feet) such as home furnishings, grocery store or smaller specialty retailers, food stores, and accessory stores with square footages as low as 500 square

feet. The Commercial Retail category also includes smaller specialty retailers that may include florists, bakeries, eating and drinking places from mobile vending carts in designated areas of the pedestrian plazas.

Entertainment activities are also permitted within the Commercial Retail designation and can include theaters, cinemas, and other activities engaged in providing family recreation. The location of these uses should be grouped together and located centrally within the development equidistant from all residential developments and accessible to Compton residents living outside of the Brickyard planning area. Food-Serving businesses are also permitted within the CR designation. Businesses engaged in food and beverage services include fast-food restaurants with drive-thru lanes, sit-down restaurants, food courts and mobile vending carts. No more than three fast-food businesses with drive-thru lanes will be permitted subject to a Conditional Use Permit. Non drive thru restaurants will be permitted by right use.

Commercial Office (CO)

The Commercial Office land use designation refers to those commercial businesses that are professional offices, including personal services, business services, medical, legal and financial institutions (including banks).

Public/Institutional (PU)

Public/Institutional includes a variety of civic-related uses. The public institutional use may include, but not be limited to, a City Hall/Civic Center, recreation building, sheriff's station, post office.

Commercial –Industrial (CI)

The commercial – industrial land use designation is intended for a very narrow range of light industrial/manufacturing/distribution uses which would typically include businesses engaged in clean manufacturing, electronic assembly, wholesale trade, packaging, research and development, and supporting office uses.

Open Space (OS)

The Open Space land use designation is intended for public open space areas such as community plazas, parks, and pedestrian trails/bikeways.

MAXIMUM DEVELOPMENT INTENSITY AND METHOD OF CALCULATION

The Floor Area Ratio or FAR, is used to define the development intensity for the various land use categories. In addition to the FAR standards, all future development must also comply with the other applicable requirements and standards, including those related to setbacks, landscaping, and parking as indicated within the Community Plan .

The proposed maximum non-residential floor area permitted within the Brickyard Community Plan project area is 3,040,000 gross square feet. The gross square footage for one through four story retail and office buildings shall be calculated on a simple (exterior wall) gross basis. The gross square footage for buildings over five floors shall be calculated on a gross leasable floor space basis. Additionally, a maximum of 1,300 residential units may be developed within Brickyard Community Plan project area. Residential density is calculated on a net basis exclusive of all street right-of-ways and public open space areas.

TABLE BCP 2 DISTRIBUTION OF PROPOSED LAND USES						
Land Use						
	R	CO	CR	CI	PU	OS
Residential Only	P	CP	CP	X	X	X
Residential-Retail	CP	CP	CP	CP	X	X
Office Only	X	P	CP	X	X	X
Office-Retail	X	P	P	X	X	X
Retail Only	X	CP	P	CP	X	X
Entertainment	X	CP	P	P	X	X
Green Tech, Office, Research and Development and Movie Production	X	P	X	X	X	X
Food Service	X	P	P	CP		X
Open Space	P	P	P	P	P	P
Key: P Land uses permitted CP Land uses conditionally permitted (office uses in R and CI must be ancillary to primary use.) X Land uses prohibited Note: Specific land uses permitted within each land use category will be clarified through the subsequent Specific Plan. Some may require CUPs						

HOUSING

The Housing Element of the General Plan 2030 can provide a discussion on the planned residential areas within the city, existing housing stock, future needs, low income housing, residential compatibility and the relationship of housing to transit.

The housing proposed for the brickyard project area will consist of multi-family units exclusively. No detached single family housing is proposed. The apartments, condominiums and townhouses planned are intended to foster through the increased densities a mixed use walkable community. Walkability, easy access to public transit, bicycle trails and racks will be encouraged.

URBAN DESIGN CONCEPTS AND CRITERIA

The design standards and guidelines contained herein have been established to further promote a mixed use pedestrian-friendly, and sustainable neighborhood development, to ensure land use compatibility, and to provide guidance with regard to building mass and form, architectural styling, color and materials, and landscape design. Future development within the Planning Area must conform to the overall design concepts established herein and/or within any future conditional use permit requirements.

This design concept will integrate all of the various uses contemplated under the Community Plan. New development must be designed to be compatible so as not to detract from the character of the neighborhood.

The purpose of the landscaping within the Planning Area will be used to “soften” the overall appearance of the parking areas and streets and to reduce the heat gain of the parking and driving surface. The intent of the Community Plan is to require a Master landscape Plan for the entire development. The Master Landscape Plan will define an overall framework, identifying streetscape design and a plant palette for the perimeter areas, interior roadways, major entries, and the nodes. Consistent landscaping designs shall be developed for all streets within the Planning Area. The street and perimeter landscaping shall be designed in a hierarchical

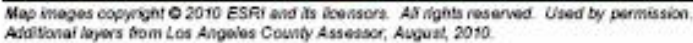
manner to visually denote the street classification, function and importance to the development. Collectors will have the most intense landscape design with local streets containing the simplest landscape design.

The individual identity of the land uses may further be visually identified through variations in landscaping at major entry points and within individual open space areas.

The guidelines discussed in this section focuses on the parameters for future requirements, standards, and guidelines unique to the various types of development envisioned under the Compton Brickyard Community Plan. This section of the Community Plan consists of the following:

- Design criteria for residential, commercial, office, open space and other types of development;
- Development standards for future land uses;
- Design standards applicable to the entire Planning Area;
- Design standards centered around a theme Brickyard concept; and
- Additional landscaping design standards

Subdivision Requirements – It is the intent of this Community Plan to require the consolidation of the various separate lots into five larger lots to facilitate development and the creation of proposed rights-of-way and easement. All lot subdivisions must be designed to accommodate all development standards and infrastructure improvements identified in the Compton Brickyard Community Plan. All subdivisions must be processed concurrent with the submittal of any Community Plan.



URBAN DESIGN GUIDANCE

The intent of this section is to provide guidance for the physical development and also discuss the design guidelines that will provide a coordinated selection of architectural elements, building materials, landscaping and paving materials. Individuality of each land use is encouraged while maintaining a common brickyard design theme for the mixed use project.

Design control of individual projects will be controlled by these guidelines in this section as well as by any applicable governmental codes and regulations. Table 3-1 indicates design policy guidance and guidelines for the major categories of development.

TABLE 1 URBAN DESIGN CRITERIA	
Retail Development Office Development Residential Development	
Single-Story and Multi-Story Elements	
1.	A combination of one- and two-story elements should be created within the overall form of commercial buildings in order to provide a variety of scale and reduce the perceived building mass.
2.	A combination of multi-story elements with base (or podium) should be utilized to indicate different uses in mixed use buildings.
3.	Massing should be simple and possess strongly integrated geometric forms.
4.	A combination of multi-story elements with base (or podium) should be utilized to indicate different uses in the mixed use buildings.
5.	Residential units can be either stacked flats or abutting townhouses. Apartments and residential uses in mixed-use buildings are limited to ten stories.
6.	A variation in building heights is required to avoid a monotonous skyline.
Perimeter Mass	
1.	Portions of the buildings adjacent to pedestrian corridors and walkways shall be stepped down with the use of sub elements to create a more human scale at ground level.
2.	The use of pedestrian-friendly design treatments, street furniture, outdoor cafes, kiosks, and other amenities must be incorporated into the design.
3.	Upper story should be setback or variations in building elevation should be considered to create an appropriate transition between adjacent higher and lower buildings.
4.	Varying the wall plane in depth and/or direction will create a more human scale for pedestrians on the portions of the buildings adjacent to pedestrian corridors and walkways.
5.	Barrierless perimeters are encouraged to promote a campus-like setting. The use of

**TABLE 1
URBAN DESIGN CRITERIA**

**Retail Development
Office Development
Residential Development**

landscaped yards, parkways, and berms are encouraged.

6. Setback upper story or variation of building elevation should be considered to create an appropriate transition between buildings where adjacent to lower buildings.
7. Residential uses may consider the use of step-back and setback strategies from streets for their privacy and security while creating widely exposed sky to pedestrians.
8. The use of landscaped yard areas, parkways, and berms are required to provide separation between structures and public walkways.
9. Setback upper story or variation of building elevation should be considered to create an appropriate transition between buildings where adjacent to lower buildings.

Building Facades

1. The facades of commercial retail uses should clearly identify the entry and provide clear directions to patrons.
2. The exterior of the commercial uses must avoid using blank or solid walls in those areas adjacent to the pedestrian walkways.
3. They should vary the horizontal planes and the vertical planes of buildings to create the active streetscape.
4. Office uses should have strong contrasts between the solid mass of facade and the lighter elements of glazing and entryways.
5. The facade should clearly identify the entry and direct people to it.
6. Also, the creation of strong shadow lines via recessed features and projections is strongly encouraged not only for the building façade design, but also to save energy.
7. Layering the building skin with wall planes and sub-elements will provide visual variety and depth for residential buildings.
8. Blank walls need to be minimized and designed with vertical vegetation or different finishes.
9. The glazing material and transparency should be applied appropriately for residential uses.

10. Entrances and windows, not garages, should be the dominant elements of the front facades.⁵ Parking structures are encouraged

Articulation

1. The apparent mass of buildings should be reduced by means of articulation, i.e., the varying of wall planes in depth and/or direction. This articulation creates visual interest and human-scale outdoor spaces such as patios and terraces. Large blank single-planed walls are not permitted.
2. One-sided architecture, where only the dominant street frontage possesses articulation, should be augmented by using elements such as window treatments and trellises on the other visually-exposed elevations.
3. Residential buildings should be well-proportioned. Symmetry and aligned porches, balconies and windows can be effective, although a skilled architect can use asymmetry just as effectively.

Use of Architectural Elements

1. Elements such as canopies, awnings, porches, arcades, and balconies may be used to add articulation and provide a varied transition of building mass from ground level to roof.
2. Office building design should incorporate a simple, unified architectural treatment or style that provides a framework for storefronts and signage. The architecture should be compatible with that used in the remainder of the sub-area development.
3. A variety of architectural strategies should be used to articulate the massing of a building, including variations in building height, bay windows, chimneys, dormers, second floor balconies, trellises, recessed volumes, corner balconies, stepped-back top floors, and varying roof slopes.⁶

Building Entrances

1. Entrances should be oriented toward walkways to maximize pedestrian circulation
2. The main public entrance should be readily visible from the parking area or pedestrian connections.
3. The main entrances of residential units must be accessible at the same elevation as the sidewalk. Other entrances may be several steps above the sidewalk elevation.⁷
4. (NLB DGL P.46)

⁵ North Long Beach Design Guidelines, P.45

⁶ North Long Beach Design Guidelines. P. 51

⁷ LA Downtown Design Guide 11.26.08 P.18

Ground Floor Interest
<ol style="list-style-type: none">1. Commercial retail buildings should be designed so that the ground floor presents an interesting and varied appearance to pedestrians and motorists by using windows, arcades, architectural detailing, and artwork. Similar design features can be used to bring a more human scale to pedestrians.2. The ground floor should provide transparency that shall allow views into building interiors and/or to merchandise displays.3. Design solutions should emphasize color, texture, and other treatments that provide visual interest.4. Specific elements that may generate this interest include colonnades, awnings, windows, and enriched design details.5. Where blank walls are unavoidable, they can be set back with landscaping.6. Planting, fences or low walls between the residential units and the sidewalk should be designed to protect privacy of the residents.7. Common areas or recreation rooms of apartment buildings may have some transparency on the ground floor level.8. Where blank walls are unavoidable, they can be set back with landscaping.⁸
Number of Materials
<ol style="list-style-type: none">1. The number and variety of materials on commercial buildings should establish harmony and visual continuity.2. Trellises, frameworks, wood, tile details, artwork, and other features are encouraged as design features on otherwise blank walls.3. One dominant material should be selected and expressed with its own natural integrity.4. Use of materials that convey permanence, substance, timelessness, and restraint are encouraged.5. One dominant material should be selected and expressed with its own natural integrity for the front elevations visible from the primary and secondary roadways.6. All facades of a building should employ the same vocabulary of materials.

⁸ LA Downtown Design Guide 11.26.08 P.18

Roof Materials

1. Materials such as clay or concrete tile, architectural composition shingles on pitched roofs, and composition materials on flat roofs must be fire-resistant. Roof equipment must be concealed from ground-level views.
2. Standing-seam metal roofs may also be used if City staff determines that such a roof is consistent with the character and style of the building.
3. Materials such as clay or concrete tile, architectural composition shingles on pitched roofs, and composition materials on flat roofs must be fire-resistant..
4. Standing-seam metal roofs may also be used if City staff determines that such a roof is consistent with the character and style of the building.
5. Materials such as clay or concrete tile, architectural composition shingles on pitched roofs, and composition materials on flat roofs must be fire-resistant.
6. Standing-seam metal roofs may also be used if City staff determines that such a roof is consistent with the character and style of the building

Acceptable Wall Materials

1. Stucco, wood, masonry, river rock veneer, or other durable high-quality materials may be used. Proven steps to protect and preserve such materials are encouraged to retain and ensure an attractive appearance over time.
2. Dominant wall materials, those that will usually comprise over 70 percent of total wall surface, and secondary materials that cover the remainder and serve as accents or to emphasize entry focal points, should be used. Dominant materials include: stucco, brick, split-faced or other decorative block, glass (non-reflective), wood, and textured concrete. Secondary materials may include any dominant material listed above, metal, tile, plaster, glass block, and stone.
3. Dominant wall materials, those that will usually comprise over 70 percent of total wall surface, and secondary materials that cover the remainder and serve as accents or to emphasize entry focal points, should be used. Dominant materials for the front elevation may include: stucco, brick, split-faced or other decorative block, glass, wood, textured concrete, cement fiber board, or metal siding. Secondary materials may include any dominant material listed above, metal, tile, plaster, glass block, and stone.

Wall Colors and Color Accents

1. One dominant color should be used for the building walls. Although subdued colors, such as beige, tan, cream, sand, light gray, etc., usually work best as the dominant wall color, bolder colors may be used if City staff determines they are consistent with the character of the project, surrounding properties, and/or the streetscape. Also where possible, material with integral color, such as brick, should be left natural.

2. Glass should not be used over more than 70 percent of the wall surface per elevation to allow for human scale elements along the lower levels. Colors of dominant material should generally be subdued or earth-tone shades (e.g., gray, off-white, tan, beige, and similar) and relatively light. Secondary material colors should complement and be a tasteful accent to the dominant material color. Color palettes should be kept simple, with one dominant color per building and accent colors on doors, window surrounds, address numbers, light fixtures, and architectural details such as cornices and soffits.
3. Wall surfaces should be embellished by means of texturing, the use of exposed aggregate, fenestration (wall openings such as doors and windows), variations in wall color, insets and overhangs to create shadow lines, and similar design features to add interest and relief. Colors of dominant material should generally be subdued or earth-tone shades (e.g., gray, off-white, tan, beige, and similar) and relatively light. Secondary material colors should complement and be a tasteful accent to the dominant material color.

DESIGN STANDARDS AND GUIDELINES

The design standards and guidelines described in this section are applicable to the entire planning area. The guidelines focus on those key design elements that will promote a pleasing and comfortable environment to those working in and/or patronizing future development within the Planning Area.

CREATING FOCAL POINTS

The use of focal points will provide both orientation and organization. These focal points create a visual counterpoint to the massing of nearby buildings. There are two major entries on Central Avenue and Rosecrans Avenue. All major entries are located at the entrances to the Planning Area from the adjacent public arterial roadways. These entries shall be “grand entries” that reflect the quality and uniqueness of the project. Elements of these entries will include, but not be limited to, special paving areas for visual and auditory experience; large dominant trees and plant material; and monument signage to establish project identity.

Opportunities for major project identification are located at the corners of Rosecrans/Central, Sam Littleton/Central, and Rosecrans/McKinley Avenue, as well as in a number of key locations within the Planning Area. Potential elements of these nodes could include special paving, distinctive plant material, arcades, raised planters, fountains/water features, sign monument, and outdoor art. These nodes provide the opportunity for dominant project identification statements. In addition, the design of the prominent corners shall take into consideration the architectural elements of the adjoining parcel. Depending on the use of the adjacent parcel, the site planning and architecture of the building could integrate the design of the project identification node to further enhance the quality and urban design of the project.

The definition and corresponding guidelines for the key design elements are described below:

- **Entryway Nodes.** Entryway nodes refer to those special design treatments that will be provided at the major entryways at Central Avenue and Rosecrans Avenue.
- **Internal Nodes.** Elements included in the nodes will incorporate some of the plant material from the major entries for continuity and consistency, and as visually recognizable gateways into the project or parcels within the project.
- **Courtyards and Patios.** Courtyards and patios are encouraged to add amenities and interest to individual areas of the development as well as to integrate and harmonize adjacent buildings. Also, courtyards developed at a human scale will create areas that are both inviting and user-friendly to people.
- **Water Features.** Water features including fountains, ponds, and streams will provide visual interest and auditory enrichment. A minimum of two water features will be required for each Sub-Area in areas containing open area outdoor spaces such as courtyards.
- **Towers.** Towers serve numerous practical and symbolic functions. Towers can become an actual or symbolic center and gathering point for a project and can maintain a sense of orientation within a grouping of buildings. These design treatments will be encouraged within Sub-Area D's commercial development.

The following guidelines related to focal elements apply to the area subject to this Specific Plan.

- A higher degree of architectural detail should be provided in courtyards in relation to other open spaces. Architectural details must be consistent with the overall design theme of the surrounding development.
- Furnishings (street furniture, directional signs, information kiosks, trash enclosures, etc.), lighting, paving, and plantings should be emphasized and richly detailed. Seating choices and paving patterns directly impact the way the courtyard space and other pedestrian activity areas are perceived. A variety of seating choices (low walls, benches, chairs) should be offered in both shaded and sunny areas.
- Paving should be enriched (e.g. pavers, brick, or stamped concrete).
- When used, fountains should vary greatly in scale and design and may be freestanding or wall-mounted. Low-evaporation, water-conserving designs are required for all water elements.

STREETSCAPE CONCEPT

The conceptual streetscape plan establishes structure, hierarchy, coherence, continuity, and visual identity for the project. The following standards apply to the overall “streetscape concept” for the Planning Area:

- *Street Furniture.* The street furniture pertinent to the major perimeter arterials may include such elements as bollards, decorative plant containers, tree grates, and benches. The style and design of these elements shall be complementary to the architectural theme established throughout the Specific Plan Area, yet consistent among all major perimeter arterials.
- *Lighting.* The light fixtures chosen for the project shall be consistent with the overall architectural theme of the project. All fixtures will ensure safety for both vehicular and pedestrian circulation. The height of fixtures should not exceed 24 feet.
- *Screening Techniques.* To enhance the appearance of the streetscape within the Planning Area, screening techniques such as berms and landscape planting shall be used to screen parking areas from prominent visual corridors. Landscape treatment shall also be used to screen utility fixtures and equipment.

PARKING, LOADING, STORAGE AREA, AND REFUSE STORAGE STANDARDS

Given the nature of permitted uses, exterior loading and storage areas will be required to serve future development. The use of open space within the designated yard and/or setback areas for storage and loading will not be permitted. To ensure that visual quality within the Planning Area will be maintained, the following guidelines apply to those activities and uses requiring areas for loading and storage:

- All materials, supplies, or equipment including trucks or other motor vehicles shall be stored on-site inside a closed building or behind a visual barrier so they are not visible from neighboring properties and streets.
- Provisions shall be made on each site for any necessary vehicle loading. No on-street vehicle loading shall be permitted. Loading dock areas shall be set back, recessed, or screened so as not to be visible from the public right-of-way within primary roadways, and in no event shall a loading dock be closer than seventy-five (75) feet from a property line fronting upon a street unless otherwise approved.
- Exterior storage shall be fully screened by walls constructed of materials and designed to be architecturally compatible with the adjacent structures. The height shall be adequate such that no materials will be visible above the wall. Screen walls shall be accompanied with a combination of vines, shrubs, and trees to soften the visual impact of wall surfaces (refer to landscape guidelines). Wall heights must not exceed 12 feet from ground elevation. No wire or mesh materials will be permitted on the walls. Walls must be limited to rear and side property lines outside of the required setbacks. Recessed walls/gates to screen exterior storage are permitted between the side property line and the structure, provided that such walls/gates maintain a 60-foot minimum setback from the front and/or corner side property lines.
- Refuse collection areas should be designed and located so as to be convenient for the deposition of refuse generated on-site. Refuse collection areas must be located within the lot to provide clear and convenient access to refuse collection vehicles. Refuse collection areas should be effectively designed to contain all refuse generated on-site and deposited between collections. Enclosures must be constructed of durable materials, with finishes and colors that are unified and harmonious with the overall architectural theme. Trash enclosures must be located outside the designated set-back areas.

- All outdoor refuse containers shall be visually screened within a non-combustible enclosure, and a non-combustible solid metal gate, so as not to be visible from adjacent lots or sites, neighboring properties, or streets. Refuse screen walls or fences shall be sited for the least visibility (such as adjacent to side and rear walls, and toes of slopes), with vine planting along the perimeter. No refuse collection areas will be permitted between a street and the front of a building.

SIGNAGE STANDARDS

Signage for the future development contemplated as part of this Amendment's implementation will serve to unify the overall appearance of the future commercial center and business park. The following standards must be adhered to regarding signage for the development contemplated in the Planning Area.

LIGHTING STANDARDS

The creative use of lighting as a means to enhance the appearance of nighttime views will be promoted through the implementation of this Specific Plan. Also, future development will require security lighting along walkways, in parking areas, and along the internal roadways. The following standards will be followed:

- Exterior building materials and the on-site lighting plan shall be reviewed by the City to minimize the potential for light and glare impacts.
- The lighting plan for the exterior parking areas shall be designed to direct all light sources downward and onto the site. Outdoor lighting shall be designed and installed so that all direct illumination is confined to the site, and adjacent properties are protected from spillover illumination.
- Low-wattage security lighting directed away from light-sensitive uses shall be utilized and shall be shielded to prevent spill-over and glare.
- Street lights must be consistent with the development in terms of scale and design and their height should not exceed 25 feet.
- The creative use of building security lighting will be required in all sub-areas. Ground lighting fixtures directed upwards along exterior walls may also serve as effective illumination.
- Ground-mounted lighting shall be installed in the landscaped medians, entryways, and activity nodes as a means to enhance these features during the nighttime periods.
- The use of decorative lighting treatments in landscaping, pedestrian activity areas, and nodes and entryways will be encouraged. These treatments may also be incorporated into the overall architectural design of future buildings.

LANDSCAPING / OPEN SPACE GUIDANCE

The high-quality environment envisioned for the Planning Area will be established, in part, by the landscaping treatment. The landscaping is intended to give structure and identity to the overall project by creating continuity in plant material and streetscape design. The landscaping theme will establish a framework, starting from the exterior of the site, with the major perimeter arterials, major entries, and project identification nodes, to the interior of the site, with internal collectors and individual parcels.

The plant palette and landscape treatment for each of the streets serve to reinforce the overall concept. The focus of the landscaping plan is to provide a combination of evergreen and deciduous plantings to promote variety in tree shapes and sizes. The landscaping concept also promotes the abundant use of landscaping and plantings along the roadways, parkway areas, and in yard areas. This landscaping concept reflects the hierarchy of the street system, characterized by taller trees defining the major arterials and medium-sized trees defining the smaller, local street network. Other key elements of the landscaping concept include the following:

- Linear berms are proposed throughout much of the project perimeter. These berms are intended to further enhance the landscape character of the planning area and are designed to create topographic variation and interest on an otherwise flat site. Shrubs, ground cover, and turf areas will articulate the ground planes. These streetscape elements will collectively yield coherence, structure, and identity.

- The major arterials at the perimeter of the planning area are critical to the identity and the character of the project. It is envisioned that Central and Rosecrans Avenue will have a sufficient number of mature trees to reinforce a campus-like atmosphere. Furthermore, the major arterials perpendicular to Rosecrans and Central avenues will have a similar treatment. These improvements shall be made only on the project's side of the street.
- Table 3-3 includes a list of suggested plant material to be utilized within the streetscape design of the major perimeter arterials.
- The interior streetscape, particularly along secondary arterials shall act as a unifying element within the Planning Area. Landscape treatments shall include small deciduous flowering accent trees planted in a formal single row pattern at 40 feet on center. Within the right-of-way, the character of these collectors shall be strong and identifiable. However, they shall be of smaller scale than the major perimeter arterials.
- Landscape and irrigation plans to be prepared by a landscape architect and will require City review and approval.

This Infrastructure Plan provides a comprehensive framework for the future infrastructure and improvements required to serve the development permitted under the Compton Brickyard Specific Plan. The following guiding principles were considered in the formulation of this Specific Plan (SP 400.3):

- The circulation and infrastructure systems required to serve future development must be designed to minimize the traffic impacts from this development
- The infrastructure required to serve future development must be designed and programmed to accommodate future growth and demand
- The circulation plan must facilitate the safe and efficient movement of persons and goods as well as promote the use of public, bicycle, and pedestrian transit in the area

This section of the Compton Brickyard Specific Plan consists of the following elements:

- *Circulation Criteria:* This part indicates the location and extent of roadways contemplated as part of future development within the Planning Area
- *Traffic and Circulation Development Standards:* This part indicates the guidelines and standards related to construction of future roadways
- *Utilities and Service Development Standards:* This part indicates the development standards related to utilities and services that will be required to fully serve future development.
- *Public Transit:* This part features the rail and vehicular public transit services available within and in the vicinity to the Brickyard planning area.

CIRCULATION CRITERIA AND GUIDING PRINCIPLES

The Planning Area is centrally located in the County and is centrally located in the region's freeway network and is well served by the Metrorail Blue Line and Metrorail Green line, less than two miles away. The Planning Area is developed primarily with large commercial – industrial land uses that have direct vehicular access from existing City streets. The Planning Area does not contain any existing internal streets or pedestrian paths that need to be considered or will serve as design constraints. All internal circulation is handled through driveways some of which are compacted soil.

The roadways and other facilities that will serve future development in the Planning Area will conform to the standards contained herein and in the Compton Circulation Element. The primary roadways identified herein will move traffic through of the Planning Area and connect with nearby major arterial roadways. Other secondary roadways will facilitate internal circulation within the Planning Area. In addition to providing for internal circulation through the Planning Area, these roadways provide connections to the adjacent arterial roadway network, namely Rosecrans, Sam Littleton, McKinley, and Central Ave. The following circulation system elements are considered herein, along with their applicable standards

The conceptual circulation plan illustrated in Exhibit xx The future Circulation Plan is designed to facilitate the efficient movement of people and goods throughout the Planning Area. The circulation system envisioned herein is intended to accommodate the diverse land use mix that will become part of the future development.

All proposed streets will be designed to accommodate both vehicle traffic and pedestrian traffic throughout the Planning Area. Additionally, the creation of a strong internal pedestrian only walk/bike way network as well as several connecting pedestrian only walk/bike ways from the interior to the Planning Area perimeter streets.

The following circulation system elements are considered herein, along with their applicable standards:

MATCH STREET CRITERIA TO GENERAL PLAN

- **Major Highways.** These streets extend beyond the City boundaries and continue the grid pattern commonly found in much of the Los Angeles area. These include Central Avenue on the eastern edge of the brickyard site and Rosecrans Ave on the southern edge of the site.

Central Avenue: Parking is permitted along most of the roadway. North of Raymond Street, the street's right of way (ROW) width is 100-feet.

Rosecrans Avenue: This four-lane roadway has a right-of-way width of 100-feet and carries the highest street traffic volumes in the City. Parking is permitted and heavily used on both sides of the street.

- **Primary Roadways.** The minimum curb-to-curb pavement width for this category of roadway must be 64 feet. A total of four travel lanes shall be provided, with a minimum lane width of 12 feet and a minimum total right-of-way width of 72 feet. X roadways are included in this category. Cross-sections of this roadway classification are provided in Exhibit 4-2. **CREATE STREET SECTIONS**
- **Secondary Arterials.** Secondary Streets serve a similar function as Major Arterials, except the design capacity of the former is not as great as the latter. Secondary Arterials typically consist of four travel lanes that are undivided. No secondary arterials are envisioned for the Specific Plan site.
- **Secondary Roadway.** Secondary entries also serve the internal roadways that connect to all sub-areas. The minimum curb-to-curb width of these roadways is 40 feet, with a total right-of-way width of 56 feet. Cross-sections of this roadway are provided in Exhibit 4-2.
- **Collector Streets.** A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. The majority of the traffic use collector streets to move to roadways carrying intra-city or through-traffic. Collector streets typically consist of two travel lanes. It is recommended that part of McKinley Avenue, located on the site's eastern edge, and Sam Littleton Street, located on the site's northern edge, be upgraded to Collector Streets. Some proposed streets within the Brickyard site should serve as collector streets as to facilitate internal circulation. Portions of these streets will serve as main commercial streets, slow traffic roadways with street parking, speed bumps, paving, bollards, and wide pedestrian rights of way.
- **Main Commercial Street.** This is designed to be a slow traffic roadway with street parking, speed bumps, paving, bollards, and wide pedestrian rights of way. The street will begin on Rosecrans Avenue, curve its way through the center of the site, and exit on Central Avenue.
- **Local Streets.** Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. The City standard for local streets is 60 feet (with a curb-to-curb pavement width of 36 feet, two lanes, and on-street parking on both sides). A number of local streets will be created within the planning area.

OTHER CIRCULATION FEATURES:

- **Driveway/Alleyway:** All of these road types, connecting to a primary roadway and secondary roadway, must have a minimum width of 30 feet.
- **Parkway Sidewalks.** A minimum 20 foot wide sidewalk must be provided on at least one side of the roadway. Landscaping must separate the sidewalk from the roadway.
- **Curb Cuts.** There are two types of curb cuts envisioned. The first type will be located at street intersections, and the number of curb cuts must be high where pedestrian and bicycle traffic is expected, such as along the Main Commercial Street. The second type involves curb cuts for vehicles. These curb cuts should be limited to the perimeter streets.

- *Egress.* All egress points at un-signalized driveways and intersections will be restricted to right turns.
- *Drive-Thru Lanes.* All drive-thru lanes for the restaurants, banks, and other commercial uses must not interfere with circulation within the public rights-of-way.
- *On-Street Parking.* No on-street parking will be permitted within certain designated Primary and Secondary roadways. On-Street Parking will however be permitted on collector streets and local streets.

UTILITIES AND PUBLIC SERVICES

This section outlines the requisite water, sewage, flood control facilities that will be required to accommodate proposed development envisioned under the Specific Plan. Given the demands required to accommodate the 104 acre Planning Area, certain improvements are required to serve the current proposal. The proposed infrastructure, shown in the exhibits provided herein, will accommodate the individual buildings and development currently planned. Compton features a wide range of public facilities, and these must be considered for future planning and development.

WATER FACILITIES

The City of Compton Municipal Water Department (CMWD) provides water delivery to customers in Compton, and it has consistently met or exceeded the State's standards for providing potable water. Compton has two sources of water supply: local groundwater contained in the Los Angeles County Central Basin and imported water from the Metropolitan Water District of Southern California. There are seven water wells with a total combined capacity of 14.4 million gallons per day. Additionally, there are four reservoir tanks with a combined capacity of 12.8 million gallons. There are approximately 163 miles of 4 inch to 24 inch diameter water lines. Furthermore, the Planning area is served by the Park Water Company at the north, along the former Brickyard site, and on the south, along the southern edge of the Planning Area. In the case of droughts, the Metropolitan Water District of Southern California signed provides drought protection to the region and water reliability. There is a Metropolitan Water District Connection located at the corner of Rosecrans and Central Avenues. Improvement projects, at the time of the General Plan's writing, are underway. The CMWD is planning on increasing capacity by constructing two new wells, three more reservoir tanks, as well as a program to replace aging and undersized water lines. Though the city currently has the pumping and importing capabilities to serve undeveloped areas such as the Planning Area within its boundaries, further improvements may be required to provide actual service to the new development. Of course, all upgrades or modifications must be designed in accordance with the Municipal Code and the City Engineer.

SEWER FACILITIES

Compton's sewer system is served by the Los Angeles County Sanitation District No. 2, and sewer lines are maintained by the county's Department of Public Works. The Specific Plan planning area is served by 8' sewer mains. It appears that that significant improvements are needed, specifically along the western section of the site, in order to accommodate the number of residential units that higher density redevelopment is likely to bring. It is very likely that the 8' sewer mains will need to be upgraded. All upgrades or modifications must be designed in accordance with the Municipal Code and the City Engineer.

STORM DRAIN FACILITIES

Storm Drains are under the purview of the Infrastructure Construction and Maintenance Services Department (ICMS). Most of Compton lies in the floodplain of the Los Angeles River and Compton Creek. However, the Brickyard site lies far enough from the floodplain as to not be affected by 100 year storms. Additionally, since 2002, the Los Angeles River has been modified to withstand storms of this magnitude. The storm drain system in Compton does require upgrading.

For the Brickyard site, changes in storm drainage conditions will take place, because most of the site is not built out. Most of the Atkinson Brickyard is not hardscaped, and hardscaped areas will increase storm runoff. The proposed drainage system should be evaluated to see if it will be adequate to withstand major storms, particularly ones such as those that may take place every 25 years.

INFRASTRUCTURE REQUIREMENTS

Future development shall coordinate the provision and installation of off-site facilities with service providers needed to provide adequate water service to the site.

- Development plans shall be submitted to the Los Angeles County Sanitation Districts to determine the required water system improvements.
- Fire flow requirements for public and private hydrants shall be provided in accordance with Los Angeles County Fire Department standards.
- On-site sewer lines and connections shall be provided in accordance with City requirements and accepted engineering standards.
- The City shall approve a landscaping plan that utilizes drought-tolerant plants and provides water-efficient irrigation systems (i.e., drip irrigation, automatic shut-offs, soil moisture sensors, automatic controllers and valves, etc.).
- The City shall approve a landscaping plan that utilizes drought-tolerant plants and provides water-efficient irrigation systems (i.e., drip irrigation, automatic shut-offs, soil moisture sensors, automatic controllers and valves, etc.).
- Water-conserving plumbing fixtures and appliances shall be used in all new construction. These shall include ultra-low-flush toilets, low-flow showerheads, low-flow faucets, water-efficient appliances and equipment, and an on-site leak detection program.
- All applicable sections of Titles 20 and 24 of the California Code of Regulations regarding water consumption and conservation shall be enforced.
- Irrigation systems that minimize runoff and evaporation and maximize water availability to plant roots shall be required. Drip-line irrigation, soil moisture sensors, and automatic irrigation systems are acceptable water-saving irrigation methods.
- Adequate storm drain facilities shall be constructed prior to the occupancy of the proposed project in accordance with future development.
- On-site activities shall have the necessary permits and comply with the storm water quality management requirements of the City and County (under NPDES Permit No. CA-0061654) prior to connection with the County drainage system. This may include implementation measures, both during construction and after permanent facilities have been built, designed to reduce the quantity of street pollutants that enter the local storm drainage system.
- Temporary erosion control devices shall be installed to mitigate potential impacts on groundwater qualities, as required by the State Regional Water Quality Control Board.

POWER UTILITIES AND ENERGY CONSERVATION

The electrical provider for Compton, Southern California Edison (SCE) has four substations and 25 substations serving the City of Compton. Because of the change of usage, projections for load demand will be necessary.

The following standards are concerned with the provision of energy to the Planning Area (natural gas and electric utility purveyors) and the attendant need for energy conservation:

- The developer shall work with Southern California Edison (SCE) and Southern California Gas Company (SCG) in abandoning existing overhead power lines and gas lines. New and existing utility lines shall be installed underground. SCE and SCG will facilitate the extension and/or relocation of power and gas lines and facilities that will serve future development within the Planning Area.

- The developer shall work with telephone and cable television companies in abandoning existing overhead lines and burying all new telephone and cable lines that will serve future development.
- All proposed structures on-site shall adhere to State and City standards regarding energy conservation, insulation, appliance use, and energy-efficient site planning and design. Energy conservation practices shall be incorporated into the project, and the use of energy-efficient or gas air conditioning systems and appliances will be required.
- Design measures that maximize the use of climate and reduce heating and cooling requirements will also be incorporated into future development. All proposed structures on-site shall adhere to State and City standards on energy conservation, insulation, and energy-efficient site planning, design, and appliance use.

SOLID WASTE DISPOSAL

Solid Waste disposal is currently the responsibility of the Solid Waste Management Department of the Sanitation Districts of Los Angeles County. The State of California has directed public agencies in cities such as Compton to divert 50 percent of all solid waste from disposal into source reduction, recycling, and composting of solid waste. As in adhering to the provisions of AB 939, future occupants of the planning area will be encouraged to implement waste recycling practices for paper, cardboard, glass, plastics, metals, green waste, and other recyclable materials at the project site, and the project shall comply with any appropriate City recycling and reduction programs.

Possible changes in the level and type of service for waste disposal should be expected with project buildout, as instead of industrial waste, solid waste from residential and commercial uses will soon be taken.

Compton Recycling and Transfer Station, operated by BFI Waste Systems, is located on a three acre site within the Planning Area. The facility currently assists the City of Compton in meeting the solid waste diversion requirements called for by AB 939. The site is located within Sub-Area B, and the City of Compton must make the necessary provisions to relocate the Recycling and Transfer Station before enactment of Phase Three of the development plan.

IMPLEMENTATION OF THE COMMUNITY PLAN

PREPARATION AND ADOPTION OF THE SPECIFIC PLAN

The next step in implementation of the Community Plan is the preparation and submittal of the Compton Brickyard Specific Plan prior to the issuance of any building permits. The future Specific Plan will serve as the primary entitlement regulatory document for the Planning Area. The consistent application of the standards contained in this Specific Plan will ensure that the Planning Area's development reflects the Community Plan's overall vision for the Planning Area, while providing a maximum amount of flexibility for the developer/property owner. As a reminder, the Compton Brickyard Specific Plan does not nullify the provisions and/or regulations contained in the city of Compton's General Plan or this Community Plan.

ACTIONS REQUIRED FOR IMPLEMENTATION

A Zoning Ordinance will be amended to reflect a Specific Plan (SP) zone that encompasses the Planning Area. The City of Compton General Plan will also be amended to reflect the Specific Plan. Finally, an ordinance must be adopted to establish the Specific Plan area.

The primary objective of the original Compton Brickyard Specific Plan is to provide clear and consistent direction regarding the future development of the 105 acre Planning Area. This plan is formulated to provide the maximum flexibility to better accommodate future development and provide a clearer definition as to the Compton's overall vision for the Planning Area's development.

The guiding principles and standards contained in the original Compton Brickyard Specific Plan are a direct outgrowth of community workshops, study sessions, and public hearings held during the Specific Plan's development and public review. As a result, these earlier standards, guidelines, and guiding principles serve as the foundation for this Specific Plan Amendment. Given the size of the Planning Area and the complexity of the

current development concepts and site plans, additional staff review and other discretionary reviews may be required. This review will consist of the following steps:

- *Step 1:* The City may consider and approve a Master Conditional Use Permit (MCUP) for all or a portion of the future development contemplated within the Planning Area. This approval may only be considered as long as the MCUP Application is deemed complete and in conformance to the City of Compton's requirements by its Staff.
- *Step 2:* Recognizing that additional design and site plan details are likely to be unresolved with the approval of a Master Conditional Use Permit, additional detail, site plans, and/or alternative designs may be required as part of the conditional use permit process. Such information and/or plans are to be reviewed by the City and a determination made by that individual as to the submittal's conformity to the Specific Plan's regulation and intent. Should the Applicant disagree with the City's determination, then the determination/decision may be appealed to the Planning Commission pursuant to the procedures outlined in the City of Compton Municipal Code.

The environmental impact report (EIR) planned for the Compton Brickyard Specific Plan will provide the requisite environmental review for the aforementioned actions. In the event that revisions or modifications are made to the site plan and/or development concept, and these changes and/or revisions are deemed *not* to be "minor revisions," then additional environmental review may be required.

Preservation of Historic Resources

INTRODUCTION

Historic and cultural preservation represents a responsibility of the present generation to maintain unique and significant structures and areas established in the past for the continued use, education and enjoyment of future generations. Compton, because of its rich history and legacy of architecturally significant buildings has a particularly rich legacy to protect and retain. Historic preservation seeks to identify and protect areas, sites and structures having architectural, historical or cultural significance and to reaffirm their continuing value as a resource contributing to the vitality and diversity of the present.

The principle of harmonizing change and preserving the existing historic structures is of tremendous importance to Compton residents. Harmonizing change requires that new development and other physical alterations respect the existing architectural character of the structure.

Impediments to Preservation

1. Efforts to preserve and protect historic structures have been hindered by the following:
 - a. Their location in transitional areas
 - b. Development pressures on their sites
 - c. Lack of effective response to impending loss of landmarks
 - d. Disincentives built into existing codes and policies that discourage continued use of older buildings
 - e. Failure to develop programs to take advantage of funding sources
2. Maintenance of the character and integrity of existing historic and cultural buildings, streets and districts.
3. Determination of an equitable distribution of the costs and responsibilities for historic and cultural preservation.
4. Conflict, between economic development and historic preservation.
5. Historic preservation versus building and safety code requirements.
6. Failure of government to recognize historic and cultural assets and the assumption that age alone is a factor on the determination of blight.

Opportunities for Preservation

1. The preservation of Compton's unique cultural and historically significant buildings,
2. Compton will actively pursuing a historic preservation program through its Cultural
3. Reflecting a national mood for historic preservation.
4. Promising new legislation and innovative concepts, such as Transfer of Development
5. Reuse of older buildings may not only offer cultural heritage advantages, but also economic benefits due to increasing new construction costs.
6. Cultural heritage can increase community appeal and stabilize property values.

LAND USE PLAN

INTRODUCTION TO THE PLAN

The Land Use Plan identifies the City's goals for 2010 through 2030 related to existing and future land use and development and sets the policies and programs for achieving them. The plan also establishes the location and extent of development that will be permitted over the life of the General Plan.

BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for Land Use is to utilize Smart Growth principles to foster pedestrian-friendly residential and commercial districts that provide:

- Family-oriented restaurants and entertainment
- A place with a mix of businesses where people who live and work in Compton can shop, meet friends for lunch, or relax
- Quality office and industrial jobs

Goals, Policies, and Objectives and the foundation for planning...

The State of California Planning, Zoning, and Development Laws state that the general plan serves as the constitution for land use and development for local governments. The foundation of the United States Constitution rests on the Bill of Rights and its Amendments. As with the Nation's constitution, the Compton General Plan's foundation rests on the policies contained within it. With regard to policies, the State of California General Plan Guidelines indicates the following:

The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principals, standards and plan proposals. A development policy is a general plan statement that guides action. Development policies include goals, objectives, principals, plan proposals, and standards. Therefore, with regard to general plans, "policy" has both a specific and general meaning.

LAND USE GOALS AND POLICIES

The goals and policies of the Land Use Element were developed in response to land use issues identified in the technical background report and on issues and opportunities identified in community workshops that were conducted as part of a comprehensive outreach program.

Land Use Issue - A Sustainable Mix of Land Uses

The Underlying policies provide for a sustainable mix of land uses. Citizens felt that the current mix of land uses was balanced. At the same time they understood the need to increase density to provide more housing and economic opportunities for the community. Stakeholders wanted more oversight of land use decisions so that new developments provide what the community needs.

Land Use Goal 1. The City of Compton will ensure that zoning designations citywide correspond to development policy as shown on the General Plan Land Use Policy Map.

- *Land Use Policy 1.1.* The City of Compton will rewrite the City's Zoning Ordinance to conform to the General Plan to ensure land use compatibility.
- *Land Use Policy 1.2.* The City of Compton will maintain consistency between redevelopment plans and consolidated plans and the General Plan goals and policies.
- *Land Use Policy 1.3.* The City will develop and maintain an updated Development Tracking

system that allows for electronic tracking and processing of development projects and building permits applications, with access provided to all departments that play a role in the approval process including Building and Safety; Public Works; Business License; Planning and Economic Development; Fire; and Water departments.

- *Land Use Policy 1.4.* The City of Compton will review proposals to convert school properties to alternative uses to ensure that new uses are compatible with and meet the needs of surrounding residential neighborhoods.
- *Land Use Policy 1.5.* The City of Compton will participate in regional planning efforts to support consistency with the goals of the City's General Plan.
- *Land Use Policy 1.6.* The City of Compton will work with the Los Angeles County Land Use Commission in its regular updates to the airport land use plan for Compton Airport.
- *Land Use Policy 1.7.* The City of Compton will review and comment on General Plan and zoning changes proposed for parcels within "1/4 mile" of the City's borders.
- *Land Use Policy 1.8.* The City of Compton will pursue annexation of unincorporated county islands within the boundaries of the City along with the industrial area within the City's sphere of influence.

Land Use Issue - Pedestrian Friendly Development

The policies included in this section encourage pedestrian-friendly development to promote health, safety, and access to services. This includes reducing speeding on neighborhood streets, improving the safety and mobility of children, persons with disabilities, and the elderly. Walking also connects people to their community and decreases the likelihood of damaging it.

Land Use Goal 2. The City of Compton shall designate neighborhoods that will be targeted for the development of pedestrian-friendly residential and commercial districts.

- *Land Use Policy 2.1.* The City of Compton will not approve discretionary projects or building permits that conflict with pedestrian-friendly residential and commercial development during the Community Plan development process.
- *Land Use Policy 2.2.* The City of Compton will utilize zoning designations that support pedestrian-friendly residential and commercial development in target neighborhoods.
- *Land Use Policy 2.3.* The City of Compton will continue to provide safe, convenient pedestrian linkages across and along streets containing commercial centers and uses.

Land Use Issue - Compatible Industrial Land Uses

The purpose of these policies is to maintain industrial land uses and the employment base they provide while minimizing the impact on other land uses.

Land Use Goal 3. The City of Compton shall focus industrial development in the southern, westernmost, and north-central portions of the City's planning area as identified on the Land Use Policy Map, to minimize industrial/residential land use conflicts.

- *Land Use Policy 3.1.* The City of Compton will avoid an over-concentration of heavy industrial uses and discourage industrial activities which have the potential to harm the environment and/or produce adverse health effects (e.g., metal plating and processing, dye manufacturers, slaughter houses, petroleum product manufacturers, and industrial operations which use extensive amounts of volatile

solvents).

- *Land Use Policy 3.2.* The City of Compton will maintain or establish buffers between industrial land uses and residential land uses.
- *Land Use Policy 3.3.* The City of Compton will preserve its current manufacturing and industrial base and discourage the intrusion of non-conforming uses into the industrial areas.
- *Land Use Element Policy 3.4.* The City of Compton will pursue the upgrading of the North Alameda industrial area through redevelopment and code enforcement.

Land Use Issue - Commercial Uses in Compton

Compton's central location within the greater Los Angeles metropolitan area, its ideal location in relation to the region's freeway network, and its continued commitment to commercial development will ensure the City's continued place in the forefront of the Southern California economy.

Land Use Goal 4. The City of Compton will continue to promote quality commercial development in the City.

- *Land Use Element Policy 4.1.* The City of Compton will promote quality commercial development that capitalizes on its location near the I-105 Freeway, the 710 Freeway, and the 91 Freeway.
- *Land Use Element Policy 4.2.* The City of Compton will continue to support the development of larger, more efficient, commercial retail shopping centers as opposed to smaller "strip commercial" centers and create commercial activity nodes within commercial districts located in the Revitalization Project Areas defined in Exhibit 2-10.
- *Land Use Element Policy 4.3.* The City of Compton will continue to preserve and promote the upgrading of existing commercial areas.
- *Land Use Element Policy 4.4.* The City of Compton will continue to actively pursue the goals and objectives of the Redevelopment Project Areas as they apply to the commercial districts.

Land Use Issue - Residential Uses in Compton

The residential neighborhoods found in Compton will continue to be a focus in the City's land use planning. The following policies emphasize the City's continued commitment to the people who have chosen Compton as a place to live.

Land Use Goal 5. The City of Compton will work to rehabilitate and conserve the existing neighborhoods in the City while evaluating opportunities for new residential development.

- *Land Use Element Policy 5.1.* The City of Compton will strive to improve the unity and identity of individual neighborhoods as a means to protect and preserve a high quality of life in Compton.
- *Land Use Policy 5.2.* The City of Compton will maintain the character of the Richland Farms residential neighborhood through zoning provisions that reflect single-family development of large lots with allowance for keeping animals.
- *Land Use Element Policy 5.3.* The City of Compton will support opportunities for residential development within the corridors stated for mixed use development.

Land Use Issue – Historic Preservation in Compton

The purpose of these policies is to preserve and maintain the historic resources through re use while minimizing their loss due to demolition or decay.

Land Use Goal 6. Preservation and enhancement of the City's historic buildings, streets and districts.

- *Land Use Policy 6.1.* Identify, document and evaluate the significance of individual historic and cultural resources of the City.
- *Land Use Policy 6.2.* Encourage and promote the adaptive reuse of Compton's historic resources.
- *Land Use Policy 6.3.* Where restrictions on permitted uses make it unlikely that worthy structures can be preserved such zoning restrictions may be relaxed particularly if the proposed use would not adversely affect surrounding properties.



WILLOW WALK TOWNHOMES



RESIDENTIAL NEIGHBORHOOD

HOUSING ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx elementary School Compton California

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1. INTRODUCTION TO THE HOUSING ELEMENT

ORGANIZATION OF THE ELEMENT

The Housing Element consists of the following sections:

- *Introduction to the Element* provides an overview of the Element's scope and content.
- *Housing Element Background Report* discusses a wide range of existing characteristics and conditions in the City of Compton that affect the demand, availability, affordability, and development of housing. This section also identifies the progress Compton made in achieving its quantified housing goals and identifies whether previous goals and policies will carry forward into the next Housing Element.
- *Housing Plan* identifies the City policies related to housing issues along with those programs that will be effective in implementing the policies.

AUTHORITY OF THE ELEMENT

The Housing Element establishes City policy as it applies to housing and is applicable to the 2006-2014 planning period as established by the State legislature. As indicated in the Introduction to the General Plan, the Housing Element is one of the seven State-mandated elements. The Housing Element outlines strategies and programs that focus on the following:

- Rehabilitation of substandard housing units
- Conservation of the existing housing stock
- Identification of new housing opportunities
- Maintenance of affordable housing units

The State Legislature recognizes the role of local general plans, and particularly the Housing Element, in implementing statewide housing goals to provide decent and sound housing for all persons. Furthermore, the Legislature stresses continuing efforts toward providing affordable housing for all income groups. The major concerns of the Legislature regarding housing elements are:

- Recognition by local governments of their responsibility in contributing to the attainment of State housing goals.
- Preparation and implementation of the City's Housing Element which coordinates with State and Federal efforts in achieving State housing goals.
- Participation by local jurisdictions in efforts required to attain State housing goals.
- Cooperation between local governments to address regional housing needs.

These concerns can be summed up with the idea of "regional fair share." Every city and county in the State of California has a legal obligation to respond to its fair share of the projected future housing needs in the region in which it is located. For the City of Compton, the regional housing need is determined by the Southern California Association of Governments (SCAG), and is based upon an overall regional housing need goal established by the State.

The Housing Element must identify strategies, programs, and potential development sites that will enable Compton to meet its assigned Regional Housing Needs Assessment (RHNA) requirements. For the 2006-2014 planning period, the City's RHNA requirement includes the following:

- *Extremely Low Income* - 8 units
- *Very Low Income* - 8 units
- *Low Income* - 10 units
- *Moderate Income*¹ - 13 units
- *Above Moderate Income* – 30 units

The City of Compton has a RHNA goal of 69 units during the current planning period. A substantial amount of new housing has been constructed, entitled, or is in the planning process. Approximately 446 units have been constructed or approved. This includes the newly developed Season's At Compton, a **84-unit** low-income Senior Housing Development for physically disabled seniors. The City provided gap financing assistance to META Housing Development Corporation to ensure feasibility of the development. Construction was completed on the development in 2011. Willow Walk Townhouse Phase I was completed in 2008 and phase II was completed in 2011. It consists of 128 units, 33 units were marketed to first time homebuyers, 12 qualifying as low income households and 21 as moderate income households and the remaining 95 were sold at market-rate.

Housing Definitions: Income Limits

Median Household Income: The middle point at which half of the City's households earn more and half earn less.

Income limits as defined by California Housing Element law are:

- **Very Low Income Households:** Households earning less than 50% of the median household income
- **Low Income Households:** Households earning 50-80% of the median household income
- **Lower Income Households:** Households earning less than 80% of the median income for a family of four.
- **Moderate Income Households:** Households earning 80-120% of the median income
- **Above Moderate Income Households:** Households earning over 120% of the median household income

The most recent HCD income limits can be accessed online at <http://www.hcd.ca.gov>.

RELATIONSHIP OF THE ELEMENT TO THE GENERAL PLAN

The Compton General Plan serves as the blueprint for planning and development in the City and indicates the community's vision for the future. This long-range planning document describes goals, policies, and programs to guide decision-making. Once the general plan is adopted, all development-related decisions in the City must be consistent with the Plan. State law also requires a community's General Plan to be internally consistent. This means that the Housing Element, although updated more frequently, must function as an integral part of the overall General Plan, with consistency between it and the other General Plan elements.

The Housing Element is most directly related to the Land Use Element since it is the latter element that designates the location and extent of residential neighborhoods throughout the City. This is reflected in *Land Use Goal 5: The City of Compton will work to rehabilitate and conserve the existing neighborhoods in the City while evaluating opportunities for new residential development.*

The Compton General Plan Guiding Principles related to housing are excerpted below.

- *Provide high quality, accessible housing which gives people choices.*

¹ This target was increased to 13 to balance the total RHNA requirement of 69.

- *Maintain Compton's affordability and continue to provide assistance for first-time home buyers.*
- *Preserve and enhance Compton's unique urban agricultural district.*

BACKGROUND REPORT

The Housing Element Background Report discusses a wide range of existing characteristics and conditions in the City of Compton that affect the demand, availability, affordability, and development of housing. The background information included in this section serves as the foundation for the development of housing goals and policies.

The development patterns in the City have been established through the long-term implementation of the City's General Plan and Zoning regulations. Commercial land uses generally extend along the major arterial roadways in the City with residential neighborhoods located in the interior areas behind the commercial frontages. Residential development is the predominant land use and is scattered throughout the City. The land area located within the City's corporate boundaries is 6,511 acres (10.2 square miles).² Of this total area, residential development accounts for 2,689 acres or more than 44% of Compton's total land area. Compton has just the right amount of residential mix to ensure that the City's tax base is diverse. Residential land uses in Compton generally consist of the following types of development. The location and extent of existing residential development in Compton is illustrated in Exhibit 3-1.

- *Single Family Residential.* Land uses and development included in this category are characterized by single-family homes. The majority of the parcels found within the City remain developed as single-family residential development. Typically 4 to 8 dwelling units per acre.
- *Low Density Multifamily Residential* includes duplexes and smaller multifamily residences. Lower density multifamily residential land uses are generally found within the central portion of Compton with parcels that were originally developed with small bungalows or that were previously developed as single-family and have been redeveloped with small multifamily buildings. Typically 8.1 to 17 dwelling units per acre.
- *Medium Density Multifamily Residential* is characterized by higher density residential development that includes town-homes, condominiums, and apartments. These uses are generally found along key arterials as well as the central portion of the City. Typically 17.1 to 34 dwelling units per acre.

BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for Housing is to utilize Smart Growth principles to provide affordable housing for all income groups within pedestrian-friendly neighborhoods with services within walking or transit distance.

POPULATION CHARACTERISTICS

Population characteristics affect the type and amount of housing need in a community. Issues such as population growth, age characteristics, race and ethnicity, and employment characteristics combine to influence the type of housing needed and the ability to afford housing. This section details the various population characteristics affecting housing needs.

Population Growth

According to the State of California Department of Finance (DOF) estimates, Compton's population as of January 2009 was 99,431, a change of 5,938 persons or 6.3% over the population in the 2000 Census. Table 1 documents the City's population and housing unit growth over the past three decades.

² University of Southern California. Center for Economic Development. Land Use Survey Data collected in May 2008.

Population growth has increased in the last nine years but housing growth has not kept pace. Most of the population growth was absorbed by existing households. Compton's average household size increased from 3.78 persons per housing unit in 1980 to 4.39 persons per housing unit in 2009 (compared to 3.1 for Los Angeles County). Table 2 illustrates that although the largest cluster of residents is between the ages of 18 – 65 years old has increased to 58 percent in 2007, the median age for the City is a younger average at 26 years old.

Family

A family consists of all persons related by blood or marriage who live as a household unit and occupy a single housing unit.

Housing Unit

A housing Unit is a house, an apartment, a trailer home, or a group of rooms.

Separate Living Quarters

Separate living quarters are those in which the occupants live and eat separately from other persons in a building and which has direct access from the outside of a building or through a common hall.

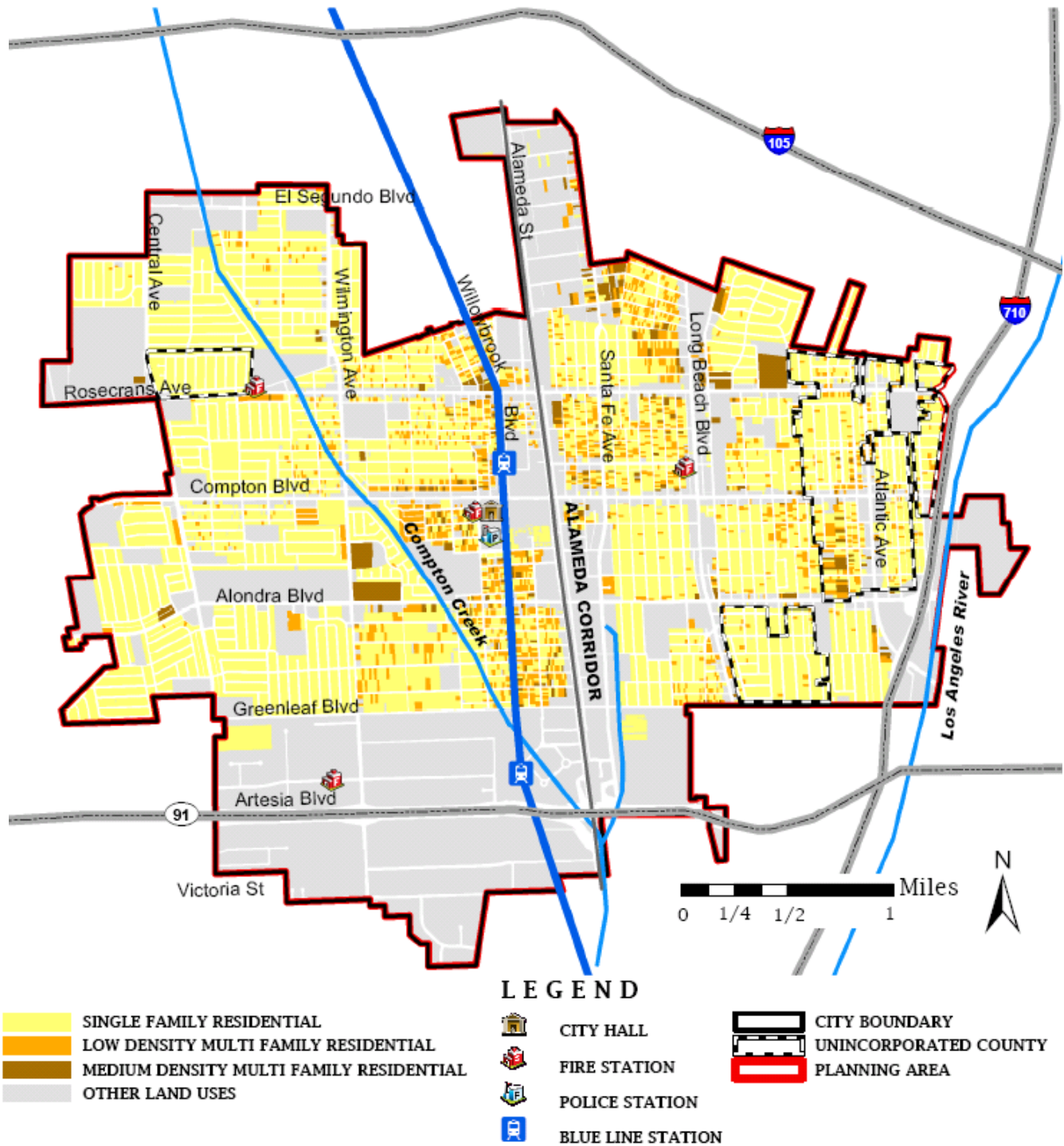
Household

A household includes all persons who occupy a housing unit as their place of legal; residence.

**Table 1
Population and Housing Unit Growth in Compton 1980 – 2009**

Year	Population	Population Percentage Change	Housing Units	Housing Percentage Change
1980	81,230		22,447	
1990	90,500	11.4%	23,239	3.5%
2000	93,493	3.3%	23,780	2.3%
2009	99,431	6.3%	24,177	1.7%
Source: U.S. Census Bureau, 1980, 1990 and 2000 Census and California Department of Finance 2009				

EXHIBIT 1 Existing Residential Land Uses



Population by Age

The age structure of a population is an important factor in evaluating housing needs and projecting the direction of future housing development. Compton's population profile is younger than the average in Los Angeles County. The median age in Compton is 25.9 year which is older than it was in 2000, but is still younger than the median age of Los Angeles County at 32 years. The age profile of the City is summarized in Table 3-2. The 2000 Census profile is compared with more recent estimates drawn from the Census Bureau's American Community Survey (ACS).

The under 5 population has decreased slightly as a percent of the total since 2000. However, the decrease in the 5 to < 18 population is more dramatic. This suggests that the increase in household size is not due to an increase in family size, but due to the number of unrelated people living in the same household.

Table 2 Population by Age in Compton				
Variable	2000		2007	
	No.	Percent	No.	Percent
Total Population	93,493	--	97,299	--
Under 5 years	9,736	10.4%	9,603	9.9%
5 to <18 years	29,404	31.5%	25,165	25.9%
18 to <65 years	47,916	51.3%	55,944	57.5%
65 years and >	6,437	6.9%	6,587	6.8%
Median Age	25.0	--	25.9	--
Sources: U.S. Census Bureau, 2000 Census and 2007 American Community Survey				

Race and Ethnicity

The racial and ethnic composition of a population affects housing needs based on the unique household characteristics of different groups, and household size in particular. The U.S. Census collects information on the race and ethnicity of the U.S population. There are five racial categories identified by the U.S. Census, White, Black or African American, Asian, American Indian and Alaska Native, and Native Hawaiian and Other Pacific Islander. There is one ethnic category, Hispanic or Latino which is defined by the U.S. Census as a person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin, regardless of race.

Table 3 compares the racial and ethnic characteristics for the City for the year 2000 and the 3-year estimate for 2006-2008. The number and percent of Latinos has increased in the past 7 years while the number and percent of African-Americans has decreased. To the extent that these two groups have different housing preferences, this population shift has implications for the type of housing needed.

The ongoing demographic shift from majority African American to majority Latino residents is important to defining housing needs in Compton because typically, for a variety of reasons, Latinos often have larger household size and more recent Latino immigrants tend to have lower incomes than those residents who have resided in the United States for a longer period of time

**Table 3
Population by Race and Ethnicity in Compton**

Race/Ethnicity	2000		2006-2008	
	No.	%	No.	%
Latino, any Race	53,143	56.8%	63,179	64.9%
Non-Latino:				
African American	37,263	39.9%	30,947	31.8%
White	954	1.0%	566	0.6%
Pacific Islander	953	1.0%	522	0.5%
2+ races	721	0.8%	1,746	1.8%
Asian	189	.2%	136	0.1%
Am. Indian	170	0.2%	57	0.1%
Other	100	0.1%	147	0.2%
Sources: U.S. Census Bureau, 2000 Census and 2006-2008 American Community Survey 3-year Estimates				

**Table 4:
Population by Occupation in Compton**

Occupation	Total Persons	Percent of Total
Office/Admin Support	4,849	15.9%
Transportation/Moving	4,542	14.9%
Production	4,216	13.9%
Sales/Related	2,419	8.0%
Building Grounds Maint	1,988	6.5%
Construction/Extraction	1,967	6.5%
Personal Care/Svc	1,507	5.0%
Food Prep/Serving	1,385	4.6%
Maintenance Repair	1,111	3.7%
Edu/Training/Library	1,024	3.4%
Management	1,020	3.4%
Protective Svcs	897	3.0%
Healthcare Support	809	2.7%
Health Practitioner/Tec	740	2.4%
Community/Soc Svcs	583	1.9%
Business/Financial Ops	566	1.9%
Arts/Entertain/Sports	271	0.9%
Computer/Mathematical	155	0.5%
Architect/Engineer	134	0.4%
Farm/Fish/Forestry	100	0.3%
Legal	86	0.3%
Life/Phys/Soc Science	60	0.2%
Total	30,429	100%
Source: Claritas 2010 estimates		

PUBLIC PARTICIPATION

In accordance with Article 10.6 of the Government Code, the preparation of a local housing element must include a citizen participation process and the process must be documented. The City has conducted extensive public outreach to involve residents and citizen groups in the preparation of the Housing Element. In total more than twenty-five (25) meetings were conducted to ascertain Compton's housing needs. The public outreach spans some six (6) years from 2007 – 2011. In total more than 2,000 Compton stakeholders have provided feedback and comments and throughout the years, the information has been collected, reviewed and incorporated to help shape the policies and objectives of the Housing Element and remaining elements of the General Plan.

Initially, community outreach was conducted in partnership with the Southern California Association of Governments through their Compass Blueprint 2% Strategy. The first of a series of meetings took place in 2007 and continue through 2009. At the heart of the 2% Strategy are the Opportunity Areas. These are key parts of the region for targeting growth, where projects, plans and policies consistent with the Compass Blueprint principles will best serve the mobility, livability, prosperity and sustainability goals of the region's Growth Vision. Compton represents an Opportunity Area because it contains two stations of the Metro Blue Line light rail. This outreach activity culminated with the preparation of a vision document that included broad goals and preferred land development patterns expressed by the community to guide the General Plan update. The resulting guiding principles represent a "checklist" of community values to be used to guide public decision-making. They represent the collective values and ideals of a diverse mix of people representing residents from renters to homeowners, business owners, and nonprofits.

The City gathered community feedback on housing needs from community meetings held during the Consolidated Plan (CP) process and during community meetings from the Analysis of Impediments to Fair Housing (AI). During the CP process, the City conducted four (4) community meetings, one in each district, to determine the adequacy and supply of housing in March 2010. The time period for the CP is five years (2010 – 2014). Participants generally included community leaders, block clubs, elected officials, students and business owners. All participants were issued a questionnaire regarding housing needs and other related services. Surveys were collected and the data was compiled and reported in the final CP which was approved by City Council in May 2010. Within the CP, the City outlined several goals and recommendations to achieve housing goals. In addition to surveys, participants reviewed a PowerPoint presentation that outlined specific housing goals and participated in a facilitated discussion led by the City of Compton Planning and Economic Development Department. The housing priorities identified at these meetings were:

- Preservation of existing housing
- Provision of new single-family housing
- Elimination of blight in residential neighborhoods
- Increased opportunity for home ownership
- Preservation and enforcement of equal housing opportunity
- Preservation of low-income housing
- Energy conservation

Similarly, for the preparation of the AI, housing professionals and City staff led a discussion with participants to identify impediments and barriers to Fair Housing, to share instances of discrimination and to make recommendations to change public policies that limit housing choices for people of various incomes. Supplemental interviews were conducted with various community and industry representatives to obtain information from those unable to attend the sessions. A summary of the AI factors and remedial solutions were included in the final document and have been appropriated added to the Housing Element in the pages to follow.

Above and beyond community meetings for the CP and the AI, the City held five (5) community meetings in February 2011 to collect input from residents; one in each City Council District. A fifth meeting was held at City Hall during City Council meeting to obtain input and share results with the public of specific housing goals. Outreach included distributing flyers to each residence, posting the dates of the meetings on the City's website, making announcements on the local cable channel and at City Council meetings, and making flyers available at all public buildings. Spanish speaking interpreters were present at the community meetings to translate to non-English speaking residents and business owners. In addition, surveys were sent to nonprofits funded with City funds and their beneficiaries. The purpose of these efforts was to identify the priority needs of the City. Additionally, the City of Compton conducted a significant public outreach to various segments of the community to obtain comments, and suggestions on the proposed General Plan and Housing Element. These outreach efforts consisted of the following actions:

- The City posting the EIR Notice of Preparation (NOP) for the required 45 day public review period at City Hall and on the City web site Home Page in April 2011.
- The City placed several 24 by 36 inch color posters at various locations throughout the City and at City Hall beginning in March of 2011 for several months prior to the adoption of public hearings to solicit input on the Housing Element.
- The City made available hard copy draft General Plan document, including the Housing Element, to the public. Copies were provided in English and Spanish and was available for review at the Planning and Economic Development counter on April 2011.
- The City posted the proposed General Plan on the City's website in English and Spanish April 2011.
- The City provided an email address specifically set up to received additional feedback and comments regarding the draft General Plan in April 2011.
- The City distributed over 100 draft General Plan CDs to various stakeholder in March 2011.

Based upon feedback and data from the previous community meetings, City staff synthesized and incorporated community feedback into the draft Housing Element with corresponding implementation recommendations. To ensure a cross section of stakeholders, the City identified stakeholders underrepresented at previous community meetings. These included the senior population, Spanish speaking residents, children and young adults and the business community. The City endeavored to create specific community meetings all aimed at soliciting feedback from these specific stakeholders. The City conducted two community meetings exclusively for the seniors of Compton at the City's senior center on March 8 and April 14, 2011 respectively. One of the two meetings was requested by the Commission on Aging. Approximately 40 seniors attended these meetings.

Similarly, on March 24, 2011, the City conducted a presentation for the student body government officers of the local high schools, Compton, Dominguez, Centennial and César Chavez high schools. Students met at City Hall to discuss Compton's future on the proposed General Plan 2030 and Housing Element. Students worked in teams by reviewing proposed housing recommendations or offered additional recommendations for housing objectives. One student from each high school reported out by summarizing modified or new recommendations. City staff incorporated recommendations into the Housing Element and other recommendations into specific elements of the General Plan. This meeting was attended by approximately 25 student leaders and represented the first time that all high school leaders met in more than 20 years.

Quote from Community Member

Provide affordable housing through the city, i.e. develop more housing in areas of the city with extreme blight (large wasted lots)

Compton Resident
District 2

The City also engaged the elementary and middle schools to participate in Compton's 2030 vision by creating posters and by submitting essay Vision 2030 essays. For elementary students, participants were encouraged to illustrate what Compton should look like by 2030. Students prepared their artwork using paint, pencils and print cutouts. Middle school students provide a two-page essay identifying how the City

should evolve over the next 20 years. Both elementary and middle school students contributions will be incorporated into the final General Plan document.

Additional community meetings were also held for Compton's Spanish speaking community. According to the 2000 census, approximately 60 percent of Compton residents were Latino and a large number of them do not speak English as a second language. The first meeting was held during Planning Commission on March 9, 2011. A Spanish speaking interpreter was present at the Planning Commission meeting and translated the entire General Plan discussion in Spanish. The Planning Commission meeting are routinely shown on the City Cable station Channel 36 and it allowed Spanish speaking residents an opportunity to learn about the draft Housing Element and General Plan if they were not in attendance at the first community meeting. For the second meeting, City officials sent flyers to Spanish all Spanish speaking church congregations and placed an ad in the local Spanish newspaper. The second community meeting took place in August 2011 at Victory Outreach, one of Compton's most active church congregations. City staff and Spanish speaking interpreters were on-hand to facilitate the meeting. Draft documents in English and Spanish were available for review by the public. Both English and Spanish version will remain on the website. Additional draft documents written in Spanish were distributed to Victory Outreach and Our Lady of Victory for parishioner not in attendance at the second community meeting.

A final community meeting was held for the business community. There are hundreds of businesses located on arterial roadways throughout Compton. The City conducted outreach to the entire Compton business community. A community meeting was held in September 2011 at Compton Careerlink Center. More than 100 business and property owners attended the meeting, making it the largest community meeting to date. While many business owners had concerns about proposed land use changes, many provided comments regarding housing related issues. Among the most prevalent comments were to provide funding to encourage mixed use development along the major transit corridors in Compton and to provide financial assistance to qualified residents to maintain residential and commercial properties. City staff presented a presentation to the business community and focused a great deal of time on the Housing Elements. After the presentation, staff was on hand to meet with individual business owners to discuss specific business needs and housing objectives. A collective summary of recommendations from all targeted stakeholders are listed below:

- Creation of more affordable housing
- Development of a reuse plan for existing vacant commercial properties for residential and commercial use
- Better code compliance to bring older residences into compliance with building and zoning codes
- Purchase homes that are abandoned and sell them to investors private or public to be renovated and sold at an affordable price to low income individuals.
- Limited development opportunities for high density apartments
- Provide more affordable housing in the city, i.e. develop more housing in areas of the city with extreme blight (large wasted lots).
- Restricting the development of more low income housing
- Perception that the supply of affordable housing is inadequate and the cost to purchase homes or to rent housing continues to soar beyond the range affordable to many local area residents.
- Poverty is on the rise severely impacting housing choices for the lowest income households.
- Concerns were voiced for the City to place a greater emphasis on financial assistance to acquire housing suitable to meet the needs of the citizens.

In addition to ascertaining input regarding housing related issues, the City's public outreach efforts a variety of other issues including the following:

- Better Code Compliance to bring older residences into compliance with building and zoning codes.
- Development of a reuse plan for existing vacant commercial buildings.
- Better maintenance /repair of City streets and sidewalks
- The development more parks in the City.
- Increased law enforcement activities to make the City safer.

- Creation of more recreational buildings and youth activities.
- Improvement of the coverage of local bus service
- The need for a Senior Citizen's Complex for Rehabilitation – Convalescent Hospital.
- Inclusion of the youth in the 2030 General Plan process.

All these concerns raised were discussed at the meetings and will be further addressed through implementation of each of the Housing Element and other related elements. Moreover the future adoption of the proposed zoning consistency ordinance will further address the concerns of the residents through regulation and design guidelines.

Employment

An assessment of the prospective need for market rate housing must take into consideration the type of employment held by residents of the City. Blue collar occupations are held by 39% of the residents, white collar occupations by another 39% and the remaining 22% hold service and farm occupations. The three top occupations are held by 45% of Compton residents. The top three occupations are Office/Administrative Support, Transportation/Moving, and Production. Occupations held by Compton residents are shown in [Table 4](#).

The 2009 annual average unemployment rate for the City was 19.6% compared to 11.6% for the County and 9.3% for the nation³⁴. The City's 2009 labor force is estimated to be 37,100 persons with 29,800 persons employed and 7,300 persons actively seeking work.

2. HOUSING PLAN

INTRODUCTION TO THE HOUSING PLAN

The Housing Plan identifies the City's goals for 2008 through 2014 related to existing and future housing and sets the policies and programs for achieving them. The Plan consists of the following components:

- *Housing Element Policies* indicates those policies that will be applicable over the course of the planning period governed by this Element
- *Regional Housing Needs Assessment* provides a discussion of the Regional Housing Needs Assessment and how the City intends to accommodate its identified housing need
- *Housing Element Programs* indicates those specific programs that will be effective in assisting in the conservation of affordable housing, the development of new affordable housing, the identification and provision of new sites for residential development, and the removal of governmental constraints
- *Adequate Sites Inventory* indicates those specific sites that are available to accommodate the City's RHNA allocation
- *Fair Housing Analysis* ensures that the availability of housing is obtainable to all residents regardless of race, ethnicity, income or age.

³ United States Department of Labor, Bureau of Labor Statistics, Economic News Release, Regional and State Unemployment, 2009 Annual Average Summary

⁴ State of California Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP)*. March 10, 2010.

HOUSING GOALS AND POLICIES

The goals and policies of the Housing Element were developed in response to housing issues identified in the technical background report and on issues and opportunities identified in community workshops that were conducted as part of a comprehensive outreach program.

Housing Issue – Housing Conservation

The goal of housing preservation is to protect the existing investment in housing and to avoid physical decline that will require larger rehabilitation efforts in the future to restore quality and value. Also, sound housing reduces potential hazards such as electrical fires, poor sanitary conditions, and exposure to asbestos. In Compton, the existing single-family housing stock represents a significant resource which would be impossible to replace due to existing construction costs. Rehabilitation of these units, as well as completion of infrastructure improvements, will help arrest the physical decline of entire neighborhoods and encourage current residents to remain in the communities in which they have invested. The following goal and supporting policies underscore the City's resolve to upgrade and preserve existing units to create safe, affordable housing opportunities, especially for prospective new owner-occupants.

Housing Goal 1. Achieve and maintain a high degree of quality and safety in the City's older housing stock.

- *Housing Policy 1.1.* The City of Compton will use the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing conditions in Compton.
- *Housing Policy 1.2.* The City of Compton will enforce health and safety and building code regulations applicable to mobile home parks.
- *Housing Policy 1.3.* The City of Compton will strengthen existing rehabilitation programs which provide financial and technical assistance and incentives to property owners and tenants to correct housing deficiencies.
- *Housing Policy 1.4.* The City of Compton will replace severely deteriorated units with sound, quality, affordable housing.
- *Housing Policy 1.5.* The City of Compton will work with federal housing authorities to facilitate resale and occupancy of FHA foreclosed units, and investigate ways in which vacant units may be occupied until resale occurs.

Housing Issue – New Housing Opportunities

The City encourages construction of new single-family and housing units (including townhouses and condominiums) to ensure that an adequate supply is available to meet existing and future needs. Because Compton is largely built out, new construction will occur as infill or as redevelopment on underutilized lots.

Housing Goal 2. Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.

- *Housing Policy 2.1.* The City of Compton will increase its efforts with private housing developers of housing to increase the availability of market rate housing for both homeowners and renters.
- *Housing Policy 2.2.* The City of Compton will implement land use policies which allow for a range of residential densities, including low density single-family uses, town homes, and apartments and condominiums.

- *Housing Policy 2.3.* The City of Compton will encourage private sector production of for-sale and rental housing for special needs groups--lower income households, the elderly, disabled persons, large families, female-headed households, and the homeless.
- *Housing Policy 2.4.* The City of Compton will promote the development of senior and low and moderate income housing by providing density bonuses and other incentives described in Section 65915 of the California Government Code.
- *Housing Policy 2.5.* The City of Compton will assist residential developers in identifying land suitable for new housing development.
- *Housing Policy 2.6.* The City of Compton will continue to expand Housing Choice Voucher opportunities by encouraging participation by owners of units located outside areas of poverty or minority concentration and informing Housing Choice Voucher Program participants of all available rental areas, both inside and outside the Housing Authority's jurisdiction.
- *Housing Policy 2.7.* The City of Compton will encourage development of residential units accessible to disabled persons or adaptable for conversion to residential use by disabled persons.
- *Housing Policy 2.8.* The City of Compton will locate higher density residential development in close proximity to public transportation, municipal services, and recreation
- *Housing Policy 2.9.* The City of Compton will coordinate with local social service providers to address the needs of the City's homeless population, giving attention to homeless men

Housing Issue – Elimination of Blight

Blighting influences created by deteriorating units and juxtaposition of residential and industrial uses can lead to a decline in property values and exacerbate the deterioration of neighborhood conditions. In Compton there are many areas where manufacturing activities are located adjacent to or within residential neighborhoods. Through implementation of land use policy and the following directives, the City plans to create more livable residential areas by developing buffer zones to lessen impacts of competing land uses.

Housing Goal 3. Eliminate conflicts between residential and nonresidential uses.

- *Housing Policy 3.1.* The City of Compton will relocate non-conforming residential uses from abutting or adjacent incompatible industrial land uses.
- *Housing Policy 3.2.* The City of Compton will require new residential projects adjacent to commercially and industrially zoned properties to incorporate adequate buffers into site plan design.
- *Housing Policy 3.3.* The City of Compton will perform thorough environmental review of all industrial development proposals planned near residentially zoned land.
- *Housing Policy 3.4.* The City of Compton will assist business owners adjacent to residential neighborhoods to convert existing buildings into more “green-friendly” buildings.

Housing Issue – Increased Home Ownership

In Compton, the median housing value is lower than Los Angeles County as a whole, yet some low and moderate income households and first-time homebuyers still have trouble purchasing a house. Compton recognizes that increased home ownership can help stabilize neighborhoods. The City plans to facilitate home ownership for all income groups.

Housing Goal 4. Increase opportunities for home ownership.

- *Housing Policy 4.1.* The City of Compton will explore strategies to allow the private sector to rehabilitate FHA foreclosed units with the intent of reselling the units to first-time homebuyers and income-eligible owner-occupants.
- *Housing Policy 4.2.* The City of Compton will provide favorable house purchasing options to moderate income-eligible households, such as interest rate write-downs, down payment assistance, and mortgage revenue bond financing.
- *Housing Policy 4.3.* The City of Compton will increase financial literacy for residents to help them qualify to purchase a home.
- *Housing Policy 4.4.* The City of Compton will encourage alternative home ownership options, such as shared equity and limited equity cooperatives.
- *Housing Policy 4.5.* The City of Compton will assist owners in converting rental properties into homeownership opportunities for renters.

Housing Issue – Equal Housing Opportunities

Housing should be available to all persons regardless of their race, ethnicity, or income. Compton will support statewide housing goals that call for equal housing access for all persons.

Housing Goal 5. Promote equal opportunity for all residents to reside in the housing of their choice.

- *Housing Policy 5.1:* The City of Compton will enact all recommendations in the Fair Housing Analysis of Impediments Study to combat barriers to achieve housing opportunities in the city.
- *Housing Policy 5.2.* The City of Compton will continue to cooperate with the Fair Housing Congress of Southern California through the Fair Housing Foundation to enforce fair housing laws.
- *Housing Policy 5.3.* The City of Compton will link the deposit of City funds in local banks and financial institutions to those businesses' fair lending practices in Compton.
- *Housing Policy 5.4.* The City of Compton will support programs that provide emergency funds to affordable housing homeowners and recipients of federally funded programs to keep them housed.
- *Housing Policy 5.5.* The City of Compton will support programs that build neighborhood stability.

Housing Issue – Preservation of Government-Assisted Low income Housing

Government assisted low income housing units that are at risk of converting to non-low income uses should be preserved.

Housing Goal 6. Preserve government-assisted low income housing for use as affordable housing for lower income City residents.

- *Housing Policy 6.1.* The City of Compton will preserve restricted low-income housing in the City so that there may be a pool of units for low income and special needs residents.
- *Housing Policy 6.2.* The City of Compton will assist current tenants of rent restricted buildings that are being converting to non-restricted units to explore ownership and management options and provide relocation assistance if necessary.

Housing Issue – Energy Conservation

Energy costs can contribute to higher housing costs. Through energy conservation programs and efforts, these costs can be reduced and thereby provide additional income to residents.

Housing Goal 7. Reduce overall housing costs through programs to reduce energy costs.

- *Housing Policy 7.1:* The City of Compton will require new residential construction to comply with State and local building code insulation and energy conservation standards.
- *Housing Policy 7.2:* The City of Compton will identify opportunities to improve energy conservation in older, existing housing units through the residential re-sale inspection program.
- *Housing Policy 7.3:* The City of Compton will inform City residents of the benefits of energy conservation.
- *Housing Policy 7.4:* The City of Compton will encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.

3. HOUSING NEEDS ASSESSMENT

Household characteristics provide useful information for understanding the growth dynamics and changing housing needs in the community. The Census Bureau defines a household as all persons living in a housing unit, which may range from a family related by marriage and birth to a single person living alone to unrelated individuals living together. Persons living in retirement or convalescent homes, dormitories or other group living situations are not considered households. Presently the City of Compton Zoning Code does not provide a definition of family. The new proposed Zoning Code will include many new definitions including Family. Until the Zoning Code adopts a definition of “Family”, The City will use Census Bureau definition of Household.

Household Composition

Compton is a family-oriented community with a much higher percentage of family households in 2000 than Los Angeles County as shown in Table 5. Families are defined as people residing in the same house related through blood or marriage. The higher concentration of families is consistent with the higher household size seen in Compton and suggests a need for larger homes.

Table 5 Household Type: Compton and Los Angeles County, 2000				
Households		Compton		Los Angeles Co.
	No.	%	No.	%
Families	18,613	83.4%	2,136,977	68.2%
Non-Families	3,714	16.6%	996,797	31.8%
Total	22,327	100%	3,133,774	100%
Source: U.S. Census Bureau, 2000				

Household Size

Household size is an important indicator of housing need since it may suggest an increase in the number of large families, but it may also point to a general rise in overcrowding. For example, a city's average household size over time if there is a trend toward larger families. In communities where the population is aging, the average household size may decline.

Compton's average household size increased from 3.78 persons per housing unit in 1980 to 4.39 persons per housing unit in 2009 (compared to 3.1 for Los Angeles County). There is a substantial difference in the average household size for the City and the County. According to the 2006-2008 American Community Survey 3-Year Estimates, the average household size for owner-occupied units was 4.29 persons per household compared to 4.16 persons per household for the renter occupied units, a minor difference.

Overcrowding

Overcrowding is an indicator of housing affordability. Unit overcrowding is caused by the combined effect of low earning and high housing costs in a community, and reflects the inability of households to buy or rent housing that provides a reasonable level of privacy. However, cultural factors may also play a role in overcrowding. The Census defines overcrowded households as households with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

The incidence of overcrowding in Compton is significant and has worsened since 1990 as shown in Table 6. When a household has greater than 1.51 persons per room, it is considered severely overcrowded. Table 7 identifies the frequency of overcrowded housing units by tenure and degree based on data from the 2006-2008 American Community Survey 3-year estimates. Overcrowding is more prevalent in rental than in ownership housing, particularly for the severely overcrowded units.

Table 6 Overcrowding Trend in Compton				
Occupied Units	Overcrowded Units - 1990		Overcrowded Units - 2000	
	No	Percent	No	Percent
Overcrowded	7,872	35.3 %	8,670	38.9 %
Total	22,323	100 %	22,303	100 %
Source: U.S. Census Bureau, 1990 and 2000				

Table 7 Overcrowded Units By Tenure in Compton		
Category	Owner-Occupied	Rental
Overcrowded Units (1.01-1.50 persons/room)	13.8%	19.1%
Severely Overcrowded Units (1.51 > persons/room)	5.1%	14.2%
Total Overcrowded Units	2,490	3,205
Source: U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates		

Household Income

An important factor in housing affordability is household income. While upper income households have more disposable income to spend on housing, low and moderate income households are more limited in the range of housing they can afford. According to the 2000 Census, the overall median household income for the City of Compton was \$48,474 while the median family income was \$55,111. The median income for owner-occupied households was \$48,537 while the median income for renter households was \$28,640, Table 8. On average, renters in all income categories spend a greater proportion of their incomes for housing than do homeowners, and thus face greater financial obstacles in securing decent, affordable housing.

Table 8 Household Income (2000 Census)	
Median household income	\$48,474
Median family income	\$55,111.
Median income for owner-occupied	\$48,537
Median income for renter	\$28,640

Table 9 indicates the income limits established by HUD for extremely low income households, very low income households, and low income households for the year 2000 and 2008 for various household sizes (one person households up to households containing eight persons).

Table 9 HUD Household Income Limits - In Dollars			
HH Size	Extremely Low	Very Low	Low
2000 Census Data			
1	10,950	18,250	29,200
2	12,500	20,850	33,350
3	14,050	23,450	37,500
4	15,650	26,050	41,700
5	16,900	28,150	45,000
6	18,150	30,200	48,350
7	19,400	32,300	51,700
8	20,650	34,400	55,000

2008 (HUD MFI)			
1	15,950	26,550	42,450
2	18,200	20,300	48,500
3	20,500	34,100	54,600
4	22,750	37,500	60,650
5	24,550	40,950	65,500
6	26,400	43,950	70,350
7	28,200	47,000	75,200
8	30,050	50,050	80,050
Source: U. S. Dept. of Housing and Urban Development			

As Table 10 indicates, Compton has a higher percentage of very low and low income households than Los Angeles County as a whole. This disparity has important implications for multiple housing issues, such as affordability, type, and tenure.

Table 10 Lower Income Households in Compton and Los Angeles County (2000)				
Income Group	Households			
	Compton		Los Angeles Co.	
	No.	%	No.	%
Very Low	8,299	37.2%	766,551	24.5%
Low	4,637	20.8%	487,235	15.6%
Total	12,936	58.0%	1,253,786	40.1%
Source: Calculations based on HUD & Urban Decisions Systems, HUD: CHAS				

TABLE 11 PERCENTAGE OF LOW-INCOME HOUSEHOLDS OVERPAYING FOR HOUSING		
Owner-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
3,757	3,757	54.8
Renter-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
5,086	5,086	63.9

**TABLE 11 A
OVERCROWDED HOUSEHOLDS**

Persons per Room	Owner		Renter		Total Overcrowded	
	Households	Percent	Households	Percent	Households	Percent
1.00 or less						
1.01 to 1.50		13.8		19.1	8,670	33.9
1.51 or more		5.1		14.2		19.3
TOTAL						
% Overcrowded by Tenure						

Housing Affordability

State and Federal standards for housing overpayment are based on an income-to-housing cost ratio of 30 percent and above. Households paying greater than this amount have less income left over for other necessities such as food, clothing, utilities, and health care. Upper income households are generally capable of paying a larger proportion of their income for housing; therefore, estimates of housing overpayment generally focus on lower income groups.

Distinguishing between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford the option of a home purchase, the owner has the option of downsizing into the rental market. Renters on the other hand, are limited to the rental market and are generally required to pay the rent established in that market.

Table 11 Lower Income Households Paying More Than 30% of Income for Shelter: City of Compton (2000)				
Income Group	Owner Occupied		Renter	
	No.	%	No.	%
Very Low	2,460	61.8%	4,432	74.3%
Low	1,297	45.1%	654	32.9%
Total	3,757	54.8%	5,086	63.9%
Source: SCAG Regional Housing Needs Assessment, November 2000				

Housing affordability is a major problem for lower income households in Compton as demonstrated in Table 11. More than half of all lower income owner households and almost two-thirds of all lower income renter households pay more than 30 percent of their incomes for housing.

Housing affordability is particularly bad for very low income households, whose incomes are less than half of the county median. More than 60 percent of very low income owner households and almost 75 percent of very low income renter households pay more than 30 percent of their income for housing. The distribution of families living under the defined poverty thresholds are illustrated in Exhibit 3-2.

Cost Burden for Housing

According to the 2006-2008 American Community Survey 3-Year Estimates, 7,443 owner-occupied households paid 30% or more of their monthly income for housing. This figure represents 56% of the total owner-occupied housing units in the City. Renter households paying 30% or more of their monthly income for housing totaled 5,581 households or 58% of the total renter households in the City.

Table 12 City of Compton Housing Affordability Standards (in dollars/month), 2008			
Unit Type	Very Low	Low	Moderate
Owner-Occupied Units			
1 Bedroom	\$521	\$730	\$1,338
2 Bedroom	\$586	\$821	\$1,505
3 Bedroom	\$651	\$912	\$1,672
4 Bedroom	\$703	\$984	\$1,805
5 Bedroom	\$756	\$1,058	\$1,939
Renter-Occupied Units			
1 Bedroom	\$521	\$626	\$1,147
2 Bedroom	\$586	\$704	\$1,290
3 Bedroom	\$651	\$782	\$1,433
4 Bedroom	\$703	\$844	\$1,547
5 Bedroom	\$756	\$907	\$1,662
Note: Updated annually			

Table 12 provides a breakdown of the following income categories:

- *Very-Low* incomes refer to those household incomes that are 50% of the County median adjusted for household size
- *Low* incomes refer to those household incomes that are between 51% and 80% of the County median adjusted for household size
- *Moderate* incomes refer to those households that are between 81% and 120% of the County median household income adjusted for household size

The HCD now requires local governments to identify those households that have incomes that are classified as *extremely low income*. Extremely low income households are those households that have annual incomes less than 30% of the County median (the Households included in this category typically represent the lowest wage earners in a community with wages corresponding to the current annual minimum wage of \$8.00 per hour (as of January 1, 2008). The annual wage figure cited previously assumes full-time employment.

The Comprehensive Housing Affordability Strategy (CHAS) data are used by HOME and CDBG jurisdiction to prepare its Consolidated Plans. Data showing housing problems and the availability of affordable housing are available through the CHAS website for all counties, places, and CDBG/HOME jurisdictions.

Table 12 A
HOUSING COST AS A PERCENTAGE OF HOUSEHOLD INCOME

Owner-Occupied Units: SF3- H97					
Total Households	% of Total Households	0-20% of HH Income	20-29% of HH Income	30-34% of HH Income	35+% of HH Income
10636	42	1427	2228	1117	5864
Renter-Occupied Units: SF3- H73					
9668	39	1809	1694	1029	5136

Source: U.S. Census, 2010

Note: Some households are not accounted for; therefore, figures may slightly differ for other U.S. Census estimates for Total Households.

The CHAS data concerning overpayment for housing in the City of Compton is summarized below in Table 13A . The data indicates the overpayment for extremely low income households ($\leq 30\%$ of the County median), very low income households ($>30\%$ to $\leq 50\%$ of the County median), low income households ($>50\%$ to $\leq 80\%$ of the County median), and all of the households in the City. The households that are overpaying for housing are further identified by tenure (owner-occupied and renter households). Finally, the table indicates senior households and large-family households that are overpaying for housing.

TABLE 13
HOUSING PROBLEMS FOR ALL HOUSEHOLDS CHAS DATA BOOK (CENSUS 2010)

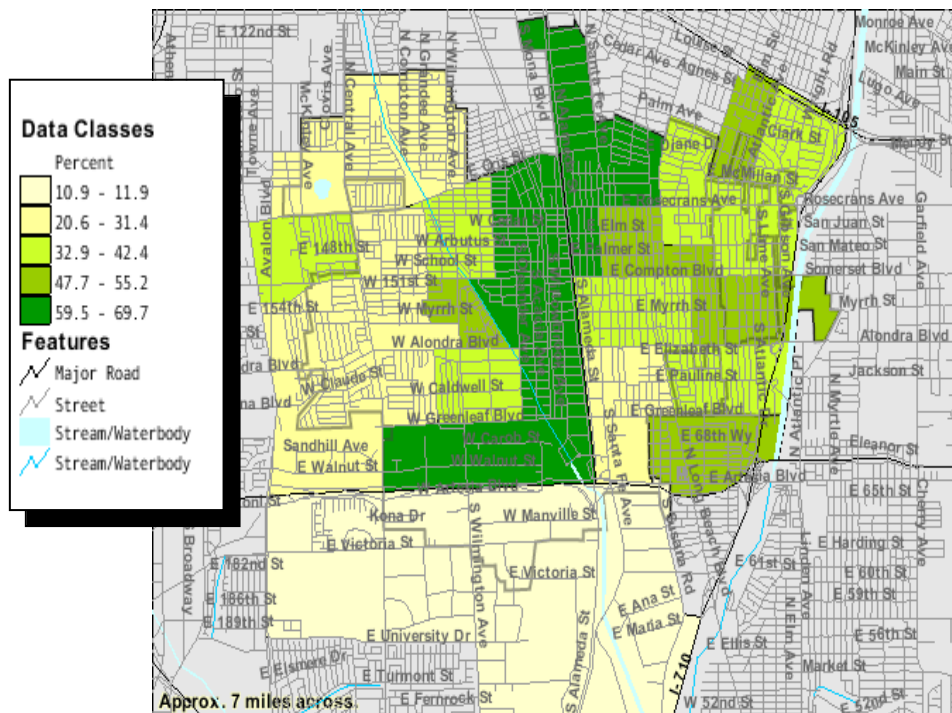
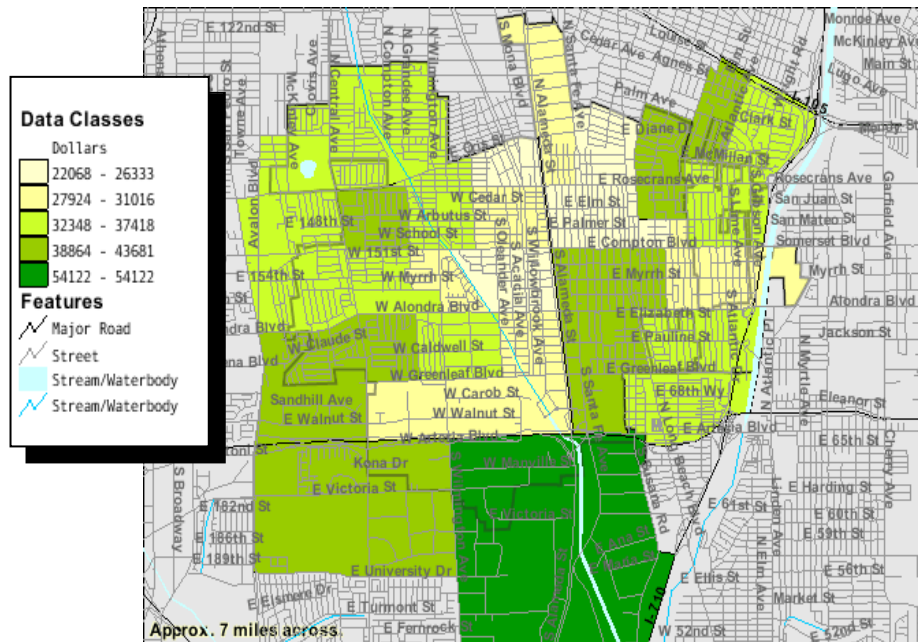
	Total Renters	Total Owners	Total Households
Household Income $\leq 30\%$ MFI/ELI	2,354	1,294	4,648
% Cost Burden $>30\%$	78.4	81	79.2
% Cost Burden $>50\%$	64.3	71.9	66.4
Household Income $>30\%$ to $\leq 50\%$ MFI/VLI	2,024	1,627	3,651
% Cost Burden $>30\%$	73.1	73.6	73.3
Household Income $>50\%$ to $\leq 80\%$ MFI	2,150	2,487	4,637
% Cost Burden $>30\%$	27.6	58.8	44.3

Source: U.S. Census, 2010

EXHIBIT 2 INCOME AND POVERTY IN COMPTON (2000)

SOURCE: U.S. CENSUS BUREAU

Median Household Income



**Table 13 A
Overpayment For Housing in Compton**

Household by Type, Income, & Overpayment	Renters				Owners				Total House Holds
	Senior	Large Family	All other	Total Renters	Senior	Large Family	All Other	Total Owners	
Extremely Low Income	373	1,164	407	3,354	629	312	104	1,294	4,648
% Cost Burden >30%	70.8	85	68.3	78.4	76.2	86.2	72.1	81	79.2
% Cost Burden >50%	49.3	70	62.4	64.3	62.8	81.7	72.1	71.9	66.4
Very Low Income	150	779	180	2,024	478	654	83	1,627	3,651
% Cost Burden >30%	83.3	67.9	69.4	73.1	55	84.7	75.9	73.6	73.3
% Cost Burden >50%	46.7	18.5	47.2	28.9	43.7	61	71.1	57.6	41.7
Low Income	93	1,049	193	2,150	583	990	140	2,487	4,637
Cost Burden >30%	41.9	19	62.2	27.6	41.7	63.1	78.6	58.8	44.3
Cost Burden >50%	0	5.2	5.2	3.7	19.6	19.2	39.3	22.3	13.7
All Others	84	809	335	2,103	869	2,695	575	7,263	9,366
% Cost Burden >30%	4.8	1.7	7.5	6.6	15.5	16.5	37.4	21.9	18.5
% Cost Burden >50%	0	0	0	0	4	0.7	6.1	2.4	1.9
Total Households	700	3,801	1,115	9,631	2,559	4,651	902	12,671	22,302
% Cost Burden >30%	61.7	45.5	49.1	50.3	43.8	40.7	51.3	41.8	45.5
% Cost Burden >50%	36.3	26.7	31.3	29.3	29.4	18.6	24.8	20.5	24.3

Source: CHAS Data Book 2000 (for Compton, California)

Special Needs Groups

Government Code section 65583(a)(7) requires "An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households and families and persons in need of emergency shelter."

Certain segments of the population may have more difficulties in finding decent, affordable housing due to their special needs. In Compton, these "special needs" groups include the elderly, disabled persons, large households, female-headed households, farm workers, and the homeless. Below is a table that illustrates the number of special interest population/groups targeted for assistance.

Tables 14 identify a number of special needs groups who have situations often leading to less income to cover the cost of housing.

Table 14
Summary of Special Needs Groups: City of Compton (2000)

Special Needs Group	Persons	Households	Percent
Large Households		8452	37
Seniors	6562*		7%
With a Disability	3434		51
Senior Households		3259	22.4%
Persons with a Disability	13,539		26
Persons with AIDS	476*		
Single Parents	4708		
Mothers with Children		3672	16.4%
Fathers with Children		1036	4.6%
Farm Workers	100*		.4%
Homeless Persons	15,879*	N/A	15

Large Households

Large households are consist of 5 or more persons and are considered a special needs population due to the limited availability of affordable and adequately sized housing. The lack of large homes is especially* evident among rental units where the number of units over three bedrooms is extremely small. Large households often live in overcrowded conditions due to both the lack of large enough units and insufficient income to afford available units of adequate size.

The City of Compton as a general rule has a larger than average household and family size than is typical of Los Angeles County as a whole. The average household size in Compton is 4.16 and the average family size is 4.45 persons. Although these numbers do not reach the established threshold of 5 persons per household, the data shows that Compton residents have a need for larger than average homes. According to the most recent 2000 Census figures, there were 8452 households that contained five or more persons per household. This figure translated into 37.percent of the total households in the City in 2000.

Senior Households

Elderly households include those *family* householders containing persons 65 years of age or older as well as *non-family* householders (persons living alone) where the individual is 65 years of age or older.

The total senior population in Compton is 6,562 which accounts for 7 percent of the total population. Seniors head about 15% of all households (22,368) in Compton. The elderly have a number of special needs including housing, transportation, health care and other services. Rising rents are a particular concern to seniors who live on fixed incomes. Nine hundred seniors or 14% fall below the poverty line. Additionally, 1,027 seniors serve as the primary caregiver to grandchildren under 18 years of age.

The CHAS databook documents that of the 3,259 senior households 1,630 or 50% of the senior households have incomes less than or equal to the median family income for Los Angeles County. This indicates a need for assistance for seniors in securing safe decent housing in Compton.

Even senior citizen homeowners, who are at an advantage because their housing payments are fixed, are still subject to increasing utility rates and other living expenses.

For those seniors that live on their own many have physical limitations both of which may inhibit their ability to maintain their homes or perform minor repairs. Moreover they may require the installation of grab bars, ramps, kitchen modifications or other physical modifications to the interior of the unit to render the unit more suitable for an elderly resident.

Special interior improvements are often needed to accommodate a disabled tenant or homeowner. For example, door frames must be wider to accommodate wheel chairs, ramps instead of stairs are needed, hand rails in bathrooms need to be installed, cabinet doors must be accessible, and light switches and other devices also need to be within easy reach. The cost for retrofitting an existing structure may cost thousands of dollars and be well beyond the reach of those households with lower incomes.

Single Parent Headed Households

Single parent households frequently have special needs for such services as childcare. Single parent households also typically have lower incomes which limits housing options and childcare opportunities. The Census reports that there are 4,708 single parent households in Compton. The majority of these households are female headed with 3,672 and 1036 households headed by males. The number of both female and male headed households bears importance in relation to social service needs, such as child care, recreation programs, and health care, which are of special concern to these households.

The City offers assistance to single parents in need of financial assistance with housing costs through the Housing Choice Voucher Program discussed on Page 47 which provided monthly rental assistance to private landlords.

Persons with Disabilities

A disability is defined as a long lasting condition that impairs an individual's mobility, ability to work, or ability to care for themselves. Persons with disabilities include those with physical, mental or emotional disabilities. Disabled persons have special needs because of their fixed income, shortage of affordable and accessible housing and higher costs associated with their disability.

According to the 2000 census an estimated 13,539 persons or 26 percent of the population have one disability. Approximately, 77 individuals have self care limitations and require daily assistance in living. The living arrangements for persons with disabilities depend on the severity of the disability. Many persons live at home in an independent environment with help of other family members. To maintain an independent living environment, disabled persons can require one or several forms of assistance. This assistance can be special housing design features.

Unless such provisions are made for disabled persons during original construction, such facilities will not likely be provided in sufficient numbers in typical rental projects. The lack of such housing is even more pronounced when it comes to market-rate rental units. Special interior improvements are often needed to accommodate a disabled tenant or homeowner. For example, door frames must be wider to accommodate wheel chairs, ramps instead of stairs are needed, hand rails in bathrooms need to be installed, cabinet doors must be accessible, and light switches and other devices also need to be within easy reach. The cost for retrofitting an existing structure may cost thousands of dollars and be well beyond the reach of those households with lower incomes.

The City does not require special building codes or onerous project review to construct, improve or convert housing for persons with disabilities. Additional discussion on persons with disabilities is provided on Page 37 of this document.

Homeless Persons in Need of Emergency Shelter

Homelessness is defined as not having a permanent address, sleeping in places not meant for habitation, not having a place to change clothes or bathe. Homelessness typically occurs because there is insufficient income to weather a personal financial crisis such as a loss of employment or family illness and continue to pay for housing. Mental disabilities, drug and alcohol additions also contribute to creating homeless individuals.

Based on the 2009 Greater Los Angeles Homeless Count, for Los Angeles County there are an estimated 48,053 homeless people that includes 42,694 in the Los Angeles Continuum of Care service area managed by the Los Angeles Homeless Services Agency (LAHSA) and 5,359 managed by the cities of Long Beach, Pasadena and Glendale. Within LAHSA, 10,245 are chronically homeless individuals who have been on the streets for a year or more or have had 4 episodes of homelessness in the last 3 years, and who have one or more disabling condition such as mental illness, substance abuse, and health conditions.

- The proportion of chronically homeless people according to LAHSA is 25%, one of the highest proportions of all major metropolitan areas in the country.
- LAHSA, reports that 47% are Black/African American, 21% White, 29% Hispanic or Latino, and 3% Asian/Pacific Islander/ American Indian/ Alaskan Native. Black/ African Americans are overrepresented as they make up roughly 9% of the County population.
- LAHSA reports there are 4,885 members of homeless families
- LAHSA reports of the 42,694, only 14,050 homeless are in shelters

Table 15 lists the programs offering housing support to the Homeless person. Compton provides numerous resources and shelter locations for the homeless.

A transitional housing facility operated by the Shields for Families, Inc. is located at 1415 E. Alondra Boulevard in Compton. This facility provides transitional apartment-style housing and support for homeless families suffering from substance abuse. A total of 106 units are provided by this facility.

Emergency shelters

Transitional housing is a type of supportive housing used to facilitate the movement of homeless individuals and families to permanent housing. A person may live in a transitional housing unit for up to two-years while receiving supportive services that enable independent living.

Supportive housing refers to permanent rental housing that also provides a wide array of support services that are designed to enable residents to maintain stable housing and lead more productive lives. Supportive housing is most often targeted to persons that have greater risk factors such as mental illness or drug dependence that could ultimately lead to prolonged homelessness. The types of support services that may be provided include medical and mental health care, vocational and employment training, substance abuse counseling, childcare, and independent living skills training. Supportive housing can be in any type of residential structure including a single family detached unit or an apartment building.

Emergency, Transitional and Supportive housing are currently being treated as permitted land uses even though they are not called out in the Zoning Ordinance in compliance with SB2. The City had made policy decision to treat these temporary housing types are permitted by right land uses in compliance with state law and will include them in the upcoming Zoning Consistency Program. In the proposed revised zoning ordinance these temporary housing land uses will be specifically listed as permitted in all single family and multifamily zones.

Currently, the City's Zoning Ordinance permits emergency shelters, transitional and supportive housing in any non residential zone district subject to a Conditional Use Permit. The City however has designated through the Land Use Element a Housing Overlay Land Use Designation which will be created over Wilmington Avenue and Long Beach Avenue where these alternative residential land uses will be treated as permitted land uses across multiple zones. The designated corridors are on the east and west portions of the City. The Long Beach Blvd. corridor is located on the eastern portion of the City and runs almost the

entire length of the City. The Wilmington Avenue corridor is located on the western portion of the City and runs from El Segundo Blvd. to Greenleaf Blvd. The overlay zones total approximately 325 lots containing 101 acres of land. The overlay designation encompasses the Multi-Family, General Commercial, Mixed Use and Low Density zones. The emergency overlay land use designations areas are shown on Exhibit 3-5.

Single Room Occupancy Hotel.

There are several definitions of a single room occupancy hotel. Below are the more common definitions:

1. SRO hotel room means a guest room or efficiency unit, as defined by California Health and Safety Code section 17958.1, intended or designed to be used, or which is used, rented, or hired out, to be occupied, or which is occupied, as a primary residence.
2. A single room occupancy (more commonly SRO, sometimes called single resident occupancy) is a multiple tenant building that houses one or two people in individual rooms (sometimes two rooms, or two rooms with a bathroom or half bathroom), or to the single room dwelling itself. SRO tenants typically share bathrooms and / or kitchens, while some SRO rooms may include kitchenettes, bathrooms, or half-baths. Although many are former hotels, SROs are primarily rented as a permanent residence.
3. The expression "single room occupancy" or, more commonly "SRO", refers to a building that houses people in single rooms. This means that tenants must share bathrooms and kitchens. The term originated in New York City, probably in the 1930s (the Oxford English Dictionary provides an earliest citation of 1941), but the institutions date back at least fifty years before the nickname was applied to them.

SROs are a viable housing option for poor people, students, single tenants, seasonal or other traveling workers, empty nester widows / widowers, or others who do not desire or require large dwellings or private domestic appliances. The smaller size and limited amenities in SROs generally makes them a more affordable housing option, especially in gentrifying neighborhoods or urban areas with high land values. The rents of many disadvantaged tenants may be paid in full or in part by charitable, state and federal programs, giving incentive to landlords to accept such tenants.

Some SRO buildings are renovated with the benefit of a tax abatement, with the condition that the rooms are rented to tenants with low incomes, and sometimes specific low income groups, such as homeless people, people with mental illness, people with AIDS, and so on. An SRO hotel does not include any individual in which the person is housed or detained under legal restraint or hospitalized or otherwise under medical, nursing or psychiatric care, or fraternity or sorority houses.

The present City of Compton Zoning Code is silent on the development of Single Room Occupancy projects. However, upon adoption of the General Plan 2030, the City funded Zoning Consistency program will be initiated and Single Room Occupancy developments will be specifically listed as a permitted land use in commercial zones with development standards specified. Presently, SRO's are allowed within any commercial zone with a Conditional Use Permit since they are treated similar to Hotels. However, they will be permitted as a use by right in any Commercial or Mixed use zone covered by the Emergency Shelter Overlay Land Use designation area on both Long Beach Blvd. and Wilmington Avenues. This a potential 2.6 mile long, 101 acre, 350 lot overlay area being created within the City where SRO's will be permitted by right.

Moreover, under the proposed General Plan Zoning Consistency Ordinance the development regulations controlling the development of SRO's will be created incorporating reduced standards from the typical commercial hotel development standards. SRO's are recognized to be different from hotels and typical multi-family residential developments. Minimum room size as well as a parking standards will be analyzed and reduced. Table 25 shows the variety of housing types that are permitted by right in the various residential zones.

Emergency Shelter Grant Program and Homelessness Prevention and Rapid Re-Housing Program

The Los Angeles Homeless Service Authority (LAHSA) has developed its Continuum of Care system to assure a coordinated effort to provide services to the homeless and at-risk population in Los Angeles County. Working with LAHSA, the Compton Planning and Economic Development Department will develop a resource list of the Los Angeles County and local agencies that receive federal funds from the American Recovery and Reinvestment Act, the U.S. Department of Labor, the U.S. Department of Health and Human Services, and others.

The Compton Planning and Economic Development Department will distribute this list to each household that receives Homelessness Prevention and Rapid Re-Housing Program (HPRP) financial assistance. It will use the list to link participating households with other needed services in order to help keep them housed.

Each year, the City receives approximately \$90,000 of Federal Emergency Shelter Grant (ESG) funding to assist the City in meeting the housing needs of both the homeless and at-risk residents. The City will leverage the HPRP funds with the ESG funds by collaborating with two non-profit agencies that received the City's ESG funds for emergency shelter services during the 2008-2009 and 2009-2010 fiscal years,

The City will also work in partnership with the Los Angeles Homeless Services Authority (LAHSA). LAHSA is comprised of community-based organizations, City representatives, businesses, health care entities, veteran service organizations, churches, community colleges, State universities, and formerly homeless individuals. Because of the vast size of the Los Angeles County, Local Service Planning Areas (SPAs) were established. The City of Compton is a part of SPA 6.

LAHSA will help the Local Housing Authority to identify other area service providers that may be of assistance to the program participants so that they can develop support networks that will enable them to remain in their existing housing and not become homeless.

The Compton Grants Division will directly input the necessary data into LAHSA's HMIS so that reports concerning the City's HPRP outcome will be generated as required by HUD. It is the City's intention that at least two staff persons will be trained by LAHSA in the proper use of the HMIS. The HMIS will provide data on the unduplicated count of at-risk of homeless persons receiving services; track service usage; and report on the accomplishments of the households receiving financial assistance through the program.

The City's FY 2005-2010 Consolidated Plan identified homeless programs as a high priority need and estimated that, at any given time, there are approximately 1,666 homeless individuals and families living within the City of Compton. Due to the economic crisis and high housing costs, the homeless population is increasing. The use of the City's HPRP funds to pay for "shallow" subsidy rent payments for households that are at-risk of becoming homeless and have no other housing options available to them is consistent with the priorities presented in the City's Consolidated Plan. The City's goal is to prevent additional residents from becoming homeless.

The Grants Division intends to accept referrals for HPRP financial assistance from the following local non-profit agencies that receive the City's ESG funds for emergency shelter services:

Capacity of Emergency Shelter Overlay Zone

As part of the proposed Emergency Shelter Overlay Zone determining what the maximum capacity of proposed rooms is problematic at best. There are too many unknowns and assumptions that have to be made.

The proposed Overlay Zone will cover two commercial corridors from approximately El Segundo Blvd to Greenleaf Blvd in the south. A distance of 2.6 miles for each corridor through the City. The zoning within these two corridors where Emergency shelter will be permitted by right is limited commercial and Mixed Use. The proposed land use map shows the overlay zone on Long Beach Blvd and Wilmington Avenue.

These two major streets were selected for locating emergency shelters because they offer within walking distance several community services such as access to public transportation, retail services and medical care.

Additionally, there are multiple employment opportunities along these two main streets as cross streets such as Compton Blvd., Rosecrans Avenue and Alondra. One mile west of Long Beach Blvd. is the MTA Greenline light rail that runs from the City of Los Angeles to the City of Long Beach. Both Wilmington and Long Beach have several older commercial retail buildings that would be excellent candidates for redevelopment or conversion to an emergency shelter.

A field survey of the corridors revealed that there are a few vacant sites and other commercial buildings suitable for conversion to emergency shelters. A rough estimate of the potential number of rooms that could be provided is 200. Based on 2011 homeless count by the Los Angeles County HAS Compton has approximately 851 homeless persons with about 215 unsheltered persons.

Typically, for new construction the maximum number of units/rooms of any emergency shelter or single room occupancy proposal would be governed by zoning ordinance development standards such as maximum site coverage, FAR, building height, parking, and setbacks. Similarly, determining the maximum unit capacity of an existing commercial building converted to an emergency shelter or single room occupancy would also be governed not only by the zoning ordinance, but the building code as well. There is no way to accurately predict the theoretical maximum capacity of rooms. Each site must be analyzed on a case by case basis. The closest standard that could apply is the Residential High Density regulation of one unit per 1,500 square feet of site area. However, it is inappropriate to apply a multi-family standard to essentially a hotel type of use. To do so would unfairly restrict the number of potential rooms and represent an unreasonable governmental constraint.

Additionally, until the proposed Overlay Zone is written which would address unit/room density the City cannot make any reasonable calculation that could be logically proven. Once the proposed Overlay Zone is written, however each proposed site could be analyzed and a theoretical maximum number of units determined.

The City can only state that it is committed to creating an Emergency Shelter Overlay Zone which treats emergency shelters and single room occupancy uses in certain non-residential zones as a permitted use without placing punitive regulations such as high parking standards on them.

Emergency Shelter Grant

The City provides financial support using funds from the federal Emergency Shelter Grant program to Compton-based non-profits that provide housing and social services to homeless individuals and families. Table 16 provides a summary of the accomplishments of these agencies in Compton that directly assist homeless individuals for the period 2000 to 2004.

Farm workers

Farm workers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural work. Farm workers have special housing needs because they earn lower incomes than many other workers and move throughout the season from one harvest to the next.

The census identifies only 100 residents as employed in the industries of farming, fishing or forestry representing less than one-half of one percent of the City's labor force. Therefore, given the extremely small percentage of farm workers with the City of Compton, the city has no special housing programs beyond programs targeted for low income persons.

**Table 15
Homeless Shelter Providers in Compton and South Los Angeles Area (2010)**

Facility Description	Description of Services	Service Capacity
Compton Welfare Rights Organization, 528 W. Almond St., Compton, CA 90220	Emergency shelter for women and children.	36 beds
Peace & Joy Care Center, confidential site in Compton	Emergency shelter for domestic violence victims and their children. Provides housing, meals and support.	120 Beds
County of Los Angeles, Winter Shelter Program	Provides emergency shelter from the cold from December through March.	2,000 additional emergency shelter beds
People Helping People. 5701 S. San Pedro Street, Los Angeles, CA 90011	Emergency shelter, meals, access to showers and toilets. Referrals to more comprehensive programs.	Year-round shelter with 110 Beds Winter shelter with 150 Beds
Henderson Community Center. 911 E. 25th Street, Los Angeles, CA 90013	Transitional shelter for women. Full service including clothing, case management and housing assistance.	28 Beds
Centers for Women and Children, confidential site in Los Angeles	Transitional housing for homeless domestic violence victims. 30 day emergency shelter before 2 years in transitional housing..	20 emergency beds.
Los Angeles Homeless Services Authority, 811 Wilshire Blvd., 6th Floor, Los Angeles, CA 90017	Lead agency in the Los Angeles Continuum of Care, and coordinates and manages over \$70 million dollars annually in Federal, State, County and City funds for programs providing shelter, housing and services to homeless persons in Los Angeles City and County.	14,050 in shelters including some of those above
Faithful Services Outreach. 1412/1414 W. 37th Drive, Los Angeles, CA 90018	Emergency housing and services for women, children and pregnant women. No more than 4 children. Mothers must be 18.	10 beds for 30 days. Limit of 2 children, must be between the ages of 6 months and 9 years old.
First to Serve, Inc. 1017 W. 50th Street, Los Angeles, CA 90037	Transitional housing and services for homeless men dually diagnosed (HIV/AIDS, substance abuse and/or mental health)	14 men for 2 year periods
The Shields for Families, Inc. 1415 E. Alondra Boulevard, Compton, CA 90221	Transitional apartment-style housing and support for homeless families suffering from substance abuse.	Keith Village Apartments – 86 units Naomi Village Apartments – 20 units
Palms Residential Care Facility. 8480 S. Figueroa Street, Los Angeles, CA 90003	Transitional housing for homeless persons with multiple diagnoses (<i>HIV/AIDS, mental illness and/or substance abuse</i>)	37 Beds
Casa de Rosas, Inc. 2600 S. Hoover Street, Los Angeles, CA 90007	Emergency housing, meals and support services. Target population is single women.	30 Beds
Testimonial Community Love Center. 5721 S. Western Avenue, Los Angeles, CA 90062	Emergency housing for women and children. Meals, support services and life skills training.	40 Beds
A Community of Friends. 9130 S. Figueroa Street, Los Angeles, CA 90003	Permanent housing for homeless persons suffering from chronic mental illness.	Figueroa Court Apartments - 39 units
Dept. of Children and Family Services. 1525 W. 105th Street, Los Angeles, CA 90047	Transitional Housing Program for Homeless Young People. Services for 18-21 year-olds emancipated from the foster care system	250 Beds
Watts Labor Community Action Committee, 8501 S. San Pedro Street, Los Angeles, CA 90003	Emergency shelter for women with children. Provides meals, support services, child care, and job training. Referrals to transitional and permanent housing.	40 Beds
Source: Los Angeles Homeless Services Authority		

The table above shows that there is a capacity in Compton and the surrounding communities for 16,930 beds.

Based on 2011 homeless count by the Los Angeles County HAS Compton has approximately 851 homeless persons with about 215 unsheltered persons. There is more than enough capacity to accommodate the existing homeless population.

A field survey of the Long Beach overlay zone corridor revealed that there are five vacant lots, three vacant retail buildings, one 50 room hotel and one apartment building that could be converted or redeveloped into emergency, supportive and transitional housing. The field survey also revealed that there were several buildings and businesses that were either closed or appeared to be ready for closure. A rough estimate of the potential number of beds that could be provided is 250. A field survey of the Wilmington Ave overlay zone corridor revealed that there is only one vacant lot.

All of the special needs groups discussed above typically have an increased need for financial assistance to secure decent affordable safe housing whether a rental or ownership residence. The City offers several housing assistance programs to citizens of Compton. These programs are listed below.

- Housing Choice Voucher Program (Rental)
- Family Self-Sufficiency Program
- Housing Choice Voucher Portability
- Housing Choice Voucher Homeownership Program
- First Time Homebuyers Program (Home Ownership)
- Deferred Equity Loan Program (Housing Rehabilitation)
- Emergency Assistance Program
- Fix-it Grant Program
- Neighborhood Stabilization Program
- Homelessness Prevention and Rapid Re-Housing Program
- Emergency Shelter Grant Funding

**Table 16
Emergency Shelter Grant Summary of Accomplishments from the Period 2000 to 2004**

Funded Agency	Cumulative Emergency Shelter Grant Funding Allocation	Other Funding (Grants + volunteer time + donations)	Total Clients Served	Meals Provided	Permanent Housing Clients Served	Transitional Housing Clients Served
Compton Welfare Rights	\$121,000	\$897,392	1,244*	96,281	75	65
House of Redeemed	\$105,500	\$110,950	626	19,049	26	13
Ms. Essie's House of Faith	\$65,420	\$110,950	588	985	n/a	n/a
Peace & Joy Care Center	\$94,500	\$147,140	816	303	n/a	385

Source: City of Compton Consolidated Annual Performance and Evaluation Report Program Year 2003/04

* - may include duplicate counts

Housing Stock Characteristics

A community's housing stock is the collection of all its housing units. A housing unit is defined as a house, apartment, or a single room, occupied as a separate living quarters or, if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live and eat separately.

from any other persons in the building and which have direct access from the outside of the building or through a common hall.

Housing Types

According to estimates prepared by the State Department of Finance (DOF), there were 24,177 housing units in the City in 2009. Of this total, 66.5% of were classified as single-family *detached* units while 9.1% were classified as single-family *attached* units. Duplex units and smaller multifamily developments (up to 4 units per structure) made up 9.3% of the City's total housing stock. Multifamily developments containing five or more units in a single structure made up 12.0% of the City's housing stock. Mobile homes accounted for 2.7% of the total housing units. Table 16 lists the 2009 DOF housing type estimates for Compton.

Table 17 2009 Estimated Single & Multi-Family Housing Types in Compton		
Unit Type	No. of Units	% of Total
Single Family Detached	16,087	66.5%
Single Family Attached	2,202	9.1%
2-4 Units	2,237	9.3%
5+ Units	2,903	12.0%
Mobile Homes	648	2.7%
Total	24,177	99.6%
Source: State of California Dept. of Finance. 2009		

The number of housing units in Compton has grown steadily over the past two decades in spite of the City being essentially built-out for many decades. This newer residential development is largely infill development on parcels that were developed in lower residential densities or in some other nonresidential land use. Table 18 compares the growth in Compton with the growth in nearby cities and the County. The data included in Table 18 was derived from Census statistics for the years 1980, 1990, and 2000.

Table 18 Comparison of Housing Growth: Compton and Surrounding Areas				
City	Total Housing Units			Change 1980-2000
	1980	1990	2000	
Compton	22,447	23,239	23,780	5.9%
Carson	23,259	24,441	25,306	8.8%
Gardena	17,562	19,307	21,037	19.8%

Lynwood	14,480	14,525	15,004	3.6%
Paramount	11,730	13,726	14,633	24.7%
South Gate	23,589	22,946	24,277	2.9%
Los Angeles Co.	2,855,750	3,163,343	3,270,909	14.5%
Source: California State Department of Finance, Controlled Population Estimates for 4/1/1980 and U.S. Census Bureau, 1990 and 2000 Census				

The growth in housing since 1990 has been in attached single-family and multifamily housing. Table 19 compares the types of housing in the City for 1990 and 2000. As indicated in the Table, there has been a modest increase in the number of single family detached housing and significant increase in multi-family housing.

Housing Tenure

Housing can be categorized by tenure or occupancy, owner-occupied versus renter-occupied. The tenure distribution of a community's housing stock (owner versus renter) influences several aspects of the local housing market. Residential mobility is influenced by tenure, with ownership housing evidencing a much lower turnover rate than rental housing. Housing overpayment, while faced by many households regardless of tenure, is far more prevalent among renters. Tenure preferences are primarily related to household income, composition, and age of householder.

Table 20 reveals that the proportion of households that are renters has remained stable in the last decade after the small increase during the 1980s. The vacancy rate in Compton rose from about 3 percent in 1990 to about 6 percent in 2000. According to the most recent DOF data (2009), the vacancy rate stands at 6.1 percent. Although the total number of housing units in the city increased over this period, the percentage of occupied units decreased slightly. Housing tenure data from the 2000 Census is mapped in Exhibit 3-3.

**Table 19
Change in Compton Housing Single Family Types from 1990 to 2000**

Housing Type	1990 Census		2000 Census		Change Between 1990 and 2000	
	No. of Units	Percent	No. of Units	Percent	No. of Units	Percent
Detached Single Family	16,329	68%	15,815	67%	514	137%
Attached Single Family	1,572	7%	2,139	9%	-567	-151%
Total Single Family	17,901	74%	17,954	76%	-53	-14%
2-4 Multi Family Units	2,653	11%	2,265	10%	388	103%
5+ Multi Family Units	2,972	12%	2,923	12%	49	13%
Mobile Homes	6,29	3%	638	3%	-9	-2%
Total, All Housing Types	24,155	100%	23,780	100%	375	100%

Source: U.S. Census Bureau, 1990 and 2000 Census

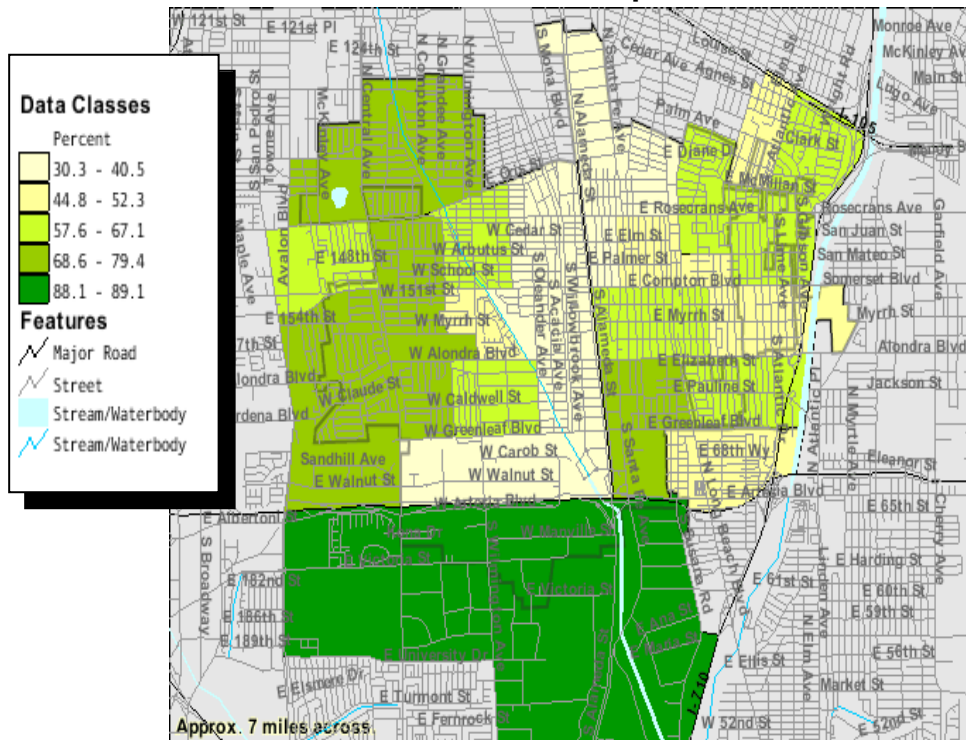
**Table 20
Trends in Compton Housing Tenure**

Tenure	No. of Units	Percent
1990 Tenure Statistics		
Owner	12,833	56.80%
Renter	9,760	43.20%
Total	22,593	100%
2000 Tenure Statistics		
Owner	12,684	56.90%
Renter	9,619	43.10%
Total	22,303	100%

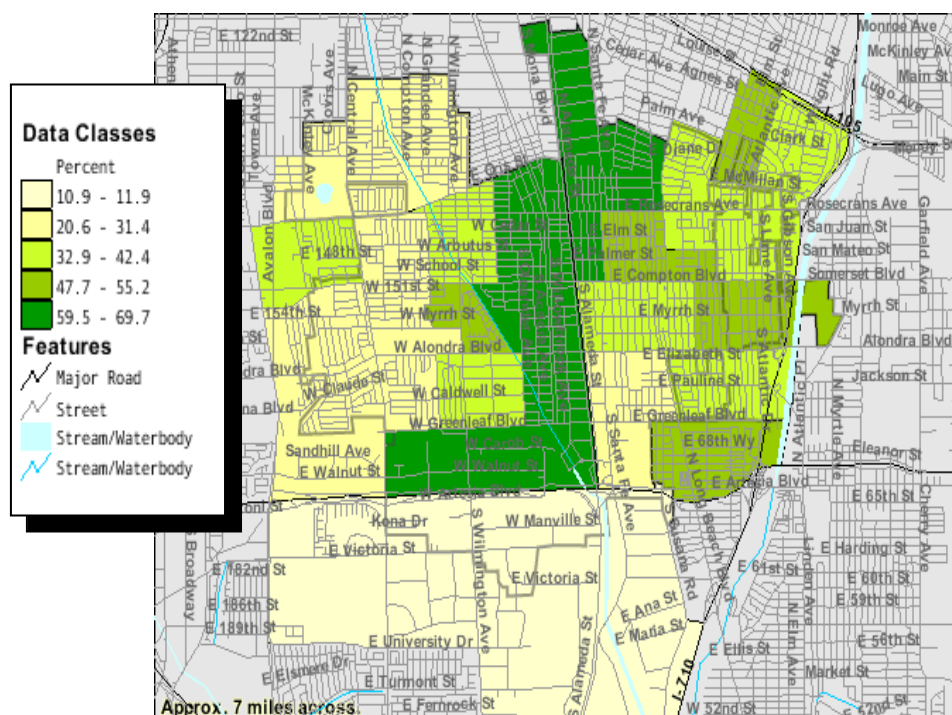
Source: U.S. Census Bureau, 1990 and 2000 Census

EXHIBIT 3 HOUSING TENURE IN COMPTON (2000)

SOURCE: U.S. CENSUS BUREAU
Owner Occupied



Renter Occupied



Age and Condition of Housing Stock

Compton has an older housing stock; over 90% of the housing units removed for new development were built before 1939 leaving roughly 60% of the housing units over 45 years old. Table 21 provides a breakdown of housing units by year built in Compton and the Los Angeles-Long Beach Metropolitan Statistical Area.

Table 21 Age of Housing Stock		
Year Constructed	Compton	Los Angeles-Long Beach SMSA
Before 1939	9.1	14.45 %
1940-1959	50.3	31.12%
1960-1969	18.3	14.66%
1970-1979	9.3%	15.10%
1980-1989	8.4	9.38%
1989-1999	3.4	9.16%
2000 - 2009	1.2%	7%
Total Units	100%	100%
Source: U.S. Census Bureau, 2000 Census, 2003 American Housing Survey and City of Compton		

Compton has a higher proportion of older housing than the Los Angeles-Long Beach Metropolitan Statistical Area where nearly 18% more of housing in Compton was built before 1970 (see Table 20). In addition, the percentage of residents considered low or very low income by HUD is higher in the City of Compton (58%) than Los Angeles County (41%). Given the combination of older housing stock and lower income residents, the percentage of substandard housing and housing in need of rehabilitation is expected to be higher than that found in the larger metropolitan area. Aging and deteriorating housing stock can have severe negative effects on housing quality and quality of life.

A citywide visual survey was conducted in May 2011 to ascertain the condition of the housing stock within the city. Housing condition was evaluated according to the following four categories and criteria:

Standard Condition: Units that did not appear to require repairs. Units in this category were also generally well maintained and were typically new.

Minor Repair Condition: Units in this category require some minor repairs that would not require a contractor and are cosmetic in nature..

Major Repairs Condition: Units in this category were visibly in need of major repairs or renovation. These repairs were deemed necessary either due to extensive deterioration of cosmetic elements such as finishes or through materials.

Dilapidated: Indicates that structures present are in such a state as to pose a danger to the inhabitants or have apparent structural problems.

Compton as the 8th oldest City in Los Angeles County experienced most of its housing construction boom in the post World War II years.

The age of the housing stock combined with below Los Angeles County median income levels for a majority of the City residents creates a significant impediment to regular property maintenance not typical of other more affluent communities. However, with this fact in mind the survey results identified that a majority of units irrespective of age fell into the Standard and Minor repair condition categories. The homes in these two categories were comprised of post war boom homes typically single level wood frame homes with a stucco exterior. There were also a large number of more contemporary two story homes constructed within the last twenty years. The majority (55%) of these homes despite being 60 years old do not appear to warrant any concern for their longevity or ability to provide quality low/moderate income housing. It was clear that several neighborhoods reflected significant reinvestment by their property owners.

The Major Repairs Condition category is the next category where most of the remaining homes (25%) could be classified. These homes were older homes and tended to be located in the central and northern portions of the City. Most of the problem areas observed consisted of poor or dead landscaping, broken fences, cracked stucco walls, broken windows, walls in need of general restuccoing and repainting and roofing repairs.

Lastly, there are a minority of homes (20%) that could be classified as Dilapidated. These homes are in need of significant repairs or in some cases demolition.

While a significant number of housing units in Compton were constructed prior to 1969, age alone is not a valid indicator of the presumed condition or repairs needed. The premise that the older the unit is the more likely it is to require some form of repair or maintenance is not always the case. Older units have typically already had major renovations or remodeling. As can be shown by the survey of the typical Compton residences, most are maintained and not in need of significant repairs. As a result housing age data alone should not be used to presume a negative condition of the City's housing stock.

Proactively, the City is proposing through increased code enforcement to implement Housing Goals 1.1, 1.2, and 1.3 which mandate increased enforcement of health and safety code violations, strengthened rehabilitation and financial assistance programs, and replacing severely deteriorated units with new affordable housing. Additionally, with the financial assistance of the Emergency Assistance and Fix It Programs to assist in the repair of the units any concern about the useful life of the housing stock will be satisfied. The City of Compton will assist by seeking out additional funds to assist low and moderate income households.

GENERAL PLAN DESIGNATIONS

The residential land use designations contained in the General Plan, and the associated density standards and potential dwelling unit yields are summarized as follows.

Single Family Residential (1 to 12 units/net acre/3224 acres) 38,688 max units

Multifamily Residential (12.1 to 34 units/net acre/587 acres) 19,958 max units

Multi-Family Residential (with Smart Growth Overlay) (12.1 to 34 units/net acre/ 13 acres) 442 max units

The General Plan build-out figures above do not include the development possible in the area governed by the Brickyard Specific Plan where a possible 1,250 new residential units are proposed.

Below are the General Plan residential land use designation descriptions:

Single Family Residential (1 to 12 units/net acre)

The Single Family Residential category permits low scale residential development at densities of up to twelve units per acre. Based on an average Compton household size of 4.4 persons per dwelling, the maximum population density is 53 persons per acre. Development included within this land use category consists of single-family houses that may include both detached and attached units. Other permitted uses include schools, churches, day care homes, public utilities and facilities, and similar uses generally considered compatible with and serving the needs of residential neighborhoods. Existing single-family housing development in Compton consists of conventional subdivisions as well as large lot developments (10,000 square feet and larger lot sizes), in the Richland Farms community.

The City of Compton Zoning Ordinance consists of three residential zones that would implement the Low Density Residential designation. The Residential Agriculture zone will accommodate densities of one to four single family units per acre. The Low Density Residential zone will accommodate densities of five to seven units per acre. The Medium Density Residential Zone will accommodate densities 7 to 12 units per acre.

Additionally, the Zoning Ordinance allows for the development of Secondary Dwelling Units as a permitted land use within the Residential Agriculture and the Low Density Residential zones in accordance with California Government Code Section 65851.1 and .2 Development standards are shown on page 3-33.

Multifamily Residential (12.1 to 34 units/net acre)

Multifamily Residential development includes apartment complexes, townhomes, condominium projects, as well as any of the non residential uses permitted in the lower density residential categories. This land use designation permits development at densities of up to 34 units per acre. Based on an average household size of 4.4 persons per dwelling, the maximum population density is 150 persons per acre. Only those development projects that incorporate superior design characteristics or provide amenities for residents, such as onsite recreation, open space above the minimum requirements, or covered parking will be allowed to build at densities over 20 dwelling units per acre. Developments involving housing for senior citizens or other City-identified special needs groups may achieve higher densities. Density bonuses above 34 units per acre maximum are permitted if a housing development meets the requirements set forth in Section 65915 of the State Planning Code

The City of Compton maintains a high engineering standard for curbs, gutters, sidewalks, and streets, and these standards govern construction in terms of width and grade. In the past, the City has approved residential subdivisions with private streets where the standards have been modified to reduce housing costs. In the future zoning consistency program the City will continue to review the general development standards to explore strategies for modification to determine if the standards can be reduced without reducing their level of safety or effectiveness in the City.

4. HOUSING CONSTRAINTS

This section of the Housing Element is concerned with the identification of constraints that may affect the development of housing, especially affordable housing. The analysis below considers the following:

Governmental Constraints: Refers to reasonable regulations, ordinances and fees that govern the development of new housing.

Non Governmental Constraints: Refers to financial assistance offered by the City or other organizations. The primary non-governmental constraint is the lack of adequate financial resources by individuals or families to purchase or rent market rate housing. These constraints are discussed under the category Market Constraints.

Market Constraints: Refers to economic market factors that affect the cost of existing and new housing and any financial assistance available.

Environmental Constraints: Refers to characteristics of the local environment that may affect the cost of new housing.

GOVERNMENTAL CONSTRAINTS

Local governments may unintentionally affect the cost of housing through the enforcement of land use controls, and building codes, code enforcement, fees, processing requirements, required on- and off-site improvements, and taxes and insurance. For this reason, it is important for the City to review and provide measures to review these parameters in terms of their potential to affect the supply, distribution, and cost of housing. The State of California planning law requires local governments to indicate the location and extent of permitted low/moderate residential development in their general plans. In addition, standards of development intensity and population intensity must be indicated. The location and types of housing in the City of Compton however, are limited to some extent by density limitations contained in the General Plan.

DEVELOPMENT AND PROCESSING FEES

In 1978 Californians enacted Proposition 13, which limited the ability of local public' agencies to increase property taxes based on a property's assessed value. In 1982, the Mello-Roos Community Facilities Act of 1982 was created to provide an alternate method of financing needed improvements and services. New residential growth within the City imposes an increase in service demands upon public infrastructure, including police, fire protection and suppression, paramedic services and park maintenance which must be paid for.

The City has plans to increase its fees, since they have not been increased in 6 years and is among the lowest in LA County in order to recapture the costs related to the processing and servicing of new developments. Any new fee structure proposed will be consistent with those being levied in the City of Los Angeles and a number of other surrounding jurisdictions in the Southern California region. A Compton fee survey was conducted in 2008. The study will be revised to reflect current fees from neighboring communities, including recommendations to increase or decrease fees for entitlement activities. Once the update is complete, City officials will review and decide to increase, decrease or keep the fees at the current level. This fee survey is scheduled to go to City Council by mid. May 2012. Any proposed new fees will be designed to recover the actual service costs and impacts and not to augment the City's general fund. At no time will the City charge a higher development impact fee than what is necessary to offset the anticipated costs to the City for constructing necessary public improvements. The following are typical fees related to housing development:

The planning fee for design review of a single family home in the Residential Agricultural and Low Density Residential zones on a pre-existing subdivided lot is \$50.00. If the lot is part of a past Planning Commission approval, the fee is \$100.00.

For multi-family units the design review fee is \$250.00 per project if the development is for four units or less in the Medium and High Density Residential zones. If the project is for more than 4 four units a Conditional Use Permit and environmental determination are required and the total fee is \$2,250.

Table 22 Application Fees		
FEE CATEGORY	FEE AMOUNT	
Planning and Application Fees	Single-Family	Multifamily
Annexation	2,200	2,200
Variance	600	600
Conditional Use Permit	1,500	1,500
General Plan Amendment	3,000	3,000
Zone Change	2,500	2,500
Site Plan Review	100	100

Architectural Review	100	250
Planned Unit Development	2,500	2,500
Specific Plan	2,500	2,500
SUBDIVISION		
Certificate of Compliance		
Lot Line Adjustment	500	500
Tentative Tract Map	2,500	2,500
Final Parcel Map	1,500	1,500
ENVIRONMENTAL		
Initial Environmental Study	750	750
Environmental Impact Report	3,000 plus cost of EIR	3,000 plus cost of EIR
Negative Declaration	750	750
Mitigated Negative Declaration	750	750
Exemption	250	250
IMPACT		
Fire	N/A	N/A
Parks	4,779.06 per lot	4,779.06 per unit
Water and Sewer	830 per lot	830 per unit
Sewer Hook-up	N/A	N/A
School (Collected by the school district)	N/A	N/A

Building Codes

The City has adopted the 2007 State Uniform Building, Housing, Plumbing, Mechanical and Electrical Codes. For a typical 1,000 sq. ft single family detached residence or 1,000 square foot multi-family unit the building plan check/permit fees are as follows

Plan Check / Building permit fee: \$797.50
 Electrical Fee: \$40.00 (20 fixtures + 20 outlets)
 School Fee: \$2970.00
 Mechanical fee: \$61.50
 Plumbing fee: \$187.00
 School District Fee - \$2.97/square foot

Park fees is calculated assuming three gross acres and density of nine units per acre the total Quimby fee is \$133,813.89 for the site. If the site consisted of 28 single family lots the same fee would be \$4,779.06 per lot. The fee is based off of an approved fee schedule contain within the Municipal Code. The proposed project's density yields a specific percentage number which represent the minimum required park land dedication. However, for projects under 50 lots, in lieu of land dedication, the payment of fees is required. The in lieu fee is calculated based on the average per square foot land cost multiplied the land dedication percentage.

For a typical single family residence on a 5,000 square foot lot the total City development and building fees required are \$8,835. The total materials cost to construct this 1000 square foot home plus the land cost totals \$198,000. City processing fees represent approximately 4.5% of the development cost per single family unit.

For a typical multiple family unit the total City development and building fees required are \$8,241.06. The materials cost for a typical 800 square foot multi-family unit is \$90,000 for materials with land costs adding another \$18,000 totaling \$108,000. City processing fees represent approximately 7.6% of the development cost per multiple family unit.

Street construction costs typically represent a significant cost in project development with costs varying depending on the required street width and whether sidewalks, bus turn outs and traffic calming improvements are required.

The City is 98% built out with all streets installed and in use, with most in operation for several decades. The last remaining piece of undeveloped land proposed for residential is the 104 acre Brickyard site. This will be a mixed use development with high density residential, commercial and light industrial uses to share all public improvement costs. Street costs are not expected to be a constraint of the future residential development within the Brickyard site.

Redevelopment adjacent to existing streets, however may require additional improvements to the existing streets. The Public Works Department currently estimates construction costs for streets to be local:\$200, collector: \$270, and arterial:\$ 470 per lineal foot. Utility costs typically add another 20 to 50 % depending on the number and size of utilities to be installed. The right-of-ways for Arterial, Collector and local streets is 100, 62 and 50 feet respectively.

For redevelopment adjacent to existing streets the city recognizes the constraints of the existing surrounding circulation system and adjusts the improvements required according to the physical constraints present and the health and safety of the public.

There is no established codified fee waiver of deferment process for development fees. However, the City Council can by resolution waive any City fee. This requires a staff report and resolution. The City has not does not typically have any requests for fee waivers.

PROCESSING PROCEDURES

If an application for Zoning and Site Plan Review is complete and in conformance with City requirements, the processing time is relatively brief.

The City of Compton Zoning Ordinance contains four residential zoning categories where residential uses are classified as permitted by right, or conditionally permitted.

Permitted residential uses refer to those uses allowed without discretionary review except for design review and building permits as long as the project complies with all development standards. Conditionally Permitted Uses (CUP) are approved by the Planning Commission unless appealed to the City Council.

Projects appealed to the City Council get priority scheduling. Typical findings for a CUP include that the project is consistent with the General Plan; the use is compatible with surrounding uses, the use will not have an adverse impact public health and safety, and general welfare concerns.

The time required to process a residential project varies greatly and depends on the issues of the project. Project complexity and its CEQA determination are two factors that are directly related to the number of entitlement actions needed for a project to complete the review and approval process. The entitlement actions for a residential project could require a General Plan Amendment, Zone Change, Conditional Use Permit Variance and Subdivision plus the environmental determination. This is a worst case scenario and not typical. See Tables 23 and 24 for specific processing times.

However, it should be noted that each residential project does not necessarily need to have a complex CEQA review and can be deemed exempt. Small scale projects consistent with General Plan and Zoning Ordinance do not generally require Environmental Impact Reports [EIR], General Plan Amendments,

Rezoning, subdivisions or Variances. The typical multi-family residential development usually requires only a Conditional Use Permit and environmental determination.

Review and approval procedures for multiple entitlement applications are also encouraged to be processed concurrently to save time and make the process more efficient and less costly to the developer. As an example, a rezoning petition may be reviewed in conjunction with the required site plan, Conditional Use Permit, tentative tract map, and any necessary variances.

The City works closely with developers to expedite approval procedures so as not to put any unnecessary timing constraints on development. All entitlement applications are filed with the Planning and Economic Development Department which will circulate copies of the application to other departments and agencies for review and comments.

For a typical single-family residence on one pre-existing subdivided lot the processing procedure is as follows:

Step 1

The Architectural Review application is submitted to the Planning and Economic Development Department for Architectural Review Board review and approval. The fee for the Architectural Review Board application is \$50.00.

Step 2

Planning staff, serving as the Architectural Review Board reviews the project over the counter for architectural and zoning conformance to the zoning ordinance. If no variances, exceptions, or zone changes are needed, three copies of the plans are stamped and approved. The applicant is then referred to the Building Department to obtain the plan check submittal requirements. **If however, a variance is required, the process stops and the applicant must file a Variance application and proceed to the Planning Commission.**

Step 4

After the Planning staff has approved the Architectural Review Application, the applicant submits the plan check set for the home to the Building Department for review and permit issuance. The Building Department performs the plan check through a contract company. Depending upon the complexity of a project, building plan check for new single family construction averages approximately six weeks as long as the initial plan check application is complete.

Step 5

After revisions are made and the plan check resubmitted, and the Building Department determines that the plans **are in compliance** and can be approved, the Building Division will contact the applicant to come in and obtain his building permit.

For a Multi-Family Development of Four Units Or Less on one pre-existing subdivided lot the processing procedure is as follows:

The process for Multi-Family Development of four units or less is the same as described above for single family units except that the review is not performed over the counter but may take two weeks. Multi-family development of four units or less do not require a Conditional Use Permit or any other discretionary public hearing approval. The application fee Architectural Review Board for four or less units is \$100.00..

For a Multi-Family projects of five or more units on a pre-existing subdivided lot the processing procedure is as follows:

Step 1

The applicant discusses the project with planning staff and is informed that the project will require a Conditional Use Permit (CUP) because any multi-family project over four units **(5+)** requires a CUP. A CUP is a discretionary development review application requiring a public hearing. Additionally a Mitigated Negative Declaration will most likely be required as well. **The typical planning processing fee for a multi-**

family project of five or more units is \$2,500.

Step 2

The applicant then submits his CUP and CEQA applications to the Planning and Economic Development Department for development review.

Step 3

Planning Staff **then conducts the** development review process checking for compliance with all applicable zoning regulations and for general plan consistency. If no variances or zone changes are needed, the plans are reviewed and revised as needed until the plans are ready for **presentation** before the Planning Commission. The environmental review is similarly prepared and revised as needed. **The applicant is an integral partner in this plan revision process.**

Step 4

When the project plans **are ready for the Planning Commission the** CUP staff report is prepared and a Mitigated Negative Declaration finalized for Planning Commission review. Then both items are scheduled for a public hearing and notices sent to the surrounding property owners.

Step 4

The Planning Commission hearing is held and the CUP/MND is approved or denied..

Step 5

After the project is approved by the Planning Commission, The applicant is referred to the Building Department to obtain the plan check submittal requirements. The applicant then submits the plan check for the multi-family project to the Building Division for plan check review. Depending upon the complexity of a project, building plan check for new construction averages approximately six weeks as long as the plan check application is complete.

Step 6

After revision and resubmittal of the plan check set, and the Building Department determines that the plans can be approved, the Building Division will contact the applicant to come in and obtain his building permit.

The requirement to obtain a Conditional Use Permit for all multi-family projects of 5 or more units on an existing subdivided lot with correct zoning is viewed as a possible development constraint to low income housing. When the City conducts both its Architectural Review Board review and Conditional Use Permit review the primary goal is the same and that is to ensure compliance with the provisions of the Zoning code and ensure compatibility with the abutting properties and surrounding area. **A possible solution to this constraint would be to remove any number and simply require compliance with the zoning ordinance through an administrative site plan application. Possibly an administrative Directors Hearing can serve as the approval authority to such an administrative application. A Directors hearing will remove compliant residential developments from review by Planning Commission. This constraint will be further investigated through the future zoning consistency program after adoption of the General Plan 2030**

TABLE 23
TIMELINES FOR TYPICAL PROJECT PRCESS SCENARIOS
PLANNING AND B UILDING

	Single Family (No Subdivision)	Multi-Family (No Subdivision) 5 du +	Residential (With Subdivision)
	Architectural Review Board	Conditional Use Permit	Subdivision
	Categorical Exempt.	Variance	Conditional Use Permit

	Building Plan Check	Negative Declaration	Variance
		Development review Committee	Negative Declaration
		Planning Commission	Development review Committee
		Architectural Review Board	Planning Commission
		Building Plan Check	Architectural Review Board
			Building Plan Check
Estimated Total Processing Time	4 to 5 weeks	20 to 30 weeks	26 to 36 weeks

**TABLE 24
TIMELINES FOR PLANNING PROCESS ONLY**

Type of Approval or Permit	Typical Processing Time	Approval Body
Architectural Review Board (ARB) Single Family detached	Over the counter	Planning Staff
Architectural Review Board (ARB) Multi Family (4 du or less)	2 to 3 weeks	Planning Staff
Conditional Use Permit Multi-family (5 du or more)	14 to 24 weeks	Planning Commission
Variance	8 to 12 weeks	Planning Commission
Subdivision	20 to 28 weeks	City Council
Negative Declaration	4 to 8 weeks	Planning Commission
Environmental Impact Report	8 to 12 months	Planning Commission/Council

*

Projects with multiple application would be processed according to the longest application timeline. Table 25 below shows the variety of housing types that are permitted by right in the various residential zones. Specifically, a “YES” response means residential land uses such as Emergency, Transitional and Supportive housing are treated as permitted land uses even though they are not called out in the current Zoning Ordinance. The City had made policy decision to treat these temporary housing types are permitted by right land uses and will include them in the upcoming Zoning Consistency Program. A “No” response means that the land use is not a permitted by right or conditionally permitted land use.

**TABLE 25
HOUSING TYPES PERMITTED BY ZONING DISTRICT**

RESIDENTIAL USE	ZONE			
	R-A*	RL*	RM*	RH*
SF-Detached	Yes	Yes	Yes	Yes
SF-Attached	Yes	Yes	Yes	Yes
2-4 DU	Yes	Yes	Yes	Yes
5+ DU	Yes*	Yes*	Yes*	Yes*
Residential Care < 6P	Yes	Yes	Yes	Yes
Residential Care < 6P	Yes	Yes	Yes	Yes
Emergency Shelter	Yes	Yes	Yes	Yes
Single-Room Occupancy	No	No	No	No
Manufactured Homes	Yes	Yes	No	No
Mobile-Homes	Yes	Yes	No	No
Transitional Housing	Yes	Yes	Yes	Yes
Supportive Housing	Yes	Yes	Yes	Yes
2nd Unit	Yes	Yes	No	No

*= Conditional Use Permit

An analysis of the current processing procedures and development regulations demonstrates that the City's development review process is not an impediment to the provision of affordable housing. The land use controls (zoning development standards) are typical of most Cities in southern California. They regulate the placement of the residences through minimum lot size, setbacks, lot coverage, parking and building height. For example in Compton a proposed single family detached home in the Residential Agriculture and Low Density Residential_Zones would require:

**TABLE 26
DEVELOPMENT STANDARDS**

Zone District	Bldg Height	Lot Width	Minimum Yard Setback			Minimum Lot Area (sq. ft.)	Min. Unit Sq. Ft.	Lot Area Per DU (sq. ft.)	Parking Spaces Per DU (Garage)
			Front	Side	Rear				
RA	35	60	20	3/5	20	9,000	1,200	10,000	2
RL	35	50	20	3/5	20	5,000	1,200	5,000	2
RM	35	50	20	3/5	20	5,000	450-SD/600-1BD/ 800-2BD	2,500	1.5
HDR	35	50	15	3/5	10	5,000	450-SD/600-1BD/ 800-2BD	1,250 - Senior 1,500 - Std	1.5

One requirement for a detached single family home in the City requires a minimum of two bedrooms and 1,200 feet of floor area in the RA and LD zones. This minimum bedroom and floor space requirement could be viewed as a hardship. However, this along with all of the development standards will be reviewed in the proposed citywide Zoning Consistency Program update undertaken after the adoption of the General Plan 2030. The City can investigate the possibility of reducing the size standards to permit smaller two bedroom single family detached homes. However, the Variance process is always available to modify any zoning development standard necessary to develop an affordable housing project.

**TABLE 27
PARKING REQUIREMENTS**

Zone District	Bedrooms per Unit	Number of resident and guest parking spaces required per unit
RA (SFD)	NA	Two enclosed spaces (Garage)
RL (SFD)	NA	Two enclosed spaces (Garage)
CL (with CUP)	NA	Depends on the unit developed. Required parking is the same for SFD or MF units
MDR (MF)	0-2	1.5 enclosed spaces plus .25 guest spaces per unit
	3+	2 enclosed spaces plus .25 guest spaces per unit
HDR (MF)	0-2	1.5 enclosed spaces plus .25 guest spaces per unit
	3+	2 enclosed spaces plus .25 guest spaces per unit

For single family detached zones, the maximum density permitted in the RA and RL zones is 0 to 8 units per acre. The maximum density permitted for multi-family units in the medium and high density residential zones is 8.1 to 17 and 17.1 to 34 units per acre respectively. These densities are achievable and the present development standards have not prevented low income or assisted housing developments from being constructed in the City. The most recent example is the Season at Compton project.

While the most of the development standards for the single family detached and multi-family units are reasonable, the 1.5 space enclosed garage parking requirement for multi-family seems an appropriate area for modification in the proposed Zoning Consistency program. Eliminating the garage parking requirement or reducing the requirement to just one enclosed space or requiring just one carport parking space would significantly reduce the development costs. The City can also explore the potential of allowing studio units to provide only one uncovered space reducing development costs even more. The City is committed to exploring all reasonable opportunities of reducing costs while still maintaining development standards that ensures quality development and does not result in adverse impacts to the health welfare and safety of the community.

Code Enforcement is a critical function of local government land use. Code enforcement serves to ensure compliance with adopted zoning codes, to prevent illegal construction and works with the Building and Safety Department to prevent or correct unsafe living conditions in residences. The City employs 14 code enforcement officers to patrol the city on a daily basis Monday through Sunday initiating correction notices and responding to citizen complaints. When a violation is identified, they issue a notice of violation to the property owner. If the property owner does not address the correction after either the first or second notice the matter is turned over to the City Attorney for resolution.

Persons with Disabilities

Disabled persons often have unique and special needs when it comes to housing. Often, households in this category are also occupied by elderly persons. Special interior improvements are often needed to accommodate a disabled tenant or homeowner. For example, door frames must be wider to accommodate wheel chairs, ramps constructed instead of stairs, hand rails in bathrooms need to be installed, cabinet doors must be accessible, and light switches and other devices may also need to be lowered to be within easy reach. The cost for retrofitting an existing structure may cost thousands of dollars and be well beyond the reach of those households with lower incomes. The lack of such housing is more pronounced when it comes to below market-rate rental units.

The 2000 U. S. Census indicated that 3,434 households in the City (approximately 6.8 percent of the total number of households in the City) had a senior household member 65 years of age or older. The Census indicated that 520 senior households lived in their owner-occupied units and 244 seniors lived in their own rental units. The remaining seniors lived with family members. The development review process and zoning standards for developments that target persons with disabilities are the same standards applicable to any typical residential development within the single and multi-family zones. Any residential development with five or more units requires a Conditional Use Permit and compliance with the standards zoning regulations. Presently, there are no spacing requirements for any residential project housing persons with special needs. Additionally, the Limited Commercial zone is also available for development of single and multi-family housing for persons with disabilities with the approval of a Conditional Use Permit. No extraordinary development standards apply to the housing of persons with disabilities. However as previously stated, the City will explore opportunities for reductions in certain development standards where appropriate. For example, development housing persons with sever learning disabilities or senior citizens that require 24 hour assisted care may not need to provide the same number of required parking spaces freeing up lot area for additional common area or additional units.

Special Needs - Disabled

Senior housing (both owner and rental) often has many of the features outlined above. The real constraints are associated with the housing for families and working-aged adults. Table 22 indicates the number of disabled persons in the City arranged according to key age groupings. While the disability figures shown in the Table 22 may seem excessive, the disability categories include sensory disabilities (such as hearing impaired persons), mental disabilities, and physical disabilities. Of the working aged adults identified as having disabilities, approximately 59% were employed.

Table 28 Disability Status of Local Residents, 2000		
Age Group	Disabled Persons	
	Number	Percent
5 to 20 years of age	2,728	8.8%
21 to 64 years of age	13,539	29.6%
65 years of age and over	3,434	51.7%
Total	19,701	100%
Source: U.S. Bureau of the Census. 2000		

**Table 29
Disability of Local Residents by Type, 2000**

Type of Disability	Disabled Persons	
	Number	Percent
Age 5 to 64	38864	
Sensory	270	
Physical	607	
Mental	550	
Self Care	77	
Go Outside Home Disability	539	
Employment Disability	1345	
Age 65 and over	4,188	
Sensory	55	
Physical	468	
Mental	55	
Self Care	0	
Go Outside Home Disability	226	
Employment Disability		
Total	43,052	
Source: U.S. Bureau of the Census. 2000		

**Table 30
Households by Tenure by Age, 2000**

Age Group	Disabled Persons		
	Owners	Renters	Total
65N - 74years of age	1288	298	
75 plus years of age	828	183	
Total			100%
Source: U.S. Bureau of the Census. 2000			

MARKET CONSTRAINTS

Non-Governmental constraints (Market Constraints) refer to those economic and market factors that may affect the cost of new housing development. The cost of raw, developable land creates a direct impact on the cost of a new home and is considered a possible constraint. A higher cost of land raises the price of a new home. As a general rule, the City's ability to affect market constraints is limited in that these constraints are typically related to market forces that are common throughout the larger region of Southern California. These market forces may include, but not be limited to, the cost of land, construction (materials and labor), and financing.

Even with the current decline in housing values nationwide, recent statistics indicate that Southern California remains as one of the most expensive housing markets in the country.

In January of 2006 the average sales price for a home was \$361,800 with a peak housing price occurring in April of 2007 at \$403,200. Prices there after steadily declined until bottoming out in October of 2009 at \$187,500. The average home price then increase slowly to \$196,500 in November of 2011. August 2007 is considered to be the beginning of the current credit crisis that marked the beginning of a continuous trend in falling median home prices over mid 2007 prices. Rents experienced an increase from a 2000 level of \$529 per month to \$783 in 2008

Compton has a higher percentage of very low and low income households than Los Angeles County as a whole. This disparity has important implications for multiple housing issues, such as affordability, type, and tenure. According to the 2000 Census the overall median household income for the City of Compton was \$48,474 while the median family income was \$55,111.

Construction Costs

A significant cost factor associated with residential building involves the cost for building materials. These costs can account for more than half of the total construction cost. Typical construction costs in the area, include the following:

- One-level single-family home, stucco on stud frame: \$128 per square foot;
- Two-level single-family home, stucco on stud frame: \$123 per square foot; and,
- Two to three level apartment, stucco on stud frame: \$150 per square foot.

Average construction costs for a 1000 sq. ft. single family home are approximately \$128 per square foot. Single family lots average \$75, 000 when a subdivided vacant 5,000 square foot lot is found. However, Compton is approximately 99% built out so costs for vacant unimproved land are do not reflect the true costs to buy improved property and redevelop the site. A redeveloped site will typically cost more per square foot.

In the Medium Density Residential zone the average construction cost per 800 sq. ft. multi-family unit is \$90,000 for materials with land costs adding another \$32,400 totaling \$122,400.

In the High Density Residential zone the average construction cost per 800 sq. ft. multi-family unit is \$90,000 for materials with land costs adding another \$18,000 totaling \$108,000.

Cost of Land

Depending on location and desirability of the site, the cost for land in the area averages \$524,607 per acre. Individual single family residential lots sell for approximately \$75,000. On and off site improvements required are limited to infrastructure improvements necessary to ensure the health safety and welfare of the community. The City does not require any other impact fees other than school fees.

The City offers financial assistance through its HOME program to assist developers in the creation of low/moderate and special needs housing. The programs are discussed in more detail on page 3-49.

Availability of Financing

The cost of borrowing money to finance the construction of housing or to purchase a house affects the amount of affordably priced housing in the City. Fluctuating interest rates can eliminate many potential homebuyers from the housing market or render a housing project that could have been developed at lower interest rates infeasible. When interest rates decline, sales increase. The reverse has been true when interest rates increase. Over the past decade, there has been a dramatic growth in alternative mortgage

products, including graduated mortgages and variable rate mortgages. These types of loans allow homeowners to take advantage of lower initial interest rates and to qualify for larger home loans. However, variable rate mortgages are not ideal for low- and moderate- income households that live on tight budgets.

Variable rate mortgages may allow lower income households to enter into homeownership, but there is a definite risk of monthly housing costs rising above the financial means of that household. Therefore, the fixed interest rate mortgage remains the preferred type of loan, especially during periods of low, stable interest rates. Table 31 illustrates interest rates as of May 2012. The table presents both the interest rate and annual percentage rate (APR) for different types of home loans. The interest rate is the percentage of an amount of money which is paid for its use for a specified time and the APR is the yearly percentage rate that expresses the total finance charge on a loan over its entire term. The APR includes the interest rate, fees, points, and mortgage insurance, and is therefore a more complete measure of a loan's cost than the interest rate alone. However, the loan's interest rate, not its APR, is used to calculate the monthly principal and interest payment.

Table 31 Loan Mortgage Rates		
Product	Interest Rate	APR
Conforming¹ and FHA Loans		
30-Year Fixed	3.875%	4.051%
30-Year Fixed FHA	3.750%	4.827%
15-Year Fixed	3.000%	3.308%
5-Year ARM	2.250%	3.153%
5-Year ARM FHA	2.750%	3.191%
Jumbo¹ Loans – Amounts that exceed conforming loan limits¹		
30-Year Fixed	4.125%	4.256%
5-Year ARM	2.625%	3.238%

Source: www.wellsfargo.com, May 2012

Notes: A conforming loan is for no more than \$729,750. A jumbo loan is greater than \$729,750.

A major short-term constraint to housing development is the lack of available financing. Presently interest rates are at historic lows not seen since the early 1950's. Similarly, the cost of land and construction costs have declined significantly. However, the ability to obtain residential financing is very difficult, because of the higher credit standards imposed by the lenders due to the explosion of mortgage defaults and foreclosures that have occurred due to the lax lending practices of the previous ten years.

Lending institutions are now understandably reluctant to grant residential mortgages to individuals or developers without 10 or 20% down payment. This more fiscally conservative lending approach however, could be viewed as a constraint to new housing production. As a result of local, state, and national housing and economic trends, local developers predict that far fewer housing units will be produced over the next several years and more capital will be required per unit built.

ENVIRONMENTAL CONSTRAINTS

This section indicates those constraints that are related to natural or man-made factors that may inhibit new residential development.

Hazardous Materials

All of the sites identified for future residential development will take place on properties that were previously developed. As part of the lending process, financial institutions typically require environmental assessments be completed to ensure that properties subject to redevelopment are free of contamination or that any potential contamination can be remediated.

The majority of the candidate development sites were developed prior to the 1970s and may include trace amounts of lead in the structures. Lead based paint was commonly used prior to 1970 and is the

predominant source of lead contamination in the soils. Asbestos was commonly used in insulation and floor tiles during this same period. As a result, any rehabilitation or demolition associated with future redevelopment will likely need some form of investigation and remediation.

Important points to keep in mind about lead based paint are:

- Exposure to lead-based paint can be harmful to children and adults.
- Three-quarters of the homes built before 1978 contain some lead-based paint.
- Temporary measures to reduce lead exposure range from following specified cleaning techniques to good nutrition.
- Permanent measures include structural component removal and replacement, paint removal, and covering the painted surfaces.

When properly maintained and managed, lead base paint poses little danger, although a painted surface that experiences constant frictions such as windows and window sills, doors and door frames, and stairs and railings are a real concern because of the potential to break the painted surface or cause dust.. Lead-based paint that peels chips or alligators is especially risky. As a general rule, the older a home is the stronger the risk of lead-based paint. Exposure to lead dust happens not only through lead-based paint chips and flakes that you can see, but also through the fine dust that forms. This dust can get on carpets, floors, furniture, toys and other objects, as well as on the hands of children and adults in the home.

However, there is an important distinction between the presence of lead-based paint and a lead-paint hazard. The latter poses an immediate threat, while lead-based paint in good condition might pose a hazard sometime in the future. HUD has a detailed procedure that involves analyzing many painted surfaces in the home, evaluating the condition of paint, and measuring lead dust concentrations. A risk assessment conducted by a qualified professional and will tell the homeowner if there any significant sources of lead exposure and what to do

Measures to permanently eliminate lead dust hazards include component removal and replacement, paint removal, and covering painted surfaces. There is no completely safe method for do-it-yourself removal of lead-based paint. Each paint removal method sandpaper, scrapers, chemicals, and heat guns can produce lead fumes or dust in the air that can be inhaled. Dust can settle on floors, walls and tables. It can be ingested through hand-to-mouth contact and re-enter the air through cleaning (such as sweeping or vacuuming) or when people move throughout the house.

Except for the most elementary measures, dealing with lead removal is a complex task. It often is much safer, and sometimes more economical to replace painted items and cover painted surfaces. You can replace a door, molding, or other item yourself if it can be easily removed without creating lead dust. Covering walls and ceilings with gypsum wallboard, plaster, or paneling (encapsulation) is another potential method. If it is necessary to strip lead-based paint to maintain historic integrity, remove the item (for example molding) from the home for stripping. If the painted surface is not peeling or cracking, you can spray the surface with a sealant. Painting over lead-based paint is not a permanent solution. In 2010 the City conducted testing and abatement of 14 homes.

Temporary lead-removal measures:

- Clean up paint chips immediately (duct tape efficiently picks up chips).
- Clean floors, window frames, window sills and other surfaces weekly. Use a mop or sponge with warm water and a powdered high-phosphate automatic dishwasher detergent or a solution of trisodium phosphate (TSP). Wear protective gloves and use two buckets -- one for wash water and one for clear rinse water. Always wring dirty water into the wash bucket.
- Thoroughly rinse sponges and mop heads after cleaning.

- Wash children's hands often, especially before they eat or go to sleep.
- Keep play areas and toys clean.
- Keep children from chewing painted surfaces such as window sills or cribs.
- Make sure children eat nutritious, low-fat meals high in iron and calcium (such as dairy products, eggs, beans, spinach, and lean red meat). Children with good diets absorb less lead.

Obtain a copy of the Environmental Protection Agency's (EPA) pamphlet *Reducing Lead Hazards When Remodeling* your home before you begin any lead removal project

Cortese - Superfund Sites

There are no Cortese sites or Superfund sites in the City of Compton.

Seismic Risk

Major faults in the region include the Whittier/Elsinore, Norwalk, Newport/Inglewood, Santa Monica, Sierra Madre, Palos Verdes, and San Andreas faults. The Newport – Inglewood Fault Zone is the only active fault zone that lies within the City of Compton. The fault zone is 75 kilometers in length and runs through the southwest corner of Compton. The fault runs northwest to southeast between Central Avenue and Avalon Boulevard crossing Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, Walnut Street, and Artesia Boulevard. It extends through other surrounding cities, such as Inglewood, Gardena, Long Beach, and Culver City.

Because the Newport / Inglewood Fault extends through Compton, in the event of an earthquake, the City will be subject to surface rupture or ground breakage along the surface of the fault. The most recent major rupture in this fault zone was the Long Beach earthquake in 1933, which had a magnitude of 6.4. However, no surface ruptures occurred in that earthquake.

The City of Compton is at moderate risk for serious damage from an earthquake. The Newport-Inglewood Fault is estimated to have probable magnitudes between 6.0 and 7.4. In addition, a major earthquake on any of the faults in the Los Angeles Basin could cause significant damage to the City of Compton. These faults include the San Andreas, San Fernando, San Jacinto, Sierra Madre, and Whittier-Elsinore Faults. Recent significant earthquakes in the Los Angeles Basin include the San Fernando (1971), Whittier (1987), and Northridge (1994) Earthquakes. Between 1769 and 1999, there were 33 earthquakes in Southern California with a magnitude of 5.0 and above.

The faults in the Los Angeles Basin are very active and have the potential to do massive destruction if the City is unprepared. After 1993, building codes were changed to ensure that new construction would be safer in the event of an earthquake. The older buildings in the City have a higher risk of being damaged in an earthquake since they were built prior to the new codes. A number of buildings on Rosecrans Avenue, Long Beach Boulevard, Compton Boulevard, and Alameda Street need to undergo the requisite seismic retrofit.

There are no designated Alquist-Priolo Special Studies Zones found within the City.

The City of Compton has an Emergency Management Team led by the Fire Department. It is comprised of various department heads tasked with the obligation to quickly react to an emergency or crisis in the City. The City conducts annual test runs to ensure that procedures are in place and that staff is prepared to carry out responsibilities.

Wildfire Risk

The City of Compton is an urban environment with little danger of wildfires. There are only three properties in the City that have the potential for grass fires that can burn, leaving the City a low risk for any wildfires beyond a minor brush fire. There are nine high-occupancy facilities in addition to the schools in the City that have the potential to be urban fire hazards. These facilities are the Courthouse, City Hall, the Crystal Park Hotel, the Compton Fashion Center, the Gateway Towne Center, and four senior-citizen housing complexes.

The Compton Fire Department has four stations serving the City. The City's fire services include ten front-line vehicles: four front-line engines, one ladder truck, one air/light unit, two paramedic ambulances and two basic life support transport units. Thus there no risk to homes of Wildfire in the City of Compton

FLOODING

The Whittier Narrows Dam is 11 miles upstream from Compton. A dam failure would result in flood waters reaching Compton in approximately 15 hours with a depth of four feet. Dominguez High School and the adjacent golf course east of the 710 Freeway have the potential to be flooded if the Whittier Narrows Dam has a dam failure.

The Hansen Dam is 30 miles upstream from Compton. If this dam fails, the water would reach Compton within twenty hours with a depth of one foot. The northern portion of Compton would flood first and then it would continue to spread throughout the entire City. School, industrial, commercial, and residential areas would all be affected by a flood caused by a failure of the Hansen Dam. The Sepulveda Dam is 29 miles upstream from the City. If this dam has a failure, the flooding would reach Compton within eleven hours with a one foot depth. Schools, industrial, commercial, and residential areas would be affected by a Sepulveda Dam failure. The Los Angeles River drops 800 feet to the ocean over its fifty mile course, nearly sixteen feet per mile. This steep decent increases the speed of the water and its danger to citizens. The Federal Emergency Management Agency (FEMA) identifies where property owners are required to carry flood insurance to mitigate the impact of known flood hazards.

Flood insurance was required for the 100-year flood plain of the southern end of the Los Angeles River until 2002 when the US Army Corp of Engineers completed the Los Angeles River Drainage Area (LACDA) flood control project. The purpose was to strengthen and raise the banks of the Los Angeles River and its tributaries against the possibility of a "100-year flood" which once threatened to devastate an 82 square mile area from Pico Rivera to Long Beach, including Compton. As a result, Compton homeowners within the Los Angeles River's 100-year flood plain are no longer mandated by FEMA to purchase flood insurance.

Compton lies in the floodplain of the Los Angeles River and Compton Creek. Between 1811 and 1994, there were 30 floods along the Los Angeles River. A 100-year flood is a flood that has a 1% chance of occurring every year. Most of the area in the City east of Wilmington Avenue was subject to potential inundation by a 100-year flood from the Los Angeles River, which flows from north to south just inside the eastern border. However, due to the efforts of the US Army Corps of Engineers, this threat no longer exists. Much of Compton Creek, a tributary of the Los Angeles River, runs through the City and is a potential source of flooding; although the amount of water running through the creek limits the threat to a much smaller area and a much smaller incidence of occurrence. The threat of flooding is increased by the "high concentration of impermeable surfaces that either collect water or concentrate the flow of water in unnatural channels". As a result, localized flooding may occur when storm drains become congested and water collects in the street.

Flood Control and Flood Management in the City of Compton is a combined effort between the US Army Corp of Engineers, the California Department of Water Resources Division of Flood Management, the Federal Emergency Management Agency and local infrastructure. The infrastructure for flood control of the Los Angeles River system includes five major flood control reservoirs operated and maintained by the US Army Corp of Engineers and fifteen dams, 143 sediment entrapment basins and 29 spreading grounds operated and maintained by the Los Angeles Department of Public Works (LADPW). The LADPW also maintains 470 miles of open flood control channels, 2,400 miles of underground storm drains and 70,000 street drains. The open flood channels range in size from 2 to 600 feet in width and from 2 to 40 feet in depth.

Infrastructure

The City of Compton has a gross acreage of approximately 6,378 acres (10.5 square miles), of which the Compton Municipal Water Department (CMWD) serves 7.81 square miles. There are approximately 14,000 service connections. Historically, the primary source of supply for CMWD is ground water from wells located within its boundaries. CMWD is also a member agency of the Metropolitan Water District of Southern California (Metropolitan), and has three connections. CMWD's system is in one pressure zone. Water is pumped from deep wells, and flows into a grid system, which then distributes it using a gravity fed system. These wells augmented with water purchased from Metropolitan Water District flows into four 3.3 million gallon reservoir storage tanks. CMWD overlies the Central Basin, a ground water basin which historically has provided the city with its principal source of water.

The Central Basin has been adjudicated and the annual pumping allocation for CMWD is 5,723 acre-feet per year. Water supplies are currently adequate to meet normal domestic needs. CMWD retails water to approximately 65 percent of the City of Compton. Private water companies provide service to the remaining residents.

The service area for CMWD currently includes a broad range of housing types and styles; a range of shopping, professional and commercial services; and light industrial areas. Compton is rapidly emerging as a large industrial center in Los Angeles County for transit and distribution, business services, high technology, home and lifestyle products, metals, financial services, and textile manufacturing

CMWD participates with the Water Replenishment District in groundwater management of 163 miles of 4- to 24-inch diameter pipelines, four 3.3 million-gallon steel reservoirs and approximately 10 wells; 4 active wells and 1 well on standby and 4 that are inactive. In addition, CMWD has rights to six emergency interconnections with the following agencies:

- Park Water Company
- Dominguez Water
- Southern California Water
- Midland Park Water
- City of Lynwood Water
- City of Long Beach Water Department

Over the long-term, urban water demand is a function of climate, land use, population, and institutional factors, all of which affect the amount of water consumed. In the short-term, water demand varies considerably on a seasonal, daily, and hourly basis. Both long-term trends and short-term fluctuations in water demand are significant criteria incorporated in the design of water storage, treatment and distribution systems. Variances in demand are related to a number of factors, including, but not necessarily limited to:

- Temperature and rainfall fluctuations.
- Variations in lawn irrigation use associated with differences in residential density and lot size.
- Variations in the number of persons per household.
- Variations in the concentration of water intensive residential or commercial land uses.
- Differences in greenbelt landscaping requirements.
- Maturity of residential outdoor landscaping.
- Differences in the degree of implementation of water conservation measures.
- Economic growth or recession.

Consumption records indicated that 80% of the yearly consumption is to single family residences. Historically, per capita consumption rates in fully developed areas tend to increase at a low annual growth rate. Records show that annual per capita demand has generally decreased. This decrease may be attributed to the implementation of long-term water use efficiency measures, as well as climactic and economic factors. The implementation of long term water use efficiency measures is credited with reducing per capita use, presently averaging 93.8 GPCD

Summarized in Table 32 are projected values for water consumption in measures of both gallons per day (GPD) and acre-feet per year (AFY). Projections were prepared based on a population projection study

prepared by Southern California Association of Governments (SCAG) and the average gallons per capita day water use.

Table 32- Water Consumption		
Year	Gallons Per Day	Acre Feet Per Year
2005	9,111,451	10,207
2010	9,134,056	10,232
2015	9,461,043	10,598
2020	9,783,715	10,960
2025	10,092,599	11,306
2030	10,389,194	11,638

Water Reduction Programs

Residential Plumbing Retrofit

Low-flow showerheads are distributed by CMWD on a continual basis, predominantly during Water Awareness Month. The water savings were calculated based on an estimated 5.56 GPD per device water savings.

CMWD partners with the local fire department, nurseries, landscape designers, contractors, and horticulture growers to educate landowners and promote water efficient landscaping. To improve water use efficiency at public landscapes and greenbelts, CMWD maintains strategic relationships with the school district and parks department. CIMIS-based controllers with soil moisture sensors are also used at all City of Compton parks.

High-Efficiency Washing Machine Rebate Programs

Metropolitan Water District (MWD) coordinates a High Efficiency Clothes Washer (HECW) rebate program on behalf of its member agencies to include the City of Compton. Beginning in 1995, MWD has partnered with agencies including Southern California Edison, and CALFED to offer monetary incentives to customers for the purchase of water saving washing machines. This program has resulted in more than 93,000 HECW distributions to date.

Public Information Programs

CMWD utilizes several methods to promote water conservation and resource efficiency. CMWD distributes information to the public through bill inserts, brochures, paid advertising, and special events held throughout the year. In 1999, CMWD modified water bills to demonstrate daily water consumption (in GPD). The bills provide a comparison of each customer's water consumption in the previous year to that in the current year for the same billing cycle.

School Education Programs

CMWD works with the local school district to educate students about water conservation and resource efficiency. Programs are targeted to educate students and encourage active involvement in water conservation. An ULFT distribution program is coordinated with local high schools that enable students to attend a workshop on water conservation and leadership. In turn, the students act as team leaders that educate and encourage neighbors and parents to replace their current utilities with low flush toilets. The program also raised \$15.00 for the school per toilet replacement.

Risk Management Professionals Commercial, Industrial, and Institutional Programs

CMWD has identified all large commercial customers within its service area and is encouraging them to take advantage of recycled water where available. Most commercial sites within CMWD are small retail outlets with a single restroom, as with all customers within CMWD, they are encouraged to repair any fixtures that may be wasting water (e.g. running toilets or sinks). CMWD's planning department reviews the building plans to determine the proper meter size determined by Uniform Plumbing Code (UPC) fixture units, and line size for any new residential or commercial construction. CMWD also requires the use of water efficient fixtures before a permit is issued to a new customer. There is an annual review of customers' water use and CMWD also offers on-site follow-up evaluations to customers, to assist in the compliance with these programs. CMWD is also looking into offering rebates for commercial retrofit devices via Metropolitan.

Conservation Pricing

CMWD has a fixed bimonthly service charge, based upon meter size and usage for all customer sectors. During rationing situations such as in the drought years, CMWD utilizes a block rate structure to encourage water conservation. Usage above the water budget is billed at a higher rate equivalent to the penalties imposed on CMWD by Metropolitan for usage above the directed reduction.

Water Conservation Coordinator

CMWD's water conservation coordinator is a function performed for the most part by a combination of existing water department staff working in conjunction with Metropolitan and the school districts. CMWD stresses water conservation via distribution of conservation handouts and information booths at various community events. CMWD has continued to survey the institutions and educators on the number of programs, materials, and attendance at water conservation activities.

Risk Management Professionals Water Waste Prohibition

CMWD adopted a "Water Waste Prohibition," by Ordinance Number 1851 on March 12, 1991, which is actively enforced in drought situations. To enforce Ordinance 1851, CMWD will issue warnings and subsequent citations to customers exceeding the conservation constraints. Flow restricting devices may also be installed for non-complying customers.

Residential ULFT Replacement Programs

In association with Metropolitan, CMWD participates in an ultra-low flush toilet (ULFT) replacement program. The program began in 1995, and offers rebates to existing customers to help improve water use efficiency. Old toilets that are returned to the CMWD are recycled and used as crushed aggregate road base throughout California.

Sewer and street capacity have been also analyzed and found to be adequate to serve the existing and any potential residential redevelopment during the next planning period.

Based on the information above there are no immediate or projected water, sewer or road capacity impediments to providing additional affordable housing

Housing Costs

The median home price in Compton as of September 2005 was one third less than the median in Los Angeles County. Paramount is the only neighboring city with a lower median home price. Table 33 compares the median home sales price for Compton with that of the nearby cities.

Table 33 Home Prices: Compton and Surrounding Areas (September 2005)	
City	Median Home Price
Carson	\$477,500
Compton	\$335,000
Gardena	\$479,000
Lynwood	\$405,500
Paramount	\$327,000
South Gate	\$417,000
Los Angeles Co.	\$497,000
Source: September 2005 Median Home Prices – California Association of Realtors	

Table 34 compares the housing costs for both apartment rental and SFD rental housing in the City.

Table 34 Rental Rates by Unit Type: City of Compton (May 2005)	
No. of Bedrooms	Monthly Rental Range
Apartment Rental Rates	
Studio	\$499-\$750
1	\$525-\$850
2	\$820-\$1,350
3	\$1,095-\$1,850
Single-family Unit Rental Rates	
1	\$1,200
2	\$1,250-\$1600
3	\$1,425-\$2,000
Source: City of Compton Consolidated Plan 2005-2010, May 2005	

Table 35 outlines the cost for rental housing as summarized in the City's Consolidated [Housing] Plan prepared in 2005. Apartment rental rates in Compton are within reach of moderate-income residents, however, single-family home rental rates are not. Low-income residents must either double up or find subsidized housing. Due to the poor economy since 2009 the median prices of housing has declined significantly make accurate estimates of housing costs difficult.

Table 35 Affordable Rental Rates by Income Category: City of Compton (2000)				
Income Group	Median Income	Monthly Affordable Payment	Utilities Allowance	Affordable Monthly Rent
Very Low (0%-50% MFI)	\$0-\$16,510	\$0 – \$459	\$50 – \$100	\$0 - \$409
Low (51%-80% MFI)	\$16,511-\$26,417	\$459 - \$734	\$50 - \$100	\$359 - \$684
Moderate (81%-120% MFI)	\$26,418-\$39,625	\$734 - \$1100	\$50 - \$100	\$634 - \$1050
Source: HUD County Median Family Income Year 2000 based on upper 30% of 2000 Census monthly income				

Table 36 itemized the typical cost for rental housing arranged by income group. While housing costs in Compton are lower compared to that of other communities in Southern California, the cost for housing still accounts for a significant share of the average monthly income for most households in the City.

Table 36 Housing Affordability: City of Compton (2000)						
Family Size/Income Group	Income Levels		Housing Costs		Max. Affordable Price	
	Annual Income	Affordable Payment	Utilities	Taxes & Ins.	Home	Rental
Low						
One Person	\$20,850	\$521	\$50	\$200	\$60,323	\$471
Small Family	\$26,800	\$670	\$100	\$200	\$82,284	\$570
Four Person Family	\$29,750	\$744	\$125	\$200	\$93,125	\$619
Large Family	\$32,150	\$804	\$150	\$200	\$100,909	\$654
Moderate						
One Person	\$33,300	\$833	\$50	\$200	\$129,541	\$783
Small Family	\$42,850	\$1,071	\$100	\$200	\$171,517	\$971
Four Person Family	\$47,600	\$1,190	\$125	\$200	\$192,366	\$1,065
Large Family	\$51,400	\$1,285	\$150	\$200	\$207,934	\$1,135
Source: City of Compton 2005-2010 Consolidated Plan.						

Fair Housing

It is important to examine how the City of Compton laws, regulations, policies and procedures will ultimately affect fair housing choice. Fair housing choice is defined, generally, as the ability of people with similar incomes to have similar access to location, availability and quality of housing. Therefore, impediments to fair

housing choice may be acts that violate a law or acts or conditions that do not violate a law, but preclude people with varying incomes from having equal access to decent, safe, and affordable housing.

Fair Housing Law, Policies and Complaint Analysis

The State of California has a fair housing law that is more expansive than the federal Fair Housing Act. The City of Compton does not currently have a local ordinance, but it is subject to the California Fair Employment and Housing Act. The City of Compton provides its citizens with the services of the Fair Housing Foundation of Long Beach (FHF) for the purpose of fair housing education and public outreach. Currently, in the City of Compton, the California Department of Fair Employment and Housing is charged with enforcing the state's Fair Employment and Housing Act.

Between 2005 and 2010, a total of 10 complaints were received and investigated through the HUD Regional Office and State Fair Housing Assistance Program agency. Of the advertisements reviewed, no major violation was found. Generally, most apartment advertisements did include the equal housing opportunity logo in addition to the wheelchair accessibility logo. Including these logos can be a means of educating the home seeking public that the property is available to all persons.

The City of Compton receives Community Development Block Grant (CDBG), HOME Investment Partnership (HOME) and Emergency Shelter Grant (ESG) entitlement allocations. During FY 2010-11, the City received \$3,203,998 in federal entitlement funds from the U.S. Department of Housing and Urban Development (HUD) to address the needs, goals, and objectives established in the Annual Action Plan as well as the five-year Consolidated Plan. In terms of affordable housing unit production, the city was diligent in achieving goals stated in the Annual Action Plan.

The City's zoning ordinance and public policies were examined to reveal any current ordinances or policies that impede fair housing. No concerns were noted as a result. Compton adopted an Affordable Housing Density Bonus ordinance in 2007 to use incentives to encourage the production of affordable housing within the city and mitigate some of the barriers to affordable housing listed in the Consolidated Plan.

Focus Group and Community Input on Impediments to Fair Housing

Focus groups and community meetings were held to collect input on impediments to fair housing. Attendees indicated a need to continue the City's emphasis on mitigating the impacts of discrimination or impediments to housing choice for protected class members, including ethnic and racial minorities, persons with disabilities, renters with past criminal records or prior convictions for sexual abuse related crimes, and those in need of special needs housing or facing evictions, foreclosures and homelessness. Participants wanted greater emphasis on preventing discrimination and preferences based on race and ethnicity. They cited increased perceptions that some industry representatives routinely violate fair housing law and the "first come first served" policy to advantage person of the same race or ethnicity of the majority living in a rental complex or neighborhood in acquiring housing participants voiced support for continued emphasis on credit education and housing consumer counseling. Increased financial literacy courses taught in high schools were seen as solutions as well. They also cited the need for additional funding for fair housing outreach, education and enforcement to landlords, and homeowner associations and other likely violators of fair housing law. Participants emphasized the need for increased project based rental assistance and the overall allocation of Section 8 Vouchers due to increased demand for rental assistance.

Home Mortgage Disclosure Act (HMDA) Data Analysis

The Federal Financial Institutions Examination Council (FFIEC) gathers data on home mortgage activity from the federal agencies that regulate the home mortgage industry. The data contain variables that facilitate analysis of mortgage lending activity, such as race, income, census tract, loan type, and loan purpose.

An analysis of home mortgage disclosure act data did not provide conclusive evidence of fair housing impediments; the data tend to suggest that redlining may be occurring in some of the low-income census tracts in the county and the city. While it is expected that low-income applicants would not have a very high success rate in their loan applications, within the low-income census tracts even high-income applicants showed a poor success rate. It would appear that lenders might be reluctant to lend in those communities.

In the county and the city, the least success in lending was found in the refinance loan sector and the highest success was found in home purchase loan sector. Refinance loans were the most frequent loan type in the city and the county.

Overall, the origination rates among Whites were higher than minorities in home purchase, home improvement and refinance loans. Although Hispanics and African-Americans accounted for higher number of applications than Whites, the percentage of loan originations were significantly lower compared to their percentage in population in the county and the city.

Overall, the mortgage markets seem to have peaked in 2000 and 2001. Opportunities still exist for borrowers to buy housing or refinance existing higher interest loans. Rising interest rates appear to be having an impact on lending activity in the city, with the number of applications slowing in recent years. In the county and the city, the least success in lending was found in the refinance loan sector and the highest success was found in home purchase loan sector. Refinance loans were the most frequent loan type in the city and the county.

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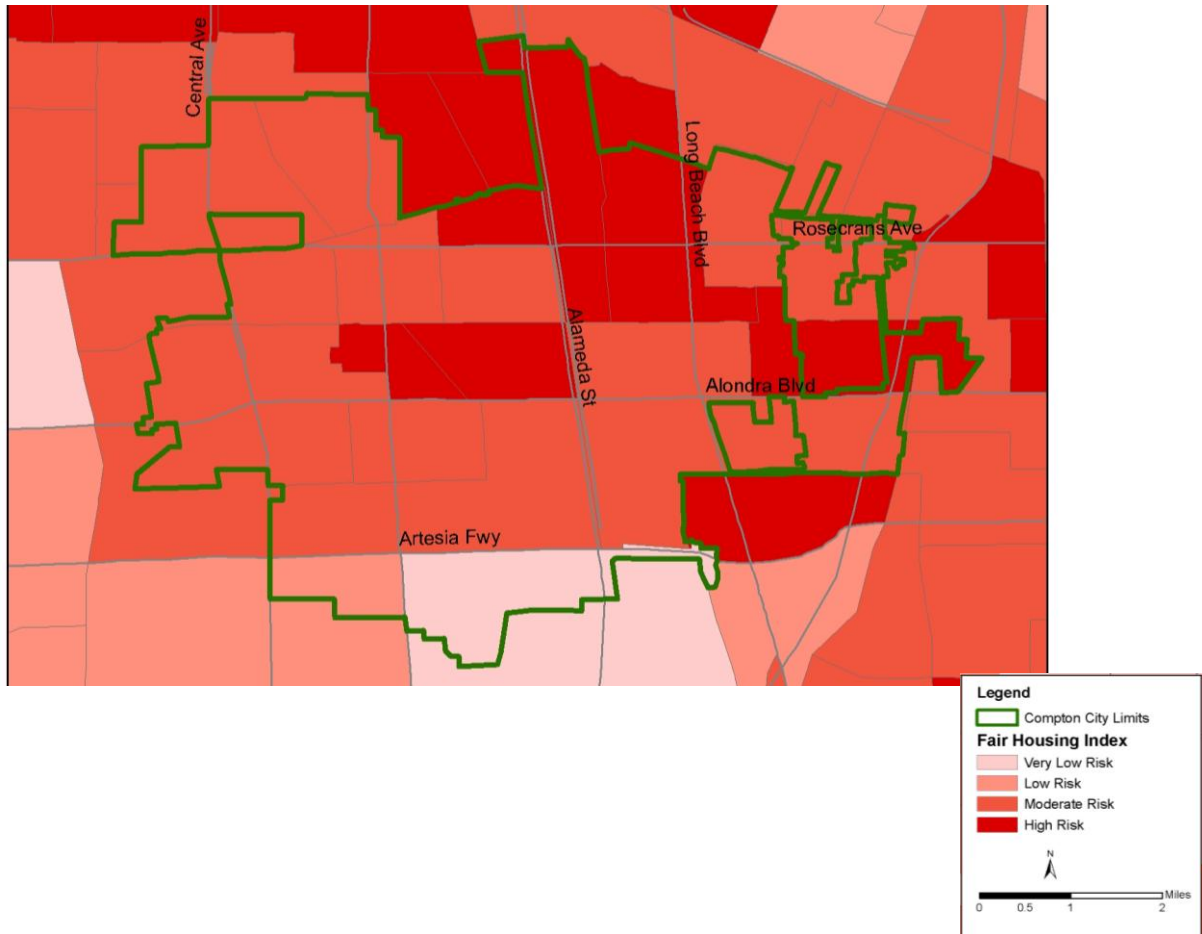
Fair Housing Index

The Fair Housing Index is a measure developed specifically for Analyses of Impediments to Fair Housing. The index combines the effects of several demographic variables with Home Mortgage Disclosure Act (HMDA) data and maps the results by census tract.

As indicated on Exhibit 3-4, the census tracts designated as having High Risk of having fair housing problems are concentrated in the central and northeastern census tracts in Compton. Most of the census tracts in the city have Moderate Risk of having fair housing problems. The areas of high to moderate risk may contain the older housing stock, more likely in poor condition, with lower housing values and rents, and are primarily occupied by minority households that have higher percentages of households headed by females with children than that of other census tracts or areas. There is a higher than average unemployment rate and lower than average level of educational attainment.

EXHIBIT 4 FAIR HOUSING INDEX (2000)

SOURCE: U.S. CENSUS BUREAU



5. PROGRESS IN ACHIEVING PREVIOUS HOUSING OBJECTIVES

As part of the periodic review of the housing element, the City of Compton is required to evaluate its progress toward achieving the goals contained in the previous element. The City's previous element anticipated that a total of 722 new units would be constructed during the 2000 – 2005 planning period. Of these newly constructed units, 330 units would be for lower income households and 140 units would be for moderate income households. The City's goal for rehabilitated units was 400 and for Section 8 rental assistance was 997 households, and up to 290 qualifying households would receive first time homebuyer assistance. In addition, 313 units of at-risk housing would be preserved for very-low income households.

Table 31 shows the quantifiable housing objectives in the previous Housing Element along with the achieved results. With the exception of rental assistance the City did not come close to achieving its targets. While developing the goals, policies, and implementation plan for this Housing Element, staff carefully reviewed the roadblocks to success during the 2000-2005 period and has developed annual targets to avoid a repeat. In addition, the housing element has been developed in concert with the objectives for the Comprehensive Plan for Community Development Block Grant funding as well as the Impediments to Fair Housing to leverage all of the City's resources dedicated to providing affordable access to housing.

Table 29 only quantifies the new housing that completed construction during the 2000 – 2005 planning period. A significant number of projects were initiated during this period and were completed after 2005. They are reflected in Table 30 below having been completed in the current planning period.

The Government Code, in Section 65588 (a) (2) indicates that the information documenting the results of the previous Compton Housing Element's policies should be quantified wherever possible. The majority of the goals and policies included in the previous Housing Element have been included in this element. **Table 32** indicates those policies that were reworded and indicated the corresponding policies that have been included in this element.

Table 37 Progress in Achieving Housing Objectives, 2000 – 2005											
Income Category	New Housing		Rehabilitated Units		Rental Assistance		Preservation of At-Risk Units		1st-time Homebuyer Assistance		Minor Repair
	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Actual
Very Low-Income	210	0	300	0	997	803	313	0	0	0	0
Low-Income	120	21	75	10	0	0	0	0	218	0	88
Moderate-Income	140	10	25	17	0	0	0	5	72	36	0
Above Moderate	252	15	0	0	0	0	0	0	0	0	0
Total	722	31	400	27	997	803	313	5	290	36	88

Source: City of Compton

The results shown in **Table 31** reflect that the ongoing Housing Goals and Objectives/Policies for the 2000 – 2005 planning period were for the most part achieved, except for the housing goal of building 722 general units was not achieved due to the lack of available vacant land of sufficient size in the City or land potentially available to redevelopment to attain this goal. Looking back it is clear that the goal were too optimistic. The City's goal and ability to effectively assist in the rehabilitation of 400 units was also overestimated. Rental assistance was the one area where the City was able to come close to the attainment of a set goal helping 803 out of 997 units.

The last remaining developable land in the City is the Brickyard site were potentially 1,300 units could be built. This site is a mixed use site and will provide the City with an opportunity to include low income units into the development. The recent dissolution of Redevelopment Agencies has brought into confusion the set aside funds they use for low income residential units. Presently, the plan is for the City Housing Authority will take over all of the Redevelopment Agency housing programs. The City will continue their Housing

Authority to work with new and existing multi-family property owners to participate in various programs to provide affordable housing. The development of the new Housing Goals and Policies were reviewed for both utility and their realistic potential to achieve success in the new Housing Element

**Table 38
Evaluation of Past Housing Element Goals and Policies**

Goal	Objective/Policy	Result	Evaluation
Goal 1 Maintain and enhance the quality of residential neighborhoods in Compton, and conserve the existing supply of affordable housing.	<p>Use the City's housing code enforcement program to bring substandard units into compliance with City codes and to improve overall housing conditions in Compton.</p> <p>Replace severely deteriorated units with sound, quality housing which meets the needs of residents displaced by unit demolition.</p> <p>Continue to implement existing rehabilitation programs which provide financial and technical assistance and incentives to property owners/tenants to correct housing deficiencies.</p> <p>Avoid concentration of low and very low income housing in any single portion of the City. Promote mixed income housing projects.</p>	<p>Numerous violations notices for unsafe structural conditions and illegal construction have been issued and corrected.</p> <p>Continued financial assistance to property owners/ tenants to correct housing deficiencies is offered.</p> <p>The City disperses low income residential units throughout the City avoiding concentration</p>	<p>Goal/Objective was reworded and retained</p> <p>Policy was retained</p> <p>Policy was retained.</p> <p>Policy was modified and retained.</p>
Goal 2.0: Encourage adequate provision of a wide range of housing by location, type of unit, and price, to meet the existing and future needs of City residents.	<p>Encourage the provision of a wide range of housing types and prices. Inform cited residents/owners of available City grant and loan programs available to assist financially in the acquisition of housing. Compton has a wide range of housing unit types and price points</p> <p>Preserve "at-risk" affordable units through monitoring, working with potential non-profit purchasers/managers, identifying means to transfer ownership, or refinancing mortgage revenue bonds.</p> <p>Implement relocation and replacement housing plans as required.</p> <p>Relocate non-conforming residential uses from redevelopment project areas to appropriate sites within residential neighborhoods.</p> <p>Target a portion of future Redevelopment Agency housing set-aside funds to providing housing adequate in size for large family households.</p>	<p>The CRA and Housing Authority manage several rental assistance and home ownership programs to meet the housing needs of the residents.</p> <p>The Housing Authority will continue to work to preserve at risk housing and create new low income housing opportunities.</p> <p>When feasible non-conforming residential is removed from use in redevelopment and industrial areas.</p> <p>The CRA no longer exists.</p>	<p>Goal was reworded and retained.</p> <p>Policy was modified and retained.</p> <p>Policy was modified and retained.</p> <p>Policy was retained</p> <p>Policy was eliminated.</p>

**Table 38 continued
Evaluation of Past Housing Element Goals and Policies**

Goal	Objective/Policy	Result	Evaluation
Goal 3.0: Provide adequate residential sites through appropriate land use and zoning designations to accommodate the City's share of regional housing needs.	Initiate CRA redevelopment of very low and low income housing units.	The City provides a range of residential zoning allowing a range of density from 1 to 34 du/ac. As a result the City has met and exceeded its RHN of 69 du.	Goal was achieved and eliminated
	Provide a wide range of residentially zoning land to accommodate the Regional Housing Needs of the City.	The General Plan Land Use Element designates several sites for single and multi-family development.	Policy was modified and retained.
	Facilitate the development of affordable housing by offering developers incentives such as: 1) low interest or tax exempt financing; 2) City participation in on- and off-site public improvements; and 3) write-downs.		Policy was modified and retained.
	Adopt Zoning Ordinance provisions which comply with the State's density bonus requirements and establish guidelines for evaluating projects submitted thereto.	The City adopted the state regulations for density bonus requirements. All residential projects requesting a density bonus are subject to it.	Policy was retained.
	Implement land use policies which allow for a range of residential densities, including low density single-family uses, moderate density town homes, and higher density apartments and condominiums.		Policy was retained
	Provide for the conversion of the following sites to residential use: <ul style="list-style-type: none"> • Burrell-MacDonald Park (southern portion only) • Tragniew Park (a portion) • Raymond Street Park • Harriet Tubman School • Vacant School District site on Central Avenue • Atkinson Brickyard 		Policy is no longer in effect and was eliminated.
	Perform thorough environmental review of all industrial development proposals planned near residentially zoned land.	Every residential project is required to comply with the CEQA	Policy was retained.
	Coordinate with local social service providers to address the needs of the City's homeless population, and homeless men in particular.	The Housing Authority administers the emergency shelter grants and housing programs.	Policy was modified and retained.
	Encourage development of housing for the elderly by offering density bonus and other zoning incentives, such as reduced parking, reflective of the elderly's specific needs.	Two senior housing projects have been completed during the past planning period to meet the needs of the elderly.	Policy was retained

Table 38 continued
Evaluation of Past Housing Element Goals and Policies

Goal	Objective/Policy	Result	Evaluation
Goal 4.0: Eliminate conflicts between residential and non-residential uses.	<p>Reduce existing and prevent future intrusion of residential land uses into industrially zoned areas and buffer residential uses abutting industrial uses.</p> <p>Encourage residential development in areas designated for Mixed Use where it would not conflict with commercial or industrial land uses. Rezone commercially and industrially zoned land that could be more appropriately developed for residential uses. 11+</p> <p>Require new residential projects adjacent to commercially and industrially zoned properties to incorporate adequate buffers into site plan design.</p>	<p>The City does not approve any zone changes nor permits and new residential zoning to abutt industrial zoning or land uses. New General Plan land use designations and zoning categories are being implemented to phase out existing incompatibilities and create new buffer zones and development standards.</p>	<p>Goal was retained.</p> <p>Policy was eliminated as land use designations have been adjusted and zoning will be updated after General Plan is approved,</p> <p>Policy was retained.</p>

**Table 38
Evaluation of Past Housing Element Goals and Policies Cont.**

Goal	Objective/Policy	Result	Evaluation
Goal 5.0: Provide increased opportunities for homeownership.	Continue to inform the public of the home ownership financial assistance programs available. Target first time home buyers with down payment assistance.	The City of Compton has a 56% homeownership rate according to the 2000 census. This is one percent higher than the County average.	Goal was modified and retained.
	Continue to implement existing rehabilitation programs which provide financial and technical assistance and incentives to property owners/tenants to correct housing deficiencies.	The city will continue to promote homeownership through various programs.	Policy was retained.
Goal 6.0: Promote equal opportunity for all residents to reside in housing of their choice.	Inform potential home buyers and renters and property owners of the federal anti-discrimination / housing laws. Follow the recommendations contained within the Analysis of Impediments to Fair Housing.	Both the CRA and the Housing Authority regularly inform the community of the current anti-discrimination laws	Goal was modified and retained.
	Provide favorable house purchasing options to low and moderate income households, such as interest rate write downs, down payment assistance, and mortgage credit certificates.	The City offers various housing programs for first time buyers, as well as rehabilitation loans. The City cooperates with any public / private organization or government entity to promote fair housing.	Policy was modified and retained.
	Rehabilitate FHA foreclosed units with the intent of reselling the units to first-time home buyers and low and moderate income owner-occupants		Policy was modified and retained.
	Continue to cooperate with the Fair Housing Congress of Southern California through the Long Beach Fair Housing Foundation to enforce fair housing laws, and provide tenant/landlord counseling.		Policy was modified and retained.
	Provide fair housing services to Compton residents, and assure that residents are aware of their rights and responsibilities regarding fair housing.		Policy was incorporated into Policy 5.2 in
	Implement action items identified in the City's Analysis of Impediments to Fair Housing Choice (AI) to further access to fair housing in Compton.		Policy was modified and retained.
	Encourage development of residential units accessible to disabled persons or adaptable for conversion to residential use by disabled persons.		Policy was retained.

Table 30A shows the accomplishments of the Housing Programs administered by the City between the years 2008 through 2011. This table shows the several Housing Programs for various fiscal years and the actual accomplishments of each program for each year. This table is different from Table 39 which shows the Goals of the last Housing Element and the City's success in implementing those goals as well as whether the goal was deleted from the new Housing Element or retained. Both tables may have overlapping information, but Table 40 is not intended to address Housing Element Goals but more specifically certain programs.

Table 39						
Housing Program Accomplishments: 2008 – 2011						
Housing Program	2008 / 2009		2009 / 2010		2010 / 2011	
	Target	Actual	Target	Actual	Target	Actual
Housing Rehabilitation Program – Deferred Equity Loan Program (DEL)	11 Households	25 Households were assisted with low Cost Housing funds	Seven (7) Households	Seven (7) households were assisted with HOME funds.	201,984	201,984
Housing Rehab Program-Fix-It Grant Program			Twenty-five (25) Households	Twenty-one (21) households were assisted with HOME funds.	51,713	51,713 14 housing units
First time Home Buyer	11 Households	13 households were assisted with HOME funds. 23 households were assisted with low cost housing funds	Four (4) households	Four (4) households were assisted with HOME funds and five (5) households were assisted with Low Cost Housing funds.	400,000	400,000 4 units
CHDO						
Alameda Court	Two Housing Units	28 housing units were constructed.		28 housing units; five (5) of which were set-aside affordable.		
Seasons at Compton		0 affordable senior housing units were constructed	Thirty (30) housing Units	Seasons at Compton, which will provide eighty-four units (84) affordable senior housing units.	221,100	221,100 0 units
Fair Housing	300 People	232 people were assisted 16 people were assisted with fair housing complaints 253 people attended education and outreach events	200	232 people were assisted with landlord/tenant services 20 people assisted with fair housing services 247 people attended education services	15,000	15,000 222 people
Total						
Source: City of Compton						

Table 40				
ESG Homeless Programs 2008 / 2009				
Program	Allocated	Expended	Goals	Accomplishments
Compton Welfare Rights Organization	ESG: \$50,778.46	ESG: \$50,778.46	200 People	One hundred eighty one (181) homeless women and their children were assisted
Ms. Essie's House of Faith	ESG: \$ 0	\$37,005.14	150 People	One hundred ninety five (195) homeless people were assisted

Table 40				
ESG Homeless Programs 2009 / 2010				
Program	Allocated	Expended	Goals	Accomplishments
Compton Welfare Rights Organization	ESG: \$32,355	\$32,355.00	240 People	. One hundred fifty-eight (158) homeless women and their children were assisted.
Ms. Essie's House of Faith	ESG: \$29,000	\$4,825.57	100 People	This Shelter closed its doors in FY 2009-10. Unexpended funds will be reallocated in FY 2010-11.
Peace and Joy Care Center	ESG: \$30,000	\$0	135 People	This project will be implemented in FY 2010-11.

Table 40				
ESG Homeless Programs 2010 / 2011				
Program	Allocated	Expended	Goals	Accomplishments
Compton Welfare Rights Organization	\$46,659	\$46,095	200 People	393 people
Peace and Joy Care Center	\$43,970	\$43,970		

6. PROJECTED REGIONAL HOUSING NEEDS ASSESSMENT

A major focus of the Housing Element is to identify strategies, programs, and sites that will enable Compton to meet its assigned Regional Housing Needs Assessment (RHNA) requirements. For the City of Compton, the regional housing need is determined by the Southern California Association of Governments (SCAG) pursuant to Section 65584 of the Government Code and is based upon an overall regional housing need number established by the State. The assigned RHNA for the City calls for a total of 69 units to be provided during the current planning period. The housing needs are categorized according to the following income groups and is summarized in Table 33 and graphically illustrated in Exhibit 3-6.

- The *Extremely Low Income* households are those whose income is 30% or less than that of the median household income for the greater Los Angeles area. For the 2006-2014 planning period, the City's RHNA for *extremely low income* households is 8 units.

- The *Very Low Income* households are those whose income does not exceed 50% of the median household income for the greater Los Angeles area. For the 2006-2014 planning period, the City's RHNA for *very low income* households is 8 units.
- The *Low Income* households earn from 51% to 80% of the median. For the 2006-2014 planning period, the City's RHNA for *low income* households is 10 units.
- The *Moderate Income* groups earn from 81% to 120% of the median. For the 2006-2014 planning period, the City's RHNA for *moderate income* households is 13⁵ units.
- The *Above Moderate* households earn over 120% of the median income. For the 2006-2014 planning period, the City's RHNA for *extremely above moderate* households is 30 units.

The RHNA applicable to the City is summarized in Table 3-33. The RHNA is also graphically illustrated in Exhibit 3-6.

A substantial amount of new housing has been constructed, entitled, or is in the planning review process. During the current planning period (since 2006), a total of 645 units have been constructed, approved, or are currently undergoing review. Furthermore, 158 units are designated for lower-income households for seniors as well as persons that are developmentally disabled.

As indicated previously, those households that have incomes of 30 % of the County median would fall into the extremely low income category. Based on the 2009 income limits, an extremely low income household would have the following household incomes: a one person household with an annual income of \$16,650 or less; a two person household with an annual income of \$19,050 or less; a three person household with an annual income of \$21,400 or less; and a four person household with an annual income of \$23,800 or less.

The HCD indicates that the projected need for extremely low income households may be calculated by assuming that such households represent 50% of the very low income households. In other words, the future house need for extremely low income households in Compton is projected to be 168 households.

Table 41 RHNA for the City of Compton January 2006 - June 2014		
Income Category	No.	Percent
Extremely Low Income	8	11.5%
Very Low Income	8	11.5%
Low Income	10	14.5%
Moderate Income	13	17.4%
Above Moderate Income	30	43.5%
Total Need - Future Housing	69	98.4%
Source: Southern California Association of Governments, July 12, 2007		

⁵ This target was increased to 13 to balance the total RHNA requirement of 69.

7. ADEQUATE HOUSING SITES INVENTORY

The assigned RHNA for the City calls for a total of 69 units to be provided during the current planning period. A substantial amount of new housing has been constructed, entitled, or is in the planning review process. As a result, the City is in a unique position of having already achieved its required housing allocation.

Residential Units Provided in the Current Planning Period

The RHNA for the City calls for a total of 69 units to be provided during the current planning period. The RHNA goal has been met and exceeded. During the current planning period (since 2006), a total of 645 units have been constructed, approved, or are currently undergoing review. Table 30 shows the strategies employed to deliver 260 housing units since 2006 and to have an additional 186 projected to complete construction in 2011. During this planning cycle, the City of Compton has been involved in a number of projects identified in Table 35. The status of the major developments is summarized below:

- Alameda Court, LLC Project. The Disposition and Development Agreement between the Agency and the Developer provides that the Agency sell to the Developer an approximately 55,661 square foot site for the development of 28 two, three, and four bedroom for sale town homes units, including live-work units allowing for a home office, with attached garages; a common outdoor area; and a community center of approximately 1,550 square feet. Five units were set aside for low-income families. The five units were based on \$800,000.00 in HOME funds that were given to the developer to set aside the five units. The basis for affordability for these units is the Los Angeles County Median income. The City classifies very low, low and moderate income individuals and families as those with yearly incomes of \$55,111.
- The Seasons at Compton project is senior housing project providing 30 units with restrictions on age and income. Of the 30 units within the project located within the City, nine units are for very low income persons, 14 units are for low income persons and six units for moderate income persons. A prospective resident must be at least aged 55 yrs or older and have a maximum income of 50% or below the county median income. The units are deed restricted and range in style from Studio to 1 bedroom. The project will be complete by July 2011.
- The Compton Senior Apartment is senior housing project providing 74 units with restrictions on age and income. A prospective resident must be at least aged 55 yrs or older and have a maximum income of 80% or below the county median income. The units are deed restricted and range in style from Studio to 1 bedroom. The project will be complete in about a year and a half, (December 2013)
- 2301-2307 W. Compton Blvd. This project consists of a 4-unit apartment complex. This project is in plan check.
- 930 W. Compton Blvd. This project is a 41-unit planned unit development. This project is in plan check.
- 509 N. Tamarind Ave. Willow Walk Condominiums. This project is a 128 condominium units located within a mixed use gated community. This project is under construction.
- 202 S. Rose Avenue. This project is a 4-unit apartment complex that is in plan check.
- 205 N. Willow Street. This project is an 8-unit apartment complex that is in plan check.
- 809 E. Pine Street. This project is an 8-unit townhome development that is in plan check.

- 1409 W. 130th Street. This project is a 4-unit apartment complex that is in plan check.
- 950 W. Alondra Boulevard. This project is a 28-unit townhome development that is under construction.

See table 36 for current construction status of these projects.

RHNA UNITS BUILT, UNDER CONSTRUCTION AND/OR COMPLETED TABLE 42							
Project Name	Status: Approved, Under Construction, Completed	Total Units	Units by Income Level				Methodology of Affordability Determination (1) Sales price (2) Rent price (3) Type of Subsidy
			VL	L	M	AM	
Seasons at Compton	Completed – Final CO issued	30	9	14	6	1	(3) Deed Restricted
Compton Senior Apartment	Under Construction	74	8	66	0	0	(3) Deed Restricted
Alameda Court 501 S. Alameda St.	Completed - No Final CO	28	0	5	0	23	
2301-2307 W. Compton Blvd	No Final CO	4	0	0	0	4	
930 W. Compton Blvd	No permit issued	41	0	0	0	41	
Willow Walk Condo 509 N. Tamarind Ave	Completed – Final CO issued	128	0	12	21	95	(1)
202 S. Rose Avenue	No Final CO	4	0	0	0	4	
205 N. Willow Ave.	No Final CO	8	0	0	0	8	
809 E. Pine Street	No Final CO	8	0	0	0	8	
1409 W. 130 th Street	Completed - Final CO issued	4	0	0	0	4	
950 W. Alondra Boulevard	No Final CO	28	0	0	0	28	

Densities for each of the above properties were calculated using the minimum lot area requirements for the zones each of the proposed developments would be within. Residential High Density requires 1,500 square feet of lot area per unit and single family units require a minimum lot size of 5,000 square feet. The densities shown are maximum gross densities and the ultimate net densities will vary depending on the site design for each site and compliance with typical development standards. All of the above development sites are not built and each would need to be rezoned prior to development. Rezoning each site will be part of the General Plan Zoning Consistency program to follow the adoption of the General Plan.

The map in Exhibit 3-7 shows the new residential land uses defined in the Land Use Element and included below.

**Table 43
RHNA Needs Status**

Income Category	A	B	A-B
	New Construction Need	Units Built, Under Construction or Approved	Remaining Need
Very Low (0-50% of AMI)	8	17	0
Low (51-80% of AMI)	10	97	0
Moderate (81-120% of AMI)	13	27	0
Above Moderate (over 120% of AMI)	30	216	0
TOTAL UNITS	69	<u>357</u>	0

Units currently at risk for conversion

Section 65583 of the California Government Code was amended in 1991, requiring an analysis of subsidized units and a description of programs to preserve assisted housing developments. The preservation of assisted units is an issue because the subsidy periods of federally subsidized projects constructed 20-30 years ago are beginning to come up for renewal or termination.

Ten developments in the City have received mortgage assistance through the Federal Government and/or State of California. These Ten developments are listed below in Table 38. Table 38 indicates the name, location, government assistance, affordability controls, and other pertinent information for the government-assisted projects within the City.

The use restrictions for Section 8 new construction opt-out contract, attach to the properties' when the market rate mortgage was issued at the time the contract was entered into by the property owner. The Section 8 contract guarantees, for the term of the contract that units covered by the contract are rented to lower income senior citizens. The low income senior citizen pays 30% of his/her adjusted gross monthly income to the owner or manager while HUD pays the difference between the rent paid by the tenant and the market rate rent. Market rate rents are determined and reviewed on a yearly basis by HUD.

In the event the owner successfully opts-out of the Section 8 contract the previous low-income senior rental-housing units would no longer be included in a federal program to guarantee reduced rents.

Since six of the ten projects listed in Table 38 are at risk of going market rate during the next five years. To terminate the contract the property owner must file a Notice of Intent with HUD, to opt-out of the Section 8 contract. So far the City has not received a notice that any of the nine assisted units will terminate their contracts and go market rate.

Assessed Conversion Risk

The total number of units at risk of going market rate during the next five years is 317 divided up among nine properties. According to the California Housing and Community Development publication, approximately 15 to 20 percent of at risk properties will opt out of the assisted housing programs for a variety of reasons. This means that approximately 47 to 63 units is the real number of at risk units that the City needs to work toward providing in the event the anticipated 15% to 20% of existing property owners opt out.

Therefore, the City is working on three projects that are in the development stage totaling 244 new units. These projects include Willow Walk, Alameda Court, and Seasons at Compton projects.

**Table 44
Assisted Housing Projects in Compton**

<u>Project Name/Address</u>	<u>Types of Government Assistance</u>	<u>Terms Control</u>	<u>Earliest Conversion*</u>	<u>Number of Units**</u>	<u>Tenant Type</u>	<u>Current Owner</u>
<u>SANTA FE APARTMENTS</u> <u>1912 N. Santa Fe Ave</u> <u>Compton, Los Angeles, CA.</u>	<u>LMSA</u> <u>S8</u>	236(j)(1)	<u>06/30/2010</u>	79*	<u>Family</u>	
<u>DOUGLAS PARK APTS</u> <u>121 W. Rosecrans Ave</u> <u>Compton, Los Angeles, CA.</u>	<u>Sec 8 PRAC</u> <u>202/811</u>		05/31/2011	72*	<u>Family</u>	
<u>WHITFIELD MANOR</u> <u>12600 S. Compton Ave</u> <u>Compton, Los Angeles, CA</u>	<u>LMSA</u> <u>S8</u>	236(j)(1)	<u>09/30/2011</u>	40*	<u>Family</u>	
<u>ST TIMOTHY'S TOWER</u> <u>425 S. Oleander Ave</u> <u>Compton, Ca</u>	<u>LMSA</u> <u>S8</u>	236(j)(1) /202	09/30/2014	112*	<u>Senior</u>	
<u>ST. TIMOTHY'S MANOR</u> <u>415 S. Oleander Ave</u> <u>Compton, CA</u>	<u>LMSA</u> <u>S8</u>	202	09/30/2014	21*	<u>Senior</u>	
<u>E. BOYD ESTERS MANOR</u> <u>1101 N. Central Ave</u> <u>Compton Ca.</u>	<u>LMSA</u>	202	06/07/2013	50*	<u>Senior</u>	
<u>PARK VILLAGE APARTMENTS</u> <u>601 W. Corregidor Street</u> <u>Compton, CA.</u>		207/223(f)	10/01/2039	164	<u>Family</u>	
<u>NEW WILMINGTON ARMS 2</u> <u>700 W. Laurel Street</u>	<u>S8</u>	<u>236(j)(1)</u>	04/30/2021	164	<u>Family</u>	
<u>SOUTH BAY RETIREMENT RESIDENCE</u> <u>1001 W. Cressey Street</u>	<u>Section 202/811</u> <u>PRAC 202/811</u> <u>S8</u>		01/31/2016	74	<u>Senior</u>	
<u>WARWICK TERRACE APT</u> <u>14921 S. Compton</u>	<u>S8</u>		Annual Renewal	103	<u>Family</u>	

During the next five years 448 units will be at risk of going market rate.

* 295 units are at risk during the next 5 years.

Source: Planning Department, City of Compton 2011.

Preservation of At Risk Housing Program

In order to meet the housing needs of persons of all economic groups, the City must guard against the loss of housing units available to lower-income households. A total of 317 units in nine HUD-assisted projects are at-risk of conversion to market-rate prior to 2015. The City's objective is to either retain or replace as low-income housing all at risk units in the City. The Planning and Economic Development Department will implement the following programs on an ongoing basis to conserve its affordable housing stock.

- a. **Monitor Units At-Risk** -, SANTA FE APARTMENTS, WHITFIELD MANOR, and ST TIMOTHY'S TOWER, APT are all eligible to prepay their remaining HUD-insured Section 236 loans and opt out of low-income use restrictions any time. Section 8 subsidies for units in the four other projects are renewed on short-term basis and may not be renewed in the future due either to lack of funding at the HUD level or owner decision to opt out of the Section 8 program. In addition, the SANTA FE APARTMENTS has a Section 8 contract that expired before the end of 2010. The City will continue to monitor these apartments annually.
- b. **Work with Potential Purchasers** - Establish contact with public and non-profit agencies interested in purchasing and/or managing units at-risk to inform them of the status of such projects. Where feasible, provide technical assistance and support to these organizations with respect to financing. The City should actively pursue affordable housing opportunities and maintain a list of interested and qualified affordable housing developers. The City will update this list annually.

There are a number of housing providers that have been identified by the State HCD as candidate entities that could assume responsibility for the at-risk housing should they be converted to market rate units:

- Community Development & Preservation, LLC;
 - MBK Management Corporation;
 - Community Rehabilitation Services, Inc.;
 - East Los Angeles Community Corporation
 - FAME Housing Corporation;
 - Los Angeles Center for Affordable Tenant Housing;
 - Los Angeles Housing Partnership, Inc.;
 - Los Angeles Low Income Housing Corp. (LALIH); and,
 - The East Los Angeles Community Union (TELACU).
- c. **Tenant Education** - The California Legislature extended the required notification period, requiring property owners give a 12-month notice of their intent to opt out of low-income use restrictions. The City will work with tenants of at-risk units and provide them with education regarding tenant rights and conversion procedures. The City will also provide tenants in at-risk projects information regarding Section 8 rent subsidies through the Housing Authority, and other affordable housing opportunities in the City.
 - d. **Assist Tenants of Existing Rent Restricted Units to Obtain Priority Status on Section 8 Waiting List** - HUD has set aside special Section 8 vouchers for existing tenants in Section 8 projects that are opting out of low-income use. Upon conversion, the units will stay affordable to the existing tenants as long as they stay. Once a unit is vacated and new tenants move in, the unit will convert to market-rate housing.

Five-Year Objectives:

- Preserve all 317 units in the nine at-risk properties.
- The City will monitor, every three months, the status of any HUD receipt/approval of Notices of Intent and Plans of Action filed by property owners to convert to market-rate units.
- The City will annually identify and meet and pursue funding with non-profit organizations as potential purchasers/managers of at-risk housing units.
- As part of coordination with non-profit partners, the City will annually explore funding sources available to purchase affordability covenants on at-risk projects, transfer ownership of at-risk projects to public or non-profit agencies, purchase existing buildings to replace at-risk units, or construct replacement units.
- The City will provide tenant education within 30 days of a notice and assist tenants to obtain special Section 8 vouchers reserved for tenants of converted properties.

Table 45	
PURCHASE AND REHABILITATION COSTS FOR EXISTING UNITS	
<u>Cost/Fee Type</u>	<u>Cost Per Unit</u>
<u>Land & Improvements Acquisition</u>	\$90,000
<u>Rehabilitation*</u>	\$25,000
<u>Financing/Other</u> (4% @ 30 yr.)	\$82,649.93
<u>Total Estimated Per Unit Cost</u>	\$197,649.930

* Lead paint removal, heating, appliance, window, and flooring replacement

Table 46	
NEW CONSTRUCTION/REPLACEMENT COSTS_ (850 sq ft multi-family) unit	
<u>Cost/Fee type</u>	<u>Cost Per Unit</u>
<u>Land Acquisition</u>	\$30,000
<u>Construction</u>	\$109,650
<u>Financing/Other</u> (4% @ 30 yr.)	\$100,365.77
<u>Total Estimated Per Unit Cost</u>	\$240,015.77

The replacement cost for the subsidized at risk developments would be prohibitive. In general, the cost for new land in the city is \$18 a square foot. The actual construction cost for residential development ranges from \$118 a square foot up to \$129 a square foot. The total projected replacement cost for the at-risk units identified in Table 3-38B above. This figure assumes that a minimum 5,000 square foot multi-family lot would be required and each unit would have a total floor area of 850 square feet (two-bedrooms). The land cost would total approximately \$90,000 (assuming \$18 per square foot) while the construction cost would total approximately \$109,650 (assuming \$129/square feet by 850 square feet per unit \$109,650. The financing cost for each unit would be \$100,365 at 4% for 30 years. The total cost per 850 square foot multi-family unit would be \$240,015. The total rehabilitation cost per unit would be \$197,649, Table 3-38A

Successor (Redevelopment) Agency Owned Sites

Table 35 indicates those sites that are presently owned by the City of Compton. These sites are presently zoned non-residential and have different existing General Plan land use designations. However, the new Land Use Element of the new General Plan 2030 will re-designate all of the sites listed in Table 35 to residential land uses. Moreover, upon adoption of the General Plan 2030, the City of Compton will undertake a zoning consistency program to rezone a variety of properties whose zoning is not consistent with the adopted Land Use Element including all of the properties listed in Table 35. These properties could accommodate up to 228 units based on a density of 30 units per acre. This density formula corresponds to that identified by the State legislature for urban areas. The locations are shown in Exhibit 3-6

The CRA is solely responsible for development of these areas and is core objective of the agency. As funds become available they will continue to facilitate additional developments.

The sites shown in Table 35 can certainly be consolidated through the subdivision process if warranted. Each site will be viewed within the context of the sites' location, the configuration of the associated lots and project site design. The subdivision process typically occurs at the time of project entitlement because this allows for the most efficient design of lot lines that would accommodate the proposed location of improvements, accesses and easements.

The sites listed in Table 35 will also become uses by-right under the proposed Zoning Consistency Program planned for the spring of 2012. When the new zoning ordinance is written these land uses will become uses by right as will all single family and multi-family uses that meet the minimum code requirements. Densities will meet the multifamily minimum of 20 dwelling units per acres however due to each sites' size the smaller sites may have less total units onsite.

The City's methodology is to use the Los Angeles County median income as the basis for determining which units will available to the various income groups whether as a rental or a for sale unit. The projected unit count for each site shown in table 35 is based on a minimum lot area of 1,500 square feet per unit as specified in the zoning ordinance for Residential High Density (RH).

Table 47 Sites Currently Owned by the City of Compton January 2006 - June 2014							
Address	Land Area	Existing Zoning	Existing Land Use	Min. Lot area per unit.	New Land Use	Proposed Zoning	Potential Development⁶
302 N Tamarind	77,101 sq. ft.	Limited Commercial C-L	Vacant Land	1,500	Multifamily	Multi-Family	51 units
415 W. Compton Blvd.	6,696 sq. ft.	Limited Commercial C-L	Vacant Land	1,500	Mixed Use	Multi-Family	4 units
106 E. Cedar St.	7,497 sq. ft.	Limited Commercial C-L	Vacant Land	5,000	Single Family	Single Family	1 units
13800 – 13900 McKinley Avenue	284,192 sq. ft.	Heavy Manufacturing	Vacant Land	1,500	Mixed Use	Multi-Family	189 units
Total Units							<u>245 units</u>
Source: City of Compton, 2011							

⁶ Based on a density of 30 units per acre

8. HOUSING PROGRAMS 2006-2014

QUANTIFIED HOUSING OBJECTIVES

Compton's quantified objectives for new housing during 2006 – 2014 are listed in Table 32 by housing strategy. Definitions and examples of each housing strategy are provided below.

#1: Down Payment Assistance to First Time Homebuyers

- Willow Walk Project: The Disposition and Development Agreement between the former Compton Community Redevelopment Agency and the Developer provided that the Agency sell to the Developer an approximately 6.5 acre site for the development of 128 for sale residential town homes with tandem garages and interior park space. The City provided down payments assistance to 21 Moderate and 12 Low Income First Time Homebuyers in the form of gap financing to subsidize the purchase of newly constructed townhomes. These units were completed in June 2011. All of the remaining 95 units are market-rate townhomes. Home funds from the City were used to contribute down payment assistance to both moderate and low income 1st time home buyers in 2008. Because Home funds were used the City provided funds based on the calculated Los Angeles County median household income.

#2: Gap Financing to Developers of Lower Income Senior Housing

- Seasons at Compton Housing Project: The City provided gap financing assistance to SEASONS AT COMPTON Housing in a form of gap financing to ensure feasibility of proposed development of low-income Senior Housing Development in the redevelopment project area. Construction has begun and is scheduled to be completed in 2011.
- META Housing Project: This all low-income Senior Housing Development is for physically disabled seniors. The City provided gap financing assistance to META Housing to ensure feasibility of proposed development in the redevelopment project area. Construction has begun and is scheduled to be completed in 2011.

#3 Infill Development

Bedford – This market-rate multifamily housing development will provide 28 three and four bedroom apartments in an existing community. It's located across the street from the Compton Airport and is scheduled to be complete in 2011.

Table 48 Overview of Quantified Objectives for New Housing					
Income category	RHNA	Strategy – Units Provided			
		#1	#2	#3	Total
Extremely Low	8	0	15	0	15
Very Low	8	0	25	0	25
Low	10	105	110	0	215
Moderate ⁷	13	20	0	0	20
Above Moderate	30	75	0	50	125
Total	69	200	150	50	400
Source: City of Compton. 2010					

Programs

All potential sources of funding will be actively pursued by the City and particularly the Compton Local Housing Authority with oversight by the Planning and Economic Development Department in their efforts to implement the City's Housing Element. In recent years, Compton's real estate market improved due to the increased demand for relatively affordable housing that is available in the City compared to other portions of Los Angeles County. Compton's housing programs emphasize the need to strengthen public-private partnerships. Efforts to cooperate with other public entities and especially with the private sector, continues to be a priority. The goal is to produce, improve, and protect the City's housing stock utilizing the CRA tax increment set-aside funds and other housing funds as leverage. Under California Redevelopment Law, 20% of the tax increment generated by the Agency's project areas is to be placed into a set-aside fund and is to be utilized for qualifying housing related activities.

The City will operate the following twelve programs which are described in detail on the following pages along with the implementation responsibility, funding, schedule, and quantified objectives.

1. Housing Choice Voucher Program
2. (Family Self- Sufficiency Program – [Compton Housing Authority](#))
3. Housing Choice Voucher Portability – [Compton Housing Authority](#)
4. Housing Choice Voucher Homeownership Program – [Compton Housing Authority](#)
5. First Time Homebuyers Program (Home Ownership) – Initiate in the early 1990's. Program is continuously ongoing. Produce 75-100 units within next 5 years.
6. Deferred Equity Loan Program (Housing Rehabilitation) – Initiate in the early 1990's. Program is continuously ongoing. Produce 50 units

⁷ This target was increased to 13 to balance the total RHNA requirement of 69.

7. Emergency Assistance Program – Initiate in the early 1990's. Program is continuously ongoing. Produce 30 units within next 5 years.
8. Fix-it Grant Program – Initiate in the early 1990's. Program is continuously ongoing. Produce 100 units within next five years.
9. CHDO Predevelopment Funds – Initiate in the early 1990's. Program is continuously ongoing. Provides funding to non-profit housing organizations that create affordable housing units.
10. Neighborhood Stabilization Program – Initiated in 2008. Program will be completed by 2014-2015. Make available 75-125 units within next 5 years.
11. Energy Conservation Program – (City of Compton).
12. Emergency Shelter Grant Program – Grants Division, (City of Compton).
13. Transitional and Supportive Housing Programs
14. Expedited Permit Procedures
15. Zoning Constraints Program - To reevaluate existing development standards and to propose the remove development standards acting as governmental constraints
- 16 Reasonable Accommodation Program

(1) Housing Choice Voucher Program (Rental)

The Housing Choice Voucher program provides monthly rental assistance to participants who want to rent from a private landlord, but cannot afford the full monthly rental payment. All types of rental units are eligible for this program. The elderly and disabled may also choose to live in an assisted living facility. The unit must be privately owned, and the family receiving assistance cannot have any financial interest in the unit, unless it is a participant in the Homeownership Voucher program.

This program's implementation is summarized below:

<i>Responsibility.</i>	Local Housing Authority of Compton
<i>Funding.</i>	Dept. of Housing and Urban Development
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	803 households assisted on an annual basis.

(2) Family Self-Sufficiency Program

Family Self-Sufficiency (FSS) is a HUD program that encourages communities to develop local strategies to help assisted families obtain employment that will lead to economic independence and self-sufficiency. Services provided through the FSS program include the following:

- Budgeting
- Child care
- Transportation
- Education
- Job training and employment counseling
- Substance/alcohol abuse treatment or counseling
- Household skill training
- Homeownership counseling
- Parenting skills
- Healthy living

Participants have up to five years to reach self-sufficiency. Program completion occurs when the family head-of-household reaches his/her employment goal and the family has been welfare free from 12 consecutive months.

This program's implementation is summarized below:

<i>Responsibility.</i>	Local Housing Authority of Compton
<i>Funding.</i>	Dept. of Housing and Urban Development
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	Not applicable

(3) Housing Choice Voucher Portability

The portability feature of Section 8 vouchers allows voucher-holders to move to a rental unit of their choice, including one located outside the jurisdiction of the local Housing Agency.

This program's implementation is summarized below:

<i>Responsibility.</i>	Local Housing Authority of Compton
<i>Funding.</i>	Dept. of Housing and Urban Development
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	Not applicable

(4) Housing Choice Voucher Homeownership Program

The Compton Local Housing Authority has established a Section 8 tenant-based voucher homeownership option in Compton, California, pursuant to the U.S. Department of Housing and Urban Development (HUD) proposed rule dated April 30, 1999 and pursuant to Section 555 of the Quality Housing and Work Responsibility Act of 1998, authorizing HUD to carry out demonstration programs under Section 8.

The Housing Choice Voucher (HCV) Homeownership Program allows families receiving HCV rental assistance to use their subsidies for homeownership rather than for rental purposes.

This program's implementation is summarized below:

<i>Responsibility.</i>	Local Housing Authority of Compton
<i>Funding.</i>	Dept. of Housing and Urban Development
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	2 households assisted on an annual basis based on funding availability

(5) First Time Homebuyers Program (Home Ownership)

The City administers a First Time Homebuyers Program to provide financial assistance to individuals and families with the dream of homeownership. The financial assistance will consist of a Second Mortgage, which is in the form of a deferred Silent Second Deed of Trust loan. The loan provided to the homebuyer is interest-free and does not require monthly payments.

The Homeowner will be required to annually provide proof and certify that the subject property is their primary residence.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton
<i>Funding.</i>	Redevelopment Tax Increment Funds 20% Set-aside and HOME funds
<i>Implementation Schedule.</i>	<u>Initiated in the early 1990's. Program is continuously</u>

Quantified Objectives. 20 households assisted on an annual basis. 75-100 units within next 5 years.

(6) Deferred Equity Loan Program (Housing Rehabilitation)

The Deferred Equity Loan provides loan assistance from \$10,000 to \$25,000 to low- income, owner-occupied households of single family residences. Loan proceeds may be used for correction of code violations such as, plumbing, electrical, roofing, windows, etc. The property must be a single family residence located within the city limits. Owner must have lived in the property for at least six months for program participation. This program is not designed for upgrading, remodeling or room additions.

Applicants, who have received a previous rehabilitation grant/loan or First Time Homebuyer loan, are not eligible for the program.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton
<i>Funding.</i>	Redevelopment Tax Increment Funds 20% Set-aside and HOME funds
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	20 households assisted on an annual basis.

(7) Emergency Assistance Program

The Emergency Assistance Program provides funding only in the amount necessary to repair/replace and mitigate immediate emergency repairs up to \$10,000. The program assists low income, owner-occupied households with extreme emergency repairs such as electrical, heating, plumbing, roofing and any other code violations which may cause the property to be extremely unsafe or unhealthy, only upon review and approval by City staff. The property must be a single-family residence located within the city limits.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton
<i>Funding.</i>	Redevelopment Tax Increment Funds 20% Set-aside and HOME funds
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	20 households assisted on an annual basis.

(8) Fix-it Grant Program

The Fix-It Grant provides a grant up to \$7,000.00 to assist low income, owner-occupied households with minor repairs such as painting, windows, screens, smoke alarms, handicapped grab bars, ramps, toilets, termite treatment or tenting, and other repairs deemed appropriate by the City, such as electrical, roofing and plumbing but only if it is a code violation that will impede the health and safety of the homeowner and upon review and approval by Agency staff.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton
<i>Funding.</i>	Redevelopment Tax Increment Funds 20% Set-aside and HOME funds
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	20 households assisted on an annual basis.

(9) CHDO Predevelopment Funds

The City administers the Community Housing Development Organization (CHDO). Grant funds may be used on predevelopment activities for affordable housing projects. Projects may be for rental or home ownership housing and may be for new construction, renovation, or acquisition. They are expected to have a high impact on priority needs and produce measurable results.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton Grants Division
<i>Funding.</i>	HOME funds
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	Not applicable

(10) Neighborhood Stabilization Program

Funds may only be used by the City on eligible projects that assist very low, low, and middle income households whose incomes do not exceed one hundred twenty percent (120%) of Los Angeles County area median income (Eligible Household). An Agreement restricting ownership, occupancy, and resale of each home to Eligible Households for a term of 15 years will be executed by each Eligible Household acquiring a home through the NSP1 and will be recorded against each such home concurrently with close of escrow for the conveyance to such Eligible Household.

Only homes that are located in a designated NSP1 area and that have been foreclosed and left vacant will be eligible for acquisition as part of the Compton ARR Program. Foreclosed homes that are either occupied or not located in an NSP1 area are ineligible for participation in the Compton ARR Program.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton Grants Division
<i>Funding.</i>	NSP1 Funds – Compton ARR Program
<i>Implementation Schedule.</i>	January 2009 – December 2011
<i>Quantified Objectives.</i>	Not applicable

(11) Energy Conservation Program

The City adopted the newest California Building Code in June 2009 which includes new Green Building requirements. Presently the City promotes energy conservation measures, recycling, water conservation, and the use of alternative transit. The programs will include rebates for energy conserving refrigerators, water heaters, and other household appliances.

This program will supplement existing City efforts in the enforcement of the State's construction codes requiring water conservation/efficiency in new construction.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton Planning and Economic Development Department
<i>Funding.</i>	General Fund and grants
<i>Implementation Schedule.</i>	Ongoing Program
<i>Quantified Objectives.</i>	50% of all new development will comply

(12) Emergency Shelter Program

Currently, the City's Zoning Ordinance permits emergency shelters housing in any non residential zone district subject to a Conditional Use Permit. The city will add emergency shelter within its zoning code definitions and list as a permitted use in residential zoning districts. In addition, the City however will designate through the Land Use Element an ES Housing Overlay Land Use district created on Wilmington Avenue and Long Beach Blvd. where emergency shelters will be treated as permitted land uses across multiple zones.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton Planning and Economic Development Department
<i>Funding.</i>	General Fund (for the rezoning)
<i>Implementation Schedule</i>	Within 12 months of Housing Element Adoption
<i>Quantified Objectives.</i>	To comply with applicable State requirements.

(13), Transitional, Supportive Housing and SRO Programs

Zoning for Transitional Housing

To comply with State law, the City will also amend the Zoning Ordinance requirements for residentially zoned land so that the development of transitional housing will be specifically stated in the zoning ordinance, as a land use permitted by right in residential zones, subject only to those regulations that apply to other residential land uses in the same zoning.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton Planning and Economic Development Department
<i>Funding.</i>	General Fund (for the rezoning)
<i>Implementation Schedule</i>	Within 12 months of Housing Element Adoption
<i>Quantified Objectives.</i>	To comply with applicable State Law requirements.

Zoning for Supportive Housing

The State also requires the Housing Element to identify zones that allow supportive housing development and demonstrate that zoning, local regulations (standards and the permit process) encourage and facilitate supportive housing. The City will amend the Zoning Ordinance to specifically call out supportive housing as permitted by right within the all residential zones.

When the City amends the Zoning Ordinance, Single Room Occupancy hotels will also be specifically listed as permitted land uses within the Overlay Designation area on Long Beach Blvd. and Wilmington Ave.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton Planning and Economic Development Department
<i>Funding.</i>	General Fund (for the rezoning)
<i>Implementation Schedule</i>	Within 12 months of Housing Element Adoption
<i>Quantified Objectives.</i>	To comply with applicable State requirements.

Zoning for Single Room Occupancy

To include single room occupancy hotels into the Zoning Ordinance, the zoning consistency program will incorporate SRO's as a land use permitted by right in non-residential zones.

This program's implementation is summarized below:

<i>Responsibility.</i>	City of Compton Planning and Economic Development Department
<i>Funding.</i>	General Fund (for the rezoning)
<i>Implementation Schedule</i>	Within 12 months of Housing Element Adoption
<i>Quantified Objectives.</i>	To incorporate SRO's into the zoning ordinance.

(14) Expedited Permit Procedures

The City will explore establishing an expedited permit procedure for developments with a majority of the units intended for low to moderate income households that also do not require any Variance, Zone Change or General Plan Amendments. **The Architectural Review Board will be discontinued in lieu of a new administrative zoning compliance review process.**

Responsibility: City of Compton Planning and Economic Development Department

Timing: 12 to 24 months after General Plan adoption.

Funding: General Fund

Objective: To explore the feasibility of establishing an expedited development review process for developments of low to moderate income households.

(15) Zoning Consistency Program to reevaluate zoning inconsistencies and to remove development constraints

Upon adoption of the General Plan 2030 update the City will undertake a comprehensive review of the residential development standards to determine if any existing standards are acting as constraints upon low income housing development. Specifically the City will review the parking requirements to possible reduce the parking requirement from 1.5 covered parking spaces to 1 uncovered parking space for low/moderate income housing units. **Additionally, the provision to require a Conditional Use Permit for multi-family unit projects of 5 or more units on an existing lot within a multi-family zone will be further investigated with the goal of significantly raising the number or removing the number.**

Responsibility: City of Compton Planning and Economic Development Department

Timing: 12 to 24 months after General Plan adoption.

Funding: General Fund

Objective: To explore the feasibility of reduce the parking requirement from 1.5 covered parking spaces to 1 uncovered parking spaces for low/moderate income housing units **and removing the provision to require a Conditional Use Permit for multi-family unit projects of 5 or more units.**

(16) Reasonable Accommodation Program

Households containing a resident with a disability require physical alterations to the housing unit to better accommodate the disabled resident. Under this program, the City will adopt a reasonable accommodation ordinance to provide exception in zoning regulations for housing for persons with disabilities. Currently, the City's Zoning Ordinance contains no such provisions.

Responsibility: City of Compton Planning and Economic Development Department

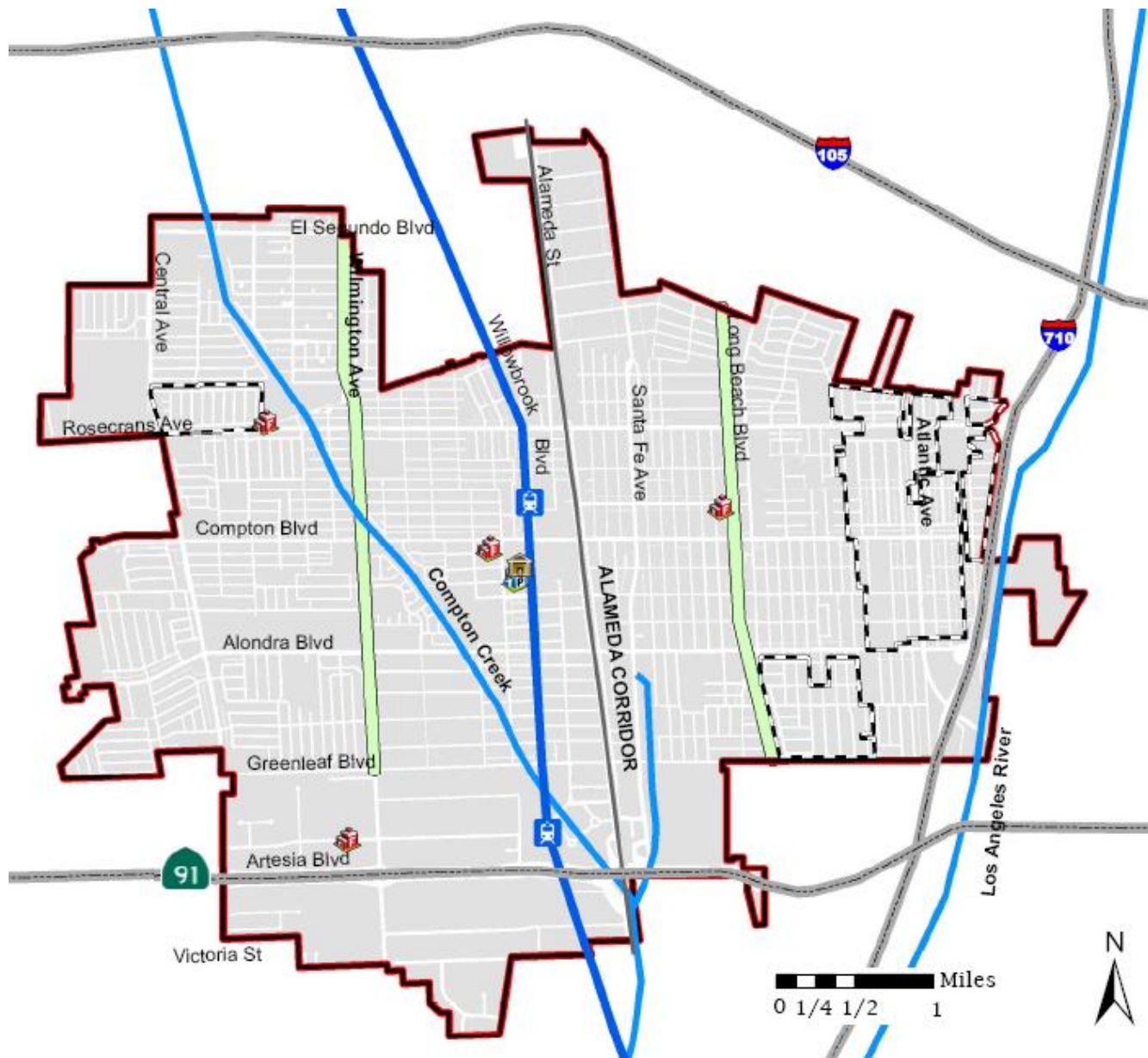
Funding: General Fund (for the rezoning)

Implementation Schedule 12 months of Housing Element Adoption










Quantified Objectives. Facilitate the development, maintenance and improvement of housing for persons with disabilities; reduce processing time for reasonable accommodation requests by 50 percent.

EXHIBIT 5 LAND USE PLAN WITH EMERGENCY SHELTER OVERLAY ZONE

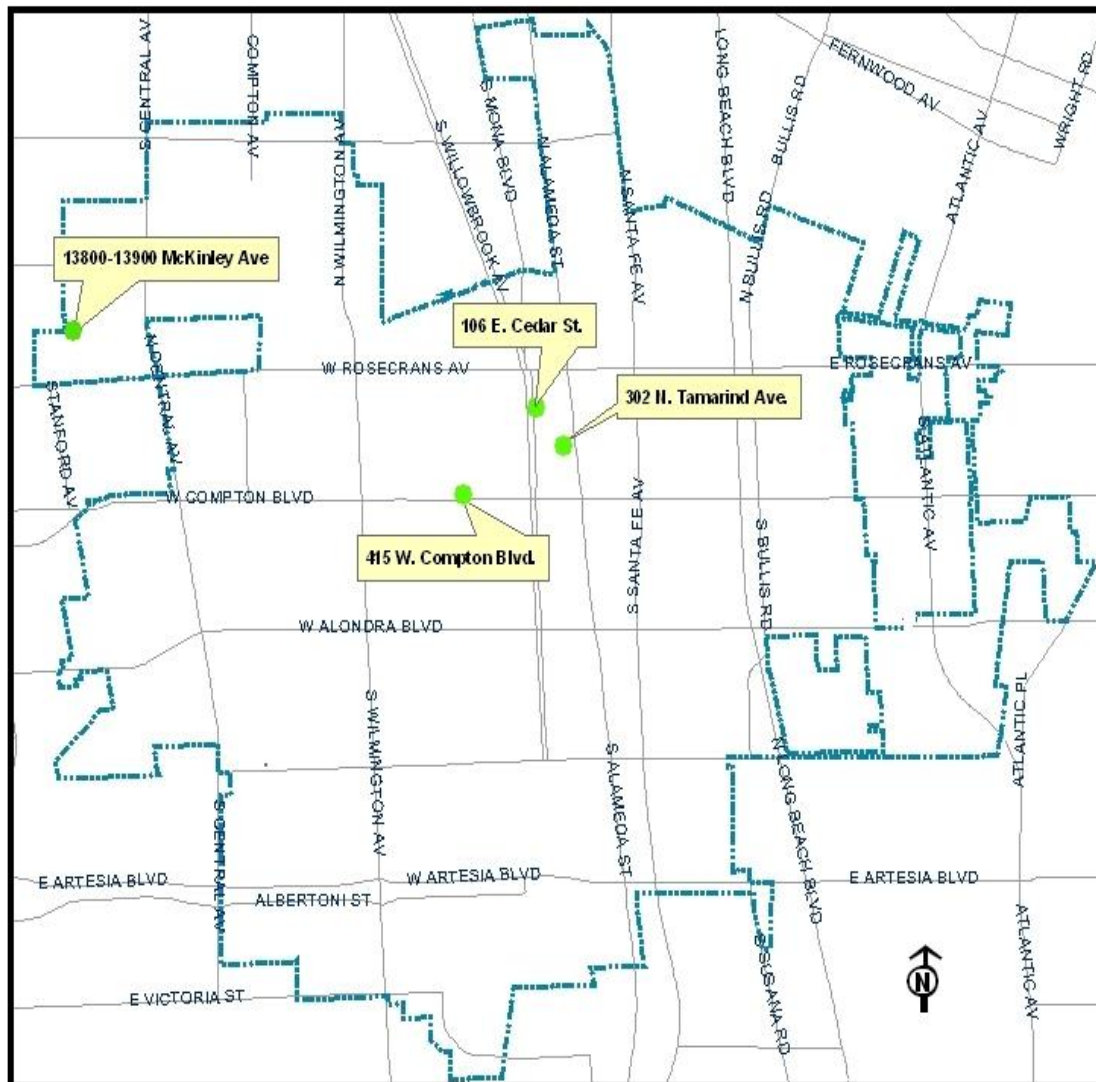
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT



LEGEND

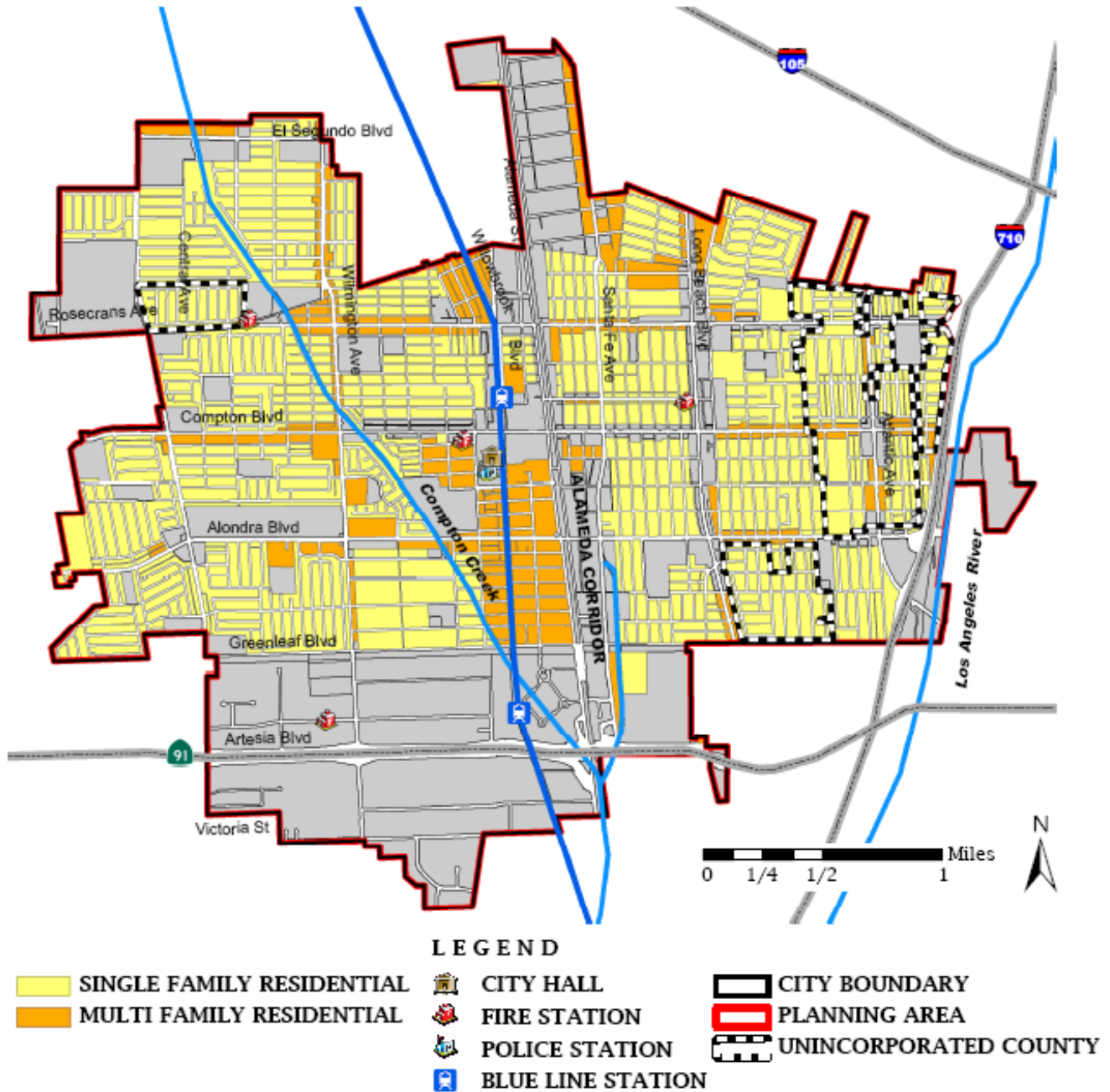
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|--|---|--|
|  EMERGENCY SHELTER OVERLAY ZONE |  CITY HALL |  CITY BOUNDARY |
|  OTHER LAND USES |  FIRE STATION |  PLANNING AREA |
| |  POLICE STATION |  UNINCORPORATED COUNTY |
| |  BLUE LINE STATION | |

Site Currently Owned by the
City of Compton Redevelopment Agency
January 2006-June 2014
Map
Exhibit 3-6



SOURCE: USC CENTER FOR
ECONOMIC DEVELOPMENT

EXHIBIT 7



Successor Agency (Redevelopment) Set-Aside Funds

The Compton Redevelopment Agency (CRA) was established in 1971 as a means to eliminate bighted conditions in the City. The first project area was adopted in 1971 and then combined with the second project area established in 1973 into one project area totaling 2,635 acres. The project area will expire in 2032. The CRA sets aside 20% of the tax increment revenue generated from the Agency's project area. This set-aside is placed in a separate Low- and Moderate-Income (L&M) Housing Fund and is used for activities that increase, improve, or preserve the supply of affordable housing. As indicated in Table 39, the expected accrual of L&M Housing Funds over the planning period ending in the year 2014 is anticipated to be \$43,282,150. The lower half of Table 40 indicates those programs and/or categories that will be funded by the L&M funds. Since the dissolution of the Redevelopment Agency, the City has taken over all programs as the Successor Agency.

**Table 49
Expected Accrual of L&M Funds Over the Planning Period**

	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Total
Estimated Beginning Cash Balance/yr	\$4,536,956	\$5,730,870	\$7,203,670	\$8,668,186	\$10,115,870	\$36,255,552
Revenue (TI and interest)	\$1,193,914	\$1,472,800	\$1,464,516	\$1,456,100	\$1,447,684	\$7,035,014
Subtotal available funds	\$5,730,870	\$7,203,670	\$8,668,186	\$10,115,870	\$11,563,554	\$43,282,150
Total available funds over five year planning period						
Planned Expenditures		Amount	% of Total			
SERAF loan		0	0			
Debt Service		0	0			
Administration, overhead, maintenance		\$909,812	28.34%			
Professional Services		\$300,000	9.35%			
Transitional Housing		0	0			
Tenant Rental Subsidy Program		0	0			
Housing Rehabilitation		0	0			
Neighborhood Preservation		0	0			
Home-ownership Program		\$2,000,000	62.3%			
Affordable Housing Development (1)		0	0			
Purchase covenants/rehab rental property		0	0			
Total		\$3,209,812	99.99			
Source: City of Compton 2011						



Metro Blue Line Crossing Greenleaf



Compton/Woodley Airport



Compton



Compton Renaissance Bus Stop



Compton



Compton

CIRCULATION ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx Elementary School Compton California

INTRODUCTION TO THE CIRCULATION ELEMENT

AUTHORITY OF THE ELEMENT

The Circulation Element of the Compton General Plan is one of seven State-mandated Elements and is intended to serve as a guide for the ongoing improvement of the City's roadways and transportation infrastructure. New development in the City and in the surrounding communities will place additional demands on the City's roadways in the coming years. A primary objective of this Circulation Element is to ensure that sufficient roadway and transportation-related infrastructure is provided to meet existing and future demand.

The purpose of the Circulation Element is to provide for the development of a safe and efficient circulation system for the City. According to California Government Code Section 65302(b), this Element must identify the following:

- The location and extent of existing and proposed roadways
- The existing and proposed transportation facilities including rail facilities, port facilities, and airports
- The level of service criteria for roadways and intersections
- A plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel

This Circulation Element provides the planning framework for Compton's roadway system that will be needed to accommodate existing and projected demand resulting from the land uses and development permitted under the Land Use Element. Traffic volumes included in this Circulation Element are also used to determine future traffic noise levels within the Noise Element. The circulation criteria specific to public safety such as the emergency evacuation routes and minimum road widths required to accommodate emergency vehicles are found in the Public Safety Element.

Finally, the Circulation Element is responsive to regional transportation plans, such as the Congestion Management Program, that focuses on the development of a regional transportation system to accommodate the future traffic demands within the greater metropolitan area.

Quote from Community Member

Have/implement white bus service from Compton midtown to the new Gateway shopping center, so we who depend on public transportation can shop, dine & exercise.

Compton Resident
District 2

ORGANIZATION OF THE ELEMENT

The Circulation Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Circulation Element Background Report* discusses a wide range of transportation and circulation issues that must be considered in future planning and development in the City.

- The *Circulation Plan* identifies the City policies related to transportation and circulation along with those programs that will be effective in implementing the policies. This section also establishes design and service standards for the various types of roadways to serve the existing and projected transportation needs of the community.

CIRCULATION ELEMENT BACKGROUND REPORT

The Circulation Element Background Report provides an overview of the key issues that are related to transportation planning, infrastructure, roadway levels of service, and transit-related issues.

REGIONAL TRANSPORTATION PLANNING

A variety of agencies are responsible for the circulation infrastructure of streets, freeways, rail, and bus. Arterials and local streets in Compton are generally under the jurisdiction of the City of Compton. Regional transportation planning is coordinated by the Southern California Association Governments (SCAG).

The resulting regional strategy is comprised of the following elements:

- *The Regional Transportation Plan (RTP)*. SCAG's RTP establishes overall long term mobility policies for the movement of people and goods, including congestion relief strategies for all regionally significant facilities and activities.
- *SB 375 Enhanced Regional Planning Process*. SB 375 relies upon regional planning processes already underway in the 17 Metropolitan Planning Organizations (MPOs) in the state to accomplish its objectives. The provisions related to GHG emissions only apply to the MPOs in the state, which includes 37 of the 58 counties. Most notably, the measure requires the MPO to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP), which sets forth a vision for growth for the region taking into account the transportation, housing, environmental, and economic needs of the region. The SCS is the blueprint by which the region will meet its GHG emissions reductions target if there is a feasible way to do so.

Due to the size and complexity of the SCAG region, SB 375 allows subregional councils of government such as the Gateway Cities Council of Government (Gateway Cities COG) to prepare their own SCS and submit it to SCAG for inclusion in the regional SCS. The law suggests that the subregion work in collaboration with the county transportation commission – in this case, the Los Angeles County Metropolitan Transportation Authority (MTA) – in developing a subregional SCS. During 2009 the Gateway Cities COG retained the services of a consulting team to evaluate the pros and cons of accepting what became known as “delegation” of SCS preparation to the subregion. The consultant team surveyed the Gateway Cities COG member cities and held a series of workshops involving planning directors, city managers, and elected officials. In January 2010 a majority of the Gateway Cities COG board voted to accept delegation of the subregional SCS, subject to ratification by a majority of the member city councils. Ratification of this decision by a majority of cities occurred in Spring 2010 and a sub-regional SCS is currently under development by the Gateway Cities COG. SCAG is requiring the completion of the sub-regional SCS by June 2011.

- *The Los Angeles County Congestion Management Program (CMPs)*. The City of Compton is included in the Los Angeles County *Congestion Management Plan (CMP)*, which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation, and air quality decisions, to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for State gas tax funds. The intersection of Alameda Street, at Compton

Boulevard, and the SR-91 east-bound highway ramps located in the City of Compton are also CMP-designated facilities in the City.

- *The Regional Transportation Improvement Program (RTIP).* The RTIP defines congestion relief projects and programs and is updated every two years. The RTIP must include all federally funded projects and CMP projects that will need federal or state funds. The RTIP must also be consistent with the Regional Transportation Plan.

Freeways and freeway facilities are under the jurisdiction of the California Department of Transportation (Caltrans). Caltrans is primarily responsible for the planning, design, construction, maintenance, and operation of the State's highway system. The City is located within Caltrans District 7 which includes Los Angeles and Ventura Counties.

There is a major planning initiative for the improvement of the I-710 Freeway. The I-710 Major Corridor Study (MCS) analyzed congestion and mobility along the corridor in order to develop transportation solutions to preserve and enhance the quality of life of surrounding neighborhoods and communities. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency for the MCS. The I-170 Corridor Project will study 18 miles of the I-710 Freeway including the portion adjacent to the City of Compton. This phase, expected to be completed in 2011, will explore possible improvements to the I-710 corridor, along with the impact of these changes to the environment and surrounding communities.

Oversight of the rail lines and rail crossings is the responsibility of the California State Public Utilities Commission (PUC) as well as the Federal government. Two railways traverse the City in a north-south direction, the Metro Blue Line passenger railroad along Willowbrook Avenue and the Alameda Corridor freight rail expressway, which utilizes the Southern Pacific Transportation Company San Pedro Branch alignment along the Alameda Corridor. The Long Beach-Los Angeles passenger light rail line (Metro Blue Line) is under the authority of the Los Angeles County Metropolitan Transportation Authority (Metro). The Metro was established in February 1993 by the merger of the Southern California Rapid Transit District (SCRTD) and the Los Angeles County Transportation Commission (LACTC).

The Multi-County Goods Movement Action Plan (MCGMAP) is the master plan for goods movement in Southern California and is intended to be used as a guide in the preparation of state, regional, and local transportation plans. The objectives of the MCGMAP are to develop strategies that: 1) address the goods movement infrastructure capacity needs of the region; 2) reduce goods movement emissions to help achieve air quality goals; and 3) improve the quality of life and community livability for Southern California residents. The Plan is regional in scope, so that the analyses of potential strategies and investments are at a corridor rather than a local or project-specific level. The Goods Movement Action Plan for Los Angeles County outlines key goods movement issues and challenges that impact Los Angeles County.

PRINCIPAL ROADWAYS

Because Compton is a built-out city, the street grid is well-established. To assist in the understanding of the City's system of roadways, a roadway classification system has been developed according to a hierarchy that indicates the optimal configuration of a particular street. This classification system considers the roadway's desirable width, the number of travel lanes, and its function. The classification system provides a logical framework for the design and operation of those roadways that serve Compton. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. The various roadway classifications are described below and are shown in Exhibit 4-1.

- *Major Highway.* Major arterial roadways typically consist of four to six travel lanes with two to three lanes travel in each direction separated by either a raised or painted median. These roadways are designed to carry high volumes of traffic and typically provide the necessary links to the regional freeway system. These roadways also serve the major developments in the City that generate higher traffic volumes. For example, these roadways typically serve larger commercial developments, employment generating uses, and educational facilities.

- *Secondary Highway:* Secondary Highways typically carry traffic in one direction that is either undivided or separated by a parallel road. They are designed to accommodate relatively high volumes of traffic provided



Compton's New Retail Commercial

- *Residential Collector Street.* This category of collector street is designed to move traffic from and to the residential neighborhoods in the City. This category of roadway may include between two and four travel lanes. The primary function of this type of roadway is to discourage through traffic within the individual residential neighborhoods.
- *Industrial Collector Street.* This type of collector street is designed to carry moderate to relatively high volumes of traffic between major and secondary highways and industrial areas. These roadways are specifically designed to accommodate the larger volumes of truck traffic and typically have wider lanes to accommodate large trucks.
- *Local Streets.* Local streets are designed to provide direct public access to those parcels that are not served by the aforementioned categories of roadways. Local streets typically consist of two travel lanes (one in each direction) that are undivided.

FREEWAYS

Freeways are controlled-access, high-speed roadways with grade-separated interchanges. They are intended to carry high volumes of traffic from region to region. Caltrans is responsible for the planning, design, construction and maintenance of freeways in California. The freeway facilities that are located nearest to the City include the following:

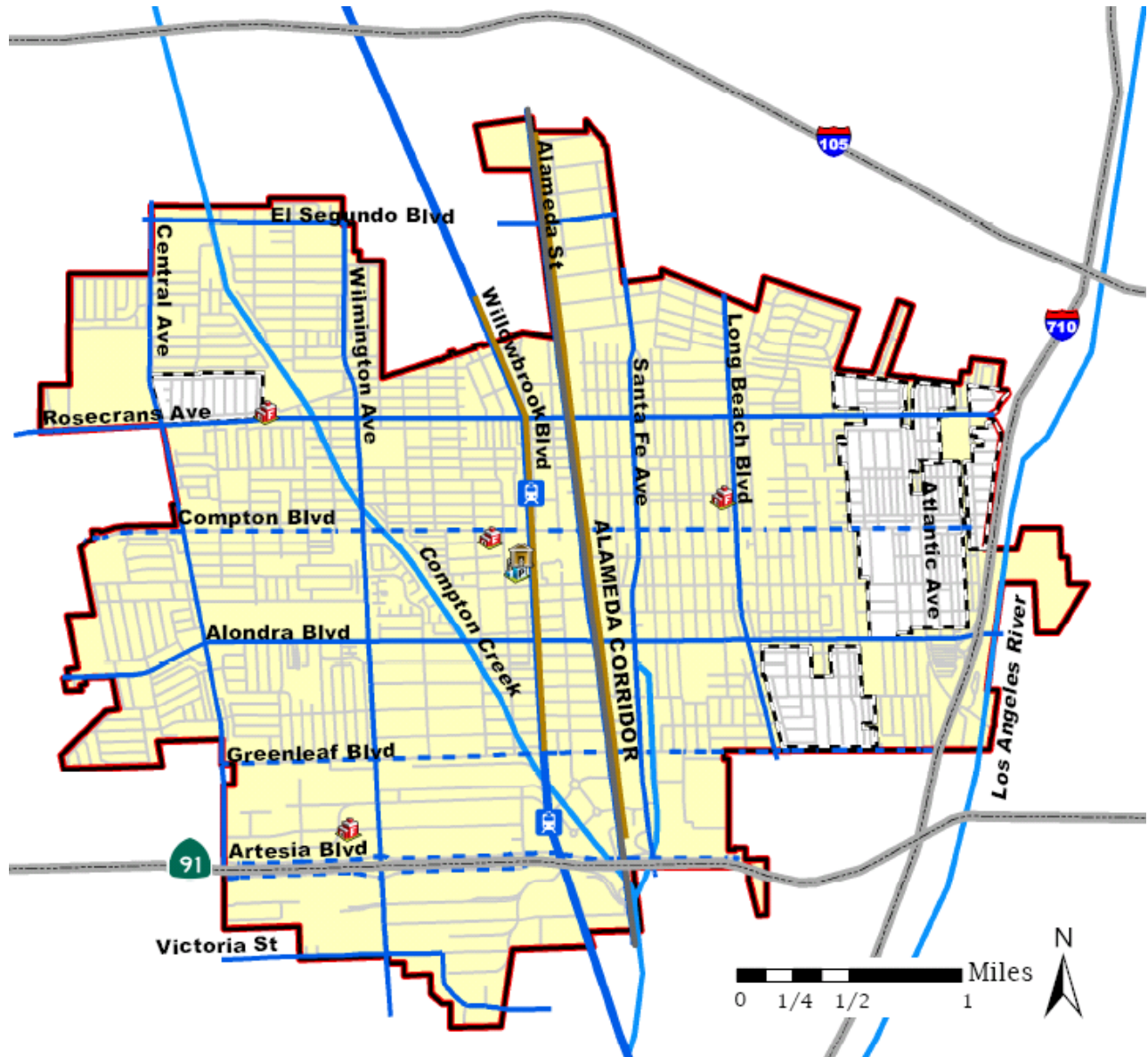
- *Interstate 105-* The Century Freeway (I-105) is an east-west freeway that connects the South Bay/LAX area to the I-605 freeway in Norwalk. This freeway is located a few miles north of Compton in the City of Lynwood. Off ramps that provide direct access



Compton's New Housing

EXHIBIT 4-1 EXISTING ROADWAYS IN COMPTON

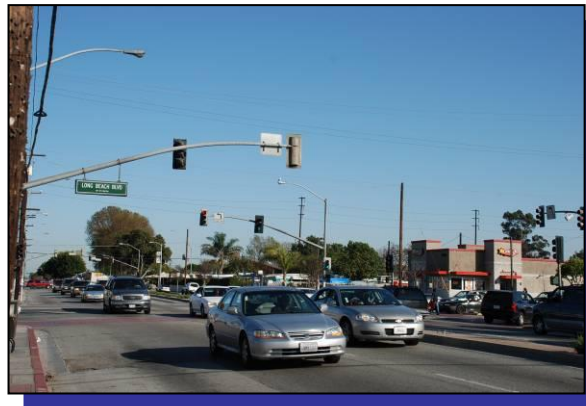
SOURCE: CITY OF COMPTON



LEGEND

	MAJOR HIGHWAY		CITY HALL		CITY BOUNDARY
	SECONDARY HIGHWAY		FIRE STATION		PLANNING AREA
	COLLECTOR STREET		POLICE STATION		UNINCORPORATED COUNTY
			BLUE LINE STATION		

- to Compton, from west to east, are Central Avenue, Wilmington Avenue, and Long Beach Boulevard.
- *State Route 91* – The Artesia Freeway (SR-91) is an east-west freeway that connects the local area to north Orange County and the Inland Empire (Riverside and San Bernardino Counties). The freeway right-of-way extends alongside Artesia Boulevard within the City of Compton. Off ramps that provide direct access to City (from west to east) are located at Central Avenue, Wilmington Avenue, Alameda Street, and Long Beach Boulevard.
- *Interstate 110* – The Harbor Freeway (I-110) is a major north-south freeway that extends through the greater Los Angeles Metropolitan area. This freeway traverses the City of Los Angeles immediately west (approximately two miles) of the city limits of Compton. Off ramp locations that provide direct access to Compton (from north to south) include El Segundo Boulevard, Rosecrans Avenue, Redondo Beach Boulevard, and State Route 91.
- *Interstate 710* – The Long Beach Freeway (I-710) is a north-south freeway which roughly parallels Atlantic Boulevard and the Los Angeles River from Long Beach north to Los Angeles where the freeway terminates near Alhambra. The I-710 Freeway extends along the eastern edge of the City. Freeway ramp connections that provide direct access to the City of Compton (from north to south) are located at Rosecrans Avenue, Alondra Boulevard, and the SR-91.



**ROSECRANS AVENUE AT LONG BEACH
BOULEVARD**

MAJOR HIGHWAY

Major Highways within Compton extend beyond the City boundaries and continue the grid pattern commonly found in much of the Los Angeles area. Major Highways traversing Compton in an east-to-west orientation include (in order, from north to south) El Segundo Boulevard, Rosecrans Avenue, Alondra Boulevard, and Victoria/Apra Street. Major Highways in the City extending in a north-to-south orientation through Compton include (in order from west to east) Central Avenue, Wilmington Avenue, Alameda Street, Santa Fe Avenue, Long Beach Boulevard, and Atlantic Avenue. These roadways are described in greater detail in the following paragraphs.

- *El Segundo Boulevard* - Within Compton, this four-lane roadway extends east-west from Central Avenue on the western end to Wilmington Avenue (with a right-of-way width of 100 feet) and from Alameda Street to Santa Fe Avenue on the eastern end (with a right-of-way width of up to 65-feet). Parking is permitted on both sides of the street. As with all east-west arterials in Compton, El Segundo Boulevard extends over Compton Creek and intersects with Willowbrook Avenue where the Metro Blue line runs parallel to the roadway.

- *Rosecrans Avenue* - This four-lane roadway has a right-of-way width of 100-feet and traverses the City in an east-west orientation from the City's western boundary to the Long Beach Freeway (I-710). Rosecrans Avenue carries the highest street traffic volumes in the City. Parking is permitted and heavily used on both sides of the street.
- *Alondra Boulevard* - This four-lane roadway has a right-of-way width of 100 feet and extends through the City in an east-west orientation from the City's western boundary to the Long Beach Freeway (I-710). Parking is permitted on both sides of the street.
- *Victoria/ Apra Street* - This four-lane roadway has a right-of-way width of between 66 to 100-feet. This roadway extends in an east-west orientation from the City's western boundary to Acacia Street.
- *Central Avenue* - This four-lane roadway extends in a north-south orientation along portions of the City's western boundary north of El Segundo Boulevard to the city's southern boundary south of the Artesia Freeway (SR-91). Parking is permitted along most of the roadway. North of Raymond Street, the street's right of way (ROW) width is 100-feet, south of Raymond the ROW width is 85 feet.
- *Wilmington Avenue* - This four-lane roadway runs north-south from the city's northern boundary north of El Segundo Boulevard to the southern boundary south of the Artesia Freeway. Parking is permitted along most of the roadway. The right-of-way width varies as follows: northern boundary to Alondra Boulevard, (100 feet); Alondra Boulevard, to Raymond, (95 feet); Raymond to Greenleaf, (65 feet); and Greenleaf to the City's southern boundary, (100 feet).
- *Alameda Street (West)* - Alameda Street is separated by the recessed expressway rail line. The western roadway segment has a right-of-way width of 65-feet and is a four-lane north-south highway bounded on the east by the Alameda Corridor freight rail expressway and on the west by industrial and commercial uses. West Alameda Street experiences heavy truck traffic. The Alameda Corridor has undergone major reconstruction and facelift, including a recessed expressway railroad system, plazas, bridge crossings, street improvements, streetscape, and paint program.
- *Santa Fe Avenue* - This four-lane roadway has a right-of-way width of 100-feet and extends from the City's northern boundary to the Artesia Freeway. Parking is permitted along the entire roadway segment.
- *Long Beach Boulevard* - This four-lane roadway extends through the City in a north-south orientation from Orchard Street on the north to Greenleaf Boulevard on the south. Parking is permitted on both sides. The roadway's right-of-way width varies as follows: Orchard to Rosecrans, (80 feet); Rosecrans to Myrrh, (90 feet); Myrrh to Alondra, (100 feet); Alondra to Marcelle, (90 feet); and Marcelle to Greenleaf, (100 feet).
- *Atlantic Avenue* - This four-lane roadway has a right-of-way width of 100-feet and extends in a north-south orientation through the City.

SECONDARY HIGHWAYS

Secondary Highways traversing Compton in an east-to-west orientation include (in order, from north to south) Compton Boulevard, Greenleaf Boulevard, and Artesia Boulevard. Alameda Street is the one Secondary Highway that traverses Compton in a north-to-south orientation. These roadways are described in greater detail below.

- *Compton Boulevard*: This four-lane roadway extends east-west through the center of Compton. The roadway is the main downtown arterial and borders the Civic Center on the north. This roadway has a right-of-way width that varies from 80 feet to 100 feet.

- *Greenleaf Boulevard:* This two-lane roadway has a right-of-way width of 60-feet. This roadway extends east-west from Central Avenue on the west to Atlantic Drive (a branch of Atlantic Boulevard) on the east. West of Willowbrook Avenue, the roadway is an undivided roadway with limited access from local streets.
- *Artesia Boulevard.* Artesia Boulevard has a 100-foot right-of-way divided into two segments, east and west of Santa Fe Avenue. The eastern segment of Artesia is a four-lane highway that extends east-west to the eastern City limit. The western portion of this east-west roadway from Santa Fe Avenue to the western City boundary is a two-way highway, located parallel and adjacent to the 91 freeway. This roadway serves as the primary access to Crystal Park Hotel/Casino and Los Angeles Industrial Business Park.

COLLECTOR STREETS

Collector Streets within Compton connect the east-west and north-south trending arterial roadways. Collector streets located in a north-to-south orientation include Willowbrook Avenue and Alameda Street (east). These roadways are described in greater detail below.

- *East and West Willowbrook Avenue:* Willowbrook Avenue is separated by the Metro Blue Line. The roadway is a residential collector street with a 65 foot right-of-way on both sides of the Blue Line right-of-way providing two-way traffic on each side.
- *Alameda Street (East):* The eastern segment of this roadway is a two-lane north-south industrial collector street bounded on the west by the Alameda Corridor freight rail expressway. This roadway has a right-of-way of 65-feet. Parking is permitted on the east side of the street.



MEDIANS ON LONG BEACH BOULEVARD

LOCAL STREETS

Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Local streets in Compton are generally 40 to 50 feet wide, with a pavement width between 24 to 30 feet. Most streets have been improved with curbs, gutters, and sidewalks. The City standard for local streets is 60 feet (with a curb-to-curb pavement width of 36 feet, two lanes, and on-street parking on both sides).

LEVELS OF SERVICE DEFINITIONS

To ensure that the roadway segments and intersection are designed to accommodate existing and future traffic, some measure of performance is needed. These measures must consider how well these facilities are handling traffic. A roadway or intersection that is heavily congested is considered to have a poor level of service. A roadway or intersection where traffic moves efficiently and quickly is said to have a good level of service.

A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), where LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition.

A more quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design capacity (as measured in traffic volumes that can be accommodated by the roadway) and the existing and/or projected traffic volumes.

The City of Compton has established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. The City recognizes that not all intersections within the City can meet the target LOS D. In these instances, the City Council must find that the improvements necessary to meet the target LOS D are not feasible because of one or more of the following reasons:

- The cost of the necessary improvements exceeds available funding sources;
- The design of the necessary improvements is not compatible with the surrounding land uses; or,
- The design of the necessary improvements is contrary to other established City policies.

This method, referred to as the *Intersection Capacity Utilization*, or *ICU*, is correlated to LOS definitions in Table 4-1 and the concept is illustrated Exhibit 4-2.

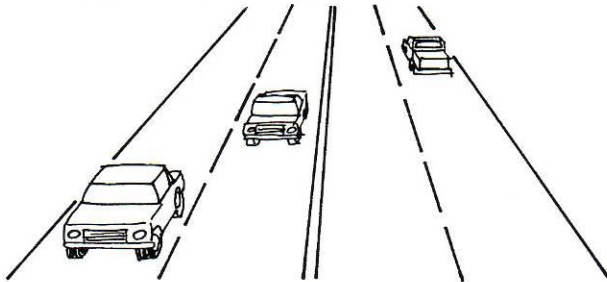
Table 4-1 Level of Service Definitions		
LOS	ICU Ratio	Definition
A	0.00-0.60	Free flow traffic conditions
B	0.61-0.70	Stable flow, some restrictions
C	0.71-0.80	Satisfactory operating speeds
D	0.81-0.90	Unstable conditions beginning - considered to be the maximum acceptable operating condition.
E	0.91-1.00	Significant delays - considered to represent the threshold of unacceptable traffic condition
F	1.01-	Severe congestion - considered to represent the threshold of unacceptable traffic condition

The characteristics that help define the Levels of Service are summarized in Exhibit 4-2. These roadway capacities are "rule of thumb" figures only, and should only be used for an area wide circulation evaluation. The actual level of service levels are affected by such factors as intersections (number and configuration), degree of access control, roadway grades, and design geometrics. The performance criteria used for evaluating volumes

EXHIBIT 4-2

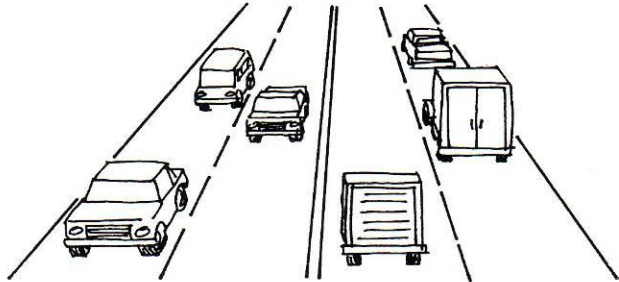
LEVELS OF SERVICE DEFINITIONS

SOURCE: HIGHWAY CAPACITY MANUAL, TRANSPORTATION RESEARCH BOARD



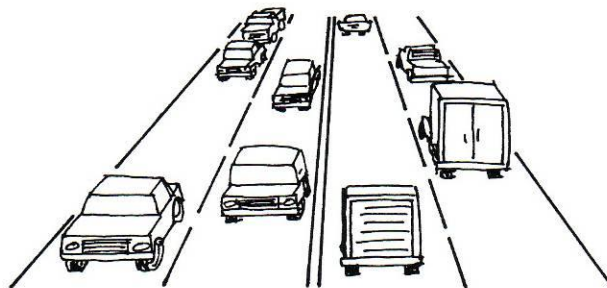
Level of Service A

Free flow in which there is little or no restriction on speed or maneuverability.



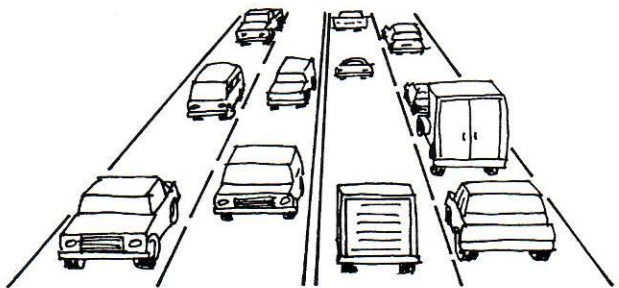
Level of Service B

Stable flow though operating speed is beginning to be restricted by other traffic.



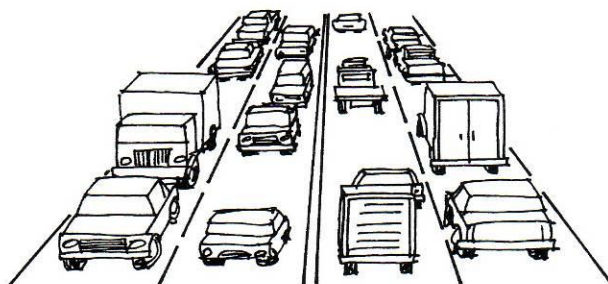
Level of Service C

Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



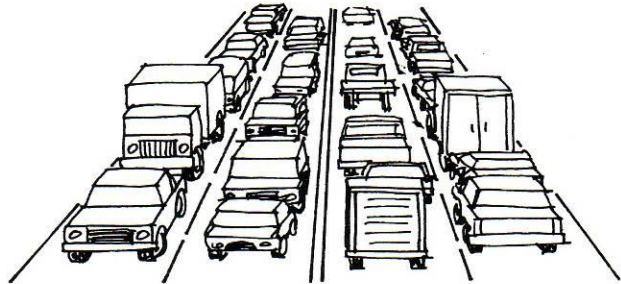
Level of Service D

Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



Level of Service E

Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



Level of Service F

Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

**Table 4-2
Roadway Capacity by Functional Classification**

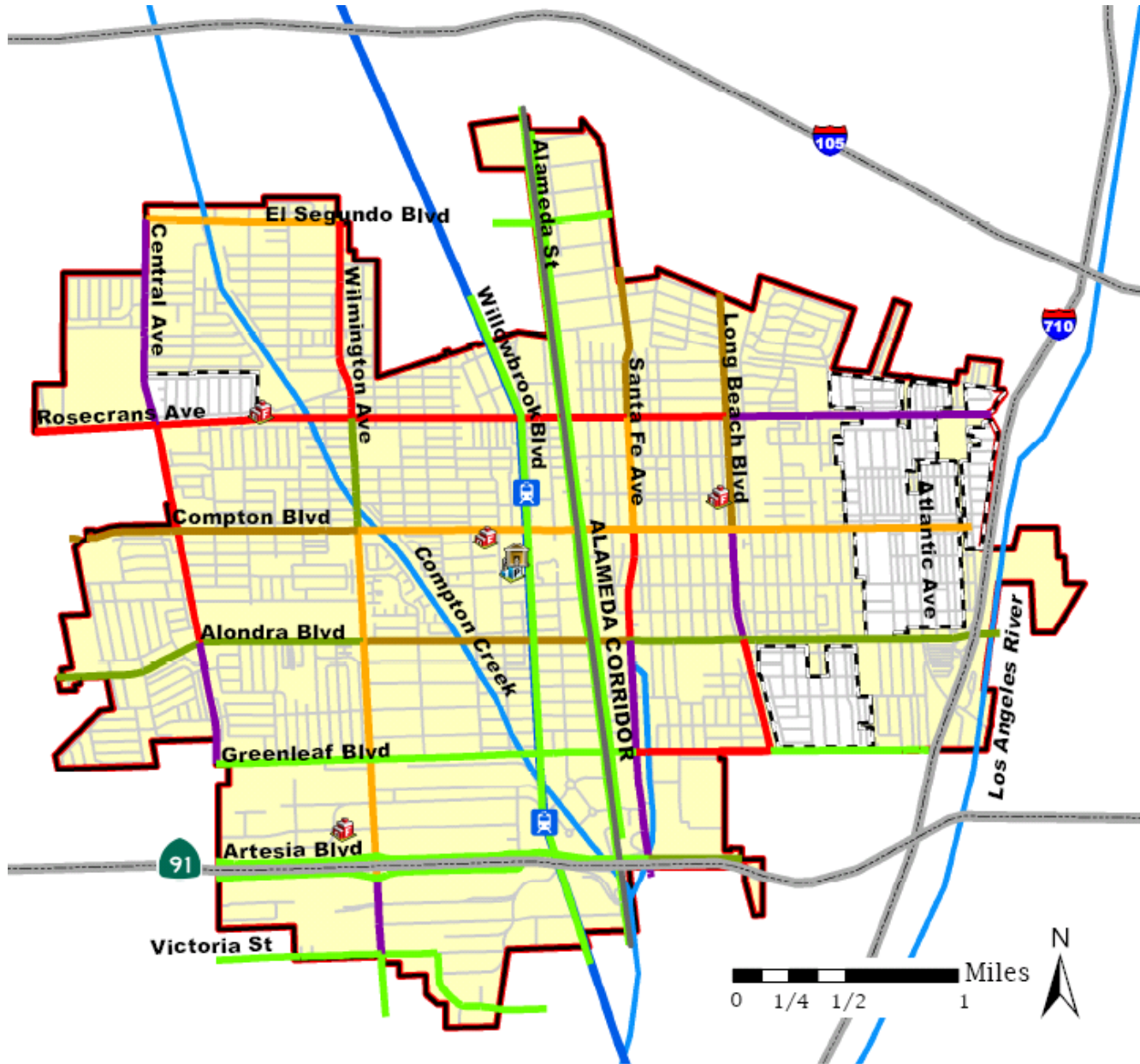
Functional Classification	ROW (ft)	Lanes (#)	A	B	C	D	E	F
Major Highway	100-106	6 lanes; divided roadway with a median; 3 lanes in each direction	34,800	40,700	46,600	52,500	59,000	-
Major Highway	100-106	4 lanes; divided roadway with a median; 2 lanes in each direction	22,400	26,200	30,600	33,800	38,000	-
Major Highway	100-106	4 lanes; left turn lane in median; two travel lanes in each direction	17,700	20,700	23,700	26,700	30,000	-
Secondary Highway	80-88	4 lanes; left turn lane in median; two travel lanes in each direction	17,700	20,700	23,700	26,700	30,000	-
Secondary Highway	80-88	4 lanes; undivided roadway with 2 lanes in each direction	14,200	16,600	19,000	21,400	24,000	-
Collector (Industry)	80-82	4 lanes; undivided roadway with 2 lanes in each direction	14,200	16,600	19,000	21,400	24,000	-
Collector	60	2 lanes; undivided roadway with 1 travel lane in each direction	8,900	10,400	11,900	13,400	15,000	-
Local (Res. Streets)	40-60	2 lanes; undivided roadway with 1 travel lane in each direction	900	1,900	2,900	4,500	10,000	-
Source: Highway Capacity Manual 2000								

and capacities of the City street and highway system include average daily traffic (ADT) volumes for individual roadway segments. Table 4-2 summarizes capacity and level of service criteria used to perform a general assessment of the adequacy of the arterial roadways throughout Compton.


The level of service was determined for each of the primary roadway segments in the City based on recent traffic counts and the current number of traffic lanes provided to accommodate these volumes (refer to Table 4-3 for the current volumes). The levels of service for the roadway segments summarized in Table 4-2 are shown in Exhibit 4-3.

EXHIBIT 4-3 ROADWAY LEVELS OF SERVICE

SOURCE: COMPTON SPEED SURVEY, 2001; COMPTON PUBLIC WORKS PROJECTION 2005



LEGEND

— A		CITY HALL		CITY BOUNDARY
— B		FIRE STATION		PLANNING AREA
— C		POLICE STATION		UNINCORPORATED COUNTY
— D		BLUE LINE STATION		
— E				
— F				

Existing Traffic Volumes

The completion of the Century Freeway in 1993 had a substantial affect on traffic patterns and volumes when it opened. Traffic levels initially decreased on parallel routes to the Freeway but have since grown on those streets closest to the freeway as drivers avoid rush hour freeway congestion. Traffic levels have increased on routes that provide access to the freeway, including Central Avenue, Wilmington Avenue, and Long Beach Boulevard. Routes extending through the City in a north-south orientation have either stayed at the same level of service or have increased as population and cars have increased over the last fifteen years. The effects of the freeway corridor on the surrounding street system were predicted to be negligible after a distance of approximately four miles from the freeway. Almost all of the City of Compton falls within the four-mile area of influence; however several routes located parallel to the Freeway have decreased levels of congestion. The current average daily traffic (ADT) volumes for selected roadway segments are summarized in Table 4-3 and are illustrated in Exhibit 4-4.

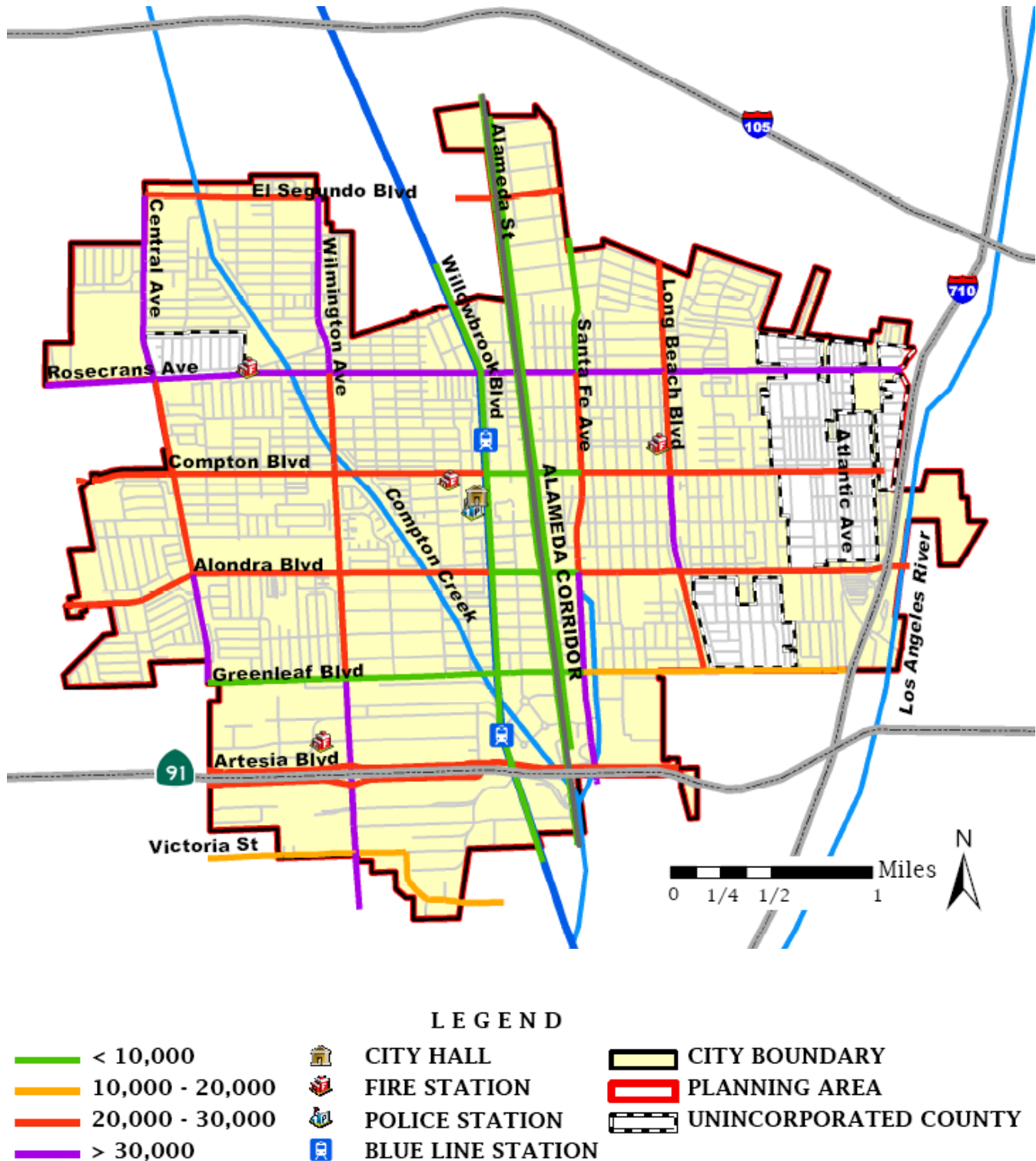
**Table 4-3
Existing Average Daily Vehicle Trips**

Roadway Name	Segment	2005 ADT	Roadway Name	Segment	2005 ADT
El Segundo	E/O Central	23,829	Wilmington Ave.	S/O Compton.	26,122
Rosecrans Ave.	E/O Central	36,811	Wilmington Ave.	S/O Alondra	24,715
Rosecrans Ave.	E/O/ Wilmington	37,526	Wilmington Ave.	S/O S.R. 91	33,891
Rosecrans Ave.	E/O/ Santa Fe	36,689	Willowbrook Ave.	S/O Rosecrans	3,776
Rosecrans Ave.	E/O/ Long Beach	41,494	Willowbrook Ave.	S/O Compton	4,705
Compton Blvd.	E/O Central	23,036	Willowbrook Ave.	S/O Alondra	2,294
Compton Blvd.	E/O/ Wilmington	25,357	Willowbrook Ave.	S/O Rosecrans	8,336
Compton Blvd.	E/O/ Santa Fe	24,752	Willowbrook Ave.	S/O Compton	3,987
Compton Blvd.	E/O/ Long Beach	24,614	Willowbrook Ave.	S/O Alondra	3,398
Alondra Blvd.	E/O Central	23,447	Alameda St.	S/O El Segundo	7,794
Alondra Blvd.	E/O/ Wilmington	23,447	Alameda St.	S/O Rosecrans	2,858
Alondra Blvd.	E/O/ Santa Fe	26,195	Alameda St.	S/O Compton	3,741
Greenleaf Blvd.	E/O Central	8,871	Alameda St.	S/O El Segundo	3,912
Greenleaf Blvd.	E/O/ Wilmington	8,871	Alameda St.	S/O Rosecrans	6,169
Greenleaf Blvd.	E/O/ Santa Fe	14,305	Santa Fe Ave.	S/O El Segundo	23,269
Artesia Blvd.	E/O Santa Fe	22,704	Santa Fe Ave.	S/O Rosecrans	25,775
Victoria St.	E/O Wilmington	12,768	Santa Fe Ave.	S/O Compton	29,892
Central Ave.	S/O El Segundo	39,497	Santa Fe Ave.	S/O Alondra	31,540
Central Ave.	S/O Rosecrans	26,924	Long Beach Blvd.	N/O Rosecrans	29,760
Central Ave.	S/O Alondra	33,605	Long Beach Blvd.	S/O Rosecrans	27,265
Wilmington Ave.	S/O El Segundo	34,816	Long Beach Blvd.	S/O Compton	33,827
Wilmington Ave.	S/O Rosecrans	29,477	Long Beach Blvd.	S/O Alondra	27,475

Source: Compton Speed Survey, 2001; Compton Public Works Projection 2005

EXHIBIT 4 ROADWAY VOLUMES

SOURCE: COMPTON SPEED SURVEY, 2001; COMPTON PUBLIC WORKS PROJECTION 2005



The Century Freeway (i-105) has off-ramps at Central Avenue, Wilmington Avenue, and Long Beach Boulevard. Traffic levels on these routes were expected to increase in proportion to the distance from the freeway corridor. However, this did not hold true for Long Beach Boulevard. Current estimates of ADT show that Levels of Service along Long Beach Boulevard (freeway access street) are highest south of Compton Boulevard, with an LOS E or F, while all other segments, including those closest to the Century Freeway, are LOS C.

Along Wilmington Avenue, the greatest increase in level of service occurred in segments located nearest to the freeway, with the area south of El Segundo Boulevard having service degrading from LOS C to LOS E. Heading south along Wilmington Avenue, south of Rosecrans, ADT increased by 7,000 trips but the LOS improved from LOS C to LOS B due to the addition of medians and left-turn pockets. The same is true for Central Avenue, with the segment closest to the freeway, south of El Segundo, having the LOS degrading from LOS B to LOS F. However on the next segment south of Rosecrans, ADT increased by only 400 trips just bumping the LOS to E. If medians were added to this segment the LOS would improve to LOS C. Growth in traffic on certain arterials can be attributed to ongoing development within the City, along with the completion of the Century Freeway. The historic (1991) and current (2005) level of service for key roadway segments are shown in Table 4-4.

**Table 4-4
Past and Existing Level of Service
(Continued on next page)**

Location	Travel Lanes	General Plan Classification	1991 LOS	2005 LOS
El Segundo E/O Central Ave.	4-LT	Major Highway	C	D
Rosecrans Ave. E/O Central Ave. E/O Wilmington Ave. E/O Santa Fe Ave. E/O Long Beach Blvd.	4-Div 4-Div 4-Div 4-Div	Major Highway Major Highway Major Highway Major Highway	C C E B	E E E F
Compton Blvd. E/O Central Ave. E/O Wilmington Ave. E/O Santa Fe Ave. E/O Long Beach Blvd.	4-LT 4-LT 4-LT 4-LT	Secondary Highway Secondary Highway Secondary Highway Secondary Highway	D D C B	C D D D
Alondra Blvd. E/O Central Ave. E/O Wilmington Ave. E/O Santa Fe Ave.	4-Div 4-LT 4-Div	Major Highway Major Highway Major Highway	B A C	B C B
Greenleaf Blvd. E/O Central Ave. E/O Wilmington Ave. E/O Santa Fe Ave.	2-UND 2-UND 2-UND	Secondary Highway Secondary Highway Secondary Highway	A C A	A A E
Artesia Blvd. E/O Santa Fe Ave.	4-Div	Secondary Highway	B	B
Victoria St. E/O Wilmington Ave.	4-LT	Major Highway	A	A
Source: City of Compton				

**Table 4-4
Past and Existing Level of Service (continued)**

Location	Travel Lanes	General Plan Classification	1991 LOS	2005 LOS
Central Ave. S/O El Segundo S/O Rosecrans Ave. S/O Alondra Blvd.	4-Div 4-LT 4-LT	Major Highway Major Highway Major Highway	B D A	F E F
Wilmington Ave. S/O El Segundo S/O Rosecrans Ave. S/O Compton Blvd. S/O Alondra Blvd. S/O S.R. 91	4-Div 4-Div 4-LT 4-LT 4-LT	Major Highway Major Highway Major Highway Major Highway Major Highway	C C D B F	E B D D F
W. Willowbrook Ave. S/O Rosecrans Ave. S/O Compton Blvd. S/O Alondra Blvd.	2- Und 2- Und 2- Und	Collector (Residential) Collector (Residential) Collector (Residential)	A A A	A A A
E. Willowbrook Ave. S/O Rosecrans Ave S/O Compton Blvd. S/O Alondra Blvd.	2- Und 2- Und 2- Und	Collector (Residential) Collector (Residential) Collector (Residential)	A A A	A A A
W. Alameda St. S/O El Segundo S/O Rosecrans Ave.. S/O Compton Blvd.	4-LT 4-LT 4-LT	Major Highway Major Highway Major Highway	C C C	A A A
E. Alameda St. S/O El Segundo S/O Rosecrans Ave.	2- Und 2- Und	Collector (industrial) Collector (industrial)	A A	A A
Santa Fe Ave. S/O El Segundo S/O Rosecrans Ave. S/O Compton Blvd. S/O Alondra Blvd.	4-LT 4-LT 4-LT 4-LT	Major Highway Major Highway Major Highway Major Highway	A A B A	C D E F
Long Beach Blvd. N/O Rosecrans Ave. S/O Rosecrans Ave. S/O Compton Blvd. S/O Alondra Blvd.	4-Div 4-Div 4-LT 4-LT	Major Highway Major Highway Major Highway Major Highway	D B C C	C C F E
1. Notes 4-LT= four travel lanes with dedicated left turn lane. 4-DIV= four travel lanes with median 2-UND= two travel lanes, undivided				
Source: City of Compton				

SCENIC CORRIDORS

A number of roadway corridors were highlighted for improvement by the City through design guidelines and regulations, public investment, and private incentives under the 1998 Corridor Improvement Plan. The roadways designated as scenic corridors are Alameda Street, Alondra Boulevard, Artesia Boulevard, Central Avenue, Compton Boulevard, El Segundo Boulevard, Long Beach Boulevard, Rosecrans Avenue, Santa Fe Avenue, Willowbrook Avenue, and Wilmington Avenue. Several programs have been implemented to improve the physical condition of these corridors and to enhance pedestrian safety.

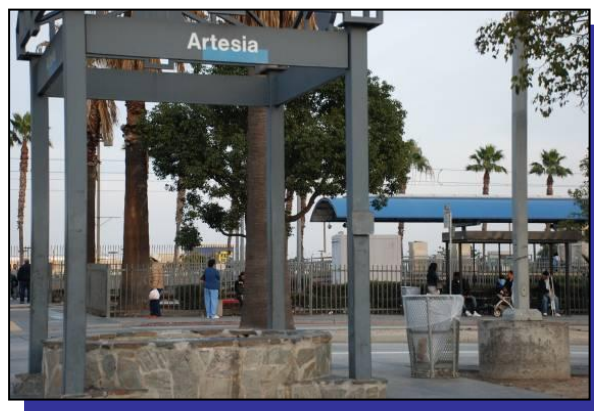
Recent improvements implemented in the City include the addition of Gateway Monuments, plazas, and bridge crossings on Alameda Street at Palmer and bridge crossings at El Segundo, Pine, Elm, Alondra, and Greenleaf. The City is also conducting a citywide street improvement project for residential streets in eligible census tracts.

METROPOLITAN TRANSPORTATION AUTHORITY METRO BLUE LINE

The 22 mile Metro Blue Line light rail connects downtown Los Angeles with downtown Long Beach and travels along Willowbrook Avenue in Compton with two stops, the Compton Civic Center station and the Artesia Station. There are three additional stations within a 10 minute drive from the City on the Metro Green Line. Starting on the east, they are Long Beach/I-105, Imperial /Wilmington, and Avalon/I-105. Metro light rail provides connectivity throughout much of greater Los Angeles with the Red, Purple, and Gold lines. Expo and Crenshaw lines will provide needed service to western sections of greater Los Angeles.

The Metro Blue Line was the first project completed as part of Los Angeles County's rail mass transit system in 1990. The Blue Line begins at 7th Street and Figueroa Street in downtown Los Angeles and extends through the cities of Vernon, Huntington Park, South Gate, and the Watts community before arriving at its first stop in Compton at the Compton Civic Center Station. The Blue Line's second stop in Compton, the Artesia Station, is located behind the Gateway Towne Center Shopping Plaza and the Crystal Park Hotel near the SR-91 freeway. From there, the Blue Line continues out of Compton into Carson to downtown Long Beach. The location of the Blue Line right-of-way through the City is shown in Exhibit 4-5 along with the two local stations.

The Compton Civic Center station is served by the Martin Luther King Jr. (MLK) Transit Center, located on East Willowbrook Avenue north of the Renaissance Shopping Center. Patronage at the MLK Transit Center is estimated at between 2,300 and 2,700 passengers per day. This multi-modal terminal serves patrons of the light rail, urban and intercity buses, local Dial-A-Ride services, taxicabs, and Greyhound buses. The multi-modal terminal is scheduled for completion in 2011.



THE ARTESIA BLUE LINE STOP

The Artesia Station features a 650 vehicle capacity park-and-ride lot. Patronage at the Artesia Station is estimated at between 2,700 and 3,700 passengers per day.

PUBLIC BUS TRANSIT

The Compton Renaissance Transit System provides daily local transit services throughout the City as shown in Exhibit 4-5. Established in October 1995 with Metro Proposition A and C Local Return grant funding, the Compton Renaissance Transit System operates five buses covering five fixed routes that connect directly to the Compton Station of the Blue Line.



COMPTON RENAISSANCE TRANSIT BUS

All Renaissance vehicles are equipped with wheelchair ramps. Currently operated by MV Transportation, Inc., ridership in 2009-2010 totaled 289,498 with passengers traveling a total of 135,095 miles.

The Compton area is also well served by eleven Metro Bus Lines operated by the Metropolitan Transportation Authority, three bus lines from Long Beach Transit, and one bus line from Gardena Municipal Bus Lines. These buses connect Compton residents to the Metro Blue Line stops and to neighboring cities and employment centers. Three of the routes serve as part of a coordinated bus network to connect residents in neighboring cities to the City's light rail transit stations. The Gardena Municipal Bus Route 3 connects the Compton Transit Center with the Gardena and South Bay Galleria Transit Centers.

PARA-TRANSIT

The Dial-A-Ride Program provides curb-to-curb bus service for seniors 60 years of age and older and eligible handicapped persons. Service is provided Monday through Friday from 8:30 a.m. to 4:30 p.m. There is no service on weekends or holidays. The cost is 25 cents per round trip. Service is provided within Compton City limits, however a limited amount of service is available for medical appointments to local area hospitals.

The City of Compton Dial-A-Taxi Program provides eligible residents with reliable transportation to and from areas within the City and to designated satellite facilities. Eligible Compton residents include disabled persons who are at least eighteen years of age and senior citizens 62 years and older. Service is provided 24 hours a day, seven days a week.

OTHER REGIONAL TRANSIT SERVICES

Amtrak offers statewide passenger rail service in California. The Pacific Surfliner route runs through Los Angeles (Union Station) to San Diego. The Pacific Surfliner offered twelve daily round-trip journeys between San Diego and Los Angeles, and between Santa Barbara and San Diego. The Coast Starlight route runs from Los Angeles through San Jose, Oakland, and Sacramento to Seattle. Residents of Compton can take the Blue Line to Union Station in Los Angeles. A Greyhound bus terminal is located at the MLK Transit Center at 305 North Willowbrook Avenue, providing connections throughout the U. S.

COMPTON/WOODLEY AIRPORT

The County of Los Angeles owns a general aviation airport in Compton at 901 W. Alondra Boulevard, the Compton/Woodley Airport. The 77-acre airport is bounded by Alondra Boulevard, Wilmington Avenue, 158th Street, and Central Avenue. In addition to two 3,322-foot runways, the airport has accommodations for almost 200 planes, either in hangars or tied down. The airport is currently managed by a private firm, American Airports Corporation. The airport has operated continuously since 1929 and serves training, private business, and law enforcement functions.



COMPTON/WOODLEY AIRPORT

The airport is also home to a museum with a flight school, in-flight helicopter training, and several flight clubs. Tomorrow's Aeronautical Museum is a unique compilation of a living interactive museum, youth programs, and adult flight school. The museum features pictures, flight simulator, antique aircraft, and visits and lectures from surviving members of the Tuskegee Airmen. Tomorrow's Aeronautical Museum is home to Positive Vibration/Aviation Explorers After School Youth Flight Training Programs, Aero Squad flight school for adults, and the Skycap Café. Tours are free of charge and include behind-the-scenes views of the facility, aircraft, and airport. The Compton Airport also holds a yearly air fair and is a popular film location site.

REGIONAL COMMERCIAL AIRPORTS

Compton is centrally located in Los Angeles County placing it within a 40 to 60 minute drive from five (5) commercial airports. Ten miles southeast of Compton, Long Beach Airport is the closest airport to Compton.

Los Angeles International Airport (LAX), 14 miles northwest of Compton, is a 20 minute drive using the I-105 freeway. LAX is one of the busiest airports in the world, handling 75% of the passengers, 78% of the air cargo, and nearly 100% of the international passengers and cargo traffic in the five-county Southern California region. LAX is served directly by shuttle, bus, and taxi. Public buses serving LAX include: Culver City Bus Lines, Santa Monica Big Blue Bus, and Torrance Transit.

John Wayne Airport (SNA) is owned and operated by the County of Orange and is located about 32 miles southeast of Compton. North of Compton in the San Fernando Valley, Burbank Airport is a small regional airport approximately 40 miles from Compton. Ontario International Airport lies 46 miles east of Compton in Orange County, providing additional domestic and international flights.

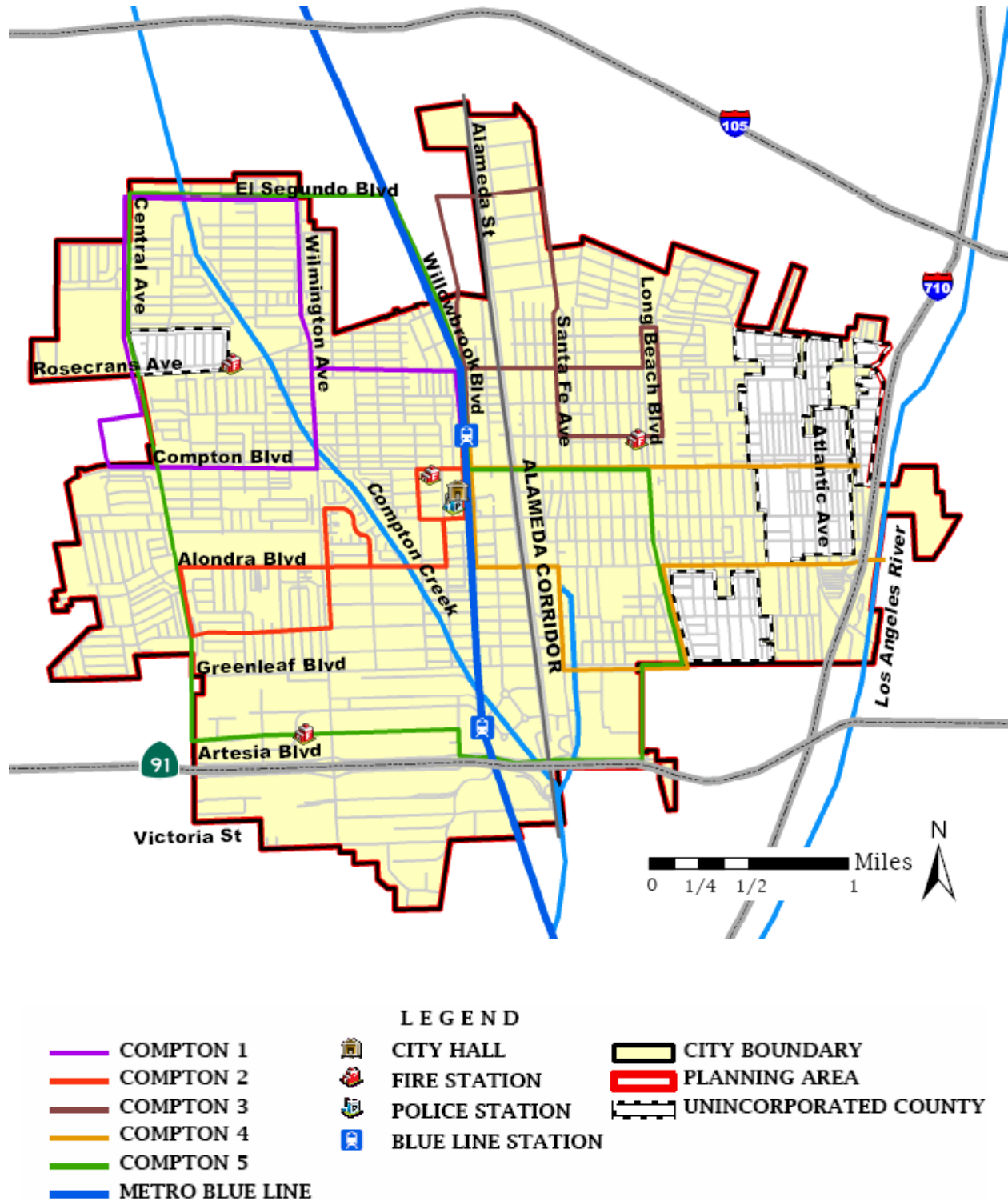
RAILROADS

Two railroads cross Compton in a north-south direction, the Metro Blue Line passenger rail and the Alameda Corridor freight rail expressway. Passenger rail traffic affects circulation in Compton in two ways. The Metro Blue Line railroad crossings impact traffic movement. There are seven east-west streets connecting each side of the City; of the City's major east-west arterials, Rosecrans and Artesia have overpasses but three, Compton,

Alondra, and Greenleaf have at-grade crossings. The other streets that have crossings are El Segundo, Palmer, Pine, Myrrh and Elm Streets. There is also one pedestrian crossing at Caldwell Street. Second, the use of the Metro Blue Line by Compton residents reduces traffic in and out of the City. Strong bus connections to the Blue Line stations and increased housing opportunities adjacent to the stations are expected to expand ridership.

EXHIBIT 4 PUBLIC TRANSIT FACILITIES AND ROUTES IN COMPTON (2009)

SOURCE: RENAISSANCE TRANSIT



The \$2.4 billion Alameda Corridor freight rail expressway, using the Southern Pacific Transportation Company San Pedro Branch alignment along the Alameda Corridor, has alleviated the negative impacts of freight trains on traffic in the City. The Alameda Corridor extends through or borders the cities of Vernon, Huntington Park, South Gate, Lynwood, Compton, Carson, Los Angeles, and the County of Los Angeles. It is a series of bridges, underpasses, overpasses and street improvements that separate freight rail, passenger and street traffic. By consolidating 90 miles of four railroad branch lines serving the ports, the Alameda Corridor eliminated more than 200 at-grade crossings where rail and street traffic conflicted. These changes are easing traffic congestion reducing air and noise pollution from idling trains, trucks and cars. Truck traffic was projected to decrease as rail use increased from 13% to 50%. This has not happened and the expansion of activities at the Ports of Los Angeles and Long Beach and at the Intermodal Container Transfer Facility south of Compton have increased the impact of truck traffic on the I-710 and other truck routes through the City of Compton.

An important element of the Alameda Corridor is the Mid-Corridor Trench located in Compton. This facility carries freight trains in an open trench that is ten miles long, 33 feet deep, and 50 feet wide between State Route 91 in Carson and 25th Street in Los Angeles. Construction began in April 1997 and operations began in April 2002. Along the southern route, corridor tracks remain at-grade to maintain access to the Dolores Railroad Classification Yard and access to the Intermodal Container Transfer Facility (ICTF). This also allows the corridor to cross over Compton Creek.



ALAMEDA CORRIDOR

TRUCK ROUTES

The State of California Vehicle code establishes regulations on the use of local streets and roads by trucks and other heavy vehicles. The Ports of Long Beach and Los Angeles generate many truck trips that must cross the City in a north-south direction. The businesses located along the Alameda Corridor or in the industrial area in the south of the City also generate many truck trips as well as local delivery truck trips. Exhibit 6 identifies the streets that trucks are allowed on in Compton. Trucks often use streets that are not designed for their weight. Appropriate signs should be erected in order to designate streets as “Limited Truck Traffic Routes” and “Unlimited Truck Traffic Routes” for the movement of commercial vehicles exceeding a maximum gross weight of 6,000 pounds to reduce unnecessary wear and tear on the City’s streets.

PARKING

The City of Compton allows on-street parking in most areas of the City. The City provides a few off-street parking facilities,. The largest being the existing park and ride lot at the Dr. Martin Luther King Transit Center. An expansion of this lot is slated to be complete in 2011 and will offer 150 to 175 total parking spaces. The City

also provides off-street parking lots at parks, and the Compton Unified School District provides parking at schools. A public parking structure is available at the Los Angeles County Compton Courthouse. The Artesia Metro Light Rail station offers a surface lot for commuters.

EXHIBIT 6 TRUCK ROUTES IN COMPTON (2009)

SOURCE: COMPTON MUNICIPAL CODE



On-street parking is regulated by posted signs; there are no parking meters in Compton.

The City's off-street parking requirements have been established by zoning regulations. The parking requirements for key land use categories in the City include the following:

- *Residential.* All residences must provide a minimum of two enclosed, off-street parking spaces.
- *Commercial Office.* The parking requirement for office uses is one parking stall for every 300 square feet of floor area.
- *Commercial Retail.* The parking requirement for retail uses is one parking stall for every 250 square feet of floor area.
- *Industrial and Manufacturing.* The parking requirement for industrial uses is one parking stall for every 500 square feet of floor area.



COMMERCIAL OFF-STREET PARKING

Parking problems in the City are largely confined to older areas where a limited amount of parking was provided as part of the original development. For example, older churches, schools, or businesses provide limited off-street parking since it was assumed that most parishioners, students, or patrons would walk instead of drive. However, the increased mobility provided by the personal automobile has also led to an increased dependence on this form of transportation and the need for parking.

Parking problems have also become increasingly evident in residential neighborhoods. When many of the City's homes were first constructed (immediately before and following the Second World War) most households only had a single car. In fact, most of the homes with enclosed garages had room for only one car. Today, in contrast, many households today have three or more cars per household. Because of the lack of parking for these additional cars, the availability of on-street parking on many residential streets is limited. In 2010, the City established a permit parking program in the Richland Farms neighborhood to address parking issues.

BIKEWAY AND HIKING TRAILS

Caltrans has developed statewide standards and definitions for the planning, and design of bicycle facilities. The following is a summation of these standards:

- *Class I (Bicycle Path)* - Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow minimized.

- *Class II Bikeway (Bike Lane)* - Provides a striped lane for one-way bike travel on a street or highway.
- *Class III Bikeway (Bike Route)* - Provides for shared use with pedestrian or motor vehicle traffic.

All bike facilities in the City of Compton are Class I or Class II bicycle routes.

Since 1992, Los Angeles Metropolitan Transit has provided about \$102 million for bike projects throughout the county including: bike maps, education and safety programs, bicycle parking facilities, racks on buses, and bike paths. The Metro makes provisions for bikes on both rail and bus transit lines. The Metro also just completed a *Metro Bicycle Transportation Strategic Plan and Bicycle Transportation Account (BTA) Compliance Document*. The project mapped 3.5 Class I bike path miles along the east side of Compton Creek and 10.25 Class II bike lane miles along four (4) streets in the City of Compton. The location and extent of these facilities are noted in Exhibit 7.

New bike paths are proposed along the remainder of Compton Creek as well as inside the Southern California Edison right-of-way when it is redeveloped into a greenbelt. The bike paths along Greenleaf Boulevard and Central Avenue will also be extended to the City boundaries.

There are two major bicycle trails in the City of Compton. The 29 mile Los Angeles River (LARIO) trail extends alongside the Los Angeles River at Rio Hondo and continues to the ports of Long Beach passing through Compton. The second path travels alongside the Compton Creek for roughly two (2) miles. The City of Compton has developed a bikeway on the east side of Compton Creek and an equestrian trail on the west side of Compton Creek.

The equestrian trail services existing regional equestrian clubs providing a link to coastal trails near Los Angeles harbor. The multipurpose trail has been completed from El Segundo Boulevard to Greenleaf Boulevard. The remaining segment of the trail will be completed in 2011 connecting the trail to the Artesia Freeway (I-91) and eventually to the multipurpose trail along the Los Angeles River.

CIRCULATION PLAN

INTRODUCTION TO THE PLAN

The Circulation Plan identifies the City's goals for 2010 through 2030 related to the safe and efficient movement of goods and persons through the City and sets the policies and programs for achieving them. The plan also provides details on the accommodation of bicyclists, children, motorists, commercial drivers, disabled persons, and senior citizens in the planning, design, construction and operation of streets, roads and highways, to ensure reasonably safe and convenient travel.

BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for Circulation is to utilize Smart Growth principles to increase the use of alternate forms of transportation.

Circulation Goals and Policies

The goals and policies of the Circulation Element were developed in response to circulation issues identified in the technical background report and on issues and opportunities identified in community workshops that were conducted as part of a comprehensive outreach program.

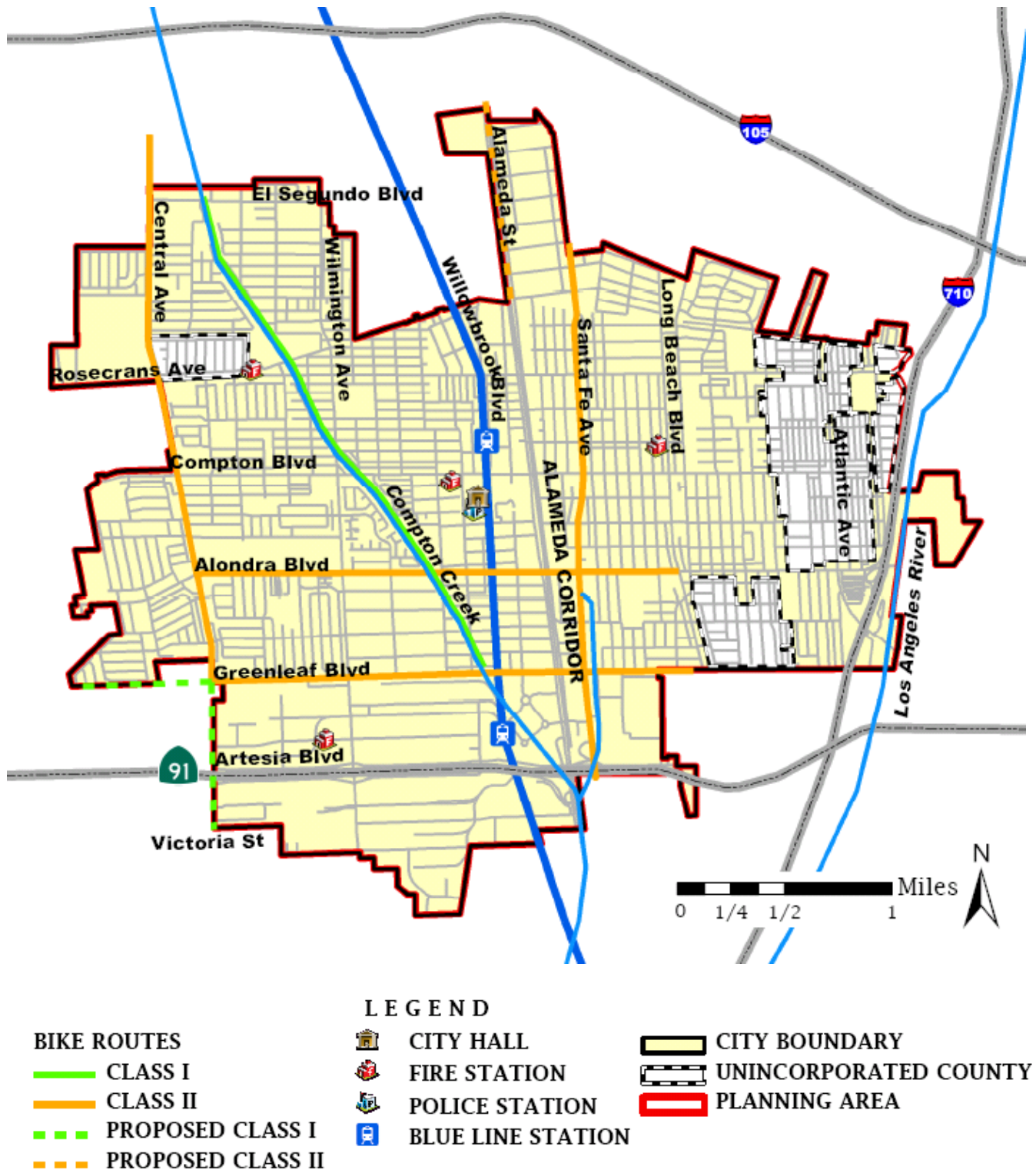
Circulation Issue - Regional Transportation Planning

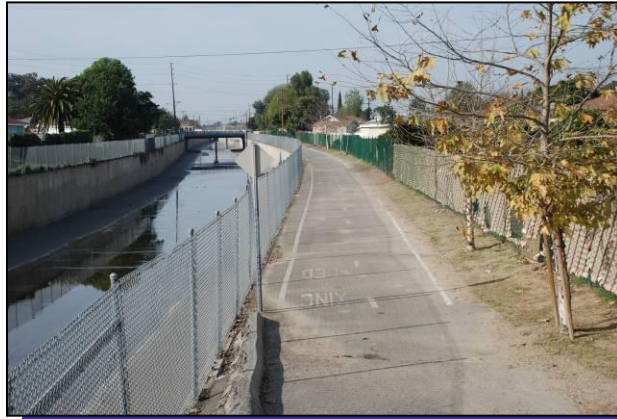
The City of Compton is centrally located in Los Angeles County and truly lives up to its name as "the Hub City." This is due to the City's centralized location within the region's freeway network. The City is also well served by

region's first mass transit line constructed since the dismantling of the old Red-Car system. For this reason, it is imperative that Compton remain proactive in the on-going regional transportation planning efforts.

EXHIBIT 7 BIKE PATHS IN COMPTON (2009)

SOURCE: Los Angeles County Metropolitan Transportation Authority





COMPTON CREEK BIKE PATH

Circulation Goal 1. Participate in regional transportation planning efforts to support consistency with the goals of the City's General Plan.

- *Circulation Policy 1.1.* The City of Compton will participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.
- *Circulation Policy 1.2.* City of Compton will participate in the development of the sub-regional Sustainable Community Strategy (SCS) being prepared by the Gateway Cities Council of Government to ensure that the City of Compton is represented in the development of the SCS.
- *Circulation Policy 1.3.* The City of Compton will comply with the adopted Los Angeles County Congestion Management Plan (CMP).
- *Circulation Policy 1.4.* The City of Compton will participate with the Los Angeles County Airport Land Use Commission in their land use planning efforts for Compton Airport.
- *Circulation Policy 1.5.* The City of Compton will coordinate with the Los Angeles County Metropolitan Transportation Authority, the cities of Gardena and Long Beach, and Compton Renaissance Transit System to maintain bus routes and regular bus schedules citywide for both local and regional trips.

Circulation Issue - Movement of People and Goods

The General Plan defines the land use for the City's future. Stakeholders want to ensure that the increase in density will not adversely affect existing residents and businesses by overwhelming the circulation system of Compton. Truck traffic further impacts the roadways because of their weight and size. Compton must regulate the development, maintenance, and use of the City's roadways to achieve the vision for a safe and efficient circulation system.

Circulation Goal 2. Maintain a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton.

- *Circulation Policy 2.1.* The City of Compton will maintain the street system in accordance with the Circulation Element Roadway Classifications and Standards.
- *Circulation Policy 2.2.* The City of Compton will adhere to established development standards and street cross section standards for all roadway improvements.

- *Circulation Policy 2.3.* The City of Compton will promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.
- *Circulation Policy 2.4.* The City of Compton will discourage “spillover” traffic on residential neighborhoods.
- *Circulation Policy 2.5.* The City of Compton will enforce the ordinance limiting truck traffic to designated truck routes.
- *Circulation Policy 2.6.* The City of Compton will review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.

Circulation Issue - Transportation Options

There are limited opportunities for significant new transportation-related infrastructure. Future transportation improvements will most likely focus on fine-tuning the existing roadway network through improved intersection controls, traffic calming measures, and ways to promote pedestrian and alternative modes of transit.

Circulation Goal 3. Improve infrastructure for public transportation, bicycle, and pedestrian transportation modes.

- *Circulation Policy 3.1.* The City of Compton will maintain and promote the Martin Luther King Jr. (MLK) Transit Center as a multi-modal transit stop.
- *Circulation Policy 3.2.* The City of Compton will encourage new large-scale commercial and residential projects to incorporate bus bays, bus shelters, transit stops, bicycle racks, and other similar features that promote the use of alternative forms of transit into project design.
- *Circulation Policy 3.3.* The City of Compton will work with the Los Angeles County Metropolitan Transportation Authority to provide sheltered, clearly marked, and safely located bus stops.
- *Circulation Policy 3.4.* The City of Compton will encourage integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.
- *Circulation Policy 3.5.* The City of Compton will support the efforts of the Los Angeles County Metropolitan Transportation Authority to expand light rail service along the blue line route.
- *Circulation Policy 3.6.* The City of Compton will encourage private developments along major roads and secondary highways and collector streets to establish landscaping or similar buffers to better protect pedestrians from vehicular traffic.



BUS AT ARTESIA METRO STATION

Circulation Issue - Parking

Too much parking can be just as bad as too little parking. Parking should support transit-oriented development while, at the same time, ensuring that the lack of parking does not lead to congestion on local streets.

Circulation Goal 4. Provide adequate, properly designed off-street parking facilities for all types of development.

- *Circulation Policy 4.1.* The City of Compton will require new development projects to provide parking facilities consistent with zoning code requirements that are convenient and safe.
- *Circulation Policy 4.2.* The City of Compton will promote joint-use or shared parking arrangements where it can be shown that such arrangements will not create on-street parking problems.



PARKING STRUCTURE AT CIVIC CENTER

ROADWAY CLASSIFICATIONS & STANDARDS

The roadway classification system described herein is used to identify the function of each roadway in the City. The classification system provides a logical framework for the design and operation of roadways serving Compton. The roadway system in Compton has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway and relate to the land use demands of the community. Streets in the City are also classified according to their primary function, consisting of four types of roadways. The roadways are described below and are shown in Exhibit 4-8.

- *Major Highways.* The main function of a Major Highway is to provide regional, subregional, and intra-city travel service. Through-traffic comprises the bulk of traffic volumes on these roadways. These streets typically provide two traffic lanes in each direction, and the lanes may be separated by either a median strip or a two-way, left-turn lane. The roadway cross-section includes up to 84 feet of paving within a 100-foot right-of-way. Lanes are 12 feet wide, and the center median or turn lane is 16 feet wide. Signalized intersections include pedestrian signals
- *Secondary Arterials.* Secondary Streets serve a similar function as Major Arterials, except the design capacity of the former is not as great as the latter. Secondary Arterials typically consist of four travel lanes that are undivided. This roadway classification has a typical right-of-way width of 80-feet with 64 feet of paving. Two roadway configurations are used. A Secondary Arterial may contain two, 12-foot wide traffic lanes in each direction separated by a 16-foot wide, two-way left-turn lane. Alternatively, the center left-turn lane may be replaced by 8-foot wide curb parking lanes on each side of the street.

- *Collector Streets.* A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. The majority of the traffic use collector streets to move to roadways carrying intra-city or through-traffic. Collector streets typically consist of two travel lanes.
- *Local Streets.* Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Most streets have been improved with curbs, gutters, and sidewalks. The City standard for local streets is 60 feet (with a curb-to-curb pavement width of 36 feet, two lanes, and on-street parking on both sides).

The functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the *intended* use and *ultimate design* of the roadway to accommodate the anticipated travel demand.

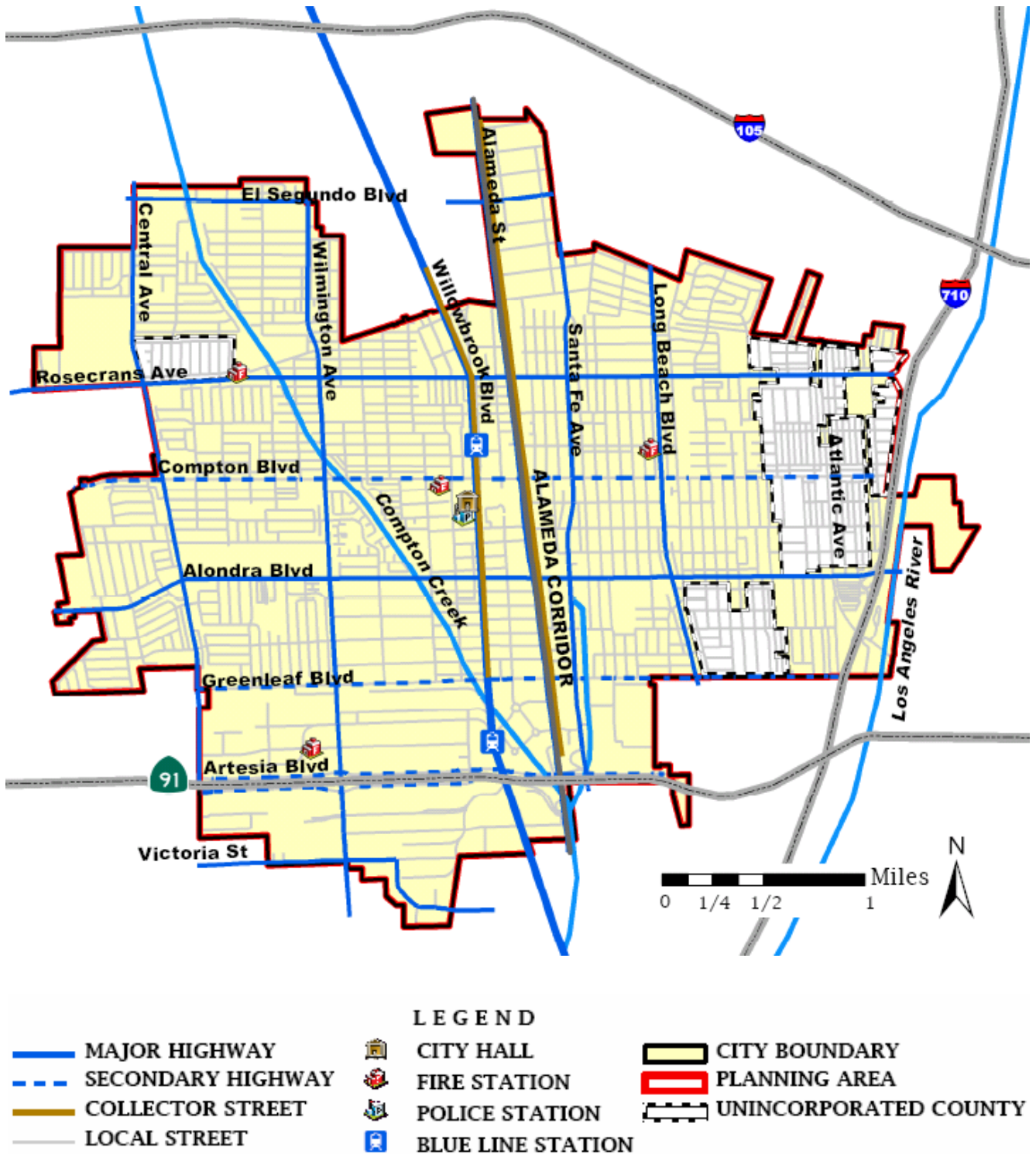
TRANSPORTATION PROGRAMS

There are a number of key programs the city will continue to implement or undertake as part of the implementation of this General Plan. These existing and proposed programs are identified below.

- *Caltrans Coordination.* The City will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the city is fully appraised of the improvement efforts in the early stages of planning and design. The City will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact the City.
- *Compliance with AB 1358: Accommodation of Users Based on Land Use Context.* The City will periodically conduct traffic studies including counts of automobiles, bicycles, and pedestrians.
 - Residential Neighborhoods will be designed or improved when possible to accommodate bicyclists, children, motorists, commercial drivers, disabled persons, and senior citizens. The Richland Farms neighborhood will accommodate these users without the use of sidewalks to preserve the rural nature of this neighborhood.
 - Commercial Districts and Mixed Use Districts will be designed or improved when possible to accommodate bicyclists, children, motorists, commercial drivers, disabled persons, and senior citizens.
 - Industrial Districts will be designed or improved when possible to accommodate motorists, commercial drivers, disabled persons, and senior citizens. The development standards define the parking, loading and unloading, turnaround requirements of new and renovated commercial and industrial development
 - Bicyclists will be accommodated through education of residents and children about proper bicycle etiquette. The City will implement the *Metro Bicycle Transportation Strategic Plan and Bicycle Transportation Account* compliance document. In addition, new bike paths are proposed along the remainder of Compton Creek as well as inside the Southern California Edison right-of-way when it is redeveloped into a greenbelt. The bike paths along Greenleaf Boulevard and Central Avenue will also be extended to the City boundaries. The City will prepare a Bicycle Master Plan to identify locations for additional bicycle lanes and routes and bicycle projects for inclusion in its Capital Improvement Plan.
 - Children will be accommodated through the development of safe routes to school in partnership with the Compton Unified School District through the provision of bike lanes, crosswalks, stop signs or signals based on traffic studies. The City will include plans for needed upgrades to existing infrastructure in its Capital Improvement Plan.
 - Motorists will be accommodated through Compton's existing roadway classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway and relate to the land use demands of the community.

EXHIBIT 8 MASTER PLAN OF ROADWAYS AND ARTERIAL HIGHWAYS

SOURCE: CITY OF COMPTON



- Transit Riders will be accommodated through the development of a Transit Roadway network that classifies roadways that can support local transit service. Regional transit access will be accommodated by the Metro Blue Line Light Rail Corridor and policies to improve access to the Compton and Acacia Blue Line Stations. The City's street standards will be updated to include improvements to access to and from transit stops in the City. The City's development standards will include provision for transit access and stops for new development located adjacent to a transit line. Measures used by the City to evaluate Level of Service at intersections along roadways will be updated to include an evaluation of the quality of transit service in a corridor, as well as the impact of roadway improvements on transit riders.
- Disabled persons will be accommodated through the City's parking requirements for handicapped parking and through the provision of curb cuts to facilitate wheelchair access. The City will require new developments that require installation of pedestrian crossing signals to include audible signals.
- Senior citizens will be accommodated through development of safe routes to shopping and services through the maintenance of sidewalks and the provision of crosswalks and stop signs or signals based on traffic studies. The City will include plans for needed upgrades to existing infrastructure in its Capital Improvement Plan.
- Intersections will be controlled if they exceed established standards for safe circulation of motorists, pedestrians, and bicyclists. Standards include eleven warrants such as a minimum vehicular volume over 600 per hour and pedestrian volume over 190 per hour.
- Pedestrian crossings will be required at controlled intersections as well as curbing at the midpoint for refuge by pedestrians when crossing the roadway when recommended by a traffic study. Standards will be adopted to ensure that adequate detection of pedestrians, ample crossing time in signal timing, and visual and audio displays of crossing time are provided at controlled intersections.
- *Capital Improvement Planning.* The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation-related improvements.
- *Enforcement of Truck Parking.* The City will enforce the ordinances governing trucks use of non-designated truck routes, illegal on-street parking, and other traffic laws.
- *Environmental Review.* The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Among those issues that may be addressed in the environmental analysis are traffic, parking, and circulation. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures. The City's environmental review procedures are currently in place.
- *Public Transit Review Program.* The City will evaluate the need to modify routes, schedules, and fares of the Compton Renaissance Transit System and other local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The City will also continue to work with the MTA and other transit service agencies in adjacent communities to identify the most beneficial route and stops in Compton. The City will provide development plans to service providers for review for those projects that may affect public transit services.

- *Signalization.* The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization.
- *Truck Route Planning.* Compton will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.
- *Transit Centers.* Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and in some areas park-n'-ride facilities, will be implemented as part of new development. The lead city agency to study the feasibility of developing "transit centers" will be designated by the City Manager.





Compton Creek & Equestrian Trail

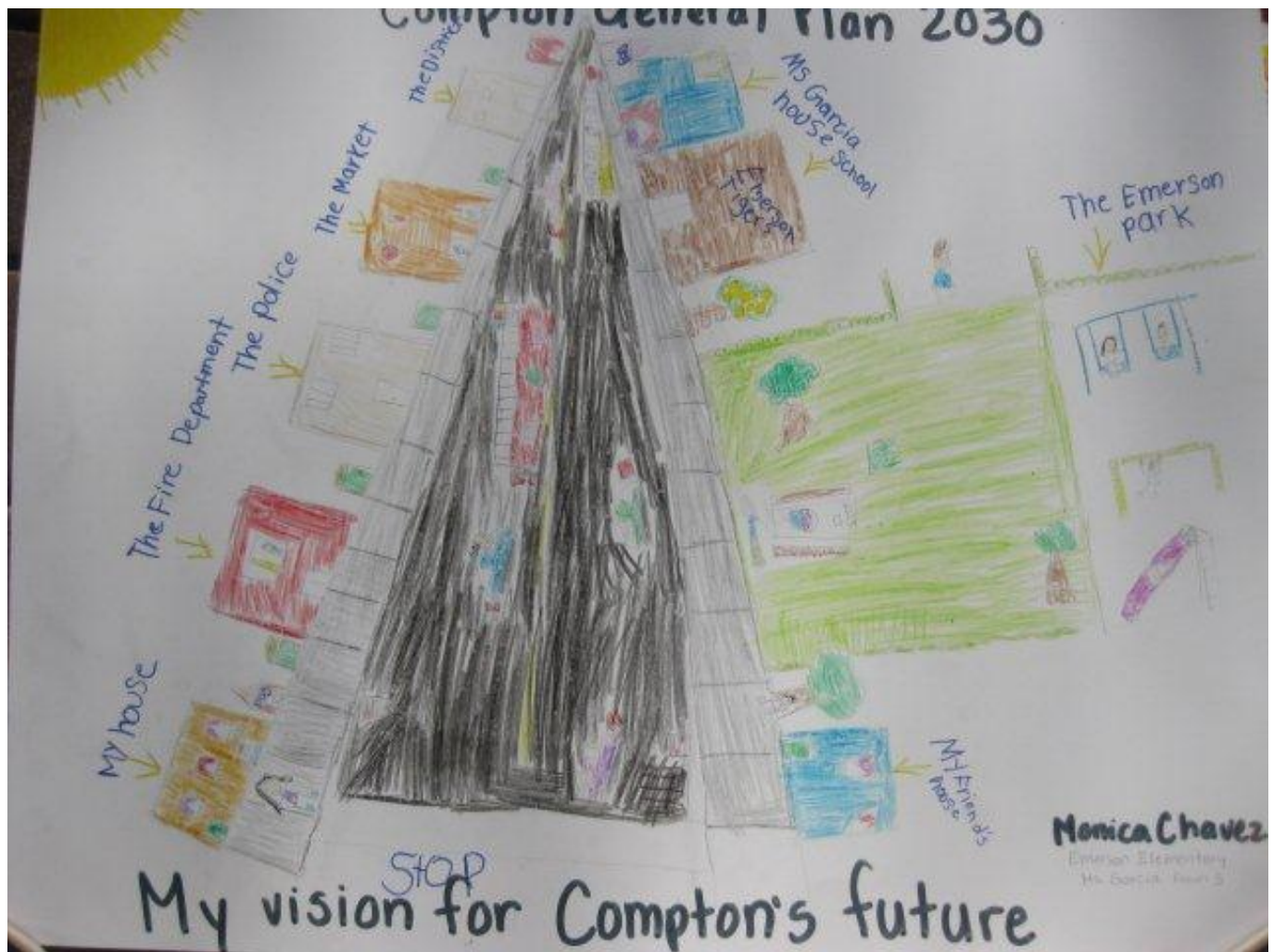


Wilson Park Playground



Skate Board Mural at Wilson Park

SECTION 5.0 CONSERVATION, OPEN SPACE, AND RECREATION ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of Monica Chavez, student of Emerson Elementary School Compton California 2011

INTRODUCTION TO THE CONSERVATION, OPEN SPACE, AND PARKS AND RECREATION ELEMENT

5.1.1 AUTHORITY OF THE ELEMENT

The Conservation, Open Space, and Recreation Element of the Compton General Plan combines the required elements of conservation and open space with an optional parks and recreation element.

The purpose of the conservation element is to provide direction regarding the conservation, development, and utilization of natural resources. Resources (both natural and man-made) that are considered in this Element include water, minerals, areas of historic or cultural value, and open space resources used for recreation. The Element focuses on those remaining natural resources in Compton that must be considered in future planning and development in the City and identifies those programs that will aid in preventing their loss or wasteful exploitation.

The purpose of the open space element is to guide the comprehensive and long-range preservation and conservation of “open space land”. Open space land is defined as any parcel or area of land or water that is essentially unimproved and devoted to open space use (§65560(b)).

Quote from Community Member

Create a constructive recreational program for youth and young adults (recreation facility)

Compton Resident
District 2

Public parks are considered improved open space providing passive and active recreation opportunities. The quantity and quality of park lands greatly impact the quality of life of a community. Because of the value placed on parks and recreation, more than 40 percent of the cities and counties in California adopted a parks and recreation element, according to the Governor’s Office of Planning and Research’s 2002 local government planning survey. In addition, when policies and standards for parks and recreation facilities are defined in the General Plan, the city is authorized to require the dedication of land or the payment of in-lieu fees as a condition of tentative subdivision map approval. These exactions are limited to the impacts caused by new residential development and must bear a reasonable relationship to the use of the park and recreational facilities by the future inhabitants of the area under the Quimby Act.

5.1.2 ORGANIZATION OF THE ELEMENT

The Conservation, Open Space, and Recreation Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element’s scope and content.
- The *Open Space, Conservation, and Recreation Element Background Report* discusses a wide range of issues effecting the natural and manmade resources of the City that must be considered in future planning and development in the City.
- The *Resource Management Plan* identifies the policies related to natural and manmade resources along with those programs that will be effective in implementing the policies. This section also identifies standards for the dedication of land or payment of fees for park and recreational purposes.

SECTION 5.2

CONSERVATION, OPEN SPACE, AND RECREATION ELEMENT BACKGROUND REPORT

The Conservation, Open Space, and Recreation Element Background Report provides an overview of existing characteristics and conditions of the City's natural resources, open space, and parks. This background information serves as the basis for the Resource Management Plan.

5.2.1 SURFACE WATER RESOURCES

Surface water resources include Compton Creek, a major tributary of the Los Angeles River and is an important part of the regional Los Angeles Watershed and a small reach of the Los Angeles River between Compton Boulevard and Alondra Boulevard. The U.S. Army Corp of Engineers maintains the majority of the creek, which is concrete-lined. A small portion of the southern section of the creek contains a wetland/riparian habitat maintained by the Los Angeles County Department of Public Works. The beginning of the earth-bottomed portion of the Compton Creek is located between the Artesia Freeway on the south and Greenleaf Boulevard on the north. The Los Angeles County Watershed Management reports that the lower portion of the Los Angeles River Watershed, including Compton Creek, has impaired water quality due to polluted storm water runoff conveyed from the surrounding urban areas. Impairments to water quality are similar throughout the region and include a number of metals, ammonia, trash, coliform bacteria, algae, oil, the insecticide - chlorpyrifos as well as other pesticides, and volatile organics. Storm water run-off from parking lots along the river is also a major contributor to poor water quality.

The City is covered by the Los Angeles County National Pollutant Discharge Elimination System (NPDES) permit. This permit is administered by the Los Angeles Regional Water Quality Control Board. As required by the NPDES permit, the City has developed a Storm Water Quality Management Plan (SQMP) to improve and protect the quality of storm water runoff within Compton. The SQMP is implemented by City ordinances, requirements, and policies that govern public and private construction projects, site management, and operations.



COMPTON CREEK AND BIKE PATH

In order to discourage the dumping of waste in sewers, storm drains, or dumps, the City of Compton Municipal Water Department works in conjunction with Los Angeles County to hold one-day Household Hazardous Waste disposal events in the city. Outside of these events, Compton residents can take household hazardous materials to permanent hazardous waste collection centers throughout the County. The Department also operates an oil recycling program to encourage residents to recycle their used motor oil and used oil filters. The program provides public education information on the environmental hazards of dumping used motor oil and door-to-door collection.

In June 2005 the Los Angeles San Gabriel River Watershed Council released the Compton Creek Watershed Management Plan that includes a strategy for the revitalization of Compton Creek. The principles established in the Compton Creek Watershed Management Plan were used to develop the City's Compton Creek Regional Garden

Park Management Plan, which was adopted in November 2006. Events such as the Coastal Cleanup Day are helping to improve the quality and appearance of the creek. Organizations involved in local clean-up efforts include the City of Compton, Heal the Bay, the California Coastal Commission and the Pacific American Volunteer Association.¹

5.2.2 GROUNDWATER RESOURCES

In the late 1800's, the Los Angeles River and the adjoining tributaries were an undependable source of water supply during most of the year. Fortunately, this problem was solved by drilling wells on local farms. An ample supply of excellent quality water was obtained. In fact, the natural pressure was such that most of the wells flowed continuously and had to be capped with a shut-off valve or with a tall standpipe to prevent flooding. These artesian wells rarely required pumping except during the dry summer months. For nearly twenty years after the first settlements, the volume of artesian water in one well could have provided for most of the homes within the City. Increased demand in later years caused significant drain on local water levels, and wells within the City are now pumped from a depth of several hundred feet to provide domestic water.

Regionally, groundwater quality is of some concern. Historic overpumping caused water levels to fall below sea level, which allowed for seawater intrusion. The Central Basin is now protected by the Los Alamitos Barrier in Long Beach. The Water Replenishment District uses recycled water to maintain the barrier through an agreement with the Orange County Water District.

The Central Basin consists of nine aquifers that are confined by numerous aquicludes, which are clay and silt layers that restrict vertical percolation into underlying aquifers. The only named aquiclude in the area is the near-surface Bellflower Aquiclude that extends from near-surface grade to approximately 40-feet deep. The underlying aquifer, Exposition Aquifer, is located approximately 40 feet below ground. Aquifers located beneath the Exposition Aquifer include the Gage, Hollydale, Jefferson, Lynwood, Silverado, and Sunnyside Aquifers. According to water well data from the State of California Department of Conservation, groundwater depths in the City typically occur at approximately 122 feet below the ground surface.

5.2.3 COMPTON'S WATER SUPPLY

The City of Compton Municipal Water Department (CMWD) provides water delivery to customers in Compton; its water supply has consistently met or exceeded the State's standards for potable water. CMWD currently has two sources of water supply: local groundwater contained in the Los Angeles County Central Basin and imported water from the Metropolitan Water District of Southern California (MWD). Water quality management is a joint concern of the CMWD, the Compton Public Works Department, the MWD, and the County of Los Angeles Department of Public Works.

The City has seven water wells with a pumping capacity of 14.4 million gallons per day. There are four reservoir tanks with a combined storage capacity of 12.8 million gallons. CMWD owns and maintains approximately 163 miles of water lines ranging in diameter from 4-inches to 24-inches. CMWD is currently planning for the installation of two new wells and implementing a capital improvement program to replace the over-aged and undersized pipelines throughout the City.

In order to prevent over pumping, the courts have limited pumping in the Central Basin to 217,367 acre feet per year. The City of Compton has the right to pump 5,780 acre-feet per year (AFY) regulated by the Water Replenishment District of Southern California. Additional groundwater must be obtained through leasing or buying another entity's rights to groundwater in the Central Basin.

During 2003-2004, the City of Compton pumped 6,853 acre-feet from the aquifer. The city leased water rights from California Water Service Company and Angeles Abbey Memorial Park to obtain additional acre-feet over their limit.

¹ Compton Creek Watershed Management Plan, July 2005

City of Compton General Plan Conservation, Open Space, and Recreation Element

In addition, 3,205 acre-feet was imported from the State Water Project and Colorado River. The City of Compton does not participate in a recycled water reclamation program at this time.

In addition, CMWD imports potable water from MWD (from the State water project and the Colorado River). CMWD has three connections with MWD; C-1, C-3, and C-4. The maximum capacities for these connections are

20 cubic feet per second (CFS) for C-1, 7.5 CFS for C-3, and 10 CFS for C-4. This translates into a maximum yearly draw of approximately 27,149 AFY. Generally, CMWD operates this connection at less than 14% of this maximum capacity.

An agreement between the City of Compton and MWD signed in February 2005 should provide drought protection and water reliability to the region, while \$2.42 million in State Proposition 13 funds was used to upgrade CMWD's pipeline and wells. MWD will pump 2,289 acre-feet of water into the local groundwater aquifer to be stored and used by the City of Compton. The arrangement will reduce demands on MWD and upgrade the City's infrastructure. The project was completed October 2009.

The average daily per capita demand is a useful measure for evaluating the historic water demands in connection with population and planning projections. The average per capita consumption rate between 2000 and 2004 was 92.5 gallons of water per persons per day.² Water quality management is a joint concern of CMWD, MWD, and the County of Los Angeles Department of Public Works.

The City has the pumping and importing capabilities to serve undeveloped areas within its boundaries, however additional system improvements would be required in order to provide service. The system needs upgrades or replacements for water mains, wells, storage facilities, building structures, and a construction yard. Some of these upgrades will take place within the next five years by utilizing funds generated by the bonds sold by the City in 2009.

5.2.4 SOILS

The City of Compton is located within the Los Angeles Basin. The soil in this area is comprised of more than 20,000 feet of sediments. This thickness of rock is composed of alternating layers of sandstone and shale, due to change in geologic conditions as it was deposited over many centuries.

The soils covering the eastern half of the City are comprised of Hanford Fine Sandy Loam. These soils are well-drained soils that formed in moderately coarse textured alluvium, predominantly from granite. Hanford soils are found on stream bottoms, floodplains, and alluvial fans. Fine Sandy Loam is dark brown, moist, and weak, with a fine granular structure. It is slightly hard, very friable, non-sticky, and non-plastic.

Chino Silt Loam comprises about 30% of the City. Silt Loam is indicative of the location of the historic creek bed. In certain non-urban areas of Los Angeles County, the Chino soils association is considered a Prime Farmland soil. However, this designation does not apply to those soils found in the City of Compton. Ramona Loam, which is a coarse sandy loam, makes up another 15% of the area. There are no other soils in the City designated as "Prime Farmland," "Unique Farmland" or "Statewide Importance."³ Soils resources in the City are shown in Exhibit 5-1.

5.2.5 MINERAL RESOURCES

The City is located in close proximity to a number of active oil fields. The Rosecrans oilfield is located approximately two miles to the west, the East Los Angeles oilfield is located approximately seven miles to the northeast, and the Dominguez oilfield is located approximately five miles to the south. There are also a number of oil and natural gas wells located in the City of Compton. The location of both active and abandoned oil and gas wells are shown in Exhibit 5-2. The majority of these wells are located in the southern portion of the City.

ATKINSON BRICKYARD SITE

The State Mining and Geology Board (SMGB) is the lead agency for the City of Compton under the Surface Mining and Reclamation Act of 1975 (SMARA). SMGB recently approved the closure of the Atkinson Brick Pit No. II site.

² Source: City of Compton Water Department

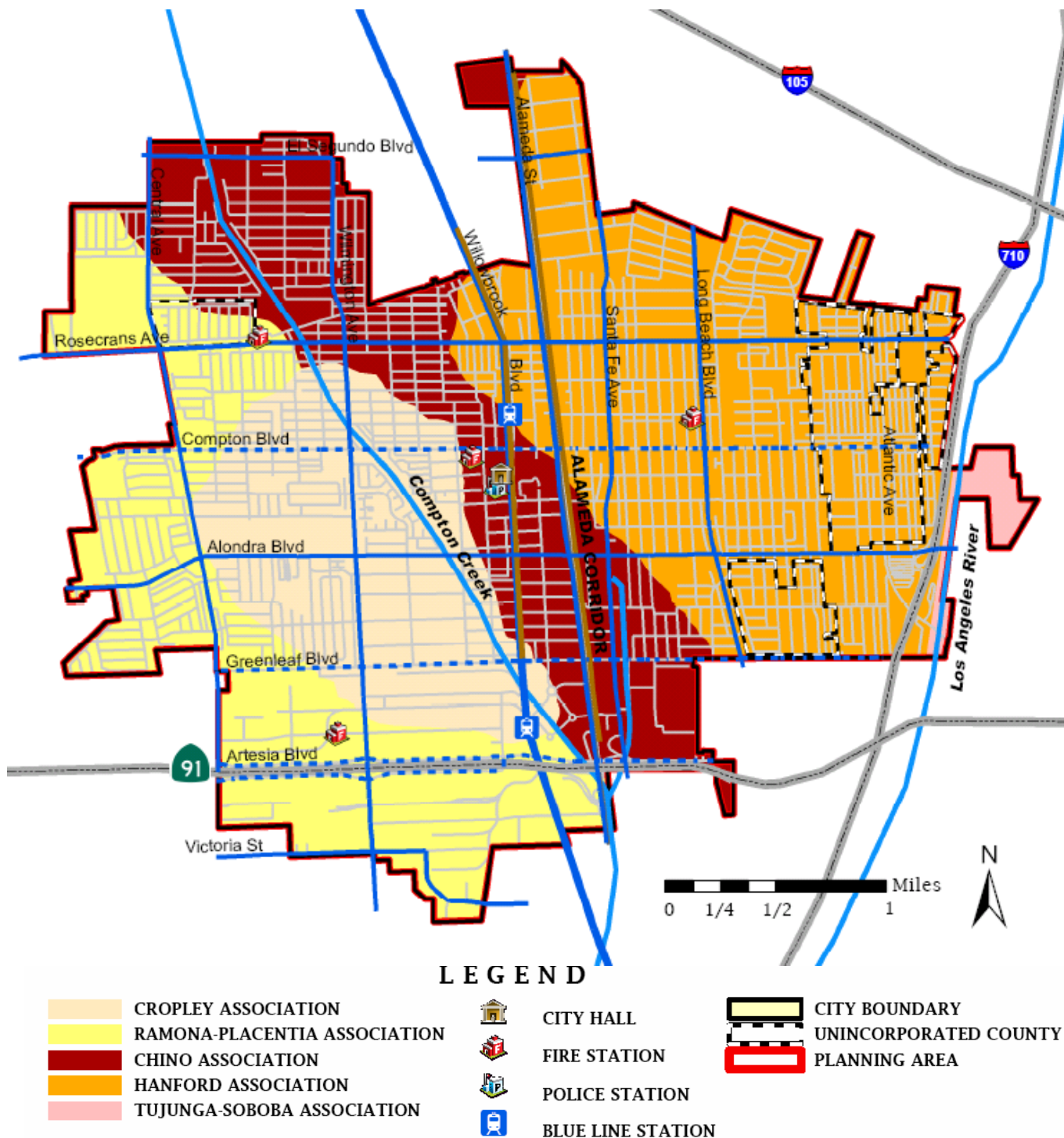
³ United States Department of Agriculture Soil Conservation Service. Report and General Soil Map [for] Los Angeles County, California. Revised 1967.

City of Compton General Plan Conservation, Open Space, and Recreation Element

Surrounded by industrial and residential developments on all sides, the Atkinson Brickyard site is divided into three areas: Areas I, II and III. Area II was a former surface mining operation that has been remediated to an acceptable condition for its future re-use. The entire site is covered under a reclamation plan that was approved by the City of Compton Planning Commission in 1987. The soils found on this site are unconsolidated, laterally discontinuous sand and clay deposits.

Exhibit 5-1 Surface Water and Soils Resources

Source: United States Department of Agriculture, Soil Conservation Service. *Report and General Soils Map, Los Angeles County*. June 1967, Revised 1969





The State Division of Mines and Geology has not designated any lands in Compton as a classified mineral resource deposit area. Due to the urban nature of Compton, it is unlikely that mineral resources will be discovered and utilized in the future.

5.2.6 AGRICULTURAL AND FARM LANDS

The City of Compton is primarily an urban environment with no agricultural land under commercial cultivation. However, there are two areas of the City adjacent to Greenleaf Avenue that are zoned as residential agricultural. The area bounded by E. Greenleaf Avenue, Compton Community College and Tarter Lane is designated as a residential agricultural area. The second area that is zoned as a residential agricultural area is located north of W. Greenleaf Boulevard between Oleander Avenue and S. Wilmington Avenue, and both sides of Raymond Street on the north. The properties on S. Wilmington Avenue are not zoned residential agricultural.

Residential agriculture areas in the City are used primarily as single family homes, small child day-care centers and nurseries. Residents within this area are allowed to own a limited number of farm animals such as poultry, rabbits, sheep, goats, aviary, horses or cows for private use.



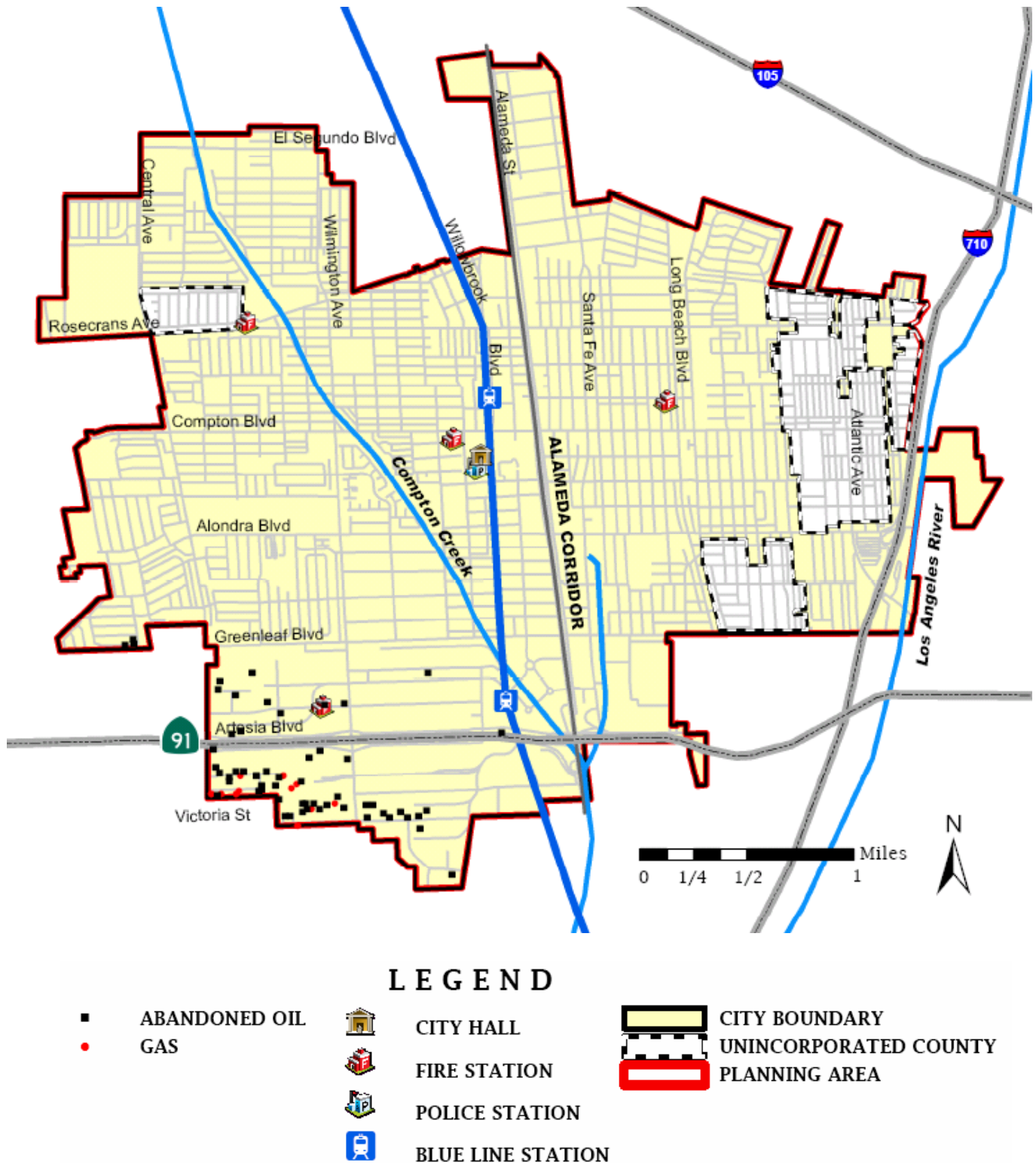
RESIDENTIAL AGRICULTURAL NEIGHBORHOOD

5.2.7 FLORAL AND FAUNAL RESOURCES

As Compton became urbanized, native vegetation was replaced by imported species. The area's climate is Mediterranean, like the rest of the Southern California region, with moderate temperatures, rainy winters and dry summers, supporting a wide range of imported vegetation. The wetland habitat in the soft-bottomed portion of Compton Creek includes cattails, aquatic grasses, killdeer, red-winged blackbirds and great blue heron.

Exhibit 5-2 Mineral Resources

Source: California Department of Conservation.



Animal life in Compton is predominantly domesticated though other animal species that are capable of living in close proximity to man, such as birds, skunks, and squirrels, are found in the area. The special interest/sensitive animal species identified as potentially occurring in the area is the Pacific pocket mouse (*Perognathus longimembris pacificus*). The special interest/sensitive plant species identified as potentially occurring in the project area includes the southern tarplant (*Centromadia parryi* ssp. *australis*), the Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), the Parish's brittlescale (*Atriplex parishii*), the coastal dunes milk-vetch (*Astragalus tener* var. *titi*), the Brand's phacelia (*Phacelia stellaris*); the spreading navarretia (*Navarretia fossalis*), the prostrate navarretia (*Navarretia prostrata*), and the California orcutt grass (*Orcuttia californica*). No rare or endangered plant species are known to currently exist in the City.

5.2.8 OPEN SPACE RESOURCES

Compton's open spaces resources range from the Southern California Edison right-of-way along Greenleaf Boulevard to two local cemeteries with Compton Creek running through the middle as shown in Exhibit 5-3. The Southern California Edison right-of-way bisects the City and parallels Greenleaf Boulevard. The land contains power transmission lines and nurseries. The City has negotiated with Edison to provide a greenway through the City with a multipurpose trail.

Compton Creek is a 42.1 square mile sub-watershed of the Los Angeles River watershed. The watershed is highly urbanized; only 3.3% of the land is open space, park land, agricultural, or vacant. The portion of the watershed inside the city is predominantly residential with single family homes. The remainder contains commercial and industrial uses. The Compton Creek Regional Garden Park Master Plan will guide development of park and open space resources along and near the creek with the goal of providing a linear parkway. Linkages to the linear parks along the Los Angeles River are included. The master plan also includes strategies for restoring wildlife habitat.

Two cemeteries are located within the Compton sphere of influence. Angeles Abbey Cemetery is located at 1515 E. Compton Boulevard in a county unincorporated section of Compton and contains the historic Angeles Abbey Mausoleum. Woodlawn Cemetery is located at 1715 W. Greenleaf next to the Southern California Edison right-of-way and is the final resting place of 18 civil war veterans. It has been a Los Angeles County Historic Landmark since 1946.

5.2.9 BICYCLE PATHS AND RECREATIONAL TRAILS

Of the 8.5 Miles of Compton Creek that flow through City, five miles contain a multipurpose trail run alongside the creek. The main branch of Compton Creek contains three miles of paths along the east bank. This trail is designed for cyclists and pedestrians and extends from West El Segundo Boulevard to Greenleaf Boulevard. The final segment of the trail from Greenleaf Boulevard to I-91 Freeway is scheduled for completion by 2011.

An additional two miles of paved trail exists south of the Blue Line, under the Artesia Freeway, and along the shorter east fork of Compton Creek. This section ends where Compton Creek enters the Los Angeles River. This portion of the bike path passes the natural bottom portion of Compton Creek where path users can observe native vegetation and wildlife.

The City will start construction on a multipurpose trail within the Southern California Edison right-of-way along Greenleaf Boulevard. The project is proposed to be constructed in phases and will provide continuous trails running east and west of the City, eventually connecting to the LA River and Hemingway Park in Carson. Additional bicycle lanes have been constructed along Alondra Boulevard, Central Avenue, Greenleaf Boulevard, and Santa Fe Avenue.

Compton residents also benefit from regional bike paths such as the Lario Trail, a 28-mile bike path that extends alongside the LA River from Rio Hondo to the Ports of Los Angeles and Long Beach.

Several parks will be outfitted with recreational trails including Raymond Street Park, South Park, Ellerman Park, and Kelly Park. Gonzales Park will have a perimeter trail that will meander throughout the entire park.

For map of bicycle paths and recreation trails throughout Compton, please see the Circulation Element map 4-7.



EQUESTRIAN ACTIVITY

5.2.10 PARKS AND RECREATION FACILITIES

The City of Compton Parks and Recreation Department maintains 14 local parks that encompass 60 acres of parkland. These City parks are shown in Exhibit 5-4 and are summarized in Table 5-1. The Department oversees activities the parks listed below as well as the Compton Par 3 Golf Course, Dollarhide Recreation Center, and recreational trails. The Department also utilizes playgrounds at local schools for residents' recreational purposes through joint-use agreements.

Three major park projects are underway in Compton. They include the completion of the Compton Creek Regional Garden Park, redevelopment of Gonzalez Park, and development of Greenleaf Regional Park. All three parks will be connected via a multipurpose trail offering more than 10 miles of trail connectivity inside the City as well as access to the trail along the LA River.

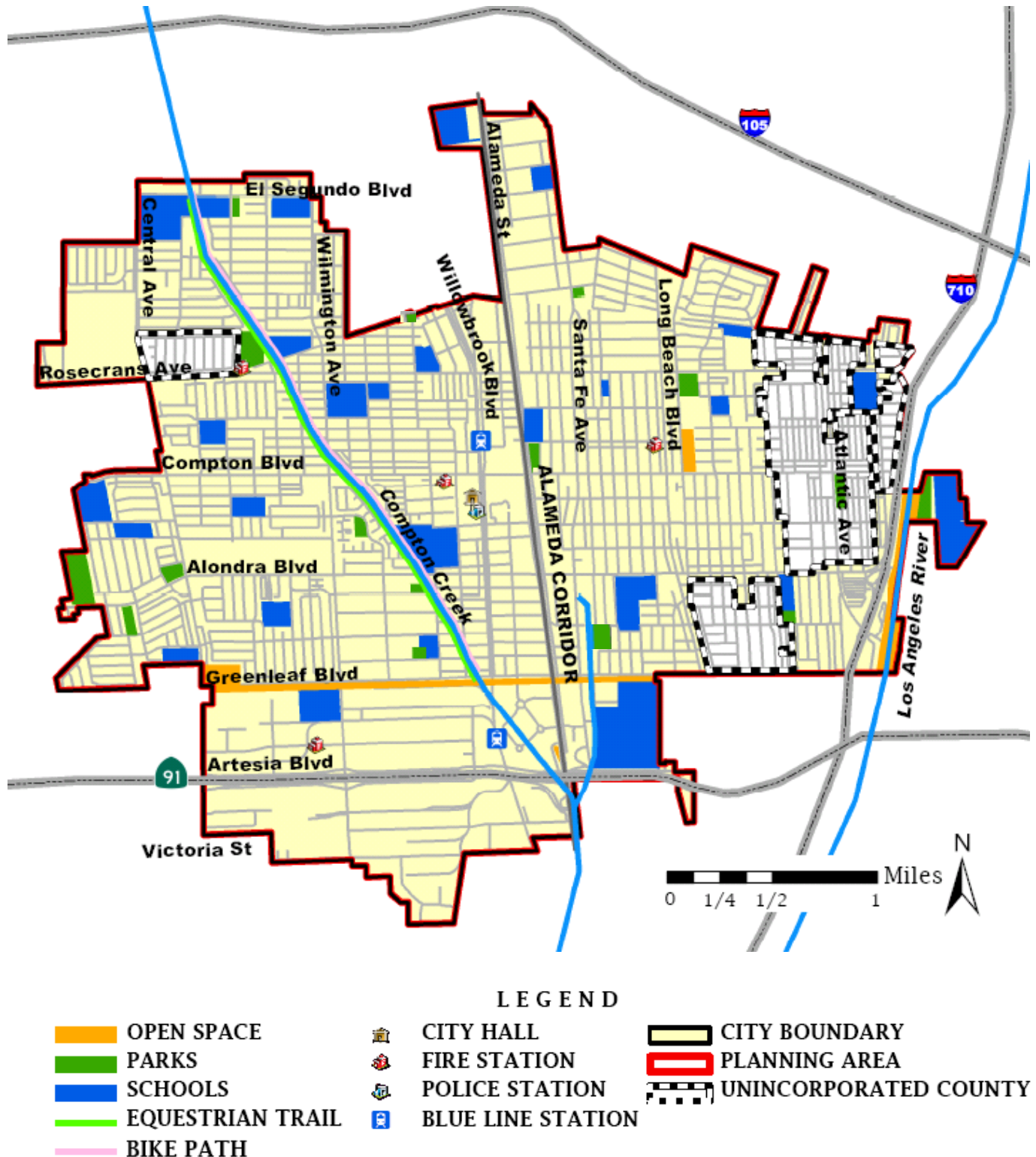
The Compton Creek Regional Garden Park Master Plan (Plan) was adopted by City Council in 2006. The Plan outlines a series of improvements along Compton Creek designed to redevelop the City's existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use, public greenway to be called the Compton Creek Regional Garden Park. The three goals of the Plan are to:

- Promote ecology and environment
- Expand and enhance the Creek Corridor
- Improve community and City

The plan identifies 10 "creek systems" or uses along the creek such as parks, pedestrian bridges, and creek streets. systematic improvements are illustrated for each of these typical spaces and urban types throughout the creek corridor. the "creek system" diagrams are synthesized into a green map illustrating the vision for a continuous network of multi-use open spaces, organized into three creek zones. the master plan describes each of the programmatic systems which make up this green network and illustrates where they occur in the garden park

EXHIBIT 5-3 OPEN SPACE AREAS IN COMPTON

SOURCE: CITY OF COMPTON



**Table 5-1
Existing Park Facilities in Compton**

Park Name	Address	Area (in acres)	Description of Park
Burrell-MacDonald Park	W. Alondra Boulevard	5.0 acres	Community Center, game field, game courts, picnic area, parking lot
Compton Creek Regional Garden Park	Compton Creek		3.75 mile long park system of gardens, plazas, trails, habitats, outdoor classrooms, promenades, and integrated Best Management Practices that promote watershed enhancement and protection
Gonzales Park	W. Cressey Street	14.1 acres	Community Center, Jackie Robinson Stadium, swimming pool, tot lot, picnic area, parking lot
Kelly Park	E. Caldwell Street	3.8 acres	Community Center, game fields, game courts, tot lot, picnic area
Lueders Park	E. Rosecrans Avenue	6.0 acres	Community Center, swimming pool, game field, game courts, tot lot, picnic area, parking lot
Wilson Park	W. Rose Avenue	3.9 acres	Community Center, game field, game courts, tot lot, picnic area
Ellerman Park	W. Bennett Street	1.8 acres	Tot lot, picnic area
Fig/Oleander Park	Fig St. & Oleander Avenue	0.8 acres	Tot lot
Cesar Chavez Park	N. Santa Fe Avenue	2.4 acres	Game field, game court, tot lot, picnic area, parking lot
Raymond Street Park	W. Raymond Street	2.5 acres	Game field, tot lot
Sibrie Park	W. El Segundo Boulevard	3.8 acres	Game field, game courts, tot lot, picnic area
South Park	Chester & Caldwell Street	4.8 acres	Game field, game courts, tot lot, picnic area, parking lot
Tragniew Park	W. Alondra Boulevard	4.5 acres	Lighted tennis courts, 10 station fitness center, tot lot, picnic area
Walter R. Tucker Park	W. Laurel Street	4.9 acres	12 station fitness center, large tot lot, gazebo, night lighting, picnic area, parking lot

Source: City of Compton 2005-2010 Consolidated Plan

EXHIBIT 5-4
LOCATION OF EXISTING PARK FACILITIES IN COMPTON
SOURCE: CITY OF COMPTON



One example is Raymond Street Park, an existing park along Compton Creek in the Richland Farms neighborhood. The planned addition of a recreational trail will tie it more closely to the Creek. Across the creek lies a vacant 1-acre lot. The Plan recommends acquiring it to enhance the creek environment and balance amenities on both sides of the creek in this community.

Implementation of the Master Plan will result in a 3.75 mile-long park system of gardens, plazas, trails, habitats, outdoor classrooms, promenades, and integrated Best Management Practices that promote watershed enhancement and protection. Transforming Compton Creek into a beautiful, economically beneficial asset for the City begins by reestablishing a healthy waterway. With this in mind, an integrated network of water improvement strategies serves as the foundation for the Compton Creek Regional Garden Park. Potential funding for this network from multi-benefit, clean water bonds, grants, and public/private partnerships, will allow Compton to reenvision the Creek as a vibrant central corridor that will catalyze future urban investment. The Master Plan seeks to replace and redefine the many benefits the Creek once provided within today's complex urban context.

Gonzalez Park is another major park project in Compton. The redevelopment of Gonzales Park will expand the existing park by renovating the existing Jackie Robinson Stadium and adding the following new amenities, two new baseball fields, commercial spaces for retail, a two-story gymnasium featuring an indoor/outdoor running track above an Olympic-sized swimming pool, classroom and dance studios, and a museum. In addition, a leisure pool is proposed for toddlers as well as a tot lot.

The third major park project underway, Greenleaf Regional Park, is proposed within the right-of-way of Southern California Edison (SCE) that is located on the south side of Greenleaf Boulevard. The park will include California native and drought tolerant plants, a meandering trail, public art, and lighting. The will extend from Central Avenue on the west, including connecting to Hemingway Park in Carson, to the I-710 Freeway and LA River on the east.

The County of Los Angeles maintains the following parks within Compton's Sphere of Influence: Athens Park, Earvin "MAGIC" Johnson Recreation Area, East Rancho Dominguez Park, Enterprise Park, George Washington Carver Park, Mona Park, and Roy Campanella Park. The regional parks share similar amenities as parks in Compton. East Rancho Dominguez Park is also located within the Compton Planning Area. Earvin "MAGIC" Johnson Recreation Area is the only nearby park that currently offers soccer fields. It is located north and slightly west of the City on El Segundo Boulevard.

The National Recreation and Parks Association recommends five acres for every 1,000 residents. However, the Quimby Ordinance enables cities in California with standards of 3 acres per 1,000 residents to assess new developments an impact fee for park development. Given the City's current population of nearly 100,000 residents, a total of 500 acres of parkland would be required to meet the NRPA's standard of 5 acres of parkland for every 1,000 residents. A total of 300 acres of parkland would be needed to meet the 3 acres of open space for every 1,000 residents. Though Compton does not have much buildable land for potential parks, the city is looking at other alternatives such as revitalizing existing vacant or abandoned lots. One such plan is to turn the numerous vacant lots along the Compton Creek into small parks, bicycle paths, and scenic open space.

Since Compton is 90 percent built out, the City is looking to convert existing rooftops as new areas for park and recreation area. There are at least 25 buildings in the City that offer prime roof areas that can incorporate recreational amenities such as putting greens, batting cages, driving ranges, outdoor running tracks, and rooftop gardens.

5.2.10 HISTORIC AND CULTURAL RESOURCES

Compton is located on one of the oldest communities in Los Angeles County, dating back to 1784, when it was once a part of Rancho San Pedro. One of Compton's first homes, the Heritage House was built in 1869 and is a State Historic Landmark. The oldest house in Compton, it was restored as a tribute to early settlers and was relocated to the Civic Center.



HERITAGE HOUSE

Other historical sites include the First United Method Church, which is the second oldest protestant church in Southern California, and the Angeles Abbey Mausoleum, which serves as the final resting place for many of Compton's earliest notable public figures. The 170-year-old Dominguez Rancho Adobe Seminary is located just south of the City and is currently utilized as a museum for the public that educates visitors on early settlement life in California.

The City of Compton lies within the original boundaries of the Rancho San Pedro land grant that was owned by the Dominguez family. In 1866, Francis Temple and Fielding Gibson purchased a tract of land north of the Dominguez homestead. This land, known as the Temple and Gibson Tract, was subdivided and lots were first purchased by Harmon Higgins in 1866, and then by a group of pioneers in 1867 led by G.D. Compton.



DOMINGUEZ RANCHO ADOBE SEMINARY

SECTION 5.3 RESOURCE MANAGEMENT PLAN

5.3.1 Introduction to the Plan

The Conservation, Open Space and Recreation Plan identifies the City's goals for 2010 through 2030 related to the water, minerals, areas of historic or cultural value, open space resources, and recreational facilities and sets the policies and programs for achieving them. The plan also identifies standards for the dedication of land or payment of fees for park and recreational purposes.

5.3.2 Birthing a New Compton

The City of Compton's motto is "Birthing a New Compton". The City's vision for Conservation, Open Space and Recreation is to utilize Smart Growth principles to integrate neighborhoods with local resources and create connections within the City that encourage the enjoyment of the City's natural and manmade resources, particularly along Compton Creek.

5.3.3 Conservation, Open Space, and Recreation Goals and Policies

The goals and policies of the Conservation, Open Space, and Recreation Element were developed in response to issues identified in the technical background report and on issues and opportunities identified in community workshops that were conducted as part of a comprehensive outreach program.

Resource Management Issue - Water Conservation

Water is a scarce commodity in Compton despite the presence of Compton Creek and the Los Angeles River. The majority of the water supply needed to support the needs of residents and businesses is imported. New development must not be allowed to deplete supplies, nor endanger the quality of Compton's water. Future development opportunities in the City will primarily be related to commercial and industrial redevelopment and increasing density in residential neighborhoods where allowed.

Conservation, Open Space, and Recreation Goal 1. Conserve and protect water resources.

- *Conservation, Open Space, and Recreation Policy 1.1.* The City of Compton will protect groundwater resources from depletion and contamination.
- *Conservation, Open Space, and Recreation Policy 1.2.* The City of Compton will conserve imported water by educating residents and businesses about water conservation techniques.
- *Conservation, Open Space, and Recreation Policy 1.3.* The City of Compton will utilize drought-resistant landscaping where feasible.

Resource Management Issue - Compton Creek

Open Space is limited in Compton by the development patterns of the previous century. The Compton Creek is one of the few undeveloped areas, yet most of it is lined with concrete. Before settlement, it was a riparian habitat, home to a diversity of plant life, birds, insects, and fish. One section of the Creek retains some of its original character with its earthen-bottom. This portion lies adjacent to the 91 freeway and the new Gateway Towne Center development on Alameda Street.

Conservation, Open Space, and Recreation Goal 2. Preserve and rehabilitate the Compton Creek Open Space.

- *Conservation, Open Space, and Recreation Policy 2.1.* The City of Compton will support the efforts of the Los Angeles River and San Gabriel Rivers Watershed Council in the goals and objectives of the Compton Creek Watershed Management Plan.
- *Conservation, Open Space, and Recreation Policy 2.2.* The City of Compton will support efforts to seek private, state, and federal funding for the restoration of the habitat along the earthen-bottomed portion of Compton Creek.
- *Conservation, Open Space, and Recreation Policy 2.3.* The City of Compton will implement the Compton Creek Regional Garden Park Master Plan.



COMPTON CREEK RIPARIAN HABITAT

Resource Management Issue - Parks and Recreation Facilities

Compton is a densely developed urban city and has been for many years. As the population density increases the demand for recreational space also increases. The City has determined that there are six important issues relating to community recreation planning which must be addressed through the goals, objectives, and implementation plan related to Parks and Recreation Facilities:

- A Parks, Recreation and Special Services Master Plan, which will require a through a comprehensive planning process
- A need for additional recreation facilities in the City
- A need for enhanced safety and maintenance of City's parks
- A need for a variety of recreation and educational facilities for the development of the community's youth
- A need for leisure services for seniors in the community, as the number of persons over the age 50 continues to increase
- A need to address the recreation and social needs of the community's emotionally and physically challenged resident

With few vacant parcels of land in the City, increasing public park space is costly. Opportunities exist for joint-use agreements with schools, pocket parks, bicycle lanes, and linkages to the Compton Creek and Los Angeles River walking and biking paths. Innovative options include rooftop recreational facilities such as putting greens or batting cages.

The high usage of existing recreational space and facilities means that continual maintenance is required to maximize use and enjoyment. Other factors affecting the use of the existing parks include the programming of facilities and activities and the perception of safety.

Conservation, Open Space, and Recreation Goal 3. Provide well-maintained open space, park, and recreational facilities that meet the needs of residents.

- *Conservation, Open Space, and Recreation Policy 3.1.* The City of Compton will provide active and passive parks and recreational facilities to serve the needs of residents of all ages, economic levels, and physical conditions.
- *Conservation, Open Space, and Recreation Policy 3.2.* The City of Compton will maintain existing park and recreation facilities in such a manner so as to protect the public's investment and facilitate their use.

- *Conservation, Open Space, and Recreation Policy 3.3.* The City of Compton will require new larger residential developments to provide sufficient recreational space (including pedestrian and bicycle linkages) to meet the local need.
- *Conservation, Open Space, and Recreation Policy 3.4.* The City of Compton will work with Southern California Edison to maintain the utility right-of-way along Greenleaf as open space.
- *Conservation, Open Space, and Recreation Policy 3.5.* The City of Compton will assist private owners to install recreational amenities on tops of building roofs.

Resource Management Issue - Maintain Cultural and Natural Resources

The City has a rich and varied history that predates its incorporation by many decades. These historic resources underscore the area's contribution to the development of Southern California. The City has also determined that there is an important issue relating to community recreation planning which must be addressed through the goals, objectives, and implementation plan related to Cultural and Natural Resources:

- A need for a locally based culture arts program (i.e., theater, music, art, dance, etc.) to enrich community life

The following policies will ensure that the City's contribution to the region's history will be preserved for future generations and culturally stimulating activities are developed in the community.

Conservation, Open Space, and Recreation Goal 4. Promote cultural awareness in the community.

- *Conservation, Open Space, and Recreation Policy 4.1.* The City of Compton will initiate a cultural arts and facilities program to enhance the City image.
- *Conservation, Open Space, and Recreation Policy 4.2.* The City of Compton will continue with the development of the community art program.
- *Conservation, Open Space, and Recreation Policy 4.3.* The City of Compton will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.

5.3.4 RESOURCE MANAGEMENT STANDARDS

The Resource Management Plan for the City of Compton calls for maximum protection of the local environment and available resources. The plan's major components address the conservation of the remaining resources and the provision of parks and recreation facilities for City residents. The plan consists of programs for preservation of significant resources and standards for development in areas with identified resources. The plan also addresses parks, recreation facilities, and open space.

According to the standards of the National Recreation and Park Association (NRPA), there should be one tot lot/mini park of 2,500 square feet to one-acre in size for every 500 to 2,500 persons. The application of this standard means that the City should have a minimum of 11 tot lot/mini parks; however, this standard is impractical due to the lack of suitable sites, along with land, development, and maintenance costs. The development of two or three facilities of this kind may be an achievable objective in the years ahead. Exhibit 5-5 illustrates the service areas of the existing parks. Future investments will target those areas outside current service areas such as the area northwest of Rosecrans Avenue and Central Avenue and along Greenleaf Boulevard east of Central Avenue.

The City's parks are in the process of being renovated through Community Development and Block Grant (CDBG) and park grant funds. New tot lot equipment will be designed to meet the Americans with Disabilities Act (ADA) standards.

According to most conventional park and open space standards, between 2.5-acres and 5.0 acres of park land for every 1,000 persons is considered to be optimal. Assuming a standard of 2.5-acres of open space land per 1,000 persons, the City would need to provide more than 250-acres of open space to meet this standard.

However, this standard will be difficult to achieve given the City's urbanized character. As a result, this standard's application to the City is not feasible.

The Planning Commission may, as a condition precedent to the approval of a residential subdivision map, require the dedication of land, or fees in lieu thereof, for park or recreational purposes. The size, shape, and location of the land to be dedicated shall be approved by the Planning Commission as to the suitability of the land for park and recreational purposes. The amount of the land dedicated shall be a proportion of the total land contained in the subdivision which will be determined by the application of the following standards:

- 5 dwelling units per acre or less - (2% of the total gross land area reserved for open space)
- 6 through 9 dwelling units per acre - (3.5% of the total gross land area reserved for open space)
- 10 through 14 dwelling units per acre - (5.3% of the total gross land area reserved for open space)
- 15 through 20 dwelling units per acre - (7.4% of the total gross land area reserved for open space)
- 21 through 27 dwelling units per acre - (9.7% of the total gross land area reserved for open space); and,
- 28 or more dwelling units per acre - (12.3% of the total gross land area reserved for open space).

In subdivisions containing fifty (50) lots or less, only the payment of fees may be required. Land dedicated for park and recreational facilities may be used for another purpose, provided that, the City Council commits an amount equal to the required in lieu of fee for park and recreational facilities in order to meet the expanded needs due to the subdivision development.

5.3.5 Resource Management Programs

The following programs will be implemented to ensure the City's policies are realized:

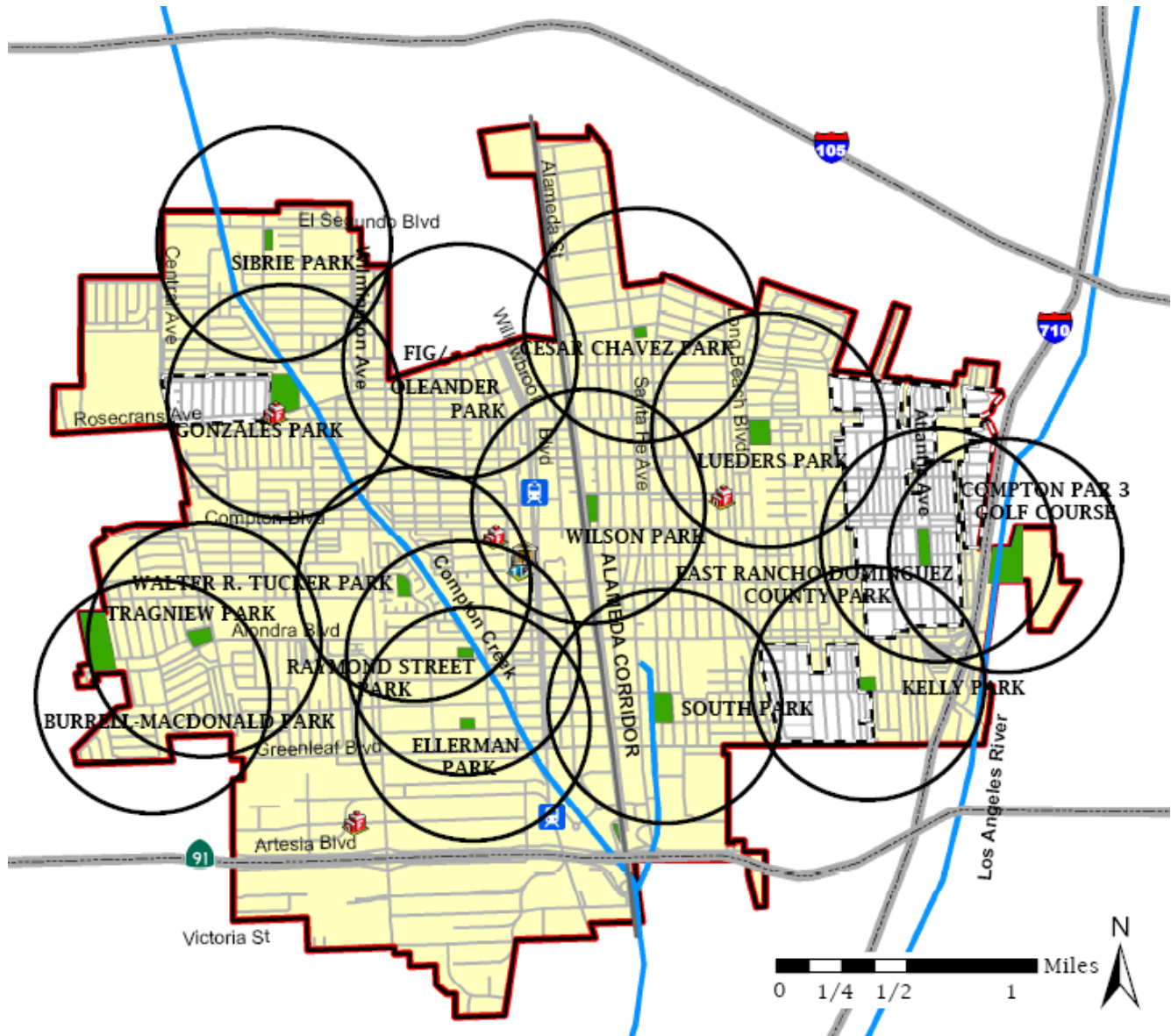
- *Water Conservation Ordinance.* The City will continue to implement its water conservation ordinance. In addition, the City will review the ordinance to ensure that it promotes the use of xeriscape landscaping, water-conserving materials, and devices that reflect current technology. Finally, the City shall review, and as appropriate, develop water conservation programs for public facilities (civic center, parks, maintenance yards, etc.).
- *Park Development & Renovation Program.* The City will continue to evaluate strategies to renovate and protect existing public open space from encroachment or conversion to other uses. Potential improvements will be programmed into the City's Capital Improvements Program (CIP). This program will also evaluate the feasibility of new park development in the City. This program also would be of value to the City's transit-dependent population.
- *Parks Gift Catalogues Program.* The City will assess the feasibility of preparing and distributing a gift catalogue for specific items that will be used for the community's benefit. The catalogue will identify improvements that may be purchased for use in City parks. The first step will require City Council authorization to determine how this program will be implemented. The Council will then consider the staff's findings and will provide direction to the City's Parks and Recreation Department regarding how to proceed.
- *Park Watch/Adopt a Park.* The City will consider the feasibility of implementing an "adopt-a-park" program along with a "park watch" program. Individual neighborhoods will be encouraged to become more involved with the operation, maintenance, and safety of their parks through an expanded neighborhood watch program. The first step of implementation will involve coordination with the Sheriff's Department to expand the scope of the neighborhood watch program to include the monitoring of local parks. The City will then establish a program by which individuals, organizations, and businesses can "adopt" a local city park. Qualifications for "park adoption" will be identified by the City Parks and Recreation Department.

- *Cultural Awareness.* A cornerstone of this program will be the continued use of the Heritage House as a depository for the storage and collection of artifacts, photographs, books, and displays. The City will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history and culture. These materials include books, photographs, artifacts, furniture, etc., that may be displayed in the future. The City will continue to support cultural resource conservation and preservation efforts in Compton.
- *Cultural Resource Management.* Should archaeological or paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the California Environmental Quality Act (CEQA) Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. Preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.
- *Historic Building Code.* The City will investigate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require City staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures.











EXHIBIT 5-5 PARK FACILITIES SERVICE AREAS IN COMPTON

SOURCE: CITY OF COMPTON



LEGEND

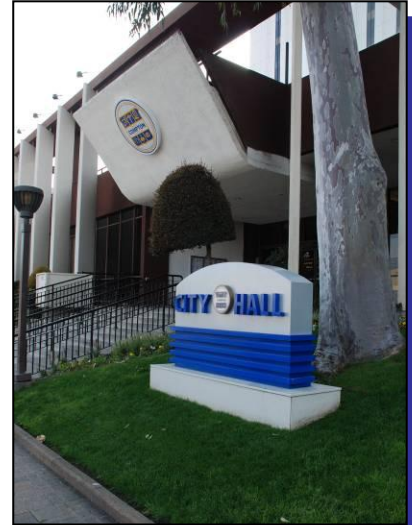
	PARKS		CITY HALL		CITY BOUNDARY
			FIRE STATION		UNINCORPORATED COUNTY
			POLICE STATION		PLANNING AREA
			BLUE LINE STATION		



Martin Luther King, Jr. Memorial



Compton Fire Station #2



Compton City Hall

PUBLIC SAFETY ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx Elementary School Compton California 2011.

INTRODUCTION TO THE ELEMENT

AUTHORITY OF THE ELEMENT

The Public Safety Element of the Compton General Plan is one of seven State-mandated Elements and is intended to identify natural and manmade hazards and ways to reduce the risk of property damage, injury or loss of life associated with living in an urban environment. The public's health and safety is an important component of the Compton General Plan due to the City's location in a seismically active region. The Element's scope includes emergency preparedness and response for potential flooding, fire, hazardous materials and other public safety threats.

The Public Safety Element establishes City policies relative to the reduction and mitigation of natural and manmade hazards that must be considered in future planning and decision-making. State law requires every Public Safety Element consider the following:

- The identification, mapping, and appraisal of seismic hazards that should be of concern to planning and future development, including areas subject to liquefaction, ground-shaking, surface rupture or seismic sea waves (Government Code Section 65302(f));
- An appraisal of mudslides, landslides, and slope stability that might occur as a result of seismic disturbance (Government Code Section 65302(f)); and,
- The identification of the potential for fires and other natural and manmade disasters and measures designed to reduce the loss of life, injury, and damage to property (Government Code Section 65302(i)).

The Element contains a plan that identifies evacuation routes and the location of emergency shelters. It also emphasizes the importance of emergency preparation in reducing the impacts of natural and manmade disasters. Effective disaster response requires the cooperation of many governmental agencies.

ORGANIZATION OF THE ELEMENT

The Public Safety Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Public Safety Element Background Report* discusses a wide range of natural and manmade hazards that must be considered with regards to future planning and development in the City.
- The *Public Safety Plan* identifies the City's policies related to public safety and emergency preparedness, along with those programs that will be effective in implementing the policies. This section also establishes Public Safety Standards for each issue area.

-

Quote from Community Member

The City of Compton needs its own policing agent that way we can concentrate on the problem areas without paying. We need local control

Compton Resident
District 2

PUBLIC SAFETY ELEMENT BACKGROUND REPORT

The Public Safety Element Background Report provides a detailed overview of the existing conditions in Compton with respect to safety hazards. This background information is the basis for the Public Safety Element of the City of Compton General Plan.

SEISMIC AND GEOLOGIC HAZARDS

The known seismic and geologic hazards for the Los Angeles Basin are shown in Exhibit 6-1. Compton is marked on the map with a red star between Dominguez Hills and Baldwin Hills in the center left portion of the map. The Alquist-Priolo Earthquake Fault Zoning Act restricts development on active fault zones and requires the State Geologist to identify active faults and determine what if any construction is allowed in these zones.

The Newport – Inglewood Fault Zone is the only active fault zone that lies within the City of Compton. The fault zone is 75 kilometers in length and runs through the southwest corner of Compton. The fault runs northwest to southeast between Central Avenue and Avalon Boulevard crossing Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, Walnut Street, and Artesia Boulevard. It extends through other surrounding cities, such as Inglewood, Gardena, Long Beach, and Culver City.

Because the Newport – Inglewood Fault extends through Compton, in the event of an earthquake, the City will be subject to surface rupture or ground breakage along the surface of the fault. The most recent major rupture in this fault zone was the Long Beach earthquake in 1933, which had a magnitude of 6.4. However, no surface ruptures occurred in that earthquake.

The City of Compton is at moderate risk for serious damage from an earthquake. The Newport-Inglewood Fault is estimated to have probable magnitudes between 6.0 and 7.4. In addition, a major earthquake on any of the faults in the Los Angeles Basin could cause significant damage to the City of Compton. These faults include the San Andreas, San Fernando, San Jacinto, Sierra Madre, and Whittier-Elsinore Faults. Recent significant earthquakes in the Los Angeles Basin include the San Fernando (1971), Whittier (1987), and Northridge (1994) Earthquakes. Between 1769 and 1999, there were 33 earthquakes in Southern California with a magnitude of 5.0 and above.

The faults in the Los Angeles Basin are very active and have the potential to do massive destruction if the City is unprepared. After 1993, building codes were changed to ensure that new construction would be safer in the event of an earthquake. The older buildings in the City have a higher risk of being damaged in an earthquake since they were built prior to the new codes. A number of buildings on Rosecrans Avenue, Long Beach Boulevard, Compton Boulevard, and Alameda Street need to undergo the requisite seismic retrofit.

SEISMICALLY INDUCED GROUND FAILURE

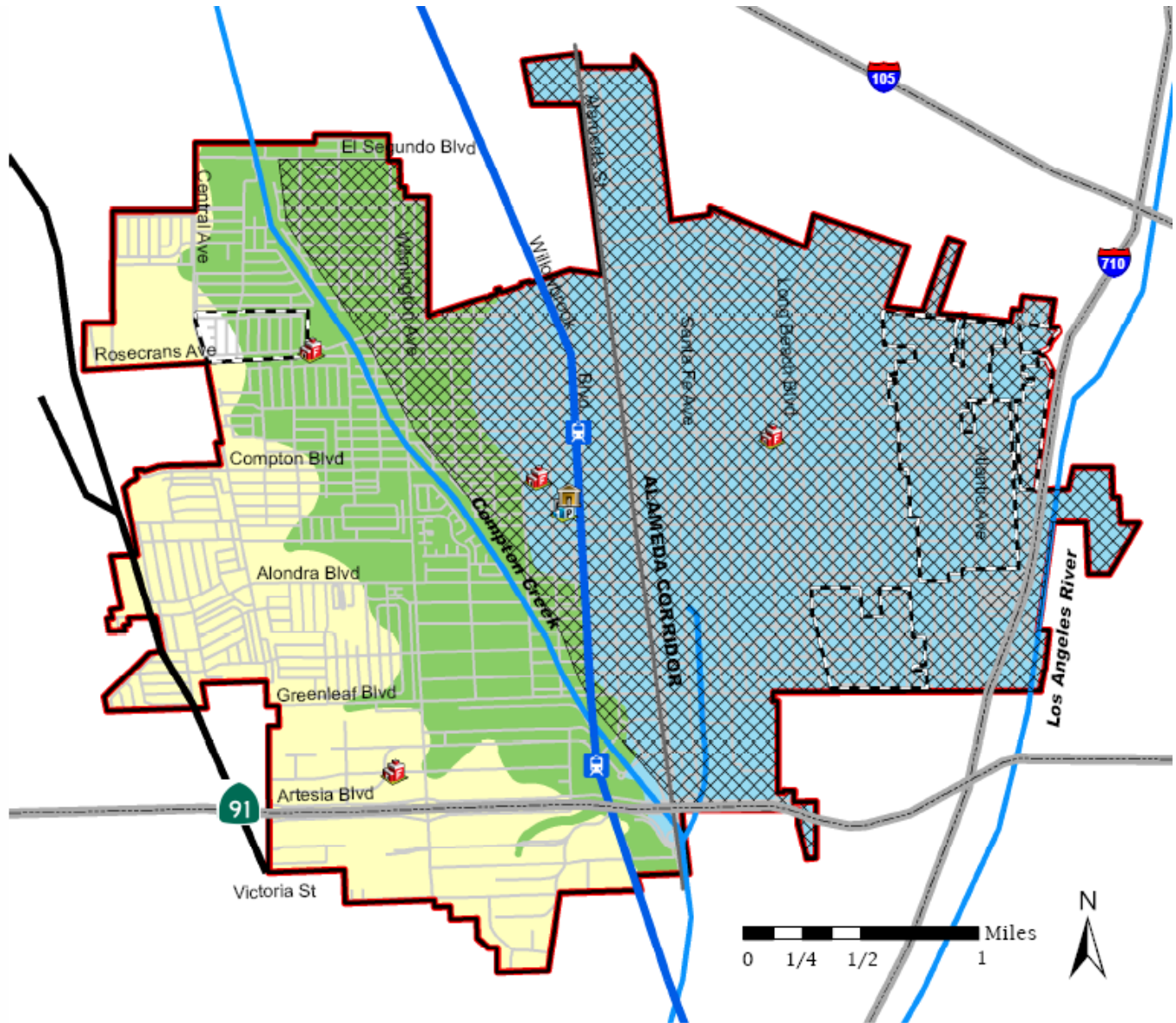
The seismically induced ground failure risk in Compton is liquefaction. Liquefaction occurs when areas that have loose, fine-grained, sandy soils are disturbed by high-intensity ground shaking, which allows the shallow groundwater to rise to the surface and mix with the soil. When this happens, structures often sink or become severely damaged as the land they are built on becomes soft and unstable.

Liquefaction hazards are often found in areas where ground water depth is 40 feet or less. Although water levels during an earthquake are not easily anticipated because of the unpredictable fluctuations caused by natural processes and human activities, historical levels can be used as an indicator, thus historical high ground water conditions are used to evaluate the risk for liquefaction. Historical high ground water in the City of Compton ranges from twenty feet west of the Compton Creek, to eight feet near Compton College north to the boundaries of the City.

Compton's soil is part of alluvial fan deposits in the region which form when a fast flowing stream flattens, slows, and spreads out. These deposits consist largely of sand, silt, and gravel, and to a lesser extent, clay. Because historical ground-water levels are within 40 feet of the surface where there is the presence of loose, sandy soils, these deposits are judged susceptible to liquefaction. Exhibit 6-1 identifies the area considered at risk for liquefaction.

EXHIBIT 1 SEISMIC AND FLOOD HAZARDS

SOURCE: U. S. ENVIRONMENTAL PROTECTION AGENCY AND CITY OF COMPTON MULTI-HAZARD FUNCTIONAL PLAN



LEGEND

	NEWPORT-INGLEWOOD FAULT ZONE		CITY HALL		CITY BOUNDARY
	FLOOD INSURANCE ZONE A99 REMOVED JANUARY 2002		FIRE STATION		UNINCORPORATED COUNTY
	LIQUEFACTION ZONE		POLICE STATION		PLANNING AREA
	DAM INUNDATION ZONE		BLUE LINE STATION		



CITY COUNCIL CHAMBERS

SEISMICALLY INDUCED DAM FAILURE

The Whittier Narrows Dam is 11 miles upstream from Compton. A dam failure would result in flood waters reaching Compton in approximately 15 hours with a depth of four feet. Dominguez High School and the adjacent golf course east of the 710 Freeway have the potential to be flooded if the Whittier Narrows Dam has a dam failure.

The Hansen Dam is 30 miles upstream from Compton. If this dam fails, the water would reach Compton within twenty hours with a depth of one foot. The northern portion of Compton would flood first and then it would continue to spread throughout the entire City. School, industrial, commercial, and residential areas would all be affected by a flood caused by a failure of the Hansen Dam. The Sepulveda Dam is 29 miles upstream from the City. If this dam has a failure, the flooding would reach Compton within eleven hours with a one foot depth. School, industrial, commercial, and residential areas would be affected by a Sepulveda Dam failure. Exhibit 6-1 identifies the area of the City which would be affected by flood waters due to a dam failure noted as the Dam Inundation Zone.

LAND SUBSIDENCE, LIQUEFACTION, AND OTHER SEISMIC HAZARDS

Los Angeles land subsidence has been caused by clay soil compaction due to extraction. The Long Beach harbor is the primary area affected by subsidence; however areas throughout the Los Angeles Basin used for oil extraction have had various degrees of land subsidence. Compton's soil is low in clay content reducing the subsidence caused by clay soil compaction. A landslide can also be one of the hazards left behind by an earthquake. According to the City of Compton's Natural Hazard Mitigation Plan, there is a potential for slope failure along the southern banks of the Compton Creek near Artesia Boulevard.



COMPTON CREEK CHANNEL

FLOOD HAZARDS AND FLOOD CONTROL

The Los Angeles River drops 800 feet to the ocean over its fifty mile course, nearly sixteen feet per mile. This steep decent increases the speed of the water and its danger to citizens. The Federal Emergency Management Agency (FEMA) identifies where property owners are required to carry flood insurance to mitigate the impact of known flood hazards.

Flood insurance was required for the 100-year flood plain of the southern end of the Los Angeles River until 2002 when the US Army Corp of Engineers completed the Los Angeles River Drainage Area (LACDA) flood control project. The purpose was to strengthen and raise the banks of the Los Angeles River and its tributaries against the possibility of a "100-year flood" which once threatened to devastate an 82 square mile area from Pico Rivera to Long Beach, including Compton. As a result, Compton homeowners within the Los Angeles River's 100-year flood plain are no longer mandated by FEMA to purchase flood insurance. The location of the previously mandated Flood Insurance Zone is noted in Exhibit 6-1.

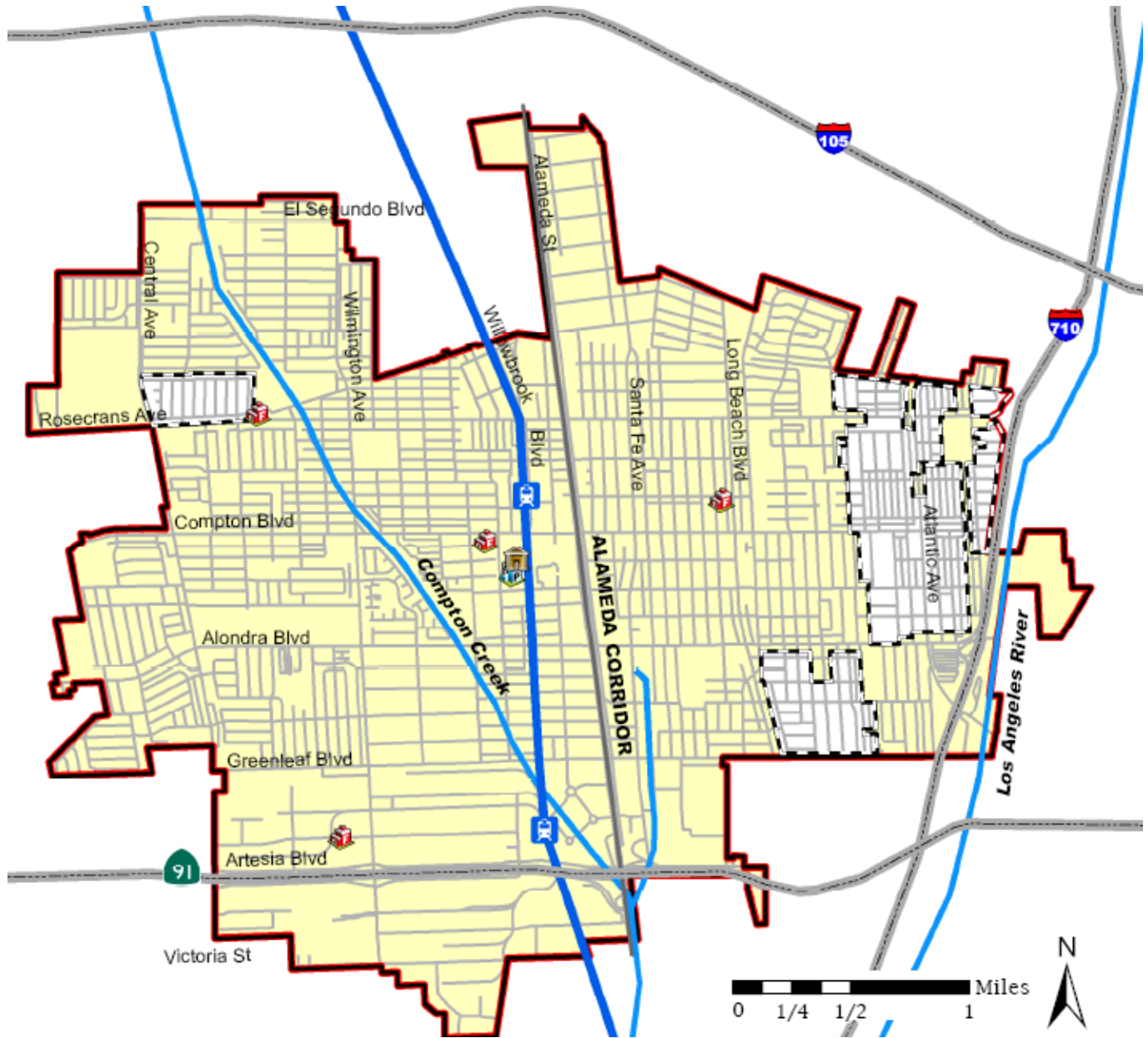
Compton lies in the floodplain of the Los Angeles River and Compton Creek. Between 1811 and 1994, there were 30 floods along the Los Angeles River. A 100-year flood is a flood that has a 1% chance of occurring every year. Most of the area in the City east of Wilmington Avenue was subject to potential inundation by a 100-year flood from the Los Angeles River, which flows from north to south just inside the eastern border. However, due to the efforts of the US Army Corps of Engineers, this threat no longer exists. Much of Compton Creek, a tributary of the Los Angeles River, runs through the City and is a potential source of flooding; although the amount of water running through the creek limits the threat to a much smaller area and a much smaller incidence of occurrence. The threat of flooding is increased by the "high concentration of impermeable surfaces that either collect water or concentrate the flow of water in unnatural channels". As a result, localized flooding may occur when storm drains become congested and water collects in the street.

Flood Control and Flood Management in the City of Compton is a combined effort between the US Army Corp of Engineers, the California Department of Water Resources Division of Flood Management, the Federal Emergency Management Agency and local infrastructure. The infrastructure for flood control of the Los Angeles River system includes five major flood control reservoirs operated and maintained by the US Army Corp of Engineers and fifteen dams, 143 sediment entrapment basins and 29 spreading grounds operated and maintained by the Los Angeles Department of Public Works (LADPW). The LADPW also maintains 470 miles of open flood control channels, 2,400 miles of underground storm drains and 70,000 street drains. The open flood channels range in size from 2 to 600 feet in width and from 2 to 40 feet in depth.

FIRE HAZARDS AND PROTECTION

The City of Compton is an urban environment with little danger of wildfires. There are only three properties in the City that have over twenty acres of grass that can burn, leaving the City a low risk for any wildfires beyond a minor brush fire. There are nine high-occupancy facilities in addition to the schools in the City that have the potential to be urban fire hazards. These facilities are the Courthouse, City Hall, the Crystal Park Hotel, the Compton Fashion Center, the Gateway Towne Center, and four senior-citizen housing complexes.

The Compton Fire Department has four stations serving the City. The City's fire services include ten front-line vehicles: four front-line engines, one ladder truck, one air/light unit, two paramedic ambulances and two basic life support transport units. The Fire Department responds to an average of 9,900 emergency calls per year. Over 3,000 emergency calls involve medical emergencies, hazardous materials, explosions, trapped victims, and a variety of residential, commercial, and other fires. In addition to routine emergencies, the fire department helps develop and implement response plans for potential disasters and other emergencies. The department's non-emergency services include a reserve firefighter program, a fire fighter training program in association with El Camino College Compton Center, and the Fire Explorers Program.



LEGEND

	CITY HALL		CITY BOUNDARY
	FIRE STATION		PLANNING AREA
	POLICE STATION		UNINCORPORATED COUNTY
	BLUE LINE STATION		



FIRE DEPARTMENT HEADQUARTERS

LAW ENFORCEMENT SERVICES

The City of Compton provides law enforcement services through its Municipal Law Enforcement Services Department and through a contract with the Los Angeles County Sheriff's Department. Compton's Municipal Law Enforcement Services Department oversees City security, parking enforcement, and code enforcement. Municipal Law Enforcement officers patrol City parks, shopping centers and assist the Compton Sheriff's Department with crowd control. In June 2010, the City Council approved the replacement of the Sheriff's Department and the reinstatement of the City's own Police Force in July 2011.

The Code Enforcement Division is responsible for aggressively enforcing the City's codes and ordinances and pursuing the elimination of slum and blight conditions in the residential, commercial, and industrial areas of the City. The department is also responsible for ensuring citizen compliance with codes affecting zoning, property maintenance, and vehicle violations.

The Compton Station of the Los Angeles County Sheriff's Department is located at 310 S. Willowbrook Avenue and has a dedicated staff of 200. Eighty-nine sworn officers patrol an area of ten square miles. Six service area officers and one sergeant are dedicated to addressing quality of life issues. Compton Sheriff's Department is comprised of many different departments, namely: a Traffic Department, Narcotics Unit, Two Gang Units (Operation Safe Streets and Gang Enforcement Team), and an Aerial Bureau. The location of the Sheriff Station is shown in Exhibit 6-2.

The Sheriff's department receives supplemental Law Enforcement and Local Law Enforcement Grant funds that are used to address quality of life issues. These grant funds enable the department to provide the City with a dedicated Party Car that is used expressly for the purpose of patrolling and addressing noise issues caused by loud parties. The funds also finance the department's Nuisance Impact Community Enhancement (NICE) Program. Other services provided by the Sheriff's department include: DUI Checkpoints, a Directed Traffic Patrol, Traffic Safety Fairs, a Youth Referral Program, a Youth Athletic League, and an Explorer Program.

EMERGENCY RESPONSE INFRASTRUCTURE SUPPORT

The existing peak load water supply and road widths and turnarounds are adequate to satisfy the needs of the fire department to respond to known fire and geologic risks. There are plans to make some improvements to the water supply system in the southern and eastern sections of the City to increase peak water supply. The grid system of streets provides alternate routes in the event of street blockage, and the City's permit process ensures that new construction must provide turnarounds large enough for fire trucks.

TERRORISM HAZARDS

The density and metropolitan nature of Southern California make it a significant target for terrorism. LAX and the Ports of Los Angeles and Long Beach have all been subjected to numerous threats. The Department of Homeland Security has allotted significant resources to the Southern California region. Some possible terrorist targets may

include the Los Angeles Superior Court, Compton City Hall, Alameda Corridor, Ralph's warehouse, Gateway Towne Center, water supply systems, fire department, and the Sheriff's department.

PUBLIC SAFETY PLAN

INTRODUCTION TO THE PLAN

The Public Safety Plan identifies the City's goals for 2010 through 2030 related to public safety and emergency preparedness and sets the policies and programs for achieving them. The plan also establishes Public Safety Standards for each issue area.

BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for Public Safety is to utilize Smart Growth principles to foster a greater sense of community with pedestrian-friendly residential and commercial districts that employ crime prevention through environmental design.



BIRTHING A NEW COMPTON BANNER

PUBLIC SAFETY GOALS AND POLICIES

The goals and policies of the Public Safety Element were developed in response to hazards identified in the technical background report and on issues and opportunities identified in the community workshops that were conducted as part of a comprehensive outreach program. The goals and policies listed below address the City's risk reduction and emergency response strategies.

Public Safety Issue - Seismic Hazards

Seismic activity is a regular occurrence in California and Compton contains an Alquist-Priolo Zone around the Newport-Inglewood Fault west of Compton Creek which requires special planning and development. The following policies guide the City in planning for seismic hazards through emergency response strategies and quality construction.

Public Safety Goal 1. Provide vital services and functions following a major earthquake.

- *Public Safety Policy 1.1.* The City of Compton will maintain high standards for the seismic performance of new buildings.

- *Public Safety Policy 1.2.* The City of Compton will continue to implement the City's seismic hazard abatement program for existing unreinforced buildings and ensure that retrofit plans are carried out.
- *Public Safety Policy 1.3.* The City of Compton will consider the cultural and historic significance of buildings to be upgraded for seismic safety and avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic safety.
- *Public Safety Policy 1.4.* In the Alquist-Priolo Zone, the City of Compton will require geologic review in the development approval process to determine surface rupture potential, and regulate development as appropriate.
- *Public Safety Policy 1.5.* In areas with liquefaction potential, the City of Compton will require the review of soils and geologic conditions, and if needed, on-site borings, to determine liquefaction susceptibility of the proposed site.

Public Safety Issue - Flooding

Although most flooding incidents are historically rare, shallow flooding is possible over the eastern half of the City. Flooding from the Los Angeles River is less of a hazard in Compton since the banks were raised. However, a dam breach could result in the release of waters that would cause damage to adjacent properties. The following policies guide the City in reducing flood hazards.

Public Safety Goal 2. Protect residents, workers, and visitors from flood hazards.

- *Public Safety Policy 2.1.* The City of Compton will work with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to prevent flooding problems in Compton.
- *Public Safety Policy 2.2.* The City of Compton will require local drainage-related improvements as part of new development approvals.

Public Safety Issue - Urban Fires

The City of Compton maintains its own Fire Department for fire protection. Certain structures in Compton, due to their age and composition, pose a greater challenge for fire protection, such as multi-story, wood frame, high density apartments, multi-story office buildings, continuous developed areas with combustible roofing materials, and structures involved in the storing, handling, and use of hazardous materials. The following policies guide the City in reducing the risk of fire to life and property.

Public Safety Goal 3. Protect life and property in Compton from urban fires with efficient fire protection services.

- *Public Safety Policy 3.1.* The City of Compton will maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, industrial buildings, and commercial buildings.
- *Public Safety Policy 3.2.* The City of Compton will maintain building code requirements for new construction that ensures the provision of adequate fire protection.
- *Public Safety Policy 3.3.* The City of Compton will require all new commercial and multiple-unit residential development to install fire protection systems.
- *Public Safety Policy 3.4.* The City of Compton will maintain mutual aid agreements with surrounding jurisdictions for fire protection.

- *Public Safety Policy 3.5.* The City of Compton will assess the impacts of incremental increases in development density and traffic congestion on fire hazards and emergency response time, and ensure, through the design review process, that new development will not result in the reduction of emergency services.

Public Safety Issue - Public Safety

The provision of safety is vitally important to the City of Compton, its residents, and businesses. The City utilizes the services of the Los Angeles County Sheriff's Department. The Compton Station of the Los Angeles County Sheriff's Department is located at 310 S. Willowbrook Avenue. In addition, the Sheriff's Department is able to draw on its extensive resources from nearby communities, should the need arise. The following policies guide the City in reducing crime in the City.

Public Safety Goal 4. Provide an atmosphere of security and safety for residents and businesses.

- *Public Safety Policy 4.1.* The City of Compton will cooperate with local law enforcement to suppress crime.
- *Public Safety Policy 4.2.* The City of Compton will promote public awareness and participation in crime prevention and encourage good relations between citizens and law enforcement.
- *Public Safety Policy 4.3.* The City of Compton will promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, etc.) in project design to enhance public safety.
- *Public Safety Policy 4.4.* The City of Compton will support the coordination of crime prevention activities with other jurisdictions.

Public Safety Issue - Emergency Preparedness

The City of Compton maintains an Emergency Operations Plan (EOP) that documents City policies for responding to major emergencies that threaten life, safety, and property. The plan establishes a chain of command and outlines the responsibilities of various City departments in the event of an emergency. The following Policies guide the City in being prepared for emergencies.

Public Safety Goal 5. Protect residents, visitors, and workers in an emergency and provide continuity of vital services and functions.

- *Public Safety Policy 5.1.* The City of Compton will maintain and regularly update the City's Emergency Operations Plan and procedures for dealing with fire, earthquakes, flooding, hazardous materials, and terrorism.
- *Public Safety Policy 5.2.* The City of Compton will implement a Multi-Year Training and Exercise Plan and conduct routine exercises with City staff, residents, business owners, and other Compton stakeholders to be prepared in emergency situations.
- *Public Safety Policy 5.3.* The City of Compton will sponsor and support bilingual public education programs on emergency preparedness and disaster response.
- *Public Safety Policy 5.4.* The City of Compton will reinstall an emergency siren system throughout the City to warn City staff, residents, business owners, and other Compton stakeholders of emergencies that occur in Compton.
- *Public Safety Policy 5.5.* The City of Compton will assess the impacts of incremental increases in development density and traffic congestion on emergency response time, and ensure, through the design review process, that new development will not result in reduced emergency services below acceptable levels.

- *Public Safety Policy 5.6* The City of Compton Office of Emergency Management will research and develop an Access and Functional Needs Plan which will address the sheltering and evacuation needs of elderly, homebound, and other special needs populations in the City which are particularly vulnerable to disasters and other emergencies.

Public Safety Issue - Hazardous Materials

Many of the industrial businesses in Compton rely on the use of hazardous materials to conduct their business. Hazardous materials are transported through the City on freight trains and trucks. If not handled properly, these substances pose a threat to the health of residents and employees working in Compton. The following policies guide the City in reducing risks associated with hazardous materials.

Public Safety Goal 6. Minimize risks to health and safety associated with handling, transporting, treating, generating, and storing hazardous materials.

- *Public Safety Policy 6.1.* The City of Compton will require businesses to disclose hazardous material use and generation to the Compton Fire Department.
- *Public Safety Policy 6.2.* The City of Compton will encourage and support the proper disposal of hazardous materials.
- *Public Safety Policy 6.3.* The City of Compton will vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water or released as fumes into the air.
- *Public Safety Policy 6.4.* The City of Compton will support efforts to enforce the State's "right to know" laws, which outline the public's right to information about local toxic producers.

Public Safety Issue - Underground Pipelines

Compton is crisscrossed by numerous high pressure natural gas and petroleum pipelines. Although these pipelines are generally well-constructed and maintained, construction and evacuation in the vicinity of these lines creates a potential hazard if the lines are ruptured. Hazards include explosion, fire, or spillage, resulting in earth and groundwater contamination.

The Office of Pipeline Safety of the U.S. Department of Transportation is the primary agency responsible for the inspection and maintenance of pipelines running through the City. Compton has no regulatory authority over the pipelines, but it does control land use within the area most affected by them. The following policies guide the City in reducing risks from underground pipeline hazards.

Public Safety Goal 7. Minimize risks to life and property from underground pipeline hazards.

- *Public Safety Policy 7.1.* The City of Compton will ensure that the Fire Department and other disaster response agencies have access to route, depth, and shut-off information regarding each underground pipeline.
- *Public Safety Policy 7.2.* The City of Compton will maintain procedures to deal with pipeline accidents in the City's Emergency Plan.
- *Public Safety Policy 7.3.* The City of Compton will avoid locating new residential development or other sensitive land uses in close proximity to major pipelines with a significant potential for explosion or fire.

PUBLIC SAFETY STANDARDS

Actions resulting from the goals and policies are necessary to reduce hazards within Compton. Each hazard issue is addressed in this section with the corresponding City actions.

Seismic Hazards

The City will continue to implement the hazard abatement program to correct deficiencies in unreinforced structures. The City will also require geologic studies for development in the Newport-Inglewood Alquist-Priolo Zone to establish appropriate setbacks and other building restrictions.

Flooding

The City will continue to work with the Los Angeles County Flood Control District in protecting the City from potential flooding. Areas identified with storm drainage inadequacies will be provided with needed drainage facilities. The City will encourage and cooperate with studies to return Compton Creek and the Los Angeles River to their natural habitats for recreation purposes while providing for adequate flood control along both channels.

Urban Fires

The City of Compton's Fire Department currently provides a high level of service. The City will continue to coordinate with the Fire Department by requiring the following standards for access and water pressure.

Width of access lanes or routes shall be:

- Twenty feet for driveways or streets serving two to four dwelling units
- Twenty-six feet for driveways or streets serving more than four dwelling units, commercial development, or industrial development
- Twenty-eight feet for driveways or streets serving development which would require the Fire Department to employ aerial equipment
- Twenty-six feet for a linear distance of twenty-five feet on both sides of a fire hydrant for driveways or streets where hydrants are required

Dimensions of turnarounds shall be:

- Suitable for fire protection equipment where driveways or streets extend further than 150 feet and are of single-access design
- Approximately 200 feet for single-access driveways or streets extending further than 350 feet and dual-access driveways or streets extending further than 700 feet
- At least 40 feet for cul-de-sacs
- At least 60 feet for "T-turns" and "hammer heads"

Parking is allowed on two sides of a street or driveway which is at least 36 feet wide, but no parking is allowed on driveways which are used for emergency access and are less than 28 feet wide.

Fire flow requirements shall be:

- For residential projects, 1,250 gallons per minute at 20 pounds per square inch residual pressure for two-hour duration and up to 3,000 gallons per minute at 20 pounds per-square-inch for a three-hour duration.
- For commercial and industrial projects, 5,000 gallons per minute at twenty pounds per-square-inch for a five-hour duration.

The City will act to ensure that inadequate water systems are retrofitted.

Emergency Preparedness

The City will continue to maintain an adequate Emergency Operations Plan. Revisions will be made whenever

federal, state, or local legislation mandates. The City will also prepare and distribute educational pamphlets and materials to educate the general public of proper emergency preparedness procedures. The Emergency Operations Plan (EOP) was last updated in 1981. The EOP is intended to minimize the loss of life and property, assist in responding to needs of households affected by disaster, and to provide for the rapid recovery of City services, utilities, schools, commerce and industry. In the event of a disaster, the EOP will be the guidebook which City officials will use to restore normal conditions as quickly as possible.

The EOP sets forth assignments to be carried out by City Departments in a time of emergency. In addition to their normal law enforcement assignment, the Municipal Law Enforcement Department has the primary responsibility of warning the population and conducting emergency communications. The Fire Department, beyond its fire prevention and communications roles, is responsible for rescue operations.

The Parks and Recreation Department is assigned the task of establishing shelters. They are in the process of establishing a Memorandum of Understanding with the American Red Cross so that their services will be available. Both emergency shelters and mass care centers will be needed. The mass care centers would be supported by paramedic units from the Fire Department. Mass care centers will be located at local parks and, if necessary, schools.

If the disaster is epidemic or threatens to spread by contaminated air or water, the Los Angeles County Public Health Department becomes the primary agency in dealing with this aspect of the emergency.

State guidelines require that the General Plan designate evacuation routes for the City. Definition of evacuation routes is dependent on the nature and extent of the disaster. Primary evacuation routes are shown on Exhibit 6-3. Not all routes are likely to be open or passable in the event of a major catastrophe. Residents and workers should proceed as directed by public officials.

Hazardous Materials

The Compton Fire Department is responsible for programs to protect residents and properties from accidents involving hazardous materials. Such programs include documenting all storage and usage of hazardous materials. Educational programs assist City residents in handling and storing such materials properly. Those businesses and residents violating laws involving hazardous materials will be prosecuted.

To reduce the scope of risk related to the transportation of hazardous materials through the City, vehicles carrying such materials are restricted to the travel routes designated in the *Los Angeles County Hazardous Waste Management Plan*.

Businesses using or producing hazardous materials shall be concentrated in the areas designated Industrial on the General Plan Land Use Policy Map. Through the environmental review process, the City will ensure such uses are removed from proximity to residential development, schools, and other sensitive land uses.

The *Los Angeles County Hazardous Waste Management Plan* establishes siting criteria for hazardous waste treatment, transfer, and disposal sites. The criteria outlined in the County plan will be used to review all proposals for such treatment and disposal facilities in Compton.

Underground Pipeline Hazards

The City will continue to regulate land use in the vicinity of underground pipelines. Such regulation will take into consideration the types of materials transported through these pipelines.

PUBLIC SAFETY PROGRAM

The following programs will either be continued or implemented as part of this General Plan.

- *Building Code Review.* The City periodically reviews and if necessary, modifies the City's Building Code (Los Angeles County) to reflect current technology and regulations. Procedures for the periodic review of the Building Code will be identified by the Planning and Economic Development Director. Review will be undertaken by designated individuals to identify appropriate changes that should be considered. Following this review, amendments to the City's Building Code will be made, as required.

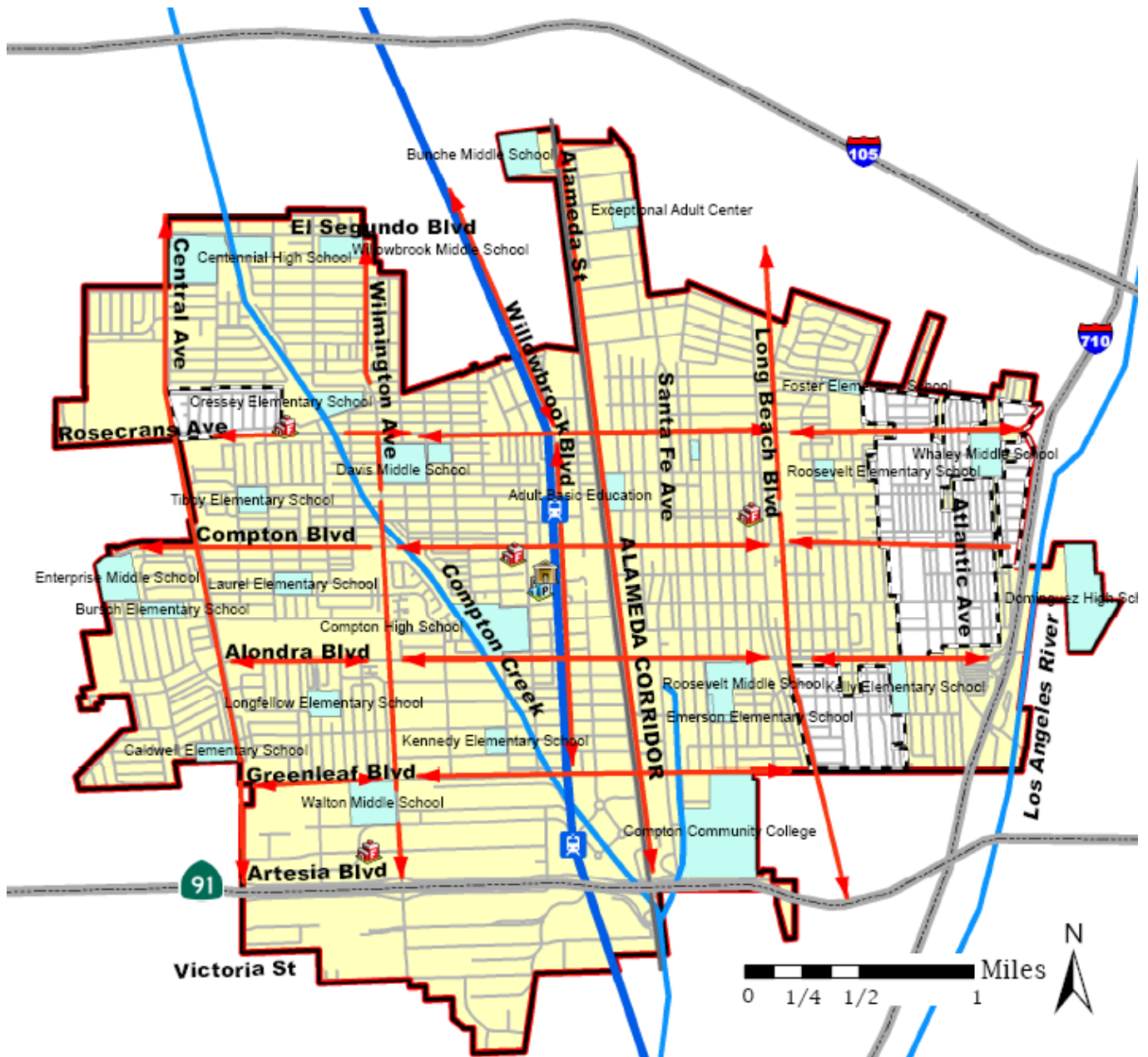
- *Code Enforcement.* Because unsafe structures with poor or obsolete wiring or construction materials pose the risk of significant damage, injury, and loss of life from fire, code enforcement is an important tool in preventing fires.
- *Disaster Response Database.* In the event of a major earthquake or other major disaster, persons living or working in the City may need to be self-sufficient for up to 5-7 days before the results of any major relief efforts are realized. A database will be created to identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search-and-rescue. The database would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. This information, and the appropriate procedures, would then be incorporated into the City's emergency preparedness plan.
- *Fire Prevention.* The City will work with the Fire Department to promote fire prevention and fire safety programs. The City shall also encourage periodic inspections of existing structures by the fire department for compliance with fire safety standards and practices. All new development plans must be submitted to the fire department for review and comment during the plan check process. This review must be completed for the development process to proceed. New development must conform to any applicable standards and regulations.
- *Hazardous Materials Control.* The City will continue to cooperate with county, state, and federal agencies involved in the regulation of hazardous materials' storage, use, and disposal. The City will work with the fire department in requiring hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The fire department will also work with local law enforcement officials in regulating the transport of hazardous materials through the City. The City will continue to promote the safe disposal of "hazardous and toxic substances" used in private households through the support of "Hazardous Materials Collections" conducted at specific locations and times throughout the City.
- *Public Safety & Fire Services Review.* Compton will regularly review the adequacy of law enforcement services and fire protection and emergency services in the City. This review effort shall be a component of the annual budget review and the City shall work with the Sheriff's department and the fire department to correct any identified deficiencies. Annual reports concerning each Department will be submitted to the City Council for consideration.
- *Environmental Review.* The City will evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Environmental review will be provided for major projects and those that will have a potential adverse impact on the environment. Issue areas related to public safety that may be addressed in the environmental analysis include: earth and geology, risk of upset public services, and flood risk. In compliance with CEQA and NEPA, the City will also assign responsibilities for the verification of the implementation of mitigation measures. The City's environmental review procedures are in place.
- *Emergency Preparedness Plan.* The City maintains an Emergency Operations Plan (EOP) that outlines the responsibilities and procedures the City will follow after a disaster, including specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements. The City will regularly update its EOP according to federal and state legal rules and requirements.
- *Multi-Hazard Functional Plan.* The City maintains a Multi-Hazard Functional Plan (MHFP). The MHFP outlines potential hazardous threats to the City (man-made, natural, or otherwise), what needs to be done to mitigate those threats, what has already been done, which departments are responsible for certain mitigation steps, the timeline for those steps, and the progress or status report of each project at the time the plan is updated. The City will regularly update its MHFP according to federal and state legal rules and requirements.
- *Fire Safety Development Review Program.* Certain design standards have been established by the City of Compton and the fire department to ensure that site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, and location of fire hydrants, etc.



EXHIBIT 3

CRITICAL FACILITIES AND EMERGENCY EVACUATION ROUTES

SOURCE: CITY OF COMPTON





Compton/Woodley Airport



Alameda Corridor Railway



Metro Blue Line at Compton Blvd.

SECTION 7.0 NOISE ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx Elementary School Compton California 2011

INTRODUCTION TO THE NOISE ELEMENT

7.1.1 AUTHORITY OF THE ELEMENT

Since 1971, the Noise Element has been one of the mandatory elements of a California General Plan. As growth patterns change, noise elements must adapt to enable cities to limit exposure of City residents to excessive and potentially harmful noise levels. The development of effective strategies to reduce excessive noise is essential to creating safe and compatible living and working environments.

The State guidelines are also very specific as to the content of noise elements. Government Code Section 65302(f) indicates that the noise element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the Government Code requires that the Noise Element analyze and project noise levels for the following:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations; aircraft over-flights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operations;
- Local industrial plants, including, but not limited to, railroad classification yards; and,
- Other stationary sources identified by local agencies as contributing to the community noise environment.

The State General Plan guidelines further indicate that noise exposure information should be used to develop the Land Use Element in order to achieve noise-compatible land use patterns (Section 65302(f)). Because land use patterns in Compton generally are well-established, the goals and policies focus on resolving existing noise concerns.

7.1.2 ORGANIZATION OF THE ELEMENT

The Noise Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Noise Element Background Report* discusses a wide range of noise control issues that must be considered in future planning and development in the City.
- The *Noise Mitigation Plan* identifies the City policies related to noise control along with those programs that will be effective in implementing the policies. This section also establishes how the City intends to integrate noise control with land use planning.

Quote from Community Member
Also stop loud parties after 10:00 PM (fine them)

Compton Resident
District 2

SECTION 7.2

NOISE ELEMENT BACKGROUND REPORT

This section of the Noise Element focuses on the community's noise environment and includes a discussion of noise, an overview of noise sources in the City of Compton, and the manner in which noise in the environment may be controlled or eliminated. This background analysis considers the following:

- *Characteristics of Noise and Noise Measurement* provides an overview of noise and sound measurement techniques.
- *Noise Standards* indicates the commonly used standards in determining acceptable noise levels for a particular category of land use.
- *Noise Control Regulations* indicates those regulations and standards that are effective in mitigating noise impacts.
- *Existing Ambient Noise Environment* discusses the existing conditions in Compton relative to noise. The analysis includes the findings of the citywide noise measurement survey, traffic noise modeling, and the location and extent of noise sources and noise sensitive receptors.

7.2.1 CHARACTERISTICS OF NOISE AND NOISE MEASUREMENT

Noise is generally defined as unwanted sound. Sound is mechanical energy that is transmitted by pressure waves through the air. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source such as a roadway (where the vehicle traffic is the noise source). Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. Thus, with increasing distance from the noise source, the level of sound decreases and this effect is referred to as *spreading loss*. Due to this spreading loss, noise decreases or *attenuates* with distance.

Objects that block the line-of-sight will further attenuate the noise if the receptor is located within the shadow of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall or barrier will do little to attenuate the noise. Additionally, a receptor located on the same side of the wall as the noise source may actually experience an increase in the perceived noise level because the wall can reflect noise back to the receptor compounding the noise.

Noise levels are typically described using a number of methods that are designed to evaluate the loudness of a particular noise. The most commonly used units employed for measuring sound levels include the *decibel* (dB), the *equivalent noise level* (Leq), and the *community noise equivalent level* (CNEL). The decibel is, by far, the most common measurement unit. The decibel measurement scale employs a numerical scale where zero represents the lowest limit of sound that can be heard while injury to the eardrum could occur at levels in excess of 140 dB. Typical noise levels associated with various activities, and the effects, are noted in Exhibit 7-1.

The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to those noise frequencies that are more sensitive to human hearing. Since the human ear is not equally sensitive to all of the frequencies within the noise spectrum, noise measurements are weighted more heavily towards those frequencies for which we are more sensitive using an *A-weighting* (referred to as dBA) adjustment.

The human ear can detect changes in sound levels of approximately 3 dBA under normal ambient conditions, though changes of less than 3 dBA are noticeable to some people under quiet conditions. Changes of less than 1 dBA are discernable by few people under controlled, extremely quiet conditions.

Certain receptors or land uses (such as residential uses) are more sensitive to unwanted noise during the evening and at night. As a result, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or the day/night average noise level (Ldn). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. to take into account a person's increased sensitivity to noise during these periods. The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive.



NOISE ADJACENCIES: TOWNHOMES



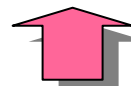
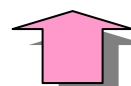
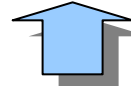
7.2.2 NOISE STANDARDS

The former State Office of Noise Control has prepared *Guidelines for the Preparation and Content of Noise Elements of General Plans* that have subsequently been incorporated into the State's General Plan Guidelines. These noise guidelines indicate the compatibility of noise-sensitive land uses in areas subject to ambient noise levels ranging between 55 CNEL and 80 CNEL.

- Residential uses are normally unacceptable in areas where the ambient noise levels exceed 70 dB CNEL; and residential uses are conditionally acceptable in areas where the ambient noise level ranges between 55-70 dB CNEL.
- Commercial/professional office buildings and land uses are normally unacceptable in areas where the ambient noise levels exceed 75 dB CNEL, and are conditionally acceptable within areas where the ambient noise levels range from 67 to 78 dB CNEL (for commercial/professional offices only).

EXHIBIT 7-1 NOISE LEVELS ASSOCIATED WITH TYPICAL ACTIVITIES

SOURCE: U. S. ENVIRONMENTAL PROTECTION AGENCY

 Serious Injury	165	
	160	
	155	
	150	
 Pain	145	
	140	sonic boom
	135	
	130	
	125	jet take off at 200 ft.
	120	
 Discomfort	115	music in night club interior
	110	motorcycle at 20 ft.
	105	power mower
	100	
	95	freight train at 50 ft.
	90	food blender
 Physical Injury	85	electric mixer, light rail train horn
	80	
	75	
	70	portable fan, roadway traffic at 50 ft.
	65	
	60	dishwasher, air conditioner
	55	
	50	normal conversation
	45	refrigerator, light traffic at 100 ft.
	40	
	35	library interior (quiet study area)
 Threshold of Hearing	30	
	25	
	20	
	15	
	10	rustling leaves
	5	
	0	

- Industrial uses are normally unacceptable in areas where the ambient noise levels exceed 80 dB CNEL; and are conditionally acceptable in areas where the ambient noise level ranges between 65-75 dB CNEL.
- Institutional land uses are normally unacceptable in areas where the ambient noise levels exceed 75 dB CNEL, and are conditionally acceptable within areas where the ambient noise levels range from 65 to 75 dB CNEL.



NOISE-SENSITIVE USE: ROBERT KENNEDY ELEMENTARY SCHOOL

- Schools, libraries, hospitals, and nursing homes are treated as noise-sensitive land uses, requiring acoustical studies within areas exceeding 60 dB CNEL.

7.2.3 NOISE CONTROL REGULATIONS

The following Federal, State, and local regulations define acceptable noise limits and abatement of noise levels.

- *Environmental Protection Agency (EPA)*. The Noise Control Act of 1972 authorized the EPA to publish descriptive data concerning the effects of noise and to establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels), and welfare (annoyance levels), with an adequate margin of safety. In March 1974, the EPA published *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety (EPA 550/9-74-004)* that established that 55 CNEL as the requisite level with an adequate margin of safety for areas with outdoor uses including residential yard areas and other outdoor spaces used for recreation.
- *Federal Highway Administration (FHWA)*. The FHWA has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criterion established an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criterion applies to private yard areas and assumes that typical wood frame homes provide a 10dB reduction with windows open and 20 dB a noise reduction with closed windows.
- *Department of Housing and Urban Development (HUD)*. HUD has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure that projects assisted by HUD provide a suitable living environment. Standards include maximum levels of 65 dB for residential areas.
- *Workplace Exposure*. The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.
- *California Vehicle Code*. The California Motor Vehicle Code establishes noise standards for those areas not regulated by the federal government. State standards regulate the noise levels of motor vehicles and motorboats, establish noise impact boundaries around airports, regulate freeway noise affecting classrooms,

regulate occupational noise control, and identify noise insulation standards. The California Motor Vehicle Code also sets operational noise limits according to the type of vehicle and date of manufacture.

- *California Administrative Code.* Sound transmission control standards contained in the California Administrative Code, Title 24, Building Standards, Chapter 2.35, outline noise insulation performance standards as a means to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. These standards require an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL of an airport, or vehicular or industrial noise source, an acoustical analysis should be conducted to show compliance with the standards.
- *City of Compton Noise Control Ordinance.* The City of Compton Municipal Code regulates noise levels in the City by referencing the Los Angeles County Noise Control Ordinance. The Code makes it unlawful for any person to make or cause any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

7.2.4 EXISTING AMBIENT NOISE ENVIRONMENT

Noise sources in Compton may be placed into five basic categories that include freeway noise (from both the I-710, SR-91, and the I-105 freeways), aircraft noise from both Compton Woodley Airport as well as aircraft over flights within landing approaches to LAX, traffic on local streets, noise from railroad operations, and noise from stationary sources. Each of these sources and their impacts on the noise environment of Compton are summarized below.

- *Freeway Noise.* The I-710 freeway (the Long Beach Freeway) extends along the easterly City boundary in a north-to-south orientation. The SR-91 freeway (the Artesia Freeway) traverses the southernmost portion of the City in an east-to-west orientation. Finally, the I-105 freeway (the Century Freeway) is located to the north of the City. These freeways are the dominant source of noise in the area.
- *Local Traffic Noise.* Traffic noise on surface streets is also a significant source of noise within the City. Major roadways in the City that contribute to relatively high noise levels include Wilmington Avenue, Willowbrook Avenue, Tamarind Avenue, Alameda Street, Santa Fe Avenue, Long Beach Boulevard, Compton Boulevard, Alondra Boulevard, Greenleaf Boulevard, and Artesia Boulevard. Noise levels along these roadways are influenced by a number of variables including traffic volumes, the percentage of truck traffic, vehicle speeds, the time distribution of traffic and gradient of the roadway. The highest level of traffic noise is found along the major arterial roadways that are handling relatively high traffic volumes with correspondingly high vehicle travel speeds.
- *Railroads.* The Alameda Corridor extends through the eastern half of the City and is located below grade, except for a small section south of Greenleaf Boulevard. The trench which became operational in 2002, has mitigated much of the noise in the central and northern part of the City. A second major source of mobile noise is the MTA Blue Line. The MTA trains operate in fifteen minute headways between 4:00 PM until 12:00 AM (midnight), and every twenty minutes between midnight and 4:00 AM. The calculated exterior noise level associated with train operations is 47 dBA (CNEL), with a maximum of 80 dBA.
- *Airports and Heliports.* The Compton/Woodley Airport is located in the southwestern portion of the City. The Airport has several runways, the longest being a paved runway extending 3,670 feet. More than 200 aircraft are based at the airport. Aircraft operations average 181 take-off and landings per day. The airport handles approximately 60,000 operations per year. The 65 CNEL contours extend approximately 2,000 feet from the take-off and landing approaches as shown in Exhibit 7-2.
- *Stationary Sources.* The City of Compton has a large number of stationary noise sources located within its boundaries. These noise sources are typical of those found in an urban setting. Noises associated with industrial and commercial operations include truck traffic and machinery noise. The majority of these uses are located along the Artesia Freeway and the Alameda Corridor.



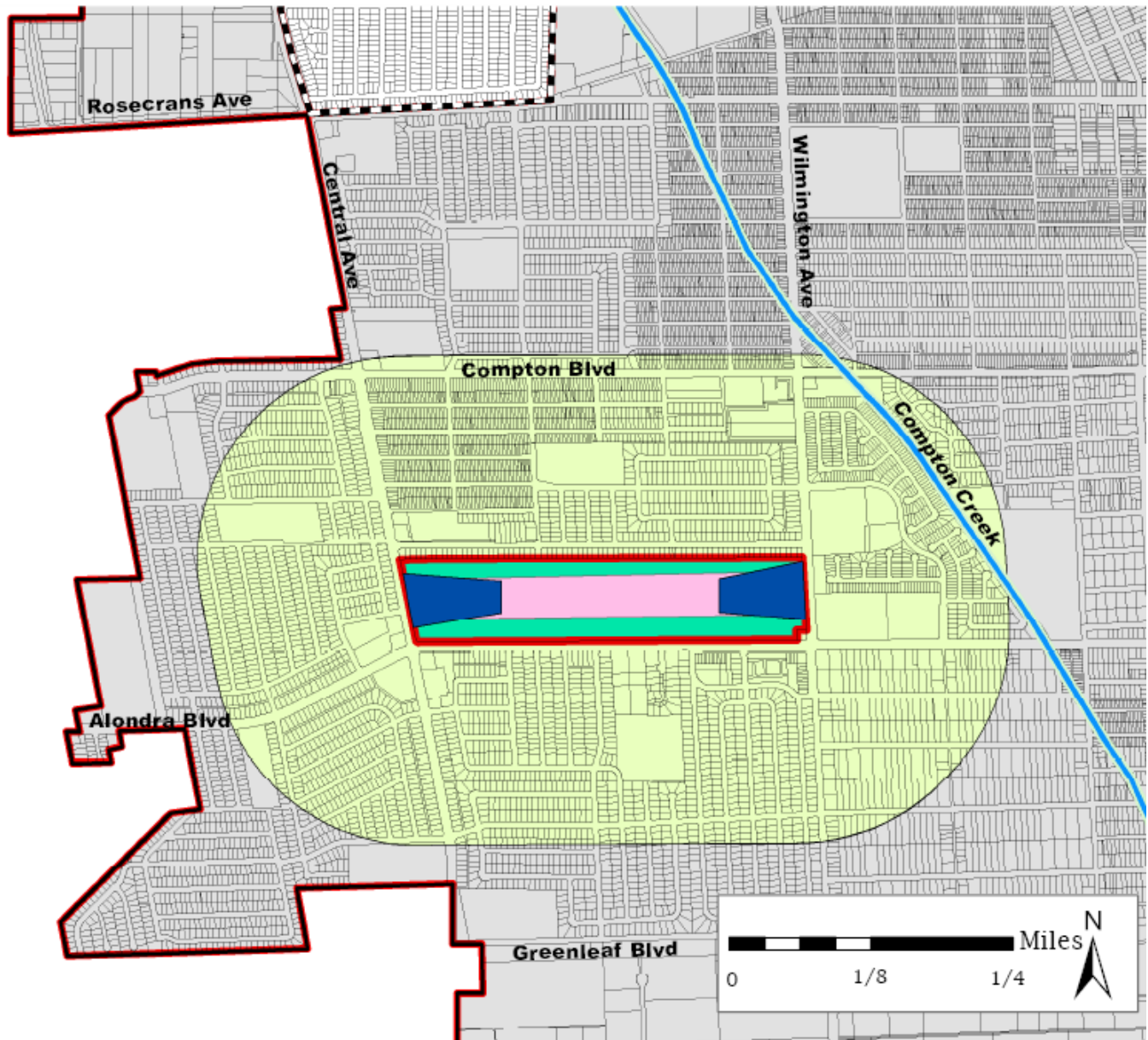
COMPTON/WOODLEY AIRPORT

The existing noise environment in Compton was further characterized through noise measurement surveys and the use of a computerized traffic noise prediction model, the California Department of Transportation (CALTRANS) Traffic Noise Prediction Model, to estimate traffic noise along key roadways. The measurement locations were selected on the basis of proximity to major noise sources and the noise sensitivity of the land use. Each site was monitored for a minimum of fifteen minutes and the ambient noise levels were measured using dBA and CNEL values and expressed in term of *Percent Noise Levels* or *L%*. In this way, noise levels recorded over the course of the measurement period are expressed using percentages where the *L90* is the noise level exceeded 90 percent of the time, *L50* is the level exceeded 50 percent, and *L10* is the level exceeded ten percent of the time. The *L90* level generally was used to represent the background or ambient noise level, *L50* represents the average noise levels and *L10* the peak or intrusive noise levels. The noise levels shown in the Table 7-1 underscore the City's relatively high ambient noise levels. This is largely due to traffic noise.

A second analysis provided data on the distance from the centerline of the street that specific noise levels are found. The California Department of Transportation (CALTRANS) Traffic Noise Prediction Model was used to calculate the noise level for a particular reference set of conditions (such as existing traffic volumes, roadway grade, vehicle speeds, number of travel lanes, etc). Noise levels (in CNEL) were expressed using noise contours representing a line along which the ambient traffic noise levels were equal (the use of noise contours in this fashion are similar to how weather maps depict common temperatures or topographic maps show areas of equal elevation). For purposes of this analysis, noise level contours for the 70 CNEL, 65 CNEL, and 60 CNEL were calculated. The noise model computed the distance of the specific noise contour from the roadway centerline. For example, in Table 7-2 the 65 CNEL contour for the Alondra Boulevard corridor was found to be 110 feet on both sides of the roadway. This figure indicated that all of the properties and land between the contour line and the roadway centerline would be exposed to noise levels of at least 65 CNEL. However, the actual distances to these contours could be considerably less than predicted where intervening structures break the line-of-sight to the roadway.

EXHIBIT 7-2 COMPTON AIRPORT NOISE CONTOURS

SOURCE: LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION



- | | |
|--|-----------------------|
| RUNWAY PROTECTION ZONE | CITY BOUNDARY |
| AIRPORT PROPERTY | PLANNING AREA |
| PLANNING BOUNDARY/AIRPORT INFLUENCE AREA | UNINCORPORATED COUNTY |
| 70 CNEL | |
| 65 CNEL | |

Table 7-1 Existing Noise Measurements				
Location	Location and Description	L10	L50	L90
1.	Traffic	88 dBA	82	77
2.	Freeway traffic	78 dBA	70	65
3.	Freeway traffic	83 dBA	75	71
4.	Railroad	71 dBA	68	63
5.	Freeway traffic	75 dBA	71	67
6.	Freeway Traffic	80 dBA	74	71
7.	Traffic	76 dBA	68	63
8.	Freeway Traffic	73 dBA	65	61
9.	Traffic	81 dBA	76	71
10.	Truck Traffic	75 dBA	70	68
11.	Light Rail, Traffic	88 dBA	82	77
12.	Traffic	78 dBA	70	65
13.	Traffic	83 dBA	75	71
14.	Traffic, Stationary Noise	73 dBA	68	63
15.	Traffic, Light Rail	65 dBA	71	67
16.	Light Rail, Freeway Traffic	71 dBA	74	71
17.	Freeway Traffic	73 dBA	68	63
18.	Traffic	73 dBA	65	61
19.	Traffic	81 dBA	76	71
20.	Traffic	75 dBA	70	68
Source: Blodgett/Baylosis Associates, Noise Survey. 2008				

**Table 7-2
Existing Roadway Noise Levels**

Roadway	Segment	Average Daily Traffic	Distance From Roadway Centerline to CNEL (in feet)*			CNEL @ 50' from Centerline
			70 CNEL	65 CNEL	60 CNEL	
Alondra Blvd.	E/O Central	23,447	15	110	325	66.7
Alondra Blvd.	E/O/ Wilmington	23,447	15	110	325	66.7
Alondra Blvd.	E/O/ Santa Fe	26,195	21	138	379	67.3
Central Ave.	S/O El Segundo	39,497	48	180	511	71.8
Central Ave.	S/O Rosecrans	26,924	21	138	379	67.3
Central Ave.	S/O Alondra	33,605	33	159	470	69.5
Compton Blvd.	E/O Central	23,036	14	107	315	66.5
Compton Blvd.	E/O/ Wilmington	25,357	20	130	337	66.1
Compton Blvd.	E/O/ Santa Fe	24,752	17	115	340	66.7
Compton Blvd.	E/O/ Long Beach	24,614	16	112	334	66.5
Greenleaf Blvd.	E/O Central	8,871	0	24	110	55.8
Greenleaf Blvd.	E/O/ Wilmington	8,871	0	24	110	55.8
Greenleaf Blvd.	E/O/ Santa Fe	14,305	0	75	211	61.3
Long Beach Blvd.	N/O Rosecrans	29,760	26	140	370	68.2
Long Beach Blvd.	S/O Rosecrans	27,265	23	121	401	67.5
Long Beach Blvd.	S/O Compton	33,827	33	159	470	69.5
Long Beach Blvd.	S/O Alondra	27,475	23	121	401	67.5
Rosecrans Ave.	E/O Central	36,811	39	165	498	70.3
Rosecrans Ave.	E/O/ Wilmington	37,526	44	170	505	70.5
Rosecrans Ave.	E/O/ Santa Fe	36,689	39	165	498	70.3
Rosecrans Ave.	E/O/ Long Beach	41,494	55	190	519	72.0
Santa Fe Ave.	S/O El Segundo	23,269	15	110	326	66.6
Santa Fe Ave.	S/O Rosecrans	25,775	20	130	337	66.1
Santa Fe Ave.	S/O Compton	29,892	26	140	370	68.2
Santa Fe Ave.	S/O Alondra	31,540	28	149	425	69.1
Wilmington Ave.	S/O El Segundo	34,816	36	163	490	70.0
Wilmington Ave.	S/O Rosecrans	29,477	26	140	370	68.2
Wilmington Ave.	S/O Compton.	26,122	21	138	379	67.3
Wilmington Ave.	S/O Alondra	24,715	17	115	340	66.7
Wilmington Ave.	S/O S.R. 91	33,891	33	159	470	69.5

* Does not consider any obstructions to the noise path.

Source: Blodgett/Baylosis Associates. 2008.

SECTION 7.3

NOISE MITIGATION PLAN

7.3.1 INTRODUCTION TO THE PLAN

The Noise Plan identifies the City's goals for 2010 through 2030 related to the effective control of noise in the City and sets the policies and programs for achieving them. The plan also identifies land use compatibility standards based on noise levels.

7.3.2 BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for Noise is to utilize Smart Growth principles to provide more multi-modal access to the workplace as well as local retail, educational, and recreational uses in order to reduce automobile traffic and its noise as well as increase the quality of life.



METRO BLUE LINE

7.3.3 NOISE MITIGATION GOALS AND POLICIES

The goals and policies of the Noise Element were developed in response to issues identified in the technical background report and on issues and opportunities identified in the community workshops that were conducted as part of a comprehensive outreach program.

Noise Issue - Noise from Mobile Sources

Noise may be generated from a point source, such as a vehicle engine or from a line source such as a roadway (where the vehicle traffic is the noise source). These sources include the I-710 freeway, the SR-91 freeway, the I-105 freeway, the Compton/Woodley Airport, the Alameda Corridor, the MTA Blue Line, and city roadways. In those areas where transportation noise represents a threat to the public health and welfare, the City will reduce noise hazards to safe levels. In those areas where transportation noise degrades the environment, but not to an extent that represents an immediate hazard to public health and welfare, the City will reduce environmental degradation as much as feasibly possible within the limits imposed by conflicting objectives.

Noise Goal 1. Enforce transportation-related noise regulations.

- *Noise Policy 1.1.* The City of Compton will ensure that City, State, and Federal noise standards for motor vehicles are achieved, especially those for mufflers and modified exhaust systems.
- *Noise Policy 1.2.* The City of Compton will ensure that new transportation equipment purchased by the City will comply with noise performance standards.
- *Noise Policy 1.3.* The City of Compton will require the measurement and mitigation of noise impacts of all new or remodeled transportation and circulation facility or infrastructure projects. Mitigation may entail

redesigning the architecture or circulation patterns.

- *Noise Policy 1.4.* The City of Compton will impose traffic restrictions to reduce transportation noise.

Noise Issue - Noise and Land Use Compatibility

Noise and land use incompatibilities can be avoided for new developments when noise is properly considered in the planning, design, and permitting of a project. The City will work to prevent future land use and noise conflicts through the planning and approval process.

Noise Goal 2. Incorporate noise considerations into land use planning decisions.

- *Noise Policy 2.1.* The City of Compton will require noise studies for new development projects and expansion of existing developments that will result in construction activities in excess of 30 days or projects that are 5,000 square feet or more of building or structure area or fifteen units or more. to measure and propose mitigation measures for noise impacts on the nearby community, especially on existing noise-sensitive land uses.
- *Noise Policy 2.2.* The City of Compton will review the site plan, building orientation, design, and interior layout of proposals for new development in noisy environments for solutions that lessen noise intrusion.
- *Noise Policy 2.3.* The City of Compton will require that mixed-use structures provide sufficient noise and vibration mitigation for the residential uses through noise-reducing design and materials.

Noise Issue - Noise from Stationary Sources

When non-transportation noise sources represent a threat to the public health and welfare, the City will reduce noise hazards to safe levels. When non-transportation noise sources degrade the environment, but not to an extent that represents an immediate hazard to public health and welfare, the City will reduce environmental degradation as much as feasibly possible within the limits imposed by conflicting objectives.

Noise Goal 3. Control non-transportation noise impacts.

- *Noise Policy 3.1.* The City of Compton will enforce the State standard of 65 dbA for exterior noise levels for all commercial uses.
- *Noise Policy 3.2.* The City of Compton will regulate noise levels from lawn blowers, trimmers, machinery, or other disturbances.
- *Noise Policy 3.3.* The City of Compton will require sound attenuation devices on construction equipment.

7.3.4 NOISE CONTROL PROGRAMS

There are a number of programs that will be effective in implementing City policy relative to noise control and abatement. These programs are summarized below.

- The City of Compton Municipal Code regulates noise levels in the City by referencing the Los Angeles County Noise Control Ordinance. The Code makes it unlawful for any person to make or cause any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard that may be referred to in determining whether a violation exists may include, but not be limited to the following: the level of noise; whether the nature of the noise is usual or unusual; the level and intensity of any background noise; the proximity of the noise to residential sleeping facilities; the nature and zoning of the area within which the noise emanates; the time of the day or night the noise occurs; the duration of the noise; and whether the noise is recurrent, intermittent, or constant.
- *Code Enforcement.* The Municipal Law Enforcement Services Code Enforcement officers are responsible for enforcement of the city's noise control ordinance. For this reason, ongoing code enforcement efforts are an important implementation program within this element.





- *Environmental Review.* The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) where applicable. Environmental review shall be provided for major projects including those projects that will have a potential adverse impact on the environment. The State of California Recommended Land Use Compatibility Standards will be used as a guide for determining impact due to noise. (See Exhibit 7-3) Issue areas related to noise that may be addressed in the environmental analysis include: impact to ambient noise level, impact of construction noise, and mitigation measures. In compliance with CEQA, and NEPA the City shall also assign responsibilities for the verification of the implementation of mitigation measures.
- *Building Code Review.* The City of Compton will review, and if necessary, modify the city's Building Code (Los Angeles County) to reflect current technology and regulations regarding noise. Procedures for the periodic review of the Building Code will be identified by the Building and Safety Director and Planning and Economic Development Director. Review will be undertaken by designated individuals to identify appropriate changes that should be considered. Following this review, amendments to the city's Building Code will be made, as required.



EXHIBIT 7-3

STATE OF CALIFORNIA RECOMMENDED LAND USE COMPATIBILITY STANDARDS

SOURCE: STATE OF CALIFORNIA

Land Use Categories		Community Noise Equivalent Level (in dBA, CNEL)					
		<55	60	65	70	75	80>
Residential	Single-family, Duplex, Multiple-family						
	Mobile Homes, Mixed Use						
Commercial	Hotel, Motel, Other Lodging						
	General Commercial, Retail						
	Office						
Industrial	Business Park, Research & Development						
	Manufacturing, Warehousing						
Institutional	Hospitals, Schools, Libraries						
	Churches, Civic Uses						
Recreation and Open Space	Public Parks						
	Golf Course, Natural Habitat						
	Commercial Recreation						
	CLEARLY COMPATIBLE	Ambient noise levels are not significant enough to require special construction and/or noise mitigation.					
	NORMALLY COMPATIBLE	Most land uses will not be affected by ambient noise. Some form of design measures and/or mitigation may be required for noise sensitive land uses.					
	CLEARLY INCOMPATIBLE	Noise sensitive land uses should not be located in these areas unless mitigation is employed to reduce interior noise levels.					
	NORMALLY INCOMPATIBLE	Noise sensitive land uses should not be located in these areas due to excessive and continuous high ambient noise.					



Martin Luther King Jr. Multi-Service Ambulatory Care Center



Dollarhide Medical Clinic

SECTION 8.0 HEALTH ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx Elementary School Compton California 2011

INTRODUCTION TO THE ELEMENT

8.1.1 AUTHORITY OF THE ELEMENT

The Health Element of the Compton General Plan is a new section that has been added to the 2010 update of the General Plan and is intended to address public health challenges and opportunities in the City of Compton. This element embodies the vision and establishes policies that Compton will be a Healthy City that provides a safe and healthy lifestyle for all Compton stakeholders (including resident, business and visitors to the City).

The Health Element will identify systemic problems that prevent Compton stakeholders from enjoying a health and prosperous life with a direct impact on their personal well-being. Potential remedies are listed as General Plan policies in this chapter and these policies correlate with many General Plan elements, including the Land Use; Circulation; Open Space, Conservation and Recreation; and Public Safety. To create a relationship between elements, those policies identified in this chapter that pertain to another element will also be listed under that element.

Quote from Community Member

Stop opening so many fast food – high caloric eating establishments.

Compton Resident
District 3

8.1.2 ORGANIZATION OF THE ELEMENT

The Health Element consists of the following sections:

- *Section 8.1 Introduction to the Element* provides an overview of the Element's scope and content.
- *Section 8.2 Health Element Background Report* discusses a range of public health conditions that must be considered with regards to future planning and development in the City.
- *Section 8.3 Health Plan* identifies the City's goals & policies to improve health and quality and strategies that will be needed to implement these policies. This section also discusses Health Standards that will be used to monitor the effectiveness of the policies.

SECTION 8.2

HEALTH ELEMENT BACKGROUND REPORT

The Health Element Background Report provides a detailed overview of the existing conditions in Compton with respect to public health conditions. This background information is the basis for the Health Element of the City of Compton's General Plan. The data used in the background report is based on health surveys and research prepared by the Los Angeles County Department of Public Health (DPH). DPH tracks health-related data based on two geographic structures: Health Districts and Service Planning Areas. Health-related data tracked by DPH is typically sampled based on larger population sizes. Due to limits on the geographic level of data available from DPH, health data covering just the City of Compton is not available. Data only includes residents that are surveyed or tracked by DPH, not all stakeholders. This report instead relies on data provided for DPH Service Planning Area Six which includes the City of Compton and the Compton Health District. These areas are defined below and Exhibit 8-1.

Health District: A Health District is defined as a division of the County by Census Tracts used for planning local health needs. Compton is located in the Compton Health District, which includes the City of Compton, along with unincorporated East Compton, West Compton and Willowbrook (all areas in the City's Sphere of Influence); and portions of the Cities of Lynwood and Paramount.

Many of the statistics in this element are provided at the Health District level and much of the research and data extracted by DPH at this level would not be statistically significant at the City level due to sample size. DPH is not able to remove the portions of Lynwood & Paramount from this data set, thus this element reports data for the entire Health District. However, the City of Compton is the dominant population center within the District and represents the general characteristics of the population of the entire district.

Service Planning Area: Aggregations of Health Districts are made to form Service Planning Areas (or SPAs). The Compton Health District is located in SPA 6, which includes City of Compton, portions of Lynwood and Paramount and most of the City of Los Angeles south of Interstate 10 (including the Crenshaw, Hyde Park, Jefferson and Athens neighborhoods) as well as areas of unincorporated Los Angeles County (including the Florence and Willowbrook communities).

8.2.1 PUBLIC HEALTH AND BUILT ENVIRONMENT CONTEXT

Within this section information on the context of the public health and physical (built) environment conditions in Compton is provided. Compton is known as the Hub City because it is centrally located in the Los Angeles basin. However, the City's location also places Compton squarely in the center of an area where residents experience significant inequality in health conditions and the physical condition of the built environment. To set the context for this discussion, this section will review of the ability of Compton residents to access health services and provide an insight to the socio-economic realities of Compton stakeholders. The following sections will cover these topics with greater detail.

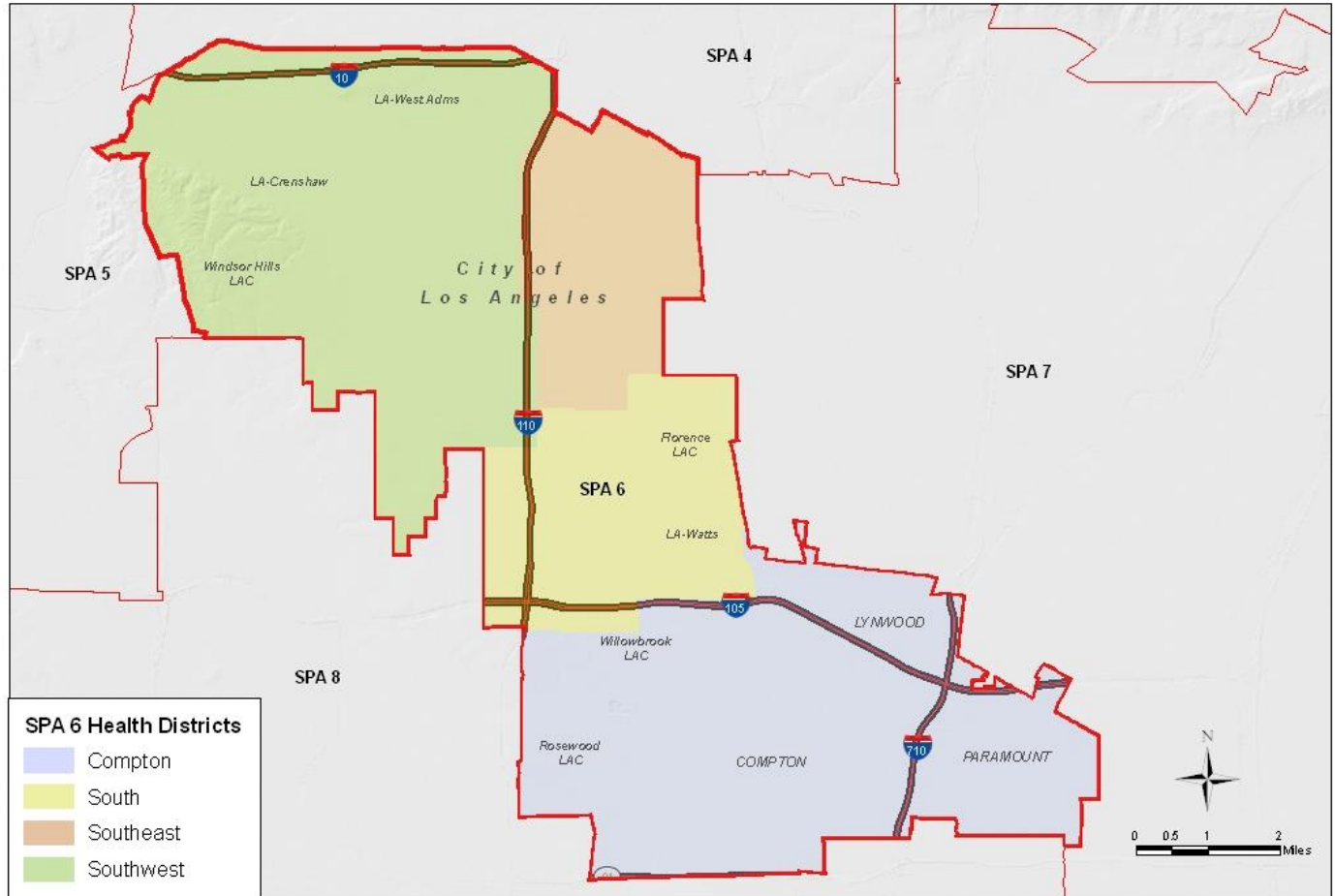
Regarding economic inequities, or the disparity in income available to different individuals, the community of Compton is faced with a number of hardships not present in other parts of the County. One example is seen in poverty level data based on the U.S. Census Bureau's American Community Survey for the period 2006 to 2008, which identified 24% of Compton residents living in Poverty in contrast to 15% of Los Angeles County residents as shown in Exhibits 8-2 and 8-3.ⁱ The situation is even starker for children – based on American Community Survey data for the period between 2006 and 2008, 34% of children in the City of Compton were living in poverty compared with only 22% in Los Angeles County (as shown in Exhibit 8-4). The American Community Survey uses the U.S. Census Bureau Thresholds of Poverty which in 2008 ranged from \$10,991 for a single person to \$44,346 for a family of nine or more individuals that includes eight or more children (based on weighted average thresholds). This federal definition is generally accepted by researchers as being a floor and a much higher income level is typically used by government agencies to denote low-income individuals. Thus, the number of stakeholders residing in Compton who have significant economic needs is even greater than the 24% identified by Census data.

Income inequity in Compton has a major impact on access to health care. Insurance data for the Compton Health District shows that fewer residents have no insurance than the countywide access (17% of Compton Health District residents vs. 22% of Los Angeles County residents) which is a function of having more residents on public insurance program than the County as a whole (34% of Compton Health District vs. 17% of Los Angeles County)ⁱⁱ. However, Compton Health District residents are more likely to not be able to afford the prescriptions, with 22% of Compton residents report they are unable to afford needed prescriptions as compared to 12% of Los Angeles County residentsⁱⁱⁱ. This has a major impact on residents who are suffering from chronic diseases who need to medications to maintain their health.

The built environment of a city has a strong impact on the physical health and well-being of its residents. One example of the interplay between the physical environment and health can be seen in air quality. The jobs, schools and housing are located in a sprawling format across the Los Angeles area. This results in the need for many to drive to their destination instead of walking, biking or taking public transit. High levels of emissions generated by the vehicle trips (along with the factories in the region) and these emissions are trapped by the mountains surrounding the Los Angeles basin. The result is that the air quality in the Los Angeles Metropolitan Area consistently rating as among the worst in the Nation.

EXHIBIT 8-1 SERVICE PLANNING AREA AND HEALTH DISTRICT MAP

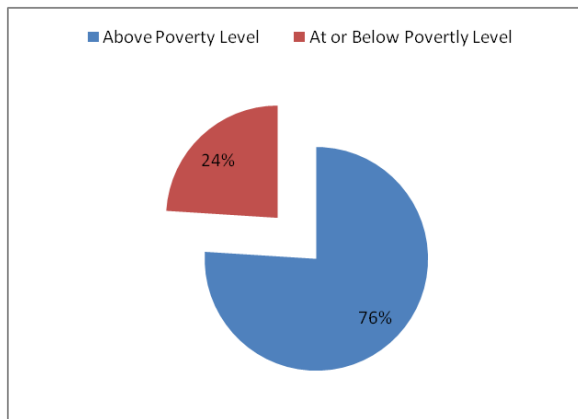
South Service Planning Area SPA 6



Source: Los Angeles County Department of Public Health



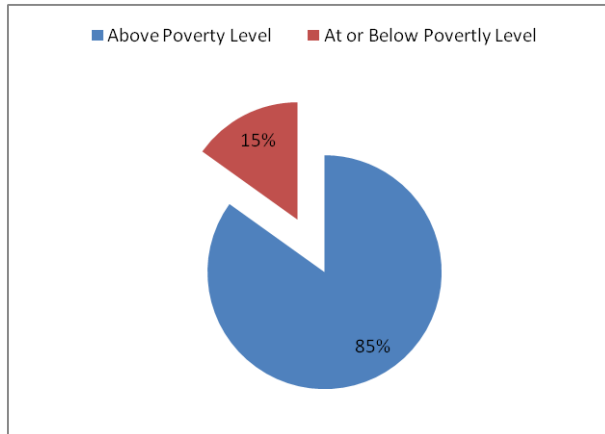
Exhibit 8-2: Annual Income of all persons in Compton



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

2006-2008

Exhibit 8-3: Annual Income of all persons in Los Angeles County



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

2006-2008

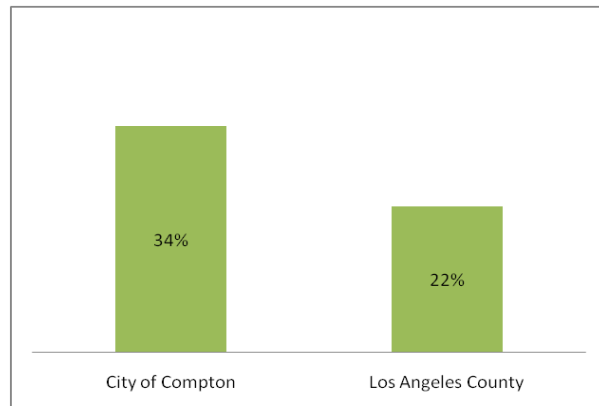


Exhibit 8-4: Percentage of Children in Poverty

Source: American Community Survey, U.S. Census Bureau, 2006-2008

The 2010 State of the Air report produced by the American Lung Association using U.S. Environmental Protection Agency (EPA) data indicates that South Coast Air Basin, which includes Compton and Los Angeles County, has the highest level of Ozone (O₃) pollution and the third-highest level of year round particulate matter pollution in the United States^{iv}. The California standard for exposure to PM-10 (particulate matter of 10 microns in diameter or less) was not met during 47% of the days of the year.^v As noted

earlier in the General Plan, Compton is bisected by the Alameda Corridor freight railroad and is surrounded by four major freeways (Interstates 105, 110, 710 and State Route 91) with a fifth freeway (Interstate 405) located close to the city border. Two of these freeways pass through the City's boundaries (I-710 and SR-91). The city's location in relation to rail and highway networks that serve the Ports of Los Angeles and Long Beach as shown in Exhibit 8-5 on page 8-6 also results in more localized air pollution from trains, trucks and automobiles

traveling the major transportation networks to industrial areas in the City of Compton and adjacent communities. The close proximity of Compton residents and businesses to these facilities and the resulting health affects including asthma from air pollution is an illustration of the need to examine and address health inequities from the physical environment of the City.

8.2.2 PUBLIC HEALTH STATISTICS FOR COMPTON

This section provides an overview of health statistics for the greater Compton area and provides a comparison with data from Los Angeles County in order to illustrate the extent of the health issues faced by City residents. First, definitions are given for chronic diseases and causes of death. Each definition includes an analysis of the impact of chronic diseases on Compton residents (data is only available for residents, not all stakeholders). Next, overall life expectancy for residents of the Compton area is provided a comparison to Los Angeles County. Finally, this section will examine mortality data for the Compton and Los Angeles County using two timeframes: single year data based on Year 2007 (the most recent single year for which data is available) and comparative data from the ten year period of 1998 to 2007.

Definitions

This section explains some of the public health-related definitions used by DPH to communicate public health conditions.

Premature Death: The County of Los Angeles defines premature death as a death that occurs when an individual dies before age 75, a standard expected lifespan used by Public Health professionals.

Chronic Diseases – Definition & Analysis

The U.S. Centers for Disease Control (CDC) uses the following definition for Chronic diseases: “(N)on-communicable illnesses that are prolonged in duration, do not resolve spontaneously, and are rarely cured completely. Examples of chronic diseases include heart disease, cancer, stroke, diabetes, and arthritis.”^{vi}

Residents of Compton and Los Angeles County are afflicted with a range of Chronic Diseases that include Asthma; Alcoholism; Cancer; Coronary Heart Disease; Diabetes; HIV; Hypertension; Liver Disease; Obesity; Sexually Transmitted Diseases; and Stroke. Chronic diseases that are among the top five leading causes of death (D) or premature death (PD) for Compton Health District residents are identified in Table 8-3 and include:

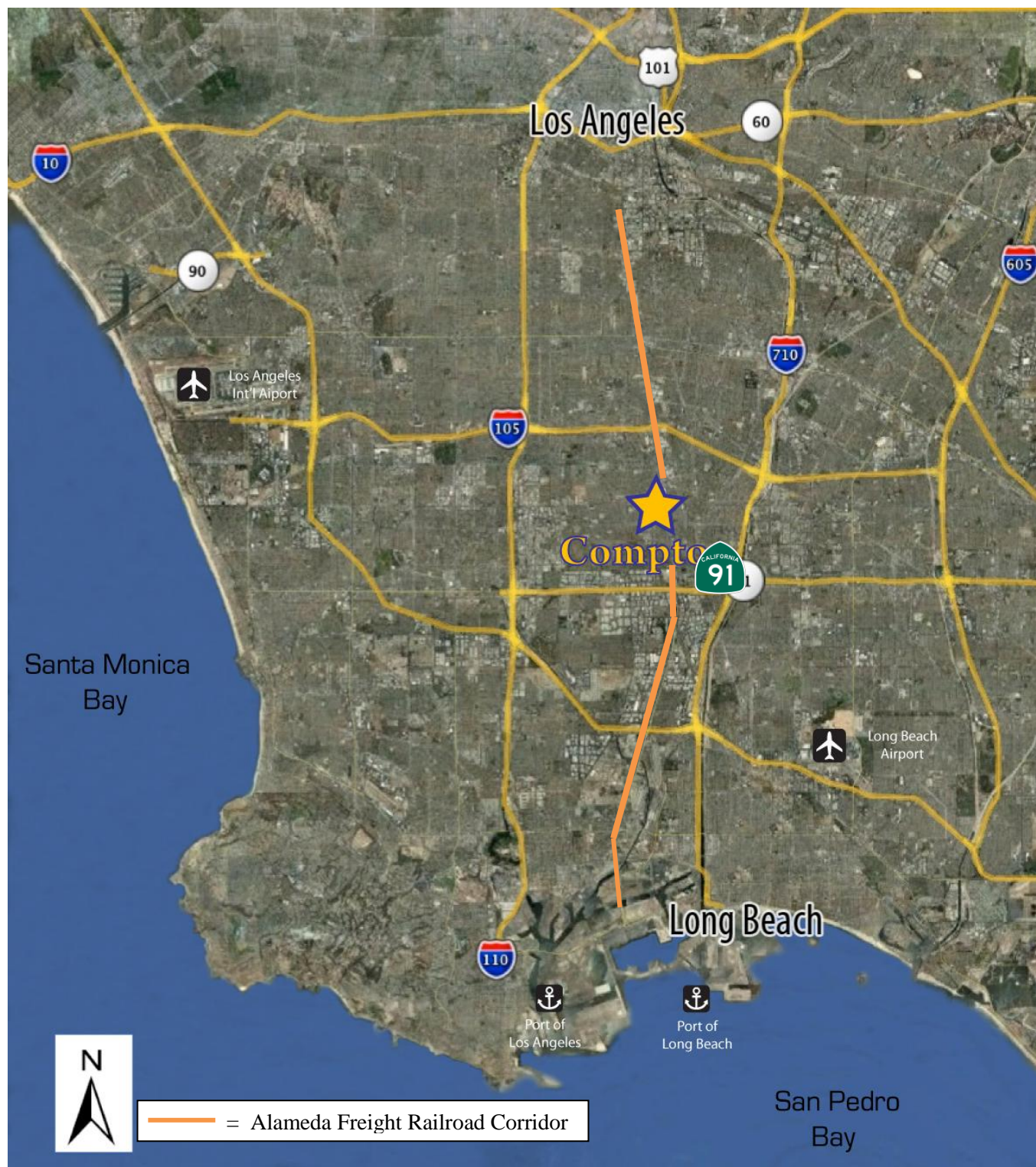
- Coronary heart disease (D, PD)
- Stroke (D, PD)
- Lung Cancer (D, PD)
- Diabetes (D)

Exhibit 8-6 depicts the percentage of Compton residents diagnosed with selected chronic diseases that particularly afflict residents of the City. This analysis focuses on data from the Compton Health District or SPA 6 where available as other sources were not available.

Specific Chronic Diseases and their impacts on City of Compton Residents

Alcohol-related diseases: These are diseases linked to the overconsumption of alcohol. Based on CDC data, African Americans and Latinos are twice as likely as whites to be affected by alcohol-related disease. Based on the Los Angeles County Health Survey, the number of residents who reported chronic drinking in the Compton Health District (4%) was about the same as the countywide average of 4.3%.

EXHIBIT 8-5 REGIONAL TRANSPORTATION MAP



Source: City of Compton

Asthma: As defined by the CDC, Asthma is a disease that affects your lungs. It is one of the most common long-term diseases of children, but adults have asthma, too. Asthma causes repeated episodes of wheezing, breathlessness, chest tightness, and nighttime or early morning coughing. Exposure to high levels of air pollution is a risk factor for triggering Asthma attacks^{vii}. In SPA 6, 7.2% of adults (18+ years old) who were diagnosed with Asthma reported they still had Asthma in 2005 (the most recent year data was available) or had an attack in the past 12 months. This compares unfavorably with health survey data indicating 6.5% of Los Angeles County adults with the same conditions. Data for the Compton Health District was not available as it was not statistically significant for use in policy discussions.

Cancer: Cancer is a disease in which abnormal cells in an organ divide without control, and can invade nearby tissues and spread to other parts of the body through the blood and lymph systems. There are a number of different forms of cancer – here are a few major types:

- Breast Cancer
- Colorectal (Colon) Cancer
- Gynecological Cancers (Cervical, Ovarian, Uterine, Vaginal, Vulvar)
- Hematologic (Blood) Cancer – Leukemia, Lymphoma, Myeloma
- Lung Cancer
- Prostate Cancer
- Skin Cancer

Breast Cancer is one of the leading causes of premature death for women in Los Angeles County and it is the leading cause of death for Black and Hispanic/Latino women aged 25 to 44 years. In SPA 6 the mortality rate in 2007 was 24 per 100,000 population, compared to the Los Angeles Countywide mortality rate of 22 per 100,000 population. The mortality rate is decreasing which is a positive trend – in 1998 the death rate in SPA 6 was 32 per 100,000 population.

Colorectal Cancer is the eight leading cause of death in Los Angeles County, and is the 12th leading cause of premature death. Although this is a leading cause of premature death for Asian/Pacific Islanders, the mortality rate countywide for Black Males at 22 per 100,000 is the highest of any ethnic group in the County. The mortality rate in SPA 6 in 2007 was 16 per 100,000, which is slightly higher than the Los Angeles County of 14 per 100,000.

Lung Cancer was the third-leading cause of deaths in the Compton Health District and Los Angeles County as a whole in 2007. However, Lung Cancer was the fifth-leading cause of premature death in the Compton Health District compared to the seventh leading cause of premature death in Los Angeles County.

Coronary Heart Disease: Coronary Heart Disease is a condition in which the flow of blood to the heart muscle is reduced. When coronary arteries become blocked or clogged by cholesterol and fat deposits, they cannot supply enough oxygen-carrying blood to the heart, resulting in Coronary Heart Disease. This condition is the number cause of death in the Compton Health District and Los Angeles County as a whole. However, Coronary Heart Disease ranks second as a cause for premature deaths in the Compton Health District as compared to the Los Angeles County where it is the leading cause of premature death.

Emphysema/ Chronic obstructive pulmonary disease (COPD): Emphysema/COPD are conditions that interfere with the normal flow of air in and out of the lungs, making it difficult to breathe. Emphysema is the most common form of COPD. Emphysema is a lung disease that involves damage to the air sacs (alveoli) in the lungs. The air sacs are unable to completely deflate, making them unable to fill with fresh air and ensure adequate oxygen supply to the body. Emphysema is closely associated with lung cancer and exposure to high levels of air pollution increases one's risk of death from Emphysema/COPD^{viii}.

Diabetes: Diabetes is a disease in which the body does not produce, properly use, or is partially resistant to the effects of insulin. Insulin is a hormone necessary to convert sugar, starches, and other food into energy needed for daily life. Insulin takes sugar from the blood into the cells. The percentage of adults 18 and over in the Compton Health District who have been diagnosed with Diabetes has doubled over the ten year period from 6% in 1997 to 12.4% in 2007. The rapid growth in this chronic ailment in the Compton Health District indicates a need for preventative measures

Hypertension: Hypertension is the condition of having High Blood Pressure, which is defined as having a mean systolic blood pressure greater than 140 mm Hg and mean diastolic blood pressure is greater than 90 mm Hg. In the Compton Health District, 32% of individuals 18 and older have been diagnosed with Hypertension as compared to 25% of Los Angeles County as a whole..

City of Compton (Multi-Unit Housing Residents)

SMOKE-FREE HOUSING SURVEY REPORT

Characteristics of the Survey

This report presents data collected from multi-unit housing residents of the City of Compton between October 2010 and March 2011. 185 Compton multi-unit housing residents (e.g., people living in apartments, condominiums, or senior housing) completed the survey. Survey respondents were of varied sex, racial/ethnic groups, age, and smoking status. 21% of the respondents are current smokers and 79% are non-current smokers. Please keep in mind that this is not a scientific survey, hence findings may not be representative of all Compton multi-unit housing residents.

Secondhand Smoke is Dangerous

According to the 2006 U.S. Surgeon General's Report, exposure to secondhand smoke (SHS) kills more than 3,000 adult nonsmokers from lung cancer and 46,000 from heart disease annually. In addition, SHS exposure causes various respiratory illnesses among children. The California Air Resources Board identifies SHS as a Toxic Air Contaminant, a category which also includes diesel exhaust, benzene, and arsenic. SHS is classified as a Group A Carcinogen by the US Environmental Protection Agency and any level of exposure to SHS is harmful.

Secondhand Smoke Drifts

SHS travels to all areas in a building. Smoke moves through light fixtures, through ceiling crawl spaces, and in and out of doorways. Ventilation reduces the smell but not the health risks of secondhand smoke.

Residents are Exposed to Secondhand Smoke

- 95.7% of respondents believe that secondhand smoke is harmful to people's health.
- 50.3% of respondents reported having secondhand smoke drift into their home in the last year. Of these, 45.3% of respondents or someone they live with have a medical condition that worsens due to exposure to secondhand smoke; and 69.7% live with children and/or senior citizens, groups particularly vulnerable to the harmful effects of secondhand smoke.
- Of respondents who reported that secondhand smoke drifted into their homes, 78.2% indicated that the smoke came from outdoors and 69.4% indicated that the smoke came from another unit.
- In response to secondhand smoke drifting into their homes, 75.0% of respondents attempted to prevent smoke from entering the home and 18.5% complained to the building management.

Support for a Smoke-Free Housing Policy in the City of Compton

- 89.7% of respondents indicated that they would be in favor of a law prohibiting smoking in indoor common areas of residential buildings.
- 71.0% of respondents indicated that they would be in favor of a law prohibiting smoking in outdoor common areas of residential buildings.
- 57.6% of respondents indicated that they would be in favor of a law prohibiting smoking on balconies and patios of residential buildings.
- 88.1% of respondents indicated that they would be in favor of a law prohibiting smoking in some units of residential buildings.
- 78.1% of respondents would prefer to live in a non-smoking section of a building as is done in hotels.
- 76.0% of respondents would prefer to live in a completely non-smoking building.

Smoking Data
City of Compton

Smoke free Outdoor Areas Ordinance Checklist

Your community has a range of policy choices to consider when designing a local ordinance regulating smoking and tobacco use in outdoor areas. The options below are based on TALC's Model California Ordinance Regulating Smoking in Outdoor Areas available at www.phlpnet.org. (Note that the policy options listed below may appear in a different order in TALC's model ordinance.) Policy provisions that TALC considers essential already include a check mark. Contact TALC for help drafting an ordinance based on your community's choices.

POLICY OPTIONS

WHAT IS REGULATED

- ☐ Smoking
- ☐ Use of other tobacco products (e.g., smokeless tobacco)

WHERE SMOKING OR TOBACCO USE IS PROHIBITED

- ☐ Outdoor:
 - ☐ Recreational Areas
 - ☐ Service Areas
 - ☐ Dining Areas
 - ☐ Places of Employment
 - ☐ Multi-Unit Residence Common Areas
 - ☐ Except for a designated "smoking area" that meets certain criteria
- ☐ Other Public Places:
 - ☐ Only Public Places when being used for a public event
 - ☐ Excluding streets and sidewalks being used in their traditional capacity
 - ☐ Within a Reasonable Distance of [__ feet] from any vent into an Enclosed Area where smoking is prohibited
 - ☐ Within a Reasonable Distance of [__ feet] from any Unenclosed Area where smoking is prohibited

ADDITIONAL PROVISIONS

- ☐ Prohibit ash cans and ashtrays from being placed within an area where smoking is not permitted
- ☐ Require property owners and managers to prevent patrons and guests from illegally using tobacco
- ☐ Require that No Smoking signs be posted

ENFORCEMENT PROVISIONS

- ☐ Designate that the ordinance will be enforced by _____ but also enforceable by peace officer or code enforcement officer
- ☐ Declare violations based on *illegal smoking [or tobacco use]* to be infractions with a fixed fine amount of \$ _____ (cannot be more than \$100)
- ☐ Declare *other* violations of the ordinance to be an infraction or a misdemeanor, decided at the discretion of the prosecuting attorney
- ☐ Allow the city or county to file a civil action for any violation:
 - ☐ Seeking monetary fine (civil fine can be up to \$1,000)
 - ☐ Seeking injunctive relief or nuisance abatement
- ☐ Declare that violation of the ordinance constitutes a nuisance
- ☐ Allow private citizens to get an injunction against individuals for repeat violations of the ordinance and an injunction against businesses for a single violation

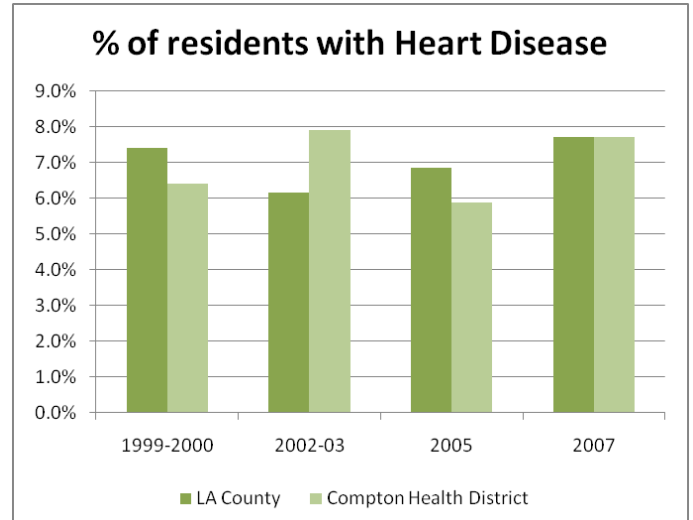
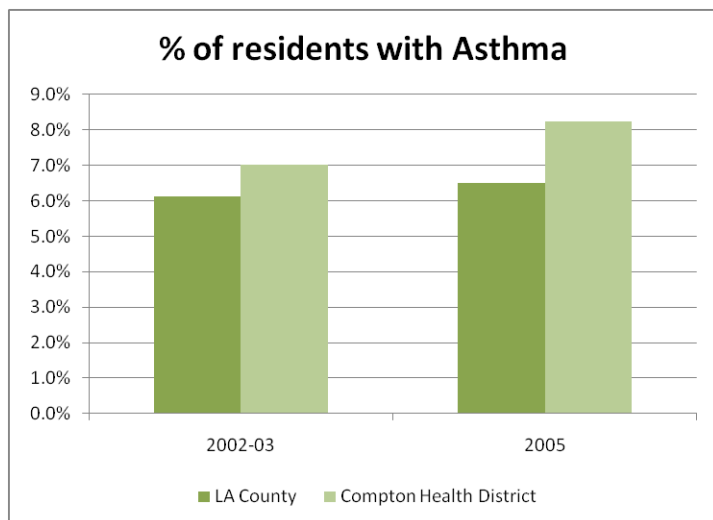
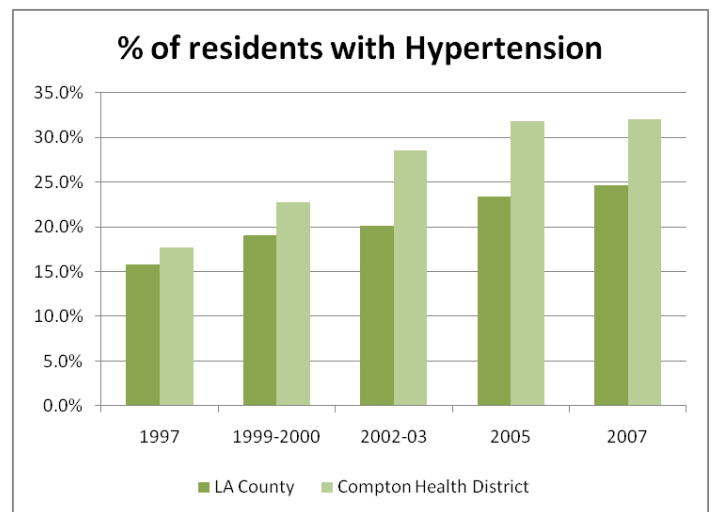
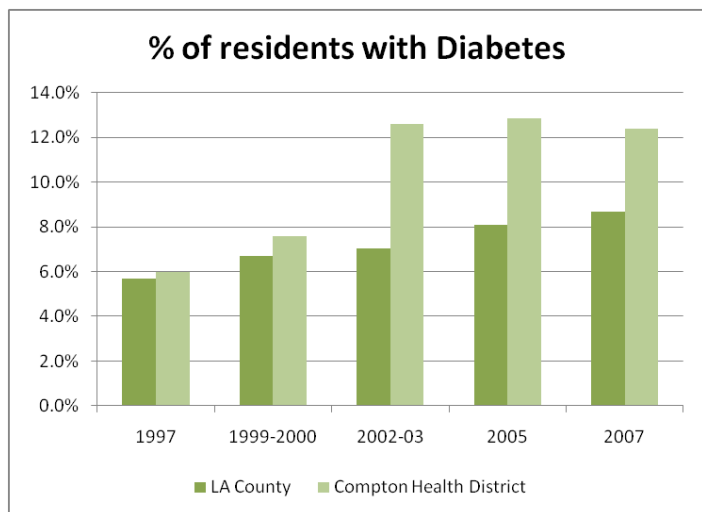
Goal: Reduce tobacco consumption and secondhand smoke exposure

Pursue and support smoke-free policies in multi-unit housing including provisions prohibiting smoking in apartment patios/balconies, indoor common areas, and outdoor common areas.

Pursue and support smoke-free policies in the workplace, parks, outdoor eating establishments, around doorways and operable windows, public events, service areas, hospital campuses, and other spaces shared by the community.

EXHIBIT 8-6

PERCENTAGE OF COMPTON RESIDENTS IMPACTED BY SELECTED CHRONIC DISEASES IN THE COMPTON HEALTH DISTRICT AND LOS ANGELES COUNTY



The higher percentage of African American residents (who have a higher risk factor for the onset of Hypertension) is one of the factors in this disease being higher than the countywide average.

HIV: Human Immunodeficiency Virus or HIV is not a leading cause of death but is a major cause of premature death in the County – it is the second leading cause of death for black males aged 25 to 44 years. HIV is the cause of a high amount of deaths in SPA 6 – Rates have declined but range from a high in 1999 of 12 deaths per 100,000 persons – double the Los Angeles County average of 6 deaths per 100,000 persons to 9 deaths per 100,000 persons in 2007- more than double the Los Angeles County average rate of 3.9 deaths per 100,000 persons. HIV diagnosis data specific to the City of Compton or the Compton Health District was not available.

Liver Disease: Another chronic ailment that disproportionately affects residents of SPA 6 is Liver Disease. Like HIV, this is not a leading cause of death throughout the SPA but an important cause of premature death throughout the County where more people died from Liver Disease (1,133) in 2007 than from Homicide (869). Liver Disease is the second leading countywide cause of death for Hispanic men, who have the highest mortality rate of any ethnic group in the County at 30 per 100,000 persons. The SPA 6 mortality rate in 2007 was 16 per 100,000 persons, which was significantly higher than the Los Angeles countywide mortality rate of 11.6 per 100,000 persons.

Obesity in Adults and Children: The increase in adults and children who are overweight or obese as identified by Body Mass Index is an affliction that cuts across geographic regions across Los Angeles County and the nation. While 58% of adults countywide are overweight or obese, the rate in SPA 6 is 73%. This increase is also affecting the youth of Compton – in SPA 6 about 29% of children are obese, exceeding the countywide average of 23% and the highest average in the County. Reducing the number of individuals in these categories is of prime concern to the City.

Stroke: A stroke occurs when the blood supply to part of the brain is suddenly interrupted and part of the brain cannot get the blood and oxygen it needs. Without oxygen, nerve cells in the affected part of the brain usually die within minutes, resulting in the loss of cognitive abilities controlled by that part of the brain. Strokes continue to be a major cause of death in the Compton Health District and Los Angeles County, with Strokes ranking as the number 2 cause of death in the Compton Health District and the County as a whole. Black (at 62 per 100,000) have the highest mortality rate of any ethnic group in the County for this ailment. In SPA 6, the 2007 mortality rate of 55 per 100,000 were almost double the countywide rate of 36 per 100,000.

Sexually Transmitted Diseases: Diseases that are transmitted through sexual activity are known as Sexually Transmitted Diseases. This incorporates a broad range of ailments including Chlamydia; Gonorrhea; Syphilis; and Pelvic Inflammatory Disease. Infection rates as reported in the 2008 Sexually Transmitted Disease Morbidity Report are as follows (rates are provided in infected persons per 100,000 population format):

Chlamydia: 914.6 – Compton Health District; 442.8- Los Angeles County

Gonorrhea: 199.9 – Compton Health District; 84.7 - Los Angeles County

Syphilis (Late & Latent): 19.8– Compton Health District; 14.7 - Los Angeles County

Pelvic Inflammatory Disease: 6.8– Compton Health District; 4 - Los Angeles County

Definition of Leading Causes of Death:

The following provides a definition of leading causes of death in the Compton Health District from DPH data not defined in the sections above and an analysis of impacts on City of Compton residents.

Homicide: This is defined as “the killing of a human being by another human being”.

In the City of Compton and Compton Health District, Homicide is the leading cause of premature death, and is the second-leading cause in Los Angeles County as a whole. Homicide is also the leading cause of mortality for Hispanic/Latinos in the Compton Health District and in Los Angeles County. Mortality rates for Homicide in SPA 6 at 22 per 100,000 in 2007 are almost three times the countywide rate of 8 per 100,000.

Motor Vehicle Crash: A collision between two or more motorized vehicles on a public roadway or street.

Motor Vehicle Crashes are an under-recognized source of preventable death. They are the third leading cause of premature death in the Compton Health District and Los Angeles County. Mortality rates have actually increased in SPA 6 over the ten year period between 1998 and 2007, rising from 10 per 100,000 in 1998 to 13 per 100,000 in 2007. Countywide mortality rates have remained almost constant at 9 per 100,000 over the same time period.

Life Expectancy

Life Expectancy in Los Angeles County has continued to increase in recent years, with County residents as a whole gaining on average almost five years of life in the period between 1991 and 2006 to an average life expectancy of 80.3 years (based on the July 2010 Life Expectancy of Los Angeles County Residents report). This countywide average masks a wide range in life expectancy that varies based on where you live. Exhibit 8-6 on page 8-9 depicts average life expectancy data for a range of communities, including Compton and other Los Angeles County cities. The trend line depicted on the chart highlights the general trend of life expectancy in the County. Why do more affluent communities show a higher average life expectancy? As noted by the DPH in a 2010 report, “average life expectancy is one of the most fundamental measures of the health of a population and community”.^{ix} The report also notes that “social and economic conditions within a community have been shown to be strongly associated with health”. To illustrate this concept included an Economic Hardship Index for Los Angeles County using Census 2000 data was included to measure these conditions across the County and is shown in Exhibit 8-7^x.

The Economic Hardship Index is structured where a low index number indicates a community with high economic prosperity. For the purposes of the Economic Hardship Index, the City of Compton’s Sphere of Influence is listed under three areas: City of Compton; unincorporated East Compton and Willowbrook. As shown on Exhibit 8-6, all three areas rate very high on the Economic Hardship Index and poorly on life expectancy, especially when compared to other cities in Los Angeles County. This analysis shows that communities with a higher index based on socio-economic conditions.

This correlation illustrates the critical need for improved educational and economic development in Compton to improve the conditions and outcomes for Compton residents. Employment levels in communities that have high levels of economic activity and residents with higher levels of educational attainment are more resilient to economic downturns than other communities. Improving educational attainment and economic development should be key policies for the City of Compton. As life expectancy rates vary greatly depending on where you live in Los Angeles County and the economic conditions in your community, how do such variations play out in mortality data? The next section will provide more detail on Mortality data by geography.

Mortality Data

This section begins with the Year 2007 Compton Health District mortality data and then compares this data with Los Angeles County as a whole. When reviewing Compton Health District mortality data shown in Table 8-1, one apparent conclusion is that most of the leading causes of premature death are a mix of intentional and unintentional (or accidental) injuries along with chronic preventable conditions. To reduce mortality rates in these categories will require a mix of different approaches that go beyond a standard prescription of problem solving and will require improvements to personal safety, built infrastructure, and changing the way citizens of Compton interact with each other to reduce unintentional and intentional acts of harm.

Table 8-1: Leading cause of Death & Premature Death in the Compton Health District in 2007

	Leading Cause of Death	Leading Cause of <i>Premature</i> Death
#1 Cause	Coronary heart disease	Homicide
#2 Cause	Stroke	Coronary heart disease
#3 Cause	Lung Cancer	Motor Vehicle Crash
#4 Cause	Homicide	Stroke
#5 Cause	Diabetes	Lung Cancer

Source: Los Angeles County Public Health Department, 2010.

Year 2007 Premature Death Statistics

Across Los Angeles County there was a significant drop in mortality rates from major causes of death including a 38% drop in coronary heart disease; a 23% decline in lung cancer death rate and 35% decline in death rate from strokes. Los Angeles County still has 24% of deaths from coronary heart diseases but has met its target reduction in death rate based on the national 2010 target rate for the disease. However in the African American and Latino communities the rates of these diseases were much higher than the countywide average or rates for individuals with Asian or White ethnic backgrounds as shown in Tables 8-2 and 8-3 below:

Table 8-2: Top leading cause of death by race/ethnicity in Los Angeles County in 2007

	Top Leading Cause of Death
Overall	Coronary heart disease
Asians	
Blacks	
Latinos / Hispanics	
Whites	

Source: Los Angeles County Public Health Department, 2010.

Table 8-3: Leading cause of premature death by race/ethnicity in Los Angeles County in 2007

	Top Leading Cause of Death
Overall	Coronary heart disease
Asians	Coronary heart disease
Blacks	Coronary heart disease
Latinos / Hispanics	Homicide
Whites	Coronary heart disease

Source: Los Angeles County Public Health Department, 2010.

One outcome illustrated by this data is that Latinos and African Americans are disproportionately affected by Homicide as a leading cause of premature deaths for Latinos (#1 cause) and African Americans (#2 cause), which results in cutting short the life of young adults in the Compton Area. This is a critical finding for Compton, where African Americans and Latinos comprise 96% of the City's population^{xi}.

Finally, Table 8-4 highlights that gender plays an important role in shaping the cause of death. Data is shown for premature deaths by gender to illustrate that health education and treatment to prevent premature death needs to vary by gender to be effective.

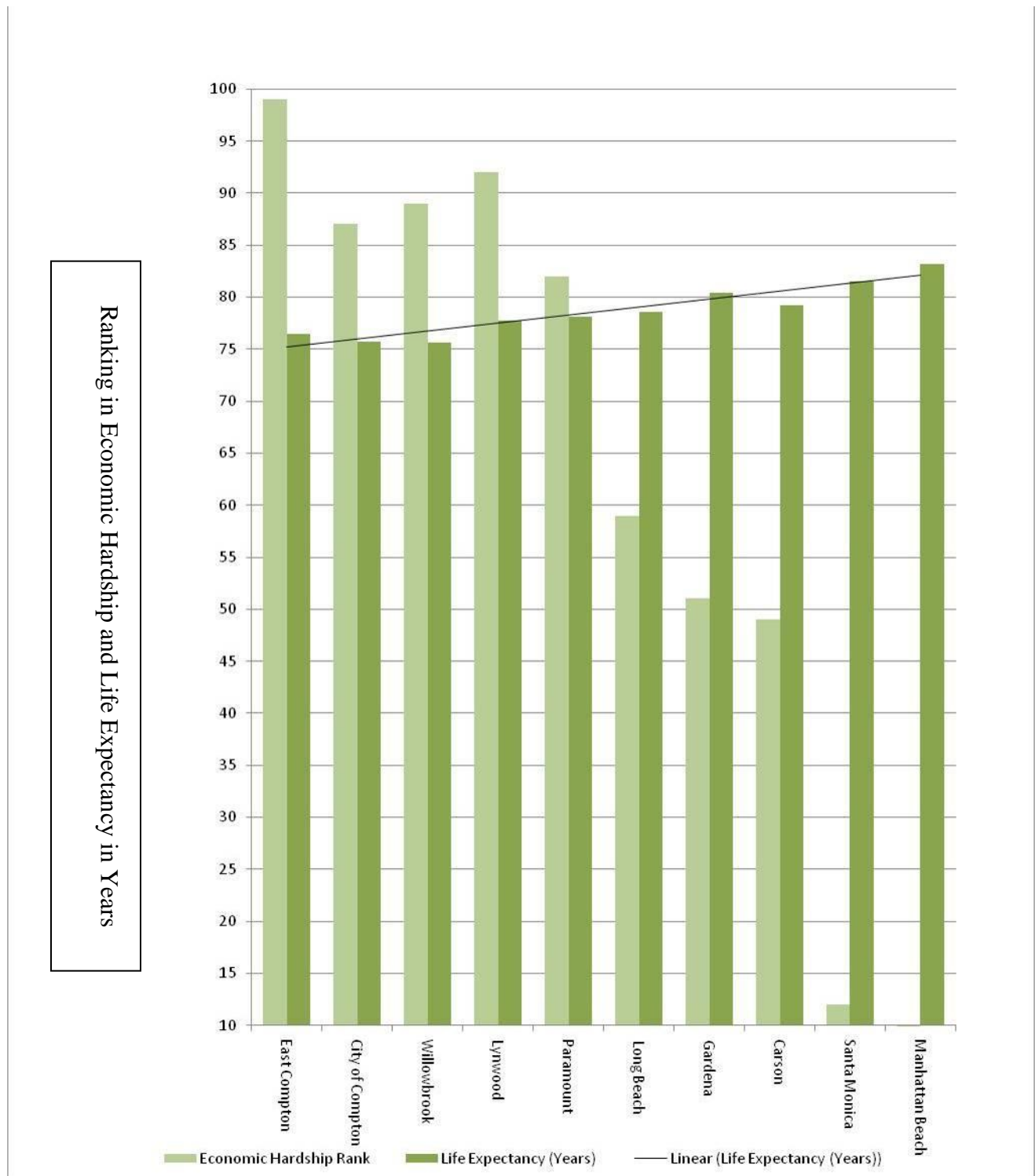
Table 8-4: Leading cause of premature death by Gender in Los Angeles County in 2007

	Leading Cause of Premature Death for Females	Leading Cause of Premature Death for Males
#1 Cause	Coronary heart disease	Coronary heart disease
#2 Cause	Breast cancer	Homicide
#3 Cause	Lung cancer	Motor vehicle crash
#4 Cause	Motor vehicle crash	Drug overdose
#5 Cause	Stroke	Suicide

Source: Los Angeles County Public Health Department, 2010.

EXHIBIT 8-7

ECONOMIC HARDSHIP RANKING AND LIFE EXPECTANCY IN YEARS FOR THE CITY OF COMPTON AND SELECTED LOS ANGELES COUNTY COMMUNITIES: 2006



1998 to 2007 Mortality data

DPH provided trend data from the 1998 to 2007 period and in this period the #1 cause of premature death and #1 cause of death is Coronary Heart Disease – across Los Angeles County and in SPA 6^{xii}. While Coronary Heart Disease is the #1 cause of death in the Compton Health District, Homicide is the #1 cause of premature death in the District. Many of the risk factors for this ailment are preventable or can be reduced by individual activities, including tobacco smoking; high cholesterol; high blood pressure; obesity; excessive alcoholic consumption.^{xiii}

Overall, the trend in LA County and SPA 6 was positive and death rates dropped consistently between 1999 and 2007. While the County death rate dropped below the County's 2010 goal of 162 per 100,000 persons to 150 per 100,000 persons in 2007, in SPA 6 the rate stayed above this level at 192 per 100,000 persons and resulted in the highest rate of deaths compared to other SPAs in Los Angeles County

Prevention activities identified by DPH to reduce the likelihood of Coronary Heart Disease include the promotion of physical activities (this will be discussed further in the Built Environment section); smoking restrictions; and increasing the availability of nutritious foods which have vitamins, minerals, fibers & lower in calories. DPH data has shown a decline in the death rates in the Compton Health District from Coronary Heart Disease and other chronic illnesses over the last ten years. This tracks favorably with declines seen in other health districts in the County. However, these declines have not closed the long-standing gap between health conditions in Compton and other areas of Los Angeles County.

8.2.3 BUILT ENVIRONMENT CHARACTERISTICS OF COMPTON

It is becoming clearer to public health and planning professionals that the design of a physical environment of a community can play a significant role in determining if residents and businesses will experience a healthy lifestyle in a community^{xiv}. Researchers from organizations such as the Centers for Disease Control and the America are conducting research to identify how to change the way physical environment are constructed to create a healthier lifestyle. Most residents and business owners would agree that having a diverse mix of land uses, including recreation spaces makes a city more attractive, inviting and livable. These are all characteristics that Compton can possess with a vision, a well-developed plan and a process for bringing the community together to implement this vision. The following section will review current conditions for a number of different community characteristics.

Physical Environment

The built environment of the City of Compton can be characterized as a lower density residential and industrial city, with Single Family Residential neighborhoods comprising the plurality of the City's land use covering 46% of the city's developed land area (excluding transportation facilities). The built environment in Compton is typical of South Los Angeles County cities which are characterized by large-lot residential areas with commercial retail facilities located along corridors and in large regional shopping centers. Compton also has a sizable industrial sector, with large portions of the eastern and northern portions of the City dedicated to these uses. This leaves little room for parks and recreation facilities, with K-12 schools comprising the largest single open space land use in the City. The low density, almost entirely built-out environment of Compton combined with predominance of the automobile as a primary means of travel over the last fifty years has led to an urban environment that is challenging to navigate for those who by necessity or convenience would want to walk to a local store, school or place of business. As noted in Section 8.2.1, the design of the physical environment is a major determinant in transportation choice and trips made by automobile or truck are a major generator of air pollution in Compton and the greater Southern California region.

As noted in the section above, the Compton area has higher than average rates of residents who are overweight and obese. Reducing these rates will help to reduce chronic diseases that are influenced by unhealthy weight including Coronary Heart Disease, Diabetes, and Stroke. Increase physical activity is a way to prevent and reverse the conditions of obesity and reduce weight for overweight individuals. One of the major impediments to increasing physical activity is the lack of safe outdoor spaces to conduct physical exercise. While most Compton neighborhoods have sidewalks, and Compton does have an extensive trail along Compton Creek, some areas of the city lack adequate facilities for outdoor activity. In some areas, personal safety is an issue

that restricts outdoor activity. Many streets in the Industrial areas and Richland Farms neighborhood do not have sidewalks or pedestrian paths to provide for safe pedestrian access away from motor vehicle traffic. It should be noted that in Richland Farms, the lack of sidewalks maintains a community esthetic that dates back to the agrarian roots of Compton. Establishing safe pedestrian pathways in this community will require landscape design elements that preserve the look and feel of the community while creating a safe space for all users of roadways, including bicyclists, pedestrians, equestrians (for off-street trails), cars, trucks and buses. For example, paths with permeable pavers may be preferable to concrete sidewalks in the Richland Farms area.

Personal Safety

Personal safety has been considered by Public Health practitioners as a physical environment and in terms of violence prevention a public health issue. One example of this recognition is the Los Angeles County Department of Public Health Injury & Violence Prevention program that works to reduce the incidence of violent crimes and the resulting costs in terms of health care and human lives. Recent data from community surveys prepared by DPH show that in SPA 6 only 57% of adults believe their neighborhood is safe from crime. This is much lower than the countywide average of 87% and reflects both a perception and a reality of higher crime rates than other parts of the region. Changing the perception and the reality of personal safety will have a positive impact in encouraging more healthy lifestyle changes such as walking and bicycling to destinations within the City, and increasing economic development in Compton.

Park Facilities

As noted in the Parks and Recreation chapter, the amount of parks available to City residents – currently 60 acres for the nearly 100,000 residents, is much less than the 500 acres for 100,000 residents recommended by the National Parks & Recreation Association. This results in a very large deficit (over 440 acres) in park facilities in the City. While it may be unrealistic to expect to fully attempt meet this deficit in the timeframe of this General Plan, the City should continue to strive to identify creative ways to close the park gap and provide innovative opportunities for residents and workers to enjoy safe, well-maintained outdoor recreation space for themselves and their families.

The City is taking steps to improve recreational facilities, including establishing pocket parks; implementing the Compton Creek Regional Garden Park Master Plan and developing the Greenleaf Corridor Improvement Project to establish a regional parkway within the Southern California Edison right-of-way adjacent to Greenleaf Boulevard.

Healthy Food Options

More city, state and national governments are recognizing the issues of Food Security and the need to provide Health Food Options. The World Health Organization defines Food Security as “when all people at all times have access to sufficient, safe, nutritious food to maintain a healthy and active life”. Applying this definition to food resources in the City of Compton brings forth some of the challenges that residents have to maintain a healthy lifestyle.

The City has a limited number of full-service grocery stores, primarily located in the urban core near the historic downtown area (Ralphs, Superior Groceries) or in locations across the City (Food 4 Less; Fresh & Easy Neighborhood Market), or about four full-service grocery stores for approximately 100,000 residents. A typical rule of thumb is one full-service grocery store per 10,000 to 15,000 residents, by which measure the City is currently under-stored by this measure. There are also a number of independently-owned markets that provide grocery merchandise throughout the City. However, only 28% of residents of SPA 6, which includes Compton feel that the quality of fresh fruits and vegetables where they shop is high. One alternative to provide higher quality fruits and vegetables is to patronize a farmers market. There is currently no farmers market in Compton – the nearest markets are three to four miles away in Los Angeles (the closest location is at MudTown Farms in Watts) and the Cities of Gardena, South Gate and Torrance. Compton is underserved in this sector and the nearly 100,000 residents of the City represent an untapped market for farmers providing direct to consumer sales of fresh fruits and vegetables.

Health Facilities

Compton has a small number of medical facilities located within the incorporated area. The Dollarhide Medical Clinic, operated by the Los Angeles County Health Services Department is the primary public medical care facility in the city. There are a number of non-profit health clinics that serve Compton, including the St. Francis Medical Center Compton Community Clinic; St. John's Well Child and Family Center; and Compton Central Health Clinic. In addition, there are a number of physicians, nurses, optometrists and other medical professionals in private practice in the City.

There are currently no inpatient hospital facilities or Emergency Medical Care Facility in the Compton Planning Area, as illustrated in Exhibit 8-8. Nearby hospitals with emergency care facilities include the St. Francis Medical Center in Lynwood; Memorial Hospital in Gardena; and the Kaiser Permanente Hospital in Downey, with the closest hospital being St. Francis in Lynwood. The Los Angeles County Health Services Department operates the Martin Luther King Jr. Multi-Service Ambulatory Health Center in unincorporated Willowbrook just north of the Compton city limit. This facility was a general teaching hospital jointly operated by the County and Charles H. Drew University that closed in 2007. The County and the University of California approved plans in 2010 to reopen and jointly operate the facility as a 120-bed general teaching hospital starting in 2013. The reopening of Martin Luther King Jr. Hospital will bring a desperately needed full service medical center with an emergency medical care facility to the Compton planning area.

Physical Exercise

One of the key determinants of physical health involves the amount of physical exercise that a person undertakes as part of their daily routine. The physical environment that one lives in can have a significant determination on whether or not there is an adequate opportunity to engage in levels of physical activity sufficient for a health lifestyle. The U.S. Centers for Disease Control and Prevention recommends that adults undertake at least 2 hours and 30 minutes (150 minutes) of moderate-intensity aerobic activity (i.e., brisk walking) every week (or a mix of aerobic activity and muscle-strengthening exercises).^{xv} Physical conditions in Compton and many other communities in South Los Angeles County are an impediment to individuals to meet this guideline. These physical conditions include a lack of park and recreational space commensurate with the population of the City; limited cycling and walking routes that are protected from vehicle traffic; and the perception or reality of feeling unsafe while conducting physical activity outside in the community. Despite these impediments, gains are being made in provisioning additional facilities in Compton to provide safe and accessible areas for physical activity. This includes the expansion of the Compton Creek pathway and other outdoor physical activity areas in the planning stages.

Community Well-Being

In addition to life expectancy mentioned earlier in this section, another key indicator of community health is the well-being of a community. Merriam-Webster Dictionary defines well-being as “the state of being happy, healthy, or prosperous”. Using this definition as a lens by which to view the City of Compton provides a way to illuminate the current conditions identified in this section and create a frame for measuring changes to the City. Creating a City of Compton that enhances the well-being of residents will be a key outcome of implementing the goals and policies outlined in the next section of the Health Element.

Quote from Community Member

EXHIBIT 8-8
REGIONAL PUBLIC HEALTH FACILITIES MAP
SOURCE: CITY OF COMPTON / LOS ANGELES COUNTY PUBLIC HEALTH DEPARTMENT

See Attached 11 x 17 Page

SECTION 8.3 HEALTH PLAN

8.3.1 INTRODUCTION TO THE PLAN

The Health Plan identifies the City's goals for 2010 through 2030 related to the development and maintenance of a Healthy City of Compton and sets the policies and programs for achieving these goals. The plan also establishes Standards for each issue area critical to maintaining a Healthy City.

8.3.2 BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for a Healthy Compton is to utilize Smart Growth principles to foster a healthy and safer city by developing with pedestrian-friendly residential and commercial districts that provide opportunities for residents and workers to have improved health outcomes.

The characteristics of a Healthy Compton include a community where:

- *Life Expectancy of Compton residents is at least the same or better than the average life expectancy in Los Angeles County;*
- *The mortality rate for the leading causes of death of residents is at or below the average for Los Angeles County;*
- *The rate of chronic diseases is reduced to a level that meets the U.S. Centers for Disease Control Healthy People 2010 standards;*
- *Every resident and worker has close access to a range of urgent, outpatient and inpatient medical care facilities;*
- *Every resident and worker feels safe whether at home, at work or anywhere in the community;*
- *Healthy, affordable food is readily available throughout the City;*
- *The physical environment allows every resident and worker to safely walk or bicycle around the City;*
- *Every resident has access to ample recreational opportunities in close proximity to their home, school and workplace.*
- *Children born in Compton have the same or better life outcomes as children in other parts of Los Angeles County. This includes access to comparable education and employment opportunities.*
- *The physical environment of Compton supports a reduction in local and regional air pollution and incorporates sustainable development and Smart Growth principles.*

8.3.3 HEALTH GOALS AND POLICIES

The goals and policies of the Health Element were developed in response to problems identified in the background report and on issues and opportunities identified by work with DPH staff.

Health Issue –Reducing Premature Deaths

Premature deaths as defined by the public health profession are those deaths that occur before the average life expectancy of a community or population. The following goal and policies seek to reduce the number of premature deaths in the City of Compton.

Health Goal 1. Reduce premature deaths rates for all residents of Compton to the average rate in Los Angeles County.

- *Health Policy 1.1.* The City of Compton will partner with the Los Angeles County Department of Public Health and local organizations to identify programs that reduce risk factors for premature death among residents in Compton.
- *Health Policy 1.2.* The City will implement programs to reduce the incidence of premature deaths and seek external funding for such programs.
- *Health Policy 1.3.* The City will work with the Los Angeles County Department of Public Health to conduct an evaluation of premature death reduction programs no less than every five years during the duration of this general plan.

Health Issue –Increasing Life Expectancy for Compton Residents

Life Expectancy in the City of Compton and the greater Compton Health District is lower than the average in the County of Los Angeles. The city seeks to have all residents enjoy a long and health life and the goals and policies listed below are designed to codify this desire.

Health Goal 2. Ensure life expectancy rates for all Compton residents meets or exceeds the Los Angeles County average rate.

- *Health Policy 2.1.* The City of Compton will work with the Los Angeles County Department of Public Health and other local, regional, state and federal organizations to identify specific programs and policies to increase life expectancy of Compton residents.
- *Health Policy 2.2.* The City of Compton will sponsor and support multi-lingual public health education programs.
- *Health Policy 2.3.* The City of Compton will partner with existing organizations and seek outside grants and funding to implement programs to promote increased life expectancy of residents.
- *Health Policy 2.4.* The City will partner with the Los Angeles County Department of Public Health to conduct an evaluation of programs to improve life expectancy rates no less than every five years during the duration of this General Plan.

Health Goal 3. Ensure that children born and raised in Compton have life expectancy rates that meets or exceeds the Los Angeles County average rate.

- *Health Policy 3.1.* The City will partner with local non-profits and the First Five LA Commission to support and promote programs in the City of Compton that could be funded through the First Five LA Commission and the Best Start LA place-based family health initiative.
- *Health Policy 3.2.* The City will partner with non-profit organizations serving residents of Compton to ensure that local agencies are applying for all grant funds that may be available for child health and welfare programs.

Health Issue – Reducing the Prevalence of Chronic Disease

As noted in Section 8.2, rates of diagnosis for many chronic disease are much higher for Compton residents than the average rate in the County of Los Angeles. The City seeks to have residents experience a life with healthy outcomes that is comparable to those living in other parts of Los Angeles County. The goals and policies below are designed to reduce the rates of chronic diseases closer to the Los Angeles County average.

Health Goal 4. Reduce the rates of chronic disease among City residents over the life of the general plan.

- *Health Policy 4.1.* The City will partner with the Los Angeles County Department of Public Health to establish programs that address reducing the rates and delaying the onset of chronic disease among individuals in the City, with a focus on culturally relevant programs for those diseases that are identified as most prevalent in the City of Compton.
- *Health Policy 4.2.* The City will identify regulatory measures to control the operation of Alcohol-Related businesses to reduce the prevalence of chronic disease related to Alcohol over-consumption.

Health Goal 5. Reduce the number of obesity and overweight City residents over the life of the General Plan.

- *Health Policy 5.1.* The City will partner with the Los Angeles County Department of Public Health to establish programs that address reducing the rates of obesity and overweight individuals in the City.
- *Health Policy 5.2.* The City will identify land use policies, regulations and incentives that will encourage restaurants and stores providing healthy and nutritious food to locate in Compton.
- *Health Policy 5.3.* The City of Compton will evaluate and consider adopting land use policies that focus fast food restaurants that serve high-calorie foods within specified areas of the city.

Health Issue – Increase Access to Health Care Facilities

Restoring direct access to Health Care and Emergency Care Facilities is critical to the health and well-being of the residents and workers of the City of Compton. The re-opening of the Martin Luther King Jr. Hospital in Willowbrook will provide improved access to health care and emergency care facilities for Compton residents. The goal and policies below will support this re-opening and other improvements to health care facilities in Compton.

Health Goal 6. Provide access to high quality medical and emergency care facilities for residents, businesses and visitors to the City of Compton.

- *Health Policy 6.1.* The City of Compton will partner with the County of Los Angeles and the University of California to support the reopening of the Martin Luther King Jr. Hospital.
- *Health Policy 6.2.* The City will encourage the Martin Luther King Jr. Hospital Board of Directors to establish satellite medical facilities within the City of Compton.
- *Health Policy 6.3.* The City will encourage medical-related businesses and medical professionals to establish locations within the City of Compton.
- *Health Policy 6.4.* The City will create a resource list of all medical facilities, medical-related businesses and medical professionals within the City of Compton.

Health Issue – Improving Personal Safety

Improving personal safety is critical to promoting the health and well-being of the residents and workers of the City of Compton. The creation of the new Compton Police Department in 2011 will provide additional control over resources to achieve this goal. The following goal and policy will support improving personal safety.

Health Goal 7. Provide residents, businesses, visitors and workers with a safe environment to walk and recreate within the City of Compton.

- *Health Policy 7.1.* The City of Compton will support efforts to create partnerships between residents, businesses and law enforcement agencies to reduce crime.
- *Health Policy 7.2.* The City of Compton will study creating an Ambassador or City Guide program to encourage outdoor activity and provide additional security in key community and shopping areas.
- *Health Policy 7.3.* The City of Compton will evaluate Community Policing and other community-based policing strategies that the new Compton Police Department can implement to prevent violent crime and gang activities.

Health Issue –Improving Recreational Opportunities and Facilities

A city that promotes physical activity to result in healthy outcomes for residents requires adequate parks and recreational facilities. Current trends in planning, including focusing development patterns based on Smart Growth principles endorse the provision for more parks to create a more sustainable living space to support increased residential and commercial density. The goals and policies below support these efforts.

Health Goal 8. Provide expanded and improved parks and recreation facilities to provide for the well-being of Compton residents and reduce obesity in the community.

- *Health Policy 8.1.* The City will implement existing projects to expand the available acreage of parks within the City limits, including the Greenleaf Corridor parkway project, the Compton Creek Regional Park Master Plan.
- *Health Policy 8.2.* The City will develop and support the preparation of a citywide Parks and Recreation Master Plan.
- *Health Policy 8.3.* The City of Compton will identify key opportunity sites within the city for future park facilities, including underutilized and/or vacant parcels located in or adjacent to neighborhoods with a severe lack of recreation facilities.
- *Health Policy 8.4.* The City of Compton will seek to obtain additional grants and donations to support acquisition of additional park lands and fund recreational equipment and programs at existing and new parks.

Health Goal 9. Plant a sufficient amount of trees and maintain existing trees within the City of Compton to improve local air quality, enhance city parks, provide shade to cool residential areas and businesses, reduce summer energy power loads and improve community aesthetics.

- *Health Policy 9.1.* The City of Compton will develop an urban forestry program to increase the number of street trees and improve maintenance for existing trees.
- *Health Policy 9.2.* The City of Compton will prepare an urban forestry management plan that identifies a systematic plan for expanding the tree canopy throughout the City along streets and in public parks.
- *Health Policy 9.3.* The City of Compton will identify and apply for additional funding to support ongoing efforts to develop a tree planting program and maintain existing and newly planted trees.

Health Issue –Increasing Access to Healthy Food

Food security is major challenge for urban cities in the United States including Compton. Central to reducing obesity and other chronic diseases is providing improved access to healthy food. This is also a principle that many communities engaged in Smart Growth are now implementing in their comprehensive plans and zoning ordinances. The goal and policies below are designed to provide improvements for the City of Compton.

Health Goal 10. Provide Compton residents with the same opportunities to access healthy and nutritious foods as found in other parts of Los Angeles County.

- *Health Policy 10.1.* The City of Compton will identify incentives to encourage existing and new convenience stores and other food retailers to provide healthy food options for customers.
- *Health Policy 10.2.* The City of Compton will promote the development of grocery stores in areas of the city that currently lack such facilities and supporting existing stores selling healthy foods.
- *Health Policy 10.3.* The City of Compton will promote the development of small-scale urban agriculture to support food security through growing fruits, vegetables and raising farm animals appropriate to Compton (such as Chickens) s in designated commercial and residential areas of the city for sale and/or donation to Compton residents.
- *Health Policy 10.4.* The City will encourage the creation of Farmers Markets and other direct-to-consumer sales of healthy food options in the City and ensure municipal regulations allow for the development of such facilities in the City.

Health Issue –Safe Walking and Cycling Environment

Developing infrastructure that promotes residents walking and bicycling for travel to work, school or recreational purposes is a marker of a sustainable and healthy community. One of the metrics used to measure communities engaged in Smart Growth is the number of residents walking or cycling to undertake personal trips. The goal and policies below are designed to support efforts to create this environment in Compton.

Health Goal 11. Provide a safe physical environment that encourages bicycling and walking as a means of transportation and recreation.

- *Health Policy 11.1.* The City of Compton will adopt a Complete Streets policy that encourages a multi-modal approach to street design and meets the intent of providing access for all modes of transportation on the city's roadways.
- *Health Policy 11.2.* The City of Compton will develop design standards for new roadways that incorporate elements of the City's Complete Streets policy to ensure the policy is implemented in all future roadway infrastructure improvements. Site design standards will be updated to support the Complete Street policy.
- *Health Policy 11.3.* The City of Compton will support constructing grade separations of Railroad and Los Angeles County Metro Light Rail tracks at crossings of key arterial roadways to provide safe pedestrian and bicycle access across tracks and to reconnect neighborhoods and commercial districts.

Health Issue – Improving Air Quality

The risk factors for many chronic diseases are increased by exposure to air pollution, including Asthma and Emphysema. Given Compton's location in the nation's most polluted region for Ozone, the City has a responsibility to take actions to reduce exposure to air pollution for residents and business in Compton. The goal and policies below are an attempt to make this a reality.

Health Goal 12. Provide for a reduction in localized air pollution and Greenhouse Gas emissions in the City of Compton to promote healthier lifestyles.

- *Health Policy 12.1.* The City will partner with the South Coast Air Quality Management District to identify programs that improve air quality, including reducing vehicle trips from automobiles and trucks to and through the city.
- *Health Policy 12.2.* The City will develop a policy to utilize alternative fueled vehicles and zero emission vehicles in the City's vehicle fleet where practical to reduce vehicle emissions and reduce the City's carbon footprint.
- *Health Policy 12.3.* The City will examine ways to reduce pollution from existing industrial businesses while maintaining economic development, including studying city-sponsored incentives that promote encourage "green" industrial development and the installation of manufacturing or other industrial equipment that reduces pollution.
- *Health Policy 12.4.* The City will consider implementing a Clean Truck program similar to the Ports of Los Angeles and Long Beach that would encourage the use of low-emission and zero-emission trucks for goods movement through and into the City of Compton. This analysis should consider incentives that the City and other agencies can implement under the City's authority as a charter city.
- *Health Policy 12.5.* The City will revise zoning regulations to avoid siting new sensitive land uses (such as residences, schools, daycare centers, playgrounds, or medical facilities) within 500 feet of a freeway, or urban roads with more than 100,000 vehicles/day.^{xvi}
- *Health Policy 12.6.* The City will revise zoning regulations to avoid siting new sensitive land uses within 1000 feet of distribution centers, rail yards, and chrome platers.^{xvii}
- *Health Policy 12.7.* The City will consult with the California Air Resource Board or other local air district prior to siting sensitive uses near refineries, dry-cleaners using perchloroethylene, and gasoline dispensing facilities.^{xviii}
- *Health Policy 12.8.* The City will create zoning regulations that buffer residential uses from air pollution from major travel corridors, including requirements to modify site designs to buffer residents from local air pollution hot spots and changes to building codes to reduce indoor air pollution.

8.3.4 HEALTH STANDARDS

The key standard of success for the Health Element will be positive changes in the health and well-being of Compton residents. As part of the Implementation Program for the Health Element, the City will develop detailed standards and metrics for guiding the implementation of the goals and policies of the Health element.

8.3.5 HEALTH PROGRAMS

Programs that will be implemented to enact goals and policies of the Health Element will be developed as part of the Implementation Plan for the Health Element.

References and Notes

- ⁱ American Community Survey, 2006 to 2008 American Community Survey Selected Economic Characteristics 3-Year Estimates for City of Compton and Los Angeles County, U.S. Census Bureau, 2010, accessed at <http://factfinder.census.gov>
- ⁱⁱ *Type of Insurance and Percent Uninsured for Non-Elderly Adults (18-64 years old)*, from the Los Angeles County Health Survey 2007, accessed at http://publichealth.lacounty.gov/ha/HA_DATA_TRENDS.htm on December 6, 2010.
- ⁱⁱⁱ *Percent of Adults(18+ years old) Who Reported Did Not Get Prescription Medication When Needed in the Past Year Because Could Not Afford It.*, from the Los Angeles County Health Survey 2007, accessed at http://publichealth.lacounty.gov/ha/HA_DATA_TRENDS.htm on December 6, 2010.
- ^{iv} *2010 State of the Air City Rankings*, American Lung Association, 2010, accessed at <http://www.stateoftheair.org/2010/city-rankings/most-polluted-cities.html> on December 1, 2010.
- ^v Key Indicators of Health by Service Planning Area, Los Angeles County Department of Public Health, June 2009.
- ^{vi} Centers for Disease Control and Prevention, *Chronic Diseases, The Power to Prevent, The Call to Control: At A Glance* 2009, accessed at <http://www.cdc.gov/chronicdisease/resources/publications/AAG/chronic.htm> on November 17, 2010.
- ^{vii} *Health Effects of Ozone and Particle Pollution*, American Lung Association, 2010. Accessed on December 1, 2010 at <http://www.stateoftheair.org/2010/health-risks/>
- ^{viii} Ibid.
- ^{ix} *Life Expectancy in Los Angeles County*, Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health, July 2010.
- ^x The six indicators used to create the Economic Hardship Index are:
- 1) crowded housing (percent occupied housing units with more than one person per room);
 - 2) percent of households living below the federal poverty level;
 - 3) percent of persons over the age of 16 years that are unemployed;
 - 4) percent of persons over the age of 25 years without a high school education;
 - 5) dependency (percent of the population under 18 or over 64 years of age);
 - 6) median income per capita.
- Based on Census 2010 data as analyzed by the Los Angeles County Department of Public Health.
- ^{xi} U.S. Census Bureau, 2009 American Community Survey
- ^{xii} *Mortality in Los Angeles County 2007: Leading causes of death and premature death with trends for 1998-2007*. Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. June 2010. P. 43.
- ^{xiii} *Life Expectancy in Los Angeles County: How long do we live and why? A Cities and Communities Report*. Los Angeles County Department of Public Health. July 2010. P. 43.
- ^{xiv} *Development and Public Health. Could our development patterns be affecting our personal health?* From Urban Land, July 2001 posted on the internet by the Local Government Commission. Accessed at http://www.lgc.org/freepub/community_design/articles/development_and_publichealth/index.html on November 30, 2010.
- ^{xv} Centers for Disease Control and Prevention, *Physical Activity for Everyone webpage*, accessed at <http://www.cdc.gov/physicalactivity/everyone/guidelines/adults.html> on October 27, 2010.

In addition to these references, some of the policies and goals included in this Health Element were adapted from General Plans that address Health and Wellness issues. This includes Health and/or Wellness elements from the Cities of Chino, Richmond and South Gate, California, and materials from the Public Health and Law Policy project and the American Planning Association.

^{xvi} Source: California Air Resources Board (ARB) Air Quality and Land Use Handbook, April 2005.

^{xvii} Ibid.

^{xviii} Ibid.



Bus Stop



710 Freeway



Metro Blue Line

SECTION 9.0 AIR QUALITY ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of Travon Basil, student of xx Elementary School Compton California 2011

INTRODUCTION TO THE ELEMENT

9.1.1 AUTHORITY OF THE ELEMENT

The City of Compton Air Quality Element is an optional element in that it is not specifically mandated by the State of California for inclusion into the Compton General Plan. However, once adopted, the element has the same status as the other seven mandatory elements.

The inclusion of the Air Quality Element underscores the City's commitment to improving air quality. The Element focuses on local initiatives that will be effective in improving air quality locally as well as for the surrounding region, and identifies air quality standards that new development must attain.

Air quality is impacted by land use, local circulation systems, and transportation services. Policies and programs included in the required elements mirror sustainable development concepts that are effective both in reducing dependence on the private automobile and reducing vehicle miles traveled, and hence air pollution. The Land Use and Housing Elements encourage transit-oriented development while the Circulation Element provides for the maintenance of a comprehensive transit framework that will be effective in reducing air quality emissions from local private vehicles.

9.1.2 ORGANIZATION OF THE ELEMENT

The Air Quality Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Air Quality Element Background Report* discusses a wide range of air quality issues that must be considered in future planning and development in the City.
- The *Air Quality Plan* identifies the City policies related to air quality along with those programs that will be effective in implementing these policies. The Element also identifies air quality standards and construction-related and operational emissions thresholds for the City.

Quote from Community Member

Air Quality Element Goal 1. Reduce automobile use.

Goal 1: "I agree"

Compton Resident
District 3

SECTION 9.2

AIR QUALITY ELEMENT BACKGROUND REPORT

This section of the Air Quality Element serves as the technical appendix to the Element and considers the following:

- *Characteristics of Air Pollutants* indicate the causes and effects of the major air pollutants that affect local air quality.
- *Air Quality Standards* provides an overview of the various Federal and State clean air standards that are being implemented by the United States Environmental Protection Agency and the California Air Resources Board.
- *Air Quality Control Regulations* indicates those regulations and requirements that are aimed at reducing air emissions to enable the region to attain State and Federal clean air standards.
- *Air Quality Trends* discusses the existing conditions in Compton relative to air quality.
- *Global Warming* discusses Green House Gases and new State emission targets.

9.2.1 CHARACTERISTICS OF AIR POLLUTANTS

Compton is located in the South Coast Air Basin (SCAB), a 6,600 square-mile area that includes Orange County and the non-desert urbanized portions of Los Angeles, Riverside, and San Bernardino counties. Air pollution in Compton is affected by local and regional impacts. An understanding of airborne pollutants, the sources of the emissions, and the corresponding health effects is critical in the development of policies and programs to remedy poor air quality. Airborne pollution is typically categorized according to the source, namely mobile emissions or stationary emissions.

Mobile emissions refer to those pollutants that are generated from moving sources such as cars, trucks, trains, aircraft and ships. Among the most prevalent mobile emissions are vehicle emissions although the other mobile sources such as ships at the local ports may lead to severe localized air quality problems. Stationary emissions are generated from non-moving sources and may include emissions from power plants, factories, or other industrial processes. The focus of Federal, State, and regional efforts is on air pollutants that present the greatest potential for health problems.

The *criteria pollutants* of special concern include the following:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction (in which nitrogen dioxide is broken down by sunlight). Although O₃ concentrations have declined nationwide since 1991 to the lowest levels since monitoring began, the Southern California region continues to experience some of the highest recorded levels in the nation. In portions of Southern California the O₃ levels are more than two times higher than the national standard and nearly three times higher than the more stringent state standard. The Los Angeles Region and the surrounding SCAB is designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone non-attainment area.
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The South Coast Air Basin is designated as a serious non-attainment area for carbon monoxide by the EPA.

- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded national standards since 1991, NO₂ emissions remain a concern because of their contribution to the formation of O₃ and particulate matter. The South Coast Air Basin remains a non-attainment for NO₂ by both the EPA and CARB.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Although SO₂ concentrations have been reduced to levels well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ causes a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB though standards were exceeded in portions of Riverside County. However, there were widespread exceedances of the more stringent State standards throughout the SCAB. As a result, PM₁₀ continues to be designated non-attainment.
- *PM_{2.5}* refers to particulate matter less than 2.5 microns in diameter. PM_{2.5} also represents a significant health risk because they can more easily cause respiratory irritation. The annual average concentrations of PM_{2.5} exceeded federal standards in some areas of the SCAB.

The sources and potential health effects of the criteria pollutants are summarized in Table 9-1. There has been a documented improvement in overall air quality in the region. Nevertheless, poor air quality in the South Coast Air Basin continues to be a major health concern. Air pollution remains a contributing factor in a number of chronic health conditions that include asthma, emphysema and heart and pulmonary diseases. The CARB estimates that approximately 8,800 Californians die prematurely each year as a result of nonattainment of ozone and particulate matter standards.¹ A recent study completed by the University of Southern California noted that the lungs of children born in the Southern California region are not likely to fully develop and may never recover from smog's damage in adulthood.²



TRAFFIC ON ROSECRANS AVENUE

¹ Recent Research Findings: Health Effects of Particulate Matter and Ozone Air Pollution, California Air Resources Board and American Lung Association of California, November 2007. www.arb.ca.gov/research/health/fs/pm_ozone-fs.pdf

² The Children's Health Study, Epidemiologic Investigation to Identify Chronic Effects of Ambient Air Pollutants in Southern California, John M. Peters, M.D., Sc.D., Department of Preventive Medicine, University of Southern California, May 14, 2004. <http://www.arb.ca.gov/research/abstracts/94-331.htm>

**Table 9-1
Primary Sources and Effects of Criteria Pollutants**

Pollutants	Emissions Source	Primary Effects (including health effects)
Ozone (O ³)	<ul style="list-style-type: none"> •Atmospheric reaction of organic gases with nitrogen oxides in sunlight 	<ul style="list-style-type: none"> •Plant leaf injury •Irritation of eyes •Aggravation of respiratory & cardiovascular diseases •Impairment of cardiopulmonary function
Carbon Monoxide (CO)	<ul style="list-style-type: none"> •Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust •Natural events, such as decomposition of organic matter 	<ul style="list-style-type: none"> •Plant injury •Reduced visibility •Deterioration of metals, textiles, leather, & finishes •Irritation of eyes •Reduced lung function •Aggravation of respiratory diseases (asthma, emphysema)
Nitrogen Dioxide (NO ²)	<ul style="list-style-type: none"> •Motor vehicle exhaust •High-temperature stationary combustion •Atmospheric reactions 	<ul style="list-style-type: none"> •Aggravation of respiratory illness •Reduced visibility •Reduced plant growth •Formation of acid rain
Sulfur Dioxide (SO ²)	<ul style="list-style-type: none"> •Combustion of sulfur-containing fossil fuels •Smelting of sulfur-bearing metal ores •Industrial process 	<ul style="list-style-type: none"> •Plant injury •Reduced visibility •Deterioration of metals, textiles, leather, & finishes •Irritation of eyes •Reduced lung function •Aggravation of respiratory diseases (asthma, emphysema)
Fine Particulate Matter (PM ⁵)	<ul style="list-style-type: none"> •Stationary combustion of solid fuels •Construction activities •Industrial processes •Atmospheric chemical reactions 	<ul style="list-style-type: none"> •Soiling •Reduced visibility •Aggravation of the effects of gaseous pollutants •Increased cough and chest discomfort •Reduced lung function •Aggravation of respiratory and cardio-respiratory diseases

Source: South Coast Air Quality Management District. CEQA Air Quality Handbook as amended 2009

9.2.2 AIR QUALITY STANDARDS

Pollutants regulated by the Federal and State Clean Air Acts correspond to three categories: criteria air pollutants which are commonly found pollutants; toxic air contaminants which include any compound that is in the air and has the potential to produce adverse health effects, and global warming and ozone-depleting gases such as chlorofluorocarbon (CFC) compounds and other contributory substances. The EPA has established ambient air quality standards (*National Ambient Air Quality Standards* [NAAQS]) for the following air pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), lead (Pb), particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).³ The California Air Resources Board (CARB) has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA (CARB has not established standards for PM_{2.5}). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. California has also established standards for the following: sulfates, vinyl chloride, and visibility. Table 9-2 lists the current national and California standards.

Table 9-2 National and California Ambient Air Quality Standards		
Pollutant	National Standards	State Standards
Lead (Pb)	1.5 µg/m ³ (calendar quarter)	1.5 µg/m ³ (30-day average)
Sulfur Dioxide (SO ₂)	0.14 ppm (24-hour)	0.25 ppm (1-hour) 0.04 ppm (24-hour)
Carbon Monoxide (CO)	9.0 ppm(8-hour) 35 ppm(1-hour)	9.0 ppm (8-hour) 20 ppm (1-hour)
Nitrogen Dioxide (NO ₂)	0.053 ppm (annual average)	0.25 ppm (1-hour)
Ozone (O ₃)	0.12 ppm (1-hour)	0.09 ppm (1-hour)
Particulates (PM ₁₀)	150 µg/m ³ (24-hour)	50 µg/m ³ (24-hour)
Sulfate	None	25 µg/m ³ (24-hour)
Visual Range	None	10 miles (8-hour) w/humidity < 70 percent
Source: South Coast Air Quality Management District. 2004		

In addition to the Federal and State ambient air quality standards, there are daily and quarterly emissions thresholds related to the construction and subsequent operation of projects that are subject to the California Environmental Quality Act (CEQA). The City of Compton uses these thresholds in its local review of development projects over which the City has jurisdiction. A development that results in either construction-related emissions or operational emissions that exceed the thresholds are considered to have a significant and adverse environmental impact.

³ South Coast Air Quality Management District, *Air Quality Management Plan*, 2007.

9.2.3 AIR QUALITY CONTROL REGULATIONS

There are a number of important plans and implementing regulations that are applicable to land uses and activities that may affect air quality. The more significant plans and regulations relevant to the City of Compton are summarized below.

- *Air Quality Management Plan.* Both Federal and State Clean Air Acts require that every non-attainment area prepare an air quality management plan (AQMP) to identify ways local air quality may be returned to healthful levels. The South Coast Air Quality Management District (South Coast AQMD) is the smog control agency for the South Coast Air Basin and is the principal local agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range plans to improve air quality, and the enforcement of regulations designed to attain and maintain State and Federal ambient air quality standards. The South Coast AQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, it is responsible for ensuring that the more stringent California Clean Air standards are met. The most recent AQMP was adopted in June 2007 and focuses on those criteria pollutants for which the region is in non-attainment (ozone and particulates), as well as incorporating new scientific data, modeling, and regulations into the plan.
- *Regulation IV Prohibitions.* Regulation IV measures are applicable to a wide range of emissions sources. It does not regulate the specific types of equipment or sources of emissions. Rather, it establishes standards that cannot be exceeded.
- *Regulation XI Source Specific Standards.* Regulation XI rules are control measures that are applicable to a wide range of existing stationary sources designed to regulate a single pollutant. Each Regulation XI rule applies to controlling emissions from a specific source or type of equipment.
- *Regulation XIII New Source Review.* Regulation XIII establishes pre-construction review requirements for new, modified, or relocated facilities in the SCAB. Affected facilities must install best available control technology (BACT) equipment, which must be as stringent as the *Lowest Achievable Emission Rate* as defined by the Federal Clean Air Act.
- *Regulation XIV Toxics and Other Non-criteria Pollutants.* The South Coast AQMD Rule 1401 (New Source Review of Carcinogenic Air Contaminants) assesses and manages risk from new or modified sources of air toxics through a permitting program to control non-criteria pollutants. Rule 1401 also describes the risk assessment procedures to use in evaluating risks from sources that emit cancer-causing substances.

The following examples of projects are considered to have the potential for significant air quality impacts:

- A project involving the emissions of a carcinogenic or toxic air contaminant identified in Rule 1401 that exceeds the maximum individual cancer risk of one in one million or 10 in one million if the project is constructed with the best available control strategy for toxics (T-BACT) using the procedures in Rule 1401
- A project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard
- A project that could emit an air contaminant that is not currently regulated by South Coast AQMD rule, but that is on the federal or State air toxics list
- *Regulation XX - Regional Clean Air Incentives Market.* A comprehensive market-based regulation aimed at reducing NO_x and SO_x emissions at larger emission sources (annual NO_x or SO_x emissions greater than or equal to four tons) by setting annual declining limits at each facility and allowing the owner to meet these declining targets by either buying surplus emissions reductions from other sources, reducing emissions through installation of air pollution control equipment, or reducing operations onsite.

9.2.4 AIR QUALITY TRENDS

Winters within the SCAB are mild and frost is rare, as temperatures seldom fall below 28° F. The annual average daytime temperatures in the City of Compton range from 44°-63° F in winter to 70°-85° F in summer. Temperatures sometimes exceed 100° F during the summer months. Annual rainfall in the region averages between 12-15 inches and occurs almost exclusively during the winter months. Compton is located approximately 8 miles from the Pacific Ocean, and thus enjoys some of the moderating influences of the ocean. Wind flow patterns in the SCAB affect air quality by directing pollutants downwind from their sources. Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as the San Gabriel Mountains to the north of the region) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions created by a semi-permanent subtropical high-pressure cell over the Pacific Ocean also hinders dispersion by trapping cool air near the ground with warm air from the ocean.

The two primary criteria pollutants that remain non-attainment in the local area and are regularly monitored are PM¹⁰ and Ozone. The South Coast AQMD operates a monitoring station in Lynwood and readings at this station can be used to characterize local air quality. Although a monitoring station was established in Compton in 2008, it has not been open long enough to provide trend data. Table 9-3 indicates the readings for these pollutants from the Lynwood station. Ozone and PM¹⁰ measurement trends from the station in Lynwood are illustrated in Exhibits 9-1 and 9-2 respectively and they indicate a gradual decline in the number of days when State and Federal clean air standards were exceeded.

Table 9-3 Ozone & PM¹⁰ Trends (Number of Days State and Federal Standards Were Exceeded)					
Year	Ozone (days standards was exceeded)			PM ¹⁰ (days standards was exceeded)	
	State 1-hr.	Federal 1-hr.	Federal 8-hr.	State	Federal
2005	0	0	0	17.8	0.0
2004	1	0	0	30.4	0.0
2003	0	0	0	36.3	0.0
2002	0	0	0	*	*
2001	0	0	0	119.2	0.0
2000	0	0	0	91.8	0.0
* Insufficient data for measurement period. Source: South Coast Air Quality Management District. Air Quality Data for Central Los Angeles					

EXHIBIT 9-1

OZONE TRENDS IN THE LOCAL AREA, LYNWOOD MONITORING STATION

SOURCE: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

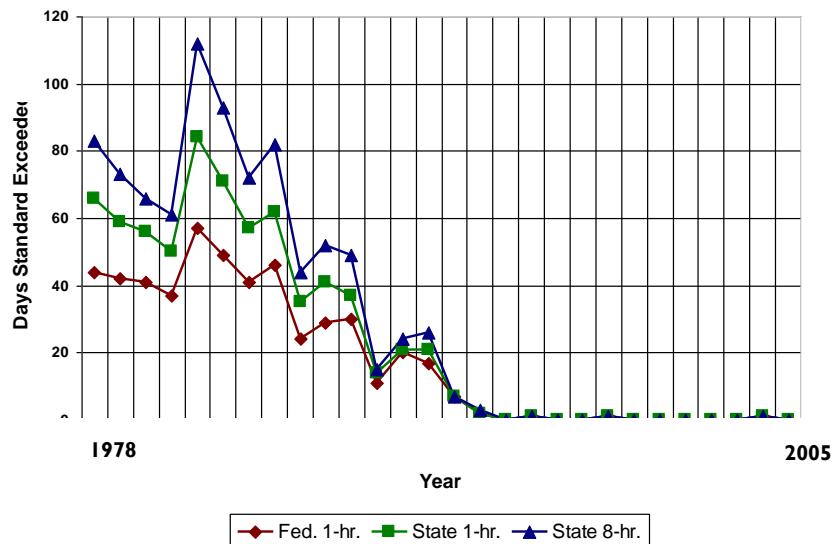


EXHIBIT 9-2

PM¹⁰ TRENDS IN THE LOCAL AREA, LYNWOOD MONITORING STATION

SOURCE: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT



The Los Angeles basin has experienced poor air quality due in large part to the area's topography and metrological influences that often lead to inversion layers that prevent the dispersal of pollutants. During the mid-20th century, the Los Angeles area had the worst air quality in the nation which gave rise to various strategies to improve air quality. The region's air quality has shown a steady and gradual improvement since the 1970's when air quality was at its worst. This improvement is largely due to the elimination of many stationary point sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open air fires).

9.2.5 GLOBAL WARMING

Gases that trap heat in the atmosphere are known as Greenhouse Gases (GHG). GHGs are emitted by both natural processes and human activities. GHG emissions that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion by humans have elevated the concentration of GHG in the atmosphere above previous levels. Scientific evidence indicates a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe.

The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. Currently, there are no federal standards for GHG emissions and federal regulations have not been promulgated. Recently, the U.S. Supreme Court ruled that the harm associated with climate change are serious and well recognized, that the EPA must regulate GHG as pollutants, and unless the agency determines that GHG do not contribute to climate change, it must promulgate regulations for GHG emissions from new motor vehicles. To date, 12 states, including California, have set State GHG emission targets. The passage of Assembly Bill AB 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.

The Compton General Plan Environmental Impact Report (EIR) includes an evaluation of the existing greenhouse gas emissions within the planning area, those anticipated local greenhouse gas emissions anticipated at build-out under the implementation of the General Plan's Land Use Element, and those estimated greenhouse gas emissions for the 1990.

Section 9.3 AIR QUALITY PLAN

9.3.1 INTRODUCTION TO THE PLAN

The Air Quality Plan identifies the City's goals for 2010 through 2030 related to improving local air quality and sets the policies and programs for achieving them. The plan also identifies local initiatives such as environmentally sensitive land use planning, transportation planning, trip reduction strategies, and the control of stationary emissions that will address localized emissions sources.

9.3.2 BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for Air Quality is to utilize Smart Growth principles to foster pedestrian-focused neighborhoods and increase transit use which will translate into air quality benefits through a reduction in automobile use.



Martin Luther King Jr. Transit Center Expansion

9.3.3 AIR QUALITY GOALS AND POLICIES

The goals and policies of the Air Quality Element were developed in response to issues identified in the technical background report and on issues and opportunities identified in community workshops that were conducted as part of a comprehensive outreach program.

Air Quality Issue - Trip Reduction

Light duty automobiles, as a group, will remain a significant contributor to ozone and carbon monoxide air pollution, despite significant reductions from this source that will occur even without additional controls.

Air Quality Element Goal 1. Reduce automobile use.

- *Air Quality Element Policy 1.1.* The City of Compton will implement programs that reduce automobile use by City employees.
- *Air Quality Element Policy 1.2.* The City of Compton will implement programs that reduce automobile use by City residents.
- *Air Quality Element Policy 1.3.* The City of Compton will ensure that new large-scale developments incorporate features that facilitate alternate forms of transportation.
- *Air Quality Element Policy 1.4.* The City of Compton will increase ridership on the local transit system by making it more user-friendly by providing safe, attractive places to wait that include route maps.

Air Quality Issue - Diesel Emissions

Trucks contribute to air pollution by increasing congestion during peak hours, through involvement in freeway accidents which lead to extensive vehicle slowing and idling, and through direct emissions of pollutants, especially particulates. Programs which divert truck traffic to less congested time periods increase traffic flow, which reduces the emission of hydrocarbons and carbon monoxide, as well as improving truck delivery efficiency by reducing travel time.

Air Quality Element Goal 2. Reduce peak-hour roadway congestion.

- *Air Quality Element Policy 2.1.* The City of Compton will encourage truck operations to divert peak hour travel, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.
- *Air Quality Element Policy 2.2.* The City of Compton will encourage local facilities to receive truck deliveries in off-peak hours.

Air Quality Issue - Growth Management

When housing is located far from available employment and necessary shopping and services, residents are forced to drive longer distances than when jobs, housing, and services are in close proximity. Longer trips contribute to greater automobile emissions of air pollutants.

Air Quality Element Goal 3. Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.

- *Air Quality Element Policy 3.1.* The City of Compton will support economic development policies which promote opportunities for business attraction within the City.
- *Air Quality Element Policy 3.2.* The City of Compton will support economic development policies which promote a balance of shopping and services necessary for the City's residential sector.

Air Quality Issue - Energy Consumption

Energy conservation programs that reduce current and future consumption can more than offset future usage and maximize the benefits of furnace and water heater controls.

Air Quality Element Goal 4. Reduce emissions associated with energy consumption.

- *Air Quality Element Policy 4.1.* The City of Compton will support the use of energy-efficient equipment and design in City facilities and infrastructure.
- *Air Quality Element Policy 4.2.* The City of Compton will encourage incorporation of energy features, including passive solar, in the construction and rehabilitation of new and existing structures.
- *Air Quality Element Policy 4.3.* The City of Compton will support recycling programs which reduce emissions associated with manufacturing and waste disposal.
- *Air Quality Element Policy 4.4.* The City of Compton will encourage the use of lower-emission alternate fuels in city-owned vehicles.

Air Quality Issue - Stationary Emissions

Materials such as paints and coatings used in building construction contribute to air pollution. Locating new sensitive receptor sources near existing sources of particulate matter or toxics exposes residents to unsafe levels of pollutants. The review of building and site plans prior to construction can serve to reduce or eliminate both new sources of pollutants or exposure.

Air Quality Element Goal 5. Reduce air pollution emissions and impacts through site planning and building design.

- *Air Quality Element Policy 5.1.* The City of Compton will support the use of low polluting construction materials and coatings.
- *Air Quality Element Policy 5.2.* The City of Compton will provide, to the maximum extent feasible, for the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.
- *Air Quality Element Policy 5.3.* The City of Compton will encourage the design of new commercial developments to emphasize access to walking, bicycling, and public transportation.
- *Air Quality Element Policy 5.4.* The City of Compton will standardize air quality review procedures for all new developments.
- *Air Quality Element Policy 5.5.* The City of Compton will reduce the exposure of sensitive receptors to dust and odors to the extent feasible.

Air Quality Issue - City Initiatives

Many air quality and transportation programs require regional and sub-regional cooperation to be effective. Local support for air quality legislation at the state and federal level is also essential for its passage.

Air Quality Element Goal 6. Maximize the effectiveness of air quality control programs through coordination with other governmental units.

- *Air Quality Element Policy 6.1.* The City of Compton will participate in the Southern California Air Quality Management District (South Coast AQMD) development process on regulations that impact the City of Compton to insure that city concerns are resolved early in the process.
- *Air Quality Element Policy 6.2.* The City of Compton will participate in regional air quality plan development to ensure that issues affecting Compton are considered when developing local government measures and that legislation improving regional air quality that does not adversely impact Compton, is supported.
- *Air Quality Element Policy 6.3.* The City of Compton will participate with neighboring cities in efforts to improve regional and sub-regional transit.
- *Air Quality Element Policy 6.4.* The City of Compton will require new local commercial and industrial establishments to demonstrate that South Coast AQMD permits have been obtained.

9.3.4 AIR QUALITY CONTROL PROGRAMS

There are a number of Federal and State agencies involved in the development, implementation, and enforcement of regulations related to clean air. The primary agencies include the United States Environmental Protection Agency, the California Air Resources Board, and the South Coast Air Quality Management District.⁴

- *Environmental Protection Agency (EPA).* The EPA is the lead Federal Agency responsible for implementing and enforcing the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards. The EPA also regulates mobile emission sources that include automobiles, trucks, aircraft, and recreational vehicles.⁵
- *California Air Resources Board (CARB).* The CARB is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act and the establishment of State ambient air quality standards. The CARB is also responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment.
- *South Coast Air Quality Management District (South Coast AQMD).* Because Southern California experiences some of the worst air quality in the nation, the South Coast AQMD was created in 1977 with passage of the Lewis Air Quality Management Act. This Act merged four county air pollution control agencies into a single regional special district as a means to better address Southern California's air pollution problems. The South Coast AQMD is now the principal agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range plans to improve air quality, and the enforcement of The Federal and State standards have been established at specified levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment and human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site specific. Global warming and ozone-depleting gases are not monitored though sources of green house gas emissions are subject to federal and regional policies that call for their eventual elimination.

⁴ South Coast Air Quality Management District, *Air Quality Analysis Guidance Handbook*. (Diamond Bar, California: South Coast AQMD, 1998), 2-2

⁵ Automobiles sold in California must meet the stricter emission standards established by the California Air Resources Board.

**Table 9-4
Construction-Related and Operational Emissions Thresholds for Compton**

Pollutant	Construction Emissions Thresholds	Operational Emissions Thresholds
Reactive Organic Compounds	•75 pounds per day •2.5 tons per quarter	•55 pounds per day •0.0275 tons per day
Nitrogen Dioxide (NO ₂)	•100 pounds per day •2.5 tons per quarter	•55 pounds per day •0.0275 tons per day
Carbon Monoxide (CO)	•550 pounds per day •24.75 tons per quarter	•550 pounds per day •0.275 tons per day •20.0 ppm during any 1-hour period ¹ •9.0 ppm during any 8-hour period ¹
Fine Particulate Matter (PM ¹⁰)	•150 pounds per day •6.75 tons per quarter	•150 pounds per day •0.075 tons per day
Sulfur Dioxide (SO ₂)	•150 pounds per day •6.75 tons per quarter	•150 pounds per day •0.075 tons per day of SOX.
Odors	•A dilution to threshold factor greater than 10 ² .	•A dilution to threshold factor greater than 10 ² .

1. The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in exceeding of one or more of these standards. If ambient levels already exceed a State or Federal standard, project emissions are considered significant if they increase one hour CO concentrations by 1.0 parts per million (ppm) or more or eight hour CO concentrations by 0.45 ppm or more.

2. Assessing odor impacts depends upon such variables as wind speed, wind direction, and the sensitivity of receptors to different odors. The American Society of Testing Materials (ASTM, Standard Method D 1391) has devised a method that considers how many times an air sample must be diluted with "clean" air before the odor is no longer detectable to an average adult with average odor sensitivity. The number of dilutions needed to reach this threshold level is referred to as a "dilution to threshold" (D/T) factor. An odor with a D/T of 2 (2 parts of fresh air to one part of odorous air) becomes faintly detectable to almost all receptors. At 5 D/T, people become consciously aware of the presence of an odor, and at 5 to 10 D/T, the odor is strong enough to evoke registered complaints. The standard to utilize in assessing off-site odor exposure is preferably below 5 D/T and acceptable below 10 D/T.

Source: South Coast Air Quality Management District, 2009.

In addition to the Federal and State ambient air quality standards, there are daily and quarterly emissions thresholds related to the construction and subsequent operation of projects that are subject to the California Environmental Quality Act (CEQA). The South Coast AQMD has recommended thresholds local governments should use in their evaluation of development projects.

The City of Compton uses the South Coast AQMD-recommended thresholds in its local review of development projects over which the City has jurisdiction. A development that results in either construction-related emissions or operational emissions that exceed specified daily emissions thresholds are considered to have a significant and adverse environmental impact. The emissions thresholds for both construction-related and operational emissions are summarized in Table 9-4.

PERMITTED INDUSTRIAL USE: OIL RECYCLING

Compton is located in a non-attainment area for PM¹⁰ and Ozone. Both the Federal and the State of California Clean Air Acts require that every non-attainment area prepare an air quality management plan every three years to identify ways local air quality may be returned to healthful levels.⁶ The South Coast AQMD is responsible for the implementation of the protocols of the Federal Clean Air Act and for ensuring that the more stringent California clean air standards are met. The South Coast AQMD governing board adopted the 2007 Air Quality Management Plan (AQMP) on June 1, 2007.

⁶ A non-attainment area refers to a specific geographic area that does not meet applicable Federal or State clean air standards.

Assembly Bill 32 established a deadline for the State of California to come into compliance with the provisions of the Kyoto protocols. This bill requires that California reduce its greenhouse gas emissions by 25% to 1990 levels by the year 2020. To implement AB 32 the California Air Resources Board is required to draft a plan to reach these goals, and in 2008, Senate bill 375 was passed to assist the CARB in reducing greenhouse gases by providing for more sustainable communities through better land use planning. In addition, it gives the Southern California Association of Governments (SCAG) an expanded role in setting regional goals. The CARB will develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. SCAG is required to prepare a "sustainable communities strategy" to reduce the amount of vehicle miles traveled in the region and demonstrate the ability for the region to attain the CARB's targets.





New Commercial Development



Industrial Business



New Housing Development

SECTION 10 ECONOMIC DEVELOPMENT ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx Elementary School Compton California 2011

SECTION 10.1 INTRODUCTION TO THE ELEMENT

10.1.1 AUTHORITY OF THE ELEMENT

The primary purpose of the Economic Development Element is to establish a broad planning and policy framework that will facilitate ongoing revitalization of the City through business attraction, business retention, marketing, and research of economic trends. Even though this Element is not required by the State of California planning laws, once adopted, the Element will have the same standing as the other mandatory elements.

The Economic Development Element addresses a range of issues germane to the economic well-being of Compton and is linked to the Land Use Element that indicates the location and extent of commercial, industrial, and other types of employment and revenue-generating land uses in the City. The Element specifically examines programs for attracting new commercial and industrial development as well retention strategies.

One of the objectives of the Economic Development element is to capitalize on its “Hub City” location.

To put the size of Compton’s economy into perspective, its population size (over 100,000 persons), employment base, and the amount of land devoted to commercial and industrial land uses would place it among the larger cities in most other states. Compton is centrally located in Los Angeles County and if Los Angeles County were a country it would have been the world’s 19th largest economy falling between the economies of Poland and Indonesia using 2008 gross domestic production figures¹.

Quote from Community Member
Economic Development Policy 2.4 instead of strengthening our business opportunities with countries abroad let’s also focus on attracting industry from our neighboring cities in southern California.

Compton Resident,
District 4

10.1.2 ORGANIZATION OF THE ELEMENT

The Economic Development Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element’s scope and content.
- The *Economic Development Element Background Report* discusses a wide range of issues affecting the local economy and tax base that must be considered in future planning and development in the City.
- The *Economic Development Plan* identifies the City policies related to the local economy and tax base along with those programs that will be effective in implementing these policies.

SECTION 10.2

¹ Kyser Center for Economic Research, Los Angeles County Economic Development Corporation, 2009-2010 Mid-Year Economic Forecast and Industry Outlook, July 2009, p. 23.

ECONOMIC DEVELOPMENT ELEMENT BACKGROUND REPORT

The Economic Development Element provides an overview of the existing economic characteristics and conditions in the City. The background information included in this section serves as the foundation for the development of economic development strategies and policies.

10.2.1 ECONOMIC SETTING

The City of Compton is uniquely positioned for business in almost the exact geographical center of Los Angeles County. The “Hub City” is accessible by five freeways – Interstate highways 105, 110, 710, 405 and State Highway 91. The Long Beach and Los Angeles ports are less than 20 minutes from downtown Compton, providing easy access to international destinations for customers, suppliers, and leisure travelers. In addition, the Long Beach and Los Angeles airports are less than 20 minutes away. Compton’s proximity to these transportation infrastructure assets provides it with key attributes attractive to manufacturing and logistics/distribution businesses.

To help position the City and its assets, economic development is one of the City’s highest priorities. Financial and technical assistance programs are available to help generate business growth while addressing important revitalization goals. Compton provides financial assistance for redevelopment projects and activities, as well as business incentives through programs such as the Commercial Revolving Loan program and the Section 108 Loan program.

10.2.2 BUSINESS CLIMATE

The recession that began in December 2007 is projected to bottom out in late 2009 and begin to recover in 2010. Compton is grouped in the North Gateway region of Los Angeles County by the Los Angeles County Economic Development Corporation (LAEDC). The North Gateway region has the largest concentration of manufacturing businesses and jobs in Los Angeles County followed by professional business services, and wholesale trade. The region lost 19,000 factory jobs in 2008², due to the recession.

The forecast for manufacturing in the near term is continued shrinkage, but international trade is expected to increase modestly.³ The international trade and logistics industry cluster in Compton may help provide jobs to residents in the coming year, particularly if the tax incentives available in the City are promoted and residents have the desired skills.

Although retailing as an industry felt the recession, Compton’s residents were able to shop closer to home at the new Gateway Towne Center, which counter-balanced some of the retail leakage that was occurring in Compton. Many of the new establishments are expected to draw consumers from neighboring cities and the nearby California State University, Dominguez Hills, which will also contribute to the City’s tax base. Compton should experience a growth in sales tax revenue as the economy recovers from the recession.

10.2.3 RETAIL BUSINESS PERMITS

An analysis of Compton’s sales tax generation was made with data from the California State Board of Equalization for 2008. There were 2,045 active business permits in Compton, upon which this analysis was generated. As shown in Table 10-1, Compton ranked ninth out of thirteen cities in retail business permits issued and seventh in retail business permits per 1,000 residents.

² Kyser Center for Economic Research, Los Angeles County Economic Development Corporation, 2009-2010 Mid-Year Economic Forecast and Industry Outlook, July 2009, pp 56-57.

³ Ibid.

Table 10-1: Comparison of Retail Business Permits, 2008

	Business Permits		Permits Per 1,000 Residents
	Issued	Rank Order	
Paramount	4,670	3	80.7
Torrance	9,337	2	62.6
Gardena	2,419	7	39.1
Redondo Beach	2,432	6	36.0
Carson	2,362	8	24.1
Downey	2,513	4	22.2
Compton	2,045	9	20.6
Inglewood	2,444	5	20.6
Long Beach	9,923	1	20.1
Lakewood	1,537	11	18.4
Bellflower	1,440	12	18.7
South Gate	1,762	10	17.2
Lynwood	1,195	13	16.3

Source: California State Board of Equalization, "Taxable Sales in the 272 Largest Cities, By the Type of Business, 2008"

Table 10-2 compares the taxable sales revenue of the four highest grossing retail types in Compton with Carson and Gardena. Service stations account for the highest taxable sales revenue in Compton, followed by general merchandise, food stores, and eating and drinking. In Carson and Gardena, eating and drinking ranks sixth behind motor vehicles and parts, and building materials. In total, the average taxable transaction of retail stores in Compton brings in much less sales tax revenue per permit (\$333) than in the neighboring cities of Carson (\$1,076), and Gardena (\$473).

Table 10-2: Comparison of Annual taxable Sales Per Permit in Thousands of Dollars, 2008

	Compton	Carson	Gardena
Service Stations	\$3,126	\$3,948	\$7,370
General Merchandise	\$567	\$2,461	\$1,792
Food Stores	\$453	\$833	\$615
Eating & Drinking	\$299	\$532	\$362
Total All Retail Stores	\$333	\$1,076	\$473

Source: California State Board of Equalization, "Taxable Sales in the 272 Largest Cities, By the Type of Business, 2008"

10.2.4 ECONOMIC CHARACTERISTICS

Compton's land use and development patterns are well established. Commercial land uses extend along the major arterial roadways and industrial development is generally concentrated along the Artesia Freeway (SR-91) corridor and along Alameda Street. Because of the City's size and age, the City's economic base is diverse.

Until recently, virtually all of the commercial uses were located along the City's major arterial corridors such as Long Beach Boulevard, Compton Boulevard, Alondra Boulevard, Rosecrans Avenue, and Central Avenue. Commercial development in these areas is characterized by strip commercial development and smaller neighborhood commercial centers. Attraction efforts by the City have begun having an impact. The redevelopment of a long-vacant site on Alameda Street adjacent to the Artesia Blue Line Station has brought a mega-shopping center that features major big box developments like Target, Home Depot, Best Buy, commercial banks, and restaurants.

General commercial uses, which include a broad set of commercial retail and service-oriented development, total approximately 120 acres of land within the City. The total land area devoted to commercial uses within the Planning Area that includes both incorporated and unincorporated areas total 216 acres. The location and extent of commercial development in the City are shown in Exhibit 10-1.

The industrial land uses in the City are widespread, reflecting Compton's long history engaged in manufacturing, distribution, and warehousing. Older and generally more specialized manufacturing uses are located along the Alameda Street corridor and in the northern-most portion of the City along the east side of Alameda Street and north of Rosecrans Avenue. These older industrial uses were originally located along the Alameda corridor to take advantage of the railroad. The railroad has since been placed below grade and is now exclusively used for goods movement from the port facilities to the rail yards located south and southeast of downtown Los Angeles.

A second and much larger area of the City where industrial land uses are concentrated is located to the south of Greenleaf Street continuing south to the southern boundary of the City. This area is well served by the Artesia Freeway and has rail access. These business parks enjoy the advantage of the area's proximity to the ports and the City's central location in the Southern California market area. Approximately 954 acres of land within the City and the Planning Area are devoted to business park, industrial, and manufacturing uses. The location and extent of existing industrial uses in the City are noted in Exhibit 10-2.



WAREHOUSING ON ALAMEDA STREET

10.2.5 ENTERPRISE ZONE

The City of Compton applied for Enterprise Zone designation in 2006 in order to stimulate business creation. The State of California Department of Housing and Community Development (HCD) approved the application on November 3, 2006. The City's Enterprise Zone went into effect on August 1, 2007 and will remain in effect until July 31, 2022.

Companies within the Enterprise Zone are eligible for exclusive State incentives and programs and contracting point preferences when bidding on California procurement contracts. State income-tax based incentives are:

- Hiring credits of up to \$37,440 for each qualified employee hired over a five year period
- Sales tax credits on purchases up to 20 million per year for qualified machinery and parts
- Up to 100 percent Net Operating Loss deduction and 15-year carry-forward
- Up-front expensing of certain depreciable properties
- Net interest deductions for lenders to zone businesses

The purpose of the Enterprise Zone program is to stimulate development by providing tax incentives to businesses and allow private sector market forces to revive the local economy. Each Enterprise Zone is administered by its local jurisdiction, working with local agencies and business groups to promote economic growth through business attraction, expansion and retention. The City's partners are the Compton and Latino Chambers of Commerce, CareerLink, Workforce Investment Board, Los Angeles County

Economic Development Corporation, Los Angeles Metropolitan Transportation Agency, South Coast Air Quality Management District, Los Angeles County, and El Camino College - Compton Center.

The long-term goals for the Enterprise Zone are to revitalize Compton's communities by increasing Compton's per capita income, create opportunity for Compton's residents through the industry clusters to reduce the unemployment rate, and reduce the number of Compton residents with incomes below the poverty line. The following mid-term goals pertain to Compton's ability to utilize the Enterprise Zone and many other tools in its toolkit toward actions that will result in long-term revitalization:

- Grow the City's industry clusters
- Build the local foundational inputs that support the clusters
- Collaborate to achieve ongoing economic growth in the cluster industries
- Be a part of the dynamic Gateway Cities Region
- Expand employment in the clusters that provide "career ladders" for Compton's workforce
- Use the Enterprise Zone to overcome the negative perceptions about business in Compton
- Attract new businesses to revitalize neighborhoods and reduce sales tax leakage and increase City revenue
- Increase awareness of the City's attributes among existing businesses
- Strengthen the City's customer service to business
- Align workforce development and training offerings with business needs
- Assist in targeted finance for the City's businesses
- Give businesses more local control for revitalization through Business Improvement Districts
- Market and promote Compton's commercial/downtown areas

The City has a well-articulated Annual Marketing Plan in support of the Enterprise Zone that defines strategies for retention, attraction, and expansion of commercial and industrial businesses.

10.2.6 REDEVELOPMENT PROJECT AREA

Redevelopment is a process authorized under California law that enables local government entities to revitalize deteriorated and blighted areas in their jurisdictions. Redevelopment agencies develop a plan and provide the initial funding to launch revitalization of identified areas. In doing so, redevelopment encourages sector investment that otherwise wouldn't occur. Redevelopment activities create jobs and expand business opportunities, provide housing for families most in need, help reduce crime, improve infrastructure and public works, and cleanup environmentally-threatened and rundown areas.

The City established the Community Redevelopment Agency (CRA) in 1967. The mission of the Community Redevelopment Agency is to support the City's mission of creating a viable, affluent, self-reliant and safe community by causing the resurgence of Compton's physical, economic, and social development through dynamic growth achieved by commercial, industrial and residential progress.

The first project area established by the CRA was the Rosecrans Redevelopment Project Area in 1971 followed by the Walnut Industrial Park in 1974. Following five amendments to the Walnut Industrial Park project area between 1975 and 1980, which increased the project area, the two areas were merged and amended in 1991 to become the current Compton Redevelopment Project Area as shown in Exhibit 10-3. The total area is 2,635 acres. CRA is exploring the option to expand its Redevelopment Project area.

EXHIBIT 10-1
EXISTING COMMERCIAL DEVELOPMENT IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT

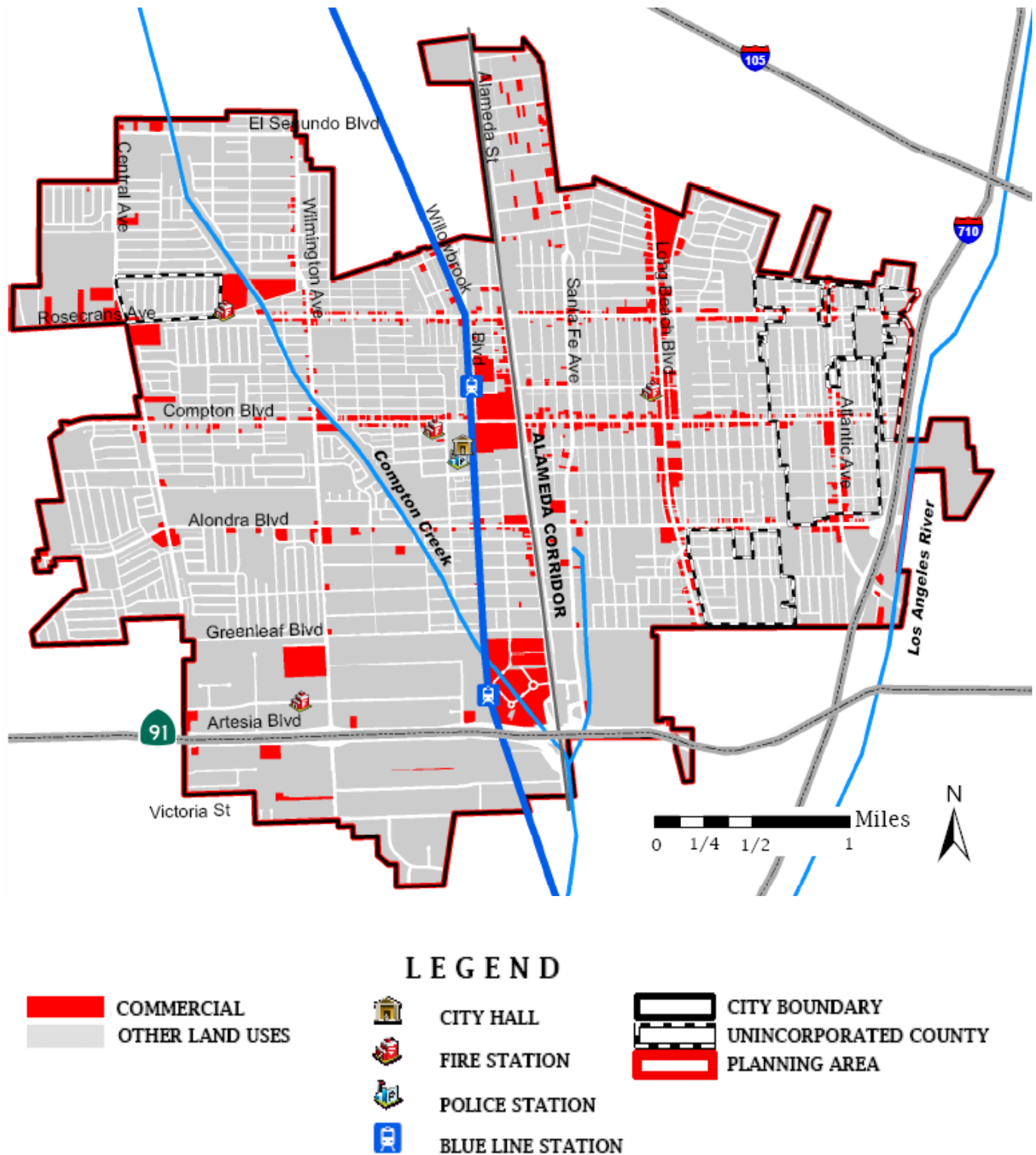
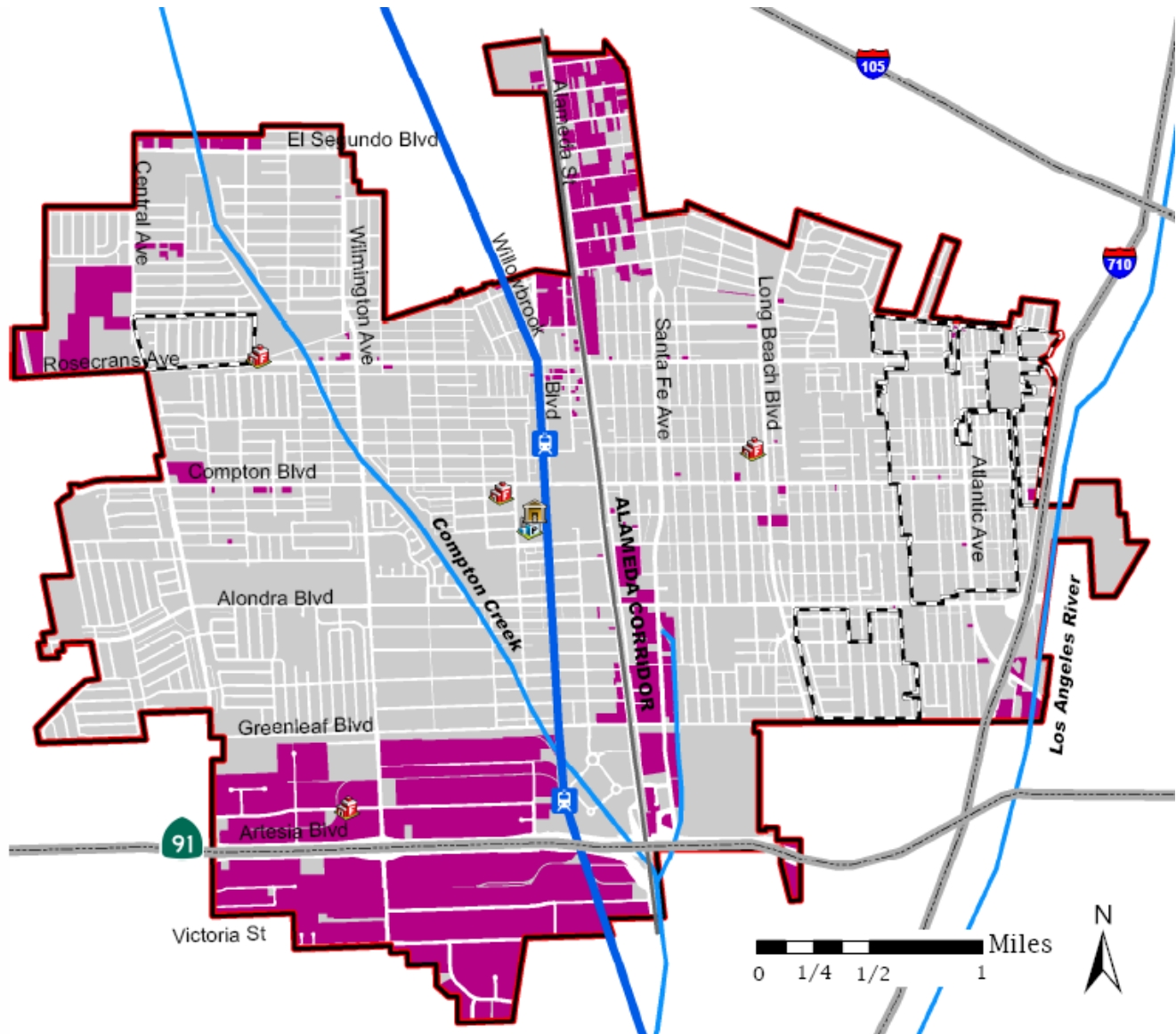



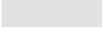






EXHIBIT 10-2 EXISTING INDUSTRIAL DEVELOPMENT IN COMPTON

SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT



LEGEND

	INDUSTRIAL		CITY HALL		CITY BOUNDARY
	OTHER LAND USES		FIRE STATION		UNINCORPORATED COUNTY PLANNING AREA
			POLICE STATION		
			BLUE LINE STATION		



Walnut Industrial Park

10.2.7 INDUSTRY PROFILE

The City of Compton provides private sector employment to more than 22,273 persons based on information collected as part of the 2002 Census Bureau's Survey of Business Owners. These figures do not include employees of the City, the school districts, the El Camino College Compton Center, or the court facilities.

According to the 2002 Census Survey of Business Owners, there were a total of 884 firms. Of this total, 69 firms (7.8%) were female-owned, 184 firms (20.8%) were Hispanic-owned, and 79 firms (8.9%) were owned by Blacks.

Exhibit 10-4 and Exhibit 10-5 indicate the type of businesses in the City by industrial sector and the number of employees as of the 2002 Economic Census. These exhibits also compare Compton's distribution of businesses, establishments, and employees with Carson's and Gardena's. One interesting difference is that although Compton has a significantly higher percentage of retail trade businesses, Compton's sales tax revenue per retail business permit is significantly lower than that of Carson and Gardena as was seen in Table 10-2. In addition, Compton's percentage of employment in the retail trade industry is significantly lower than that of Carson and Gardena. The City has taken steps to address this disparity with the development of the Gateway Towne Center and the North Downtown Specific Plan, which is underway. Small business assistance directed at the Retail Trade industry sector would be another method of addressing the needs of these small businesses. Other than the retail trade sector, Compton's business and employment profile is consistent with its neighbors and reflective of Compton's land use profile.

10.2.8 EMPLOYMENT TRENDS

Exhibit 10-6 and Exhibit 10-7 show the trend of unemployment rates and labor force between 2000 and 2008. The unemployment rate had been improving since 2003, until the recession began in 2007. Unemployment had been improving, while the labor force was stable. As the labor force increased in size, the unemployment rate increased as the rate of increase in labor force exceeded the rate of job creation.

EXHIBIT 10-3 COMPTON REDEVELOPMENT PROJECT AREA

SOURCE: CITY OF COMPTON

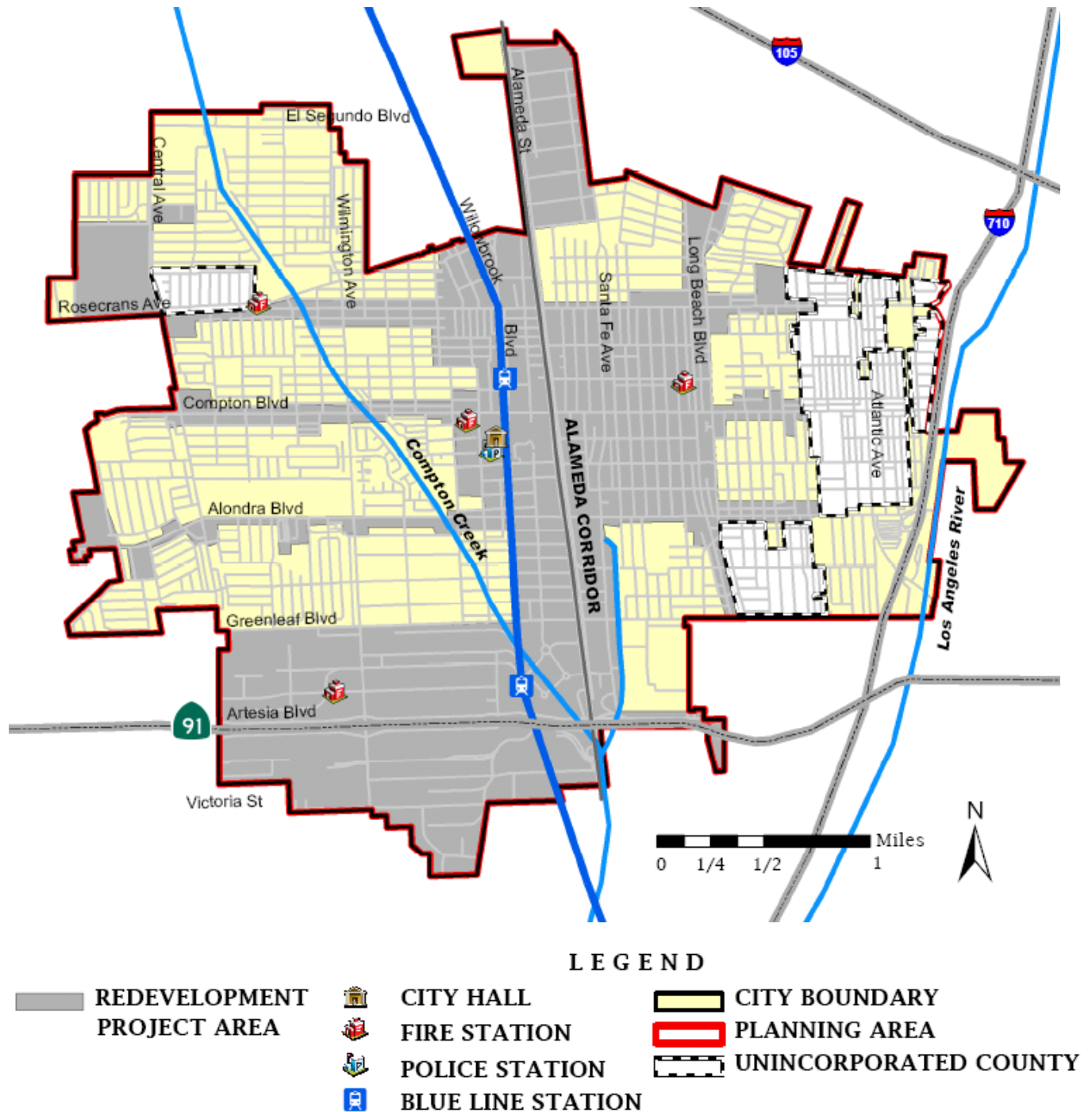


EXHIBIT 10-4
COMPARISON OF INDUSTRY SECTOR BY PERCENT OF ESTABLISHMENTS
SOURCE: 2002 ECONOMIC CENSUS, U.S. CENSUS BUREAU

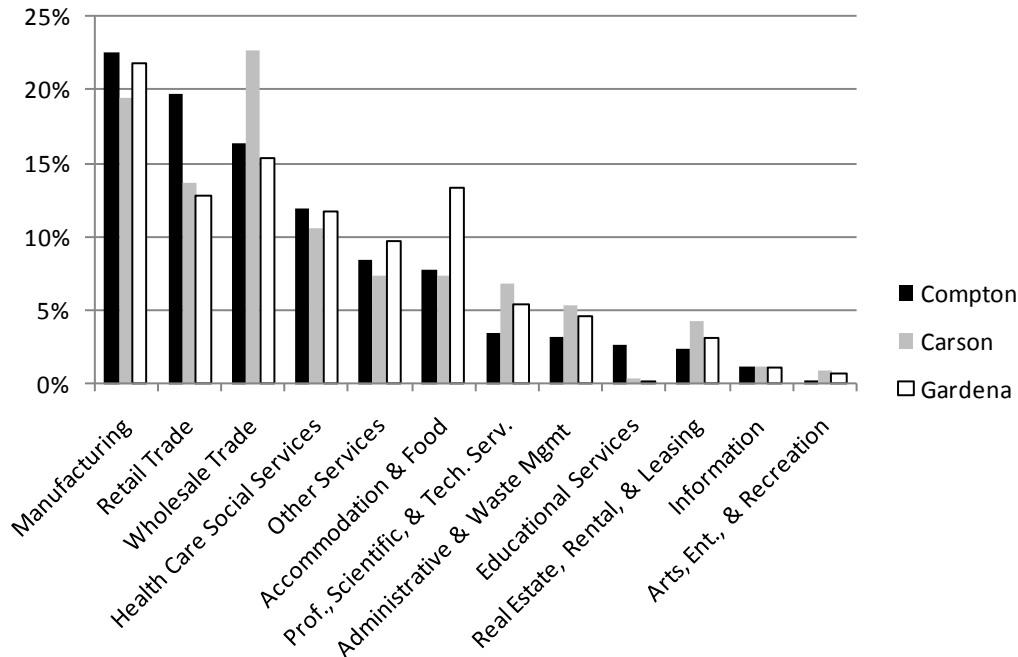


EXHIBIT 10-5
COMPARISON OF INDUSTRY SECTOR BY PERCENT OF EMPLOYEES
SOURCE: 2002 ECONOMIC CENSUS, U.S. CENSUS BUREAU

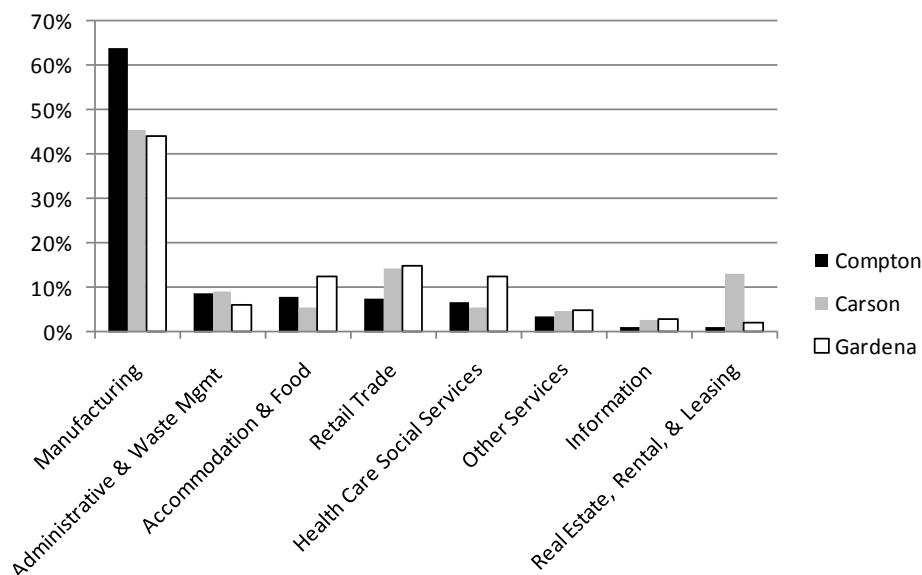


EXHIBIT 10-6 COMPTON'S UNEMPLOYMENT RATE TREND, 2000 - 2008

SOURCE: STATE OF CALIFORNIA EMPLOYMENT DEVELOPMENT DEPARTMENT

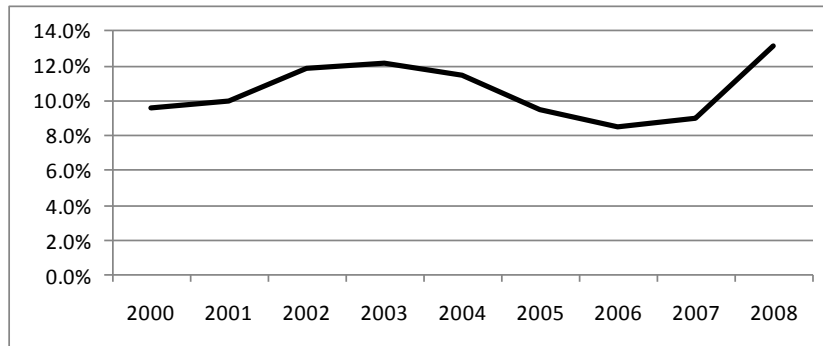
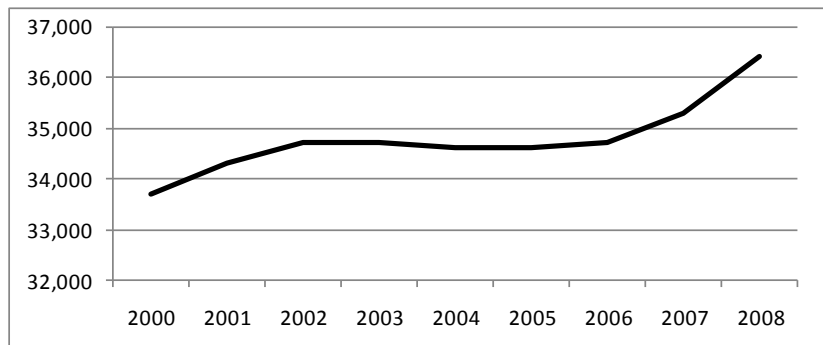


EXHIBIT 10-7 COMPTON'S LABOR FORCE TREND, 2000 - 2008

SOURCE: STATE OF CALIFORNIA EMPLOYMENT DEVELOPMENT DEPARTMENT



10.2.9 RESIDENT WORK FORCE

The U. S. Census American Community Survey provides data on the resident work force. This information is used to attract businesses looking for workers. Businesses look at the educational attainment, current occupation, and industry profile to determine whether the local workforce can fulfill their needs.

As shown in Exhibit 10-8, there was an increase of residents in Compton without a high school education between 1990 and 2000. This population often finds work in unskilled positions in the manufacturing and service sectors. At the same time there was a significant increase in residents with a 4-year, Bachelors degree (BA), from 4% to 6%.

The occupation profile of Compton residents is shown in shown in Exhibit 10-9 and the industry profile is shown in Exhibit 10-10. The majority of residents are employed in production and transportation, or sales and office occupations, which is consistent with the educational attainment profile of the City.

EXHIBIT 10-8

EDUCATIONAL ATTAINMENT OF RESIDENTS AGED 25 AND OLDER

SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2006 - 2008

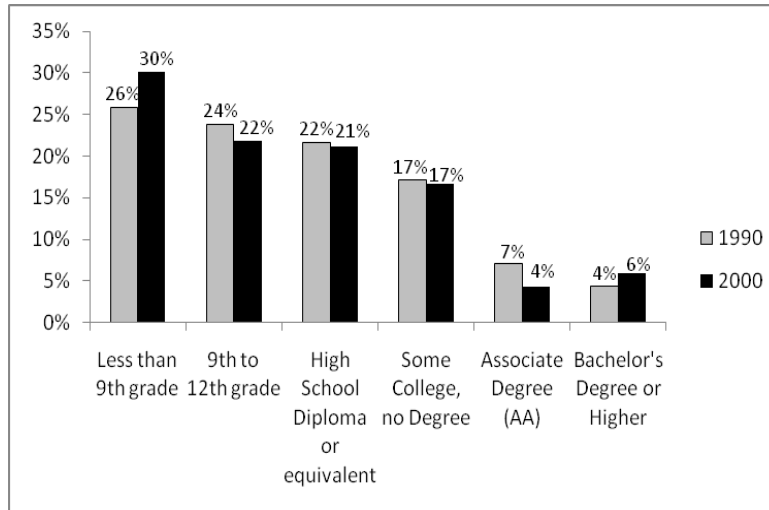


EXHIBIT 10-9

OCCUPATION PROFILE OF RESIDENTS AGED 16 AND OLDER

SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2006 - 2008

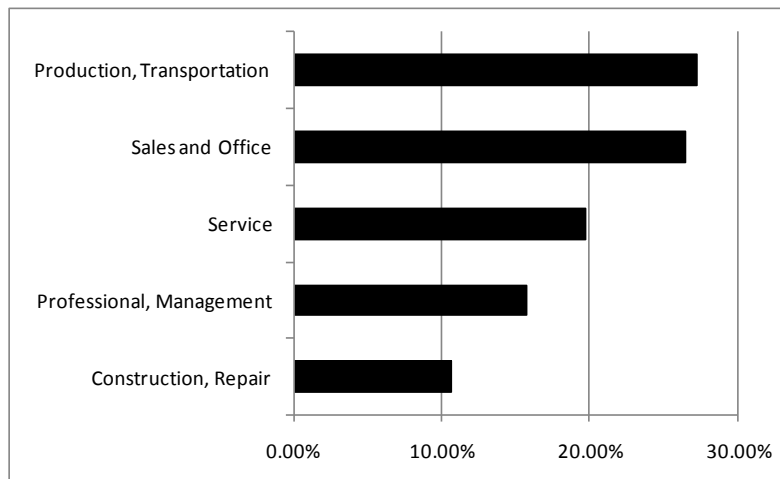
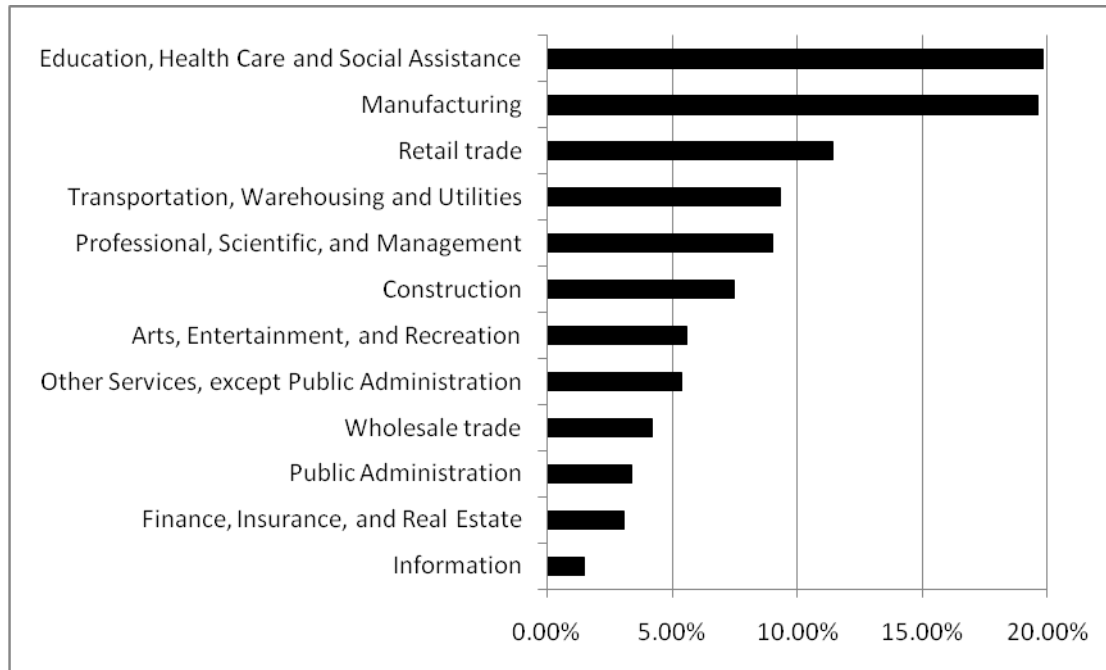


EXHIBIT 10-10 INDUSTRY PROFILE OF RESIDENTS AGED 16 AND OLDER

SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY 2006 - 2008



SECTION 10.3 ECONOMIC DEVELOPMENT PLAN

10.3.1 INTRODUCTION TO THE PLAN

The Economic Development Plan identifies the City's goals from 2010 through 2030 related to the business environment, unemployment, and revenue base, and sets policies and programs for achieving them. The plan also identifies incentives available for attracting new businesses or growing existing ones.

10.3.2 BIRTHING A NEW COMPTON

The City of Compton's motto is "Birthing a New Compton". The City's vision for Economic Development is to utilize Smart Growth principles to establish pedestrian-friendly commercial districts that thrive and provide services and jobs to residents, while supporting City services through tax revenues.

10.3.3 ECONOMIC GOALS AND POLICIES

The goals and policies of the Economic Development Element were developed in response to needs identified in the technical background report, and on issues and opportunities identified in the community workshops that were conducted as part of a comprehensive outreach program.

Economic Development Issue – Business Environment

The business environment consists of political, economic, social, and technology factors. The City can improve some aspects of the local business environment and provide technical assistance to businesses impacted by others. The City can provide simple, easy-to-navigate permit and licensing processes. Technical or financial assistance can be offered to help businesses grow to the next level of production or to stabilize operations. The City can help businesses protect their investment through policing and safety seminars.

A healthy and vibrant business climate can be nurtured and supported through the programs and services offered by the City in partnership with the business community.

Economic Development Goal 1. The City of Compton shall create and maintain a desirable and competitive business climate that serves the needs of the community for jobs and services.

- *Economic Development Policy 1.1.* The City of Compton will coordinate all business services through the Compton Economic Development Division of the Planning and Economic Development Department.
- *Economic Development Policy 1.2.* The City of Compton will develop, promote and deliver financial and technical assistance resources and incentives that help ensure the fiscal health and competitiveness of Compton businesses.
- *Economic Development Policy 1.3.* The City of Compton will actively involve the business community in shaping and implementing effective innovative economic development and growth initiatives that will make Compton a world class, innovative, and trend-setting municipality.
- *Economic Development Policy 1.4.* The City of Compton will aggressively attract, facilitate, and capitalize on future business opportunities that, once realized, will provide City of Compton residents with significant, economic, cultural and social benefits.
- *Economic Development Policy 1.5.* The City of Compton will promote the federal contract bid preferences and availability of SBA loans as a means to attract new businesses to the City and expand existing businesses.
- *Economic Development Policy 1.6.* The City of Compton will promote the City as a great place to start or grow an existing business by attending trade show and exhibit events, and by marketing the City through all media forms (TV, radio, Internet).

Economic Development Issue – Unemployment

Compton has historically had a higher than average unemployment rate. Residents who want to work are not finding jobs. Reasons for high unemployment range from education, job skills, access to appropriate jobs, and transportation or child care challenges. Solutions range from job training targeting growth industries to expanding job opportunities. Education is one of the key factors influencing employment and wealth creation.

Economic Development Goal 2. Reduce the unemployment rate in Compton to reflect the national average.

- *Economic Development Policy 2.1.* The City of Compton will support efforts to increase adult literacy, high school graduation, and college education rates among residents.
- *Economic Development Policy 2.2.* The City of Compton will promote the job training and professional education programs at workforce development centers and local institutions of higher education such as Careerlink, El Camino College - Compton Center, California State University Dominguez Hills, California State University Long Beach, University of California Los Angeles, and University of Southern California.
- *Economic Development Policy 2.3.* The City of Compton will promote the state tax credits of the Compton Enterprise Zone that are available to City businesses when hiring Compton residents.
- *Economic Development Policy 2.4.* The City of Compton will require businesses receiving City assistance to provide job opening announcements to Compton CareerLink One-Stop Center, to help link qualified Compton residents with local job openings.
- *Economic Development Policy 2.5.* The City of Compton will conduct trade mission activities to countries abroad to attract more industry to the City and increase employment opportunities for residents.



CVS PHARMACY ON CENTRAL AVENUE

Economic Development Issue – City Revenue Base

The health of the City is tied to the health of the local economy through the revenues generated from property, business, and sales taxes. Services are funded through these revenues and through user fees. Compton is not receiving its fair share of sales tax revenues because many goods and services used by residents are unavailable in the City. With the opening of the Gateway Town Center, this trend is reversing. The community understands the need to increase City revenues and at the same time is committed to the quality of the enterprises providing the revenue.

Economic Development Goal 3. Create a healthy environment to attract and retain investment, broaden the tax base, and increase the flow of public revenue.

- *Economic Development Policy 3.1.* The City of Compton will increase the number and quality of commercial and industrial businesses in the community to provide greater employment opportunities and tax revenues to support City services.
- *Economic Development Policy 3.2.* The City of Compton will develop an economic development plan for the entire City.
- *Economic Development Policy 3.3.* The City of Compton will support high-quality retail development that is consistent with the General Plan land use plan and demonstrates how it can reduce sales leakage outside the City.
- *Economic Development Policy 3.4.* The City of Compton will link City financial incentives to the delivery of tax revenue or jobs.
- *Economic Development Policy 3.5.* The City of Compton will seek private, state, and federal grants that will support the expansion of the local tax base.
- *Economic Development Policy 3.6.* The City of Compton will provide funding to businesses to assist in maintaining their property and expand existing business services through a number of resources available at the local, state, and national level.

10.3.4 ECONOMIC DEVELOPMENT PROGRAM

The Planning and Economic Development Department (P&EDD) promotes the orderly growth and development of Compton's commercial districts and residential neighborhoods through the expeditious delivery of technical expertise and financial resources. P&EDD was formed by combining the former departments of Planning and Economic Resources Development. The Economic Development Division of P&EDD supports ongoing business investment in the community through business development workshops, low-interest loans and grants, and the administration of business assistance programs, including the Commercial Façade Program and Enterprise Zone.



NEW RETAIL ON ROSECRANS IN 2007

The following State and Federal programs are available to qualified businesses in Compton and are utilized by the Economic Development Division to attract businesses, increase local employment opportunities, and reduce the City's unemployment rate. Exhibit 10-10 shows where each program is available in the City.

- *Enterprise Zone (EZ).* The Compton Enterprise Zone offers incentives to businesses that create jobs for City residents. The incentives include:
 - Sales or use tax credit
 - Tax credits for hiring qualified employee
 - Net interest deduction for lenders
 - Net operating loss carryover
 - State contracting opportunities
 - Business expense deduction
- *Section 108 Loan Program.* This is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. Compton can leverage a small portion of its CDBG funds into federally guaranteed loans to pursue physical and economic revitalization projects to support:
 - Business Attraction and Retention
 - Site Preparation and Acquisition
 - Commercial Façade Improvements
 - Infrastructure Improvements
 - Industrial Park Improvements and Building Retrofit
- *Business Attraction and Retention Technical Assistance Program.* The City of Compton provides management and technical advisory services and resources to businesses. Free counseling is available to individuals or groups desiring to start a business or improve an existing business. Assistance is available to clients for loan packaging, business and marketing planning. The program makes available:
 - Publications
 - Reading and Reference materials
 - City Demographic Information
 - Audio Cassettes and Video Tapes
 - Business Service Referral Network

Procurement Resources

The program also provides business training workshops and seminars through a partnership program with El Camino Compton College Learning Center and the Small Business Development Center (SBDC).

- *The HUB City Cart Program (HCCP).* The HCCP will be located in the heart of Downtown Compton, CA. The goals of the Program are to provide an outlet for Compton's small business entrepreneurs and organizations to directly sell a product and/or service to consumers. The HCCP shall also provide a meeting place to celebrate the diversity of our community. Cart assignments will be made based on the need to balance available products with a well-rounded "market basket" for customers. The program intends to meet the needs of participating vendors without overloading the market with particular or triplicate products. The program was established to provide a space for local small business entrepreneurs and organizations to sell quality products, at or near retail pricing.
- *Commercial Revolving Loan Program.* Low interest rate loans for commercial and industrial based businesses located in Compton that have been in operation for at least two (2) years and demonstrate capacity to meet the monthly debt service resulting from the loan. Qualifying applicants are eligible to receive up to \$100,000 for commercial loans and \$150,000 for industrial loans. The minimum loan amount is \$25,000. In most cases, loan applicants are required to demonstrate that two private dollars of funding have been secured for each dollar of City funds provided.

The business owner can receive funding for the following purposes:

- Rehabilitation and renovation of facilities
- Leasehold improvements
- Trade fixtures
- Acquisition of equipment and machinery
- Working capital inventory purchases

The goal of the program is to encourage commercial and industrial revitalization, assist in the development and/or expansion of commercial, and industrial businesses in order to generate employment opportunities, stimulate private investment and, in general, improve those areas experiencing economic decline. The program is designed to provide a financing incentive that will result in private financing of business loans that are marginal and would therefore not occur without City involvement.

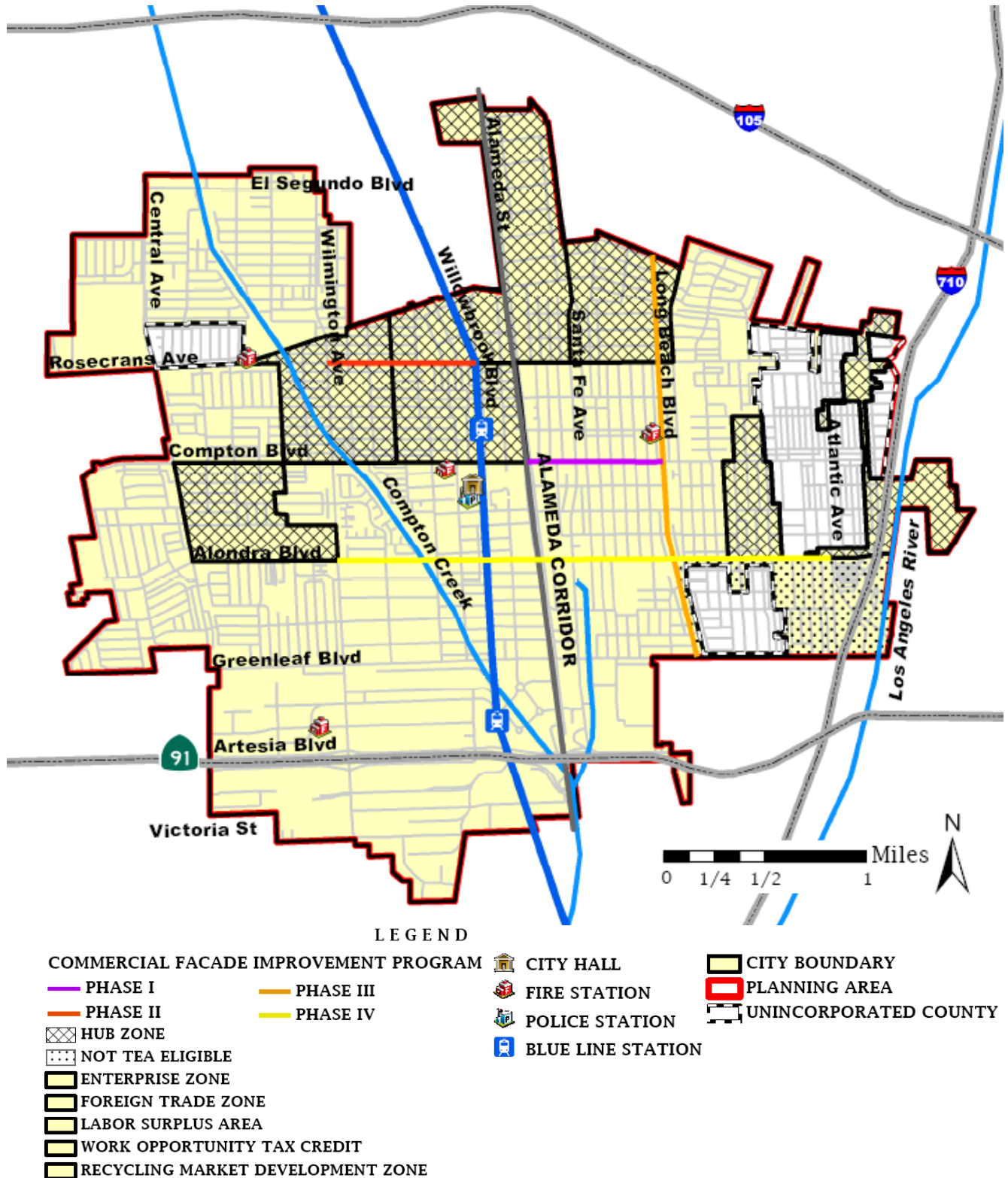
- *Commercial Façade Improvement Program.* The City has allocated a portion of their Community Development Block Grant funds to establish a Commercial Façade Improvement Program. The program will offer façade grant funds to assist property owners and business tenants with improving the exterior of their commercial buildings. The program is targeted at areas with older properties and properties in poor condition, and is designed to act as an incentive to encourage property owners to improve the visual and curb appeal of their properties. Phase I focuses resources on Compton Boulevard between Alameda Street and Long Beach Boulevard, Phase II will focus on Rosecrans Avenue between Willowbrook and Wilmington Avenues, Phase III will focus on Long Beach Boulevard between Orchard and Greenleaf Avenues, and Phase IV will focus on Alondra Boulevard between Atlantic and Wilmington Avenues.
- *HUBZone.* The HUBZone program was developed by the Small Business Administration (SBA) to promote job growth, capital investment, and economic development to historically underutilized business zones, referred to as HUBZones, by providing contracting assistance to small businesses located in these economically distressed communities. The SBA annually designates qualified census tracts as HUBZones in Compton. To participate, a business must be certified. Business certification includes maintaining a principal office in the HUBZone and demonstrating that 35% of its employees reside in the HUBZone and that it meets the definition of a Small Business based on its industry classification. Certified businesses receive federal contract preferences and set asides when bidding on Federal Government procurements.

- *Foreign Trade Zone (FTZ)*. The City has 33 properties in the Artesia Commerce Park designated as a FTZ. This provides advantages to businesses involved in international trade by reducing or eliminating tariff costs. Businesses located in a FTZ can import parts or supplies for use in their U.S. manufactured finished good without paying tariff fees if the finished good is exported. If the finished good is for domestic sale they can delay payment of the tariff until the finished good is shipped.
 - *Recycling Market Development Zone (RMDZ)*. The RMDZ program combines recycling with economic development to fuel new businesses, expand existing ones, create jobs, and divert waste from landfills. Businesses located in the RMDZ that use materials from the waste stream to manufacture their products are eligible for attractive loans, technical assistance, and free product marketing.
 - *Labor Surplus Area (LSA)*. The Department of Labor annually designates cities with unemployment rates 20% higher than the national average as a LSA. The City of Compton is a designated LSA. Businesses located in a LSA can receive procurement preference points when bidding on federal procurement contract opportunities, which make them more competitive. Another benefit of locating in a LSA is access to Small Business Administration (SBA) loans. Businesses that are normally restricted from applying for SBA financing because they are not a small business by SBA standards, may be able to apply for SBA loans because they qualify as a LSA business.
 - *Work Opportunity Tax Credit (WOTC)*. The WOTC is a federal income tax credit that can save employers up to \$2,400 when they hire someone who is a member of one of eight targeted groups that have traditionally faced significant barriers to employment. Employers can claim up to 40% of the first \$6,000 in qualified first-year wages for a maximum credit of \$2,400 per new hire. Qualified wages are capped at \$6,000 for all WOTC target groups, except Summer Youth, whose wages are capped at \$3,000.
 - *City of Compton Career Link WorkSource Center*. The Career Link WorkSource Center is a one-stop center funded through Federal Workforce Investment Administration (WIA) dollars. The Center offers comprehensive employment and hiring services to workers, employers, and job seekers at no charge. More specialized services like customized training sessions or intensive employment counseling are available for a nominal fee. The business services model employed by the WorkSource network ensures the sharing of job listings and potential candidates throughout an entire countywide network.
- Job search tools provided include access to California's database of job openings, Internet access, copy & fax machines, telephone bank, resume creating program, and handicap-accessible computer services. Job listings are updated daily. Employers can receive recruitment assistance and labor market information. Individuals can receive career planning assistance.
- *Redevelopment*. The City will continue to encourage the future redevelopment of industrial and commercial projects in suitable locations to strengthen the city's tax and employment base. The existing redevelopment plans applicable to the City's project areas will continue to be implemented. The City may investigate the feasibility of establishing new redevelopment projects in the future.



Exhibit 10-11 Economic Development Programs

Source: City of Compton





Civic Center Bus Stop



Willow Walk Housing



Proposed Community Center

SECTION 11 URBAN DESIGN ELEMENT DRAFT COMPTON GENERAL PLAN 2030



Poster Art Courtesy of xxxxxx student of xx Elementary School Compton California 2011

INTRODUCTION TO THE ELEMENT

11.1.1 AUTHORITY OF THE ELEMENT

The primary purpose of this Urban Design Element is to establish a broad planning and policy framework that will facilitate the ongoing revitalization of the City. While not required by state law, once adopted, the Urban Design Element will have the same legal standing as the other mandatory elements.

11.1.2 ORGANIZATION OF THE ELEMENT

The Urban Design Element consists of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Urban Design Background Report* discusses a wide range of issues regarding the form, structure, and sense of place that must be considered in future planning and development in the City.
- The *Urban Design Plan* identifies the City policies related to urban design along with those programs that will be effective in implementing the policies.

Quote from Community Member

Design needs to be family friendly with places to sit and trash cans to keep the streets clean.

Mr. Eric Jones,
Compton Resident
District 4.

SECTION 11.2 URBAN DESIGN ELEMENT BACKGROUND REPORT

This section of the Urban Design Element describes the existing characteristics and conditions of the City of Compton as they pertain to historic development patterns, public art, streetscape, and public infrastructure. This background information provides the foundation for the Urban Design Element goals and policies.

11.2.1 HISTORIC DEVELOPMENT PATTERNS

Compton began as a pioneering community in 1867 when 30 families moved from Stockton, CA led by Griffith Dickenson Compton. The early settlers formed a town and built a schoolhouse which served as a church and center for civic gatherings. The early settlers farmed and ranched. The Richland Farms neighborhood has its roots in that early time.

The original one-room schoolhouse built in 1896 became Compton High School and in 1898, the first class graduated. Between 1914 and 1925, twelve new buildings were added and in 1927 a community college was added so that graduating seniors could pursue a college education locally. With the exception of the administration building which was rebuilt in 1935 after being damaged in a 1933 earthquake, Compton High School has been maintained to look much as it did when it was built in the first quarter of the 20th Century – a link to Compton's past.



COMPTON HIGH SCHOOL

The community college separated from the high school district when the voters approved a bond issue in 1950 to buy the present site on Artesia Boulevard. The new college was constructed in time for the first classes to be held in the Fall of 1953. Compton College has grown and changed over the years, with a modernization plan implemented between 1996 and 2004. In August 2006, the college went through a transition and became El Camino College Compton Center.

The original town center was located along Willowbrook Avenue and Compton Boulevard which remains the City's downtown today. When the City incorporated in 1888 with 500 residents, the City boundaries were 1 mile east and west of Willowbrook Avenue from Greenleaf in the south to a quarter-mile north of Rosecrans.



HISTORIC DOWNTOWN – COMPTON 1914

As the City continued to attract residents, the first City Hall was built on Alameda Street in the 1920s. On May 24, 1924, the Compton/Woodley Airport opened on Alondra Boulevard providing general aviation services to the community. During the 1930's, 40's, and 50s, over half of Compton's existing housing stock was built. Compton was developing into a suburban bedroom community with a grid pattern of six north-south arterials and six east-west arterials. Schools were built to serve the residents of these new suburban neighborhoods.

Compton began to be marked by the freeways that now surround it in the 1950s. State Route 91 was the first, constructed along the southern boundary of Compton. In 1954, State Route 7 began construction and was completed in 1975. It was renamed Interstate 710 in 1984. The 1960s brought construction of State Route 11 which was renamed Interstate 110 in 1981. Interstate 105 was part of the 1960's freeway master plan for the State but it was not constructed until the 1980s and opened in 1993.

In the 1970s a new era of development began in Compton. The present City Hall was built at 205 S. Willowbrook Avenue replacing the one on Alameda Street. The downtown area was rebuilt and hundreds of single-family homes, townhomes, and condominiums were constructed throughout the City. Walnut Industrial Park was developed in the late 1970s and 1980s transforming 1,500 acres of unused and underutilized land through the efforts of the Community Redevelopment Agency.

Compton's next phase of growth began with the opportunity presented by the Los Angeles County Metropolitan Transportation Authority's construction of the Blue Line light rail through the City along Willowbrook Avenue, which opened in 1990. The City constructed a multi-modal transit center at the Compton Civic Center stop, the Martin Luther King Jr. Transit Center. The MLK Jr. Transit Center serves as a transfer station for multiple bus lines from Long Beach and Gardena as well as Greyhound buses and all five of the Compton Renaissance Transit bus routes. Willow Walk town homes opened in 2007 adjacent to the MLK Jr. Transit Center to capitalize upon the transit connections. The City is developing a North Downtown Specific Plan to further support transit-oriented development around the Compton Civic Center Station.

Another major opportunity occurred in 2002 when the freight rail lines bisecting the City on Alameda Street were placed below grade with the development of the Alameda Corridor. The Alameda Corridor is a consolidated freight expressway between the Ports of Los Angeles and Long Beach and downtown Los Angeles that began construction in 1994. Traffic flow across Alameda Street has been significantly improved and the gateway monuments, plazas, and bridge crossings over the Alameda Corridor have improved pedestrian crossing and contributed to the improvement of the public space in the City.

11.2.2 PUBLIC ART

Public art is any work of art or design that is created by an artist specifically to be sited in a public space. It can tower several stories high, or it can call attention to the pavement beneath your feet. It can be cast, carved, built, assembled or painted. Whatever its form, public art attracts attention. By its presence alone public art can heighten our awareness, question our assumptions, transform a landscape, or express community values, and for these reasons it can have the power, over time to transform a city's image. Public art helps define an entire community's identity and reveal the unique character of a specific neighborhood. It is a unifying force.¹

Beyond its enriching personal benefits, public art is a true symbol of a city's maturity. It increases a community's assets and expresses a community's positive sense of identity and values. It helps green space thrive, enhances roadsides, pedestrian corridors, and community gateways; it demonstrates unquestionable civic and corporate pride in citizenship and affirms an educational environment. A city with public art is a city that thinks and feels.² Examples of public art and landmarks in Compton are identified in Table 11-1.

In Compton, the large civic center monument dedicated to Martin Luther King, Jr. is an illustrative example of the use of public art. It has become the symbol of the City and is used on the City's website, publications, literature, and signage.

Compton has enriched several public spaces with painted murals and mosaics. The painted mural at the Compton Metro Station entrance representing the musical traditions of each of the three major ethnic groups in Compton was created by Compton high school students and is titled, "*Universal Musicians*".

Landmarks include cultural institutions and historical places such as the Heritage House and Angeles Abbey. The Heritage House was built in 1869 by A.R. Loomis. In 1955 it was marked the 'Oldest House in Compton.' It is now located at the corner of Alondra Boulevard and Willowbrook Avenue near the Civic Center Plaza and was restored and refurbished and will eventually house a museum detailing early life in Compton. Angeles Abbey is a mausoleum, with Moorish middle-eastern architecture. It is a popular location for television commercials and movie shoots. Founded around 1923, Angeles Abbey Memorial Park has a rich history and is the final resting place of many notable early Compton citizens.

¹ Newport News Public Art Foundation, What is Public Art?, http://nnpaf.org/what_is_art.html, May 17, 2010.

² Ibid

**Table 11-1
Public Art and Landmarks in the City of Compton**

The Compton Civic Center Plaza	<ul style="list-style-type: none"> • Painted murals of Martin Luther King, Jr., John F. Kennedy, and Cesar Chavez • Abstract white concrete monument dedicated to Martin Luther King, Jr. • Band Shell in back of courthouse has a mural of the American Bald Eagle • Arcades of the L.A. County courthouse are mosaic murals
Compton Post Office	<ul style="list-style-type: none"> • Painted murals depicting the pastoral life of the historical Spanish period by James Redmond, 1936, titled "<i>Early California</i>"
Compton Metro Station	<ul style="list-style-type: none"> • Ceramic tile mural signage over entrances to metro station by Eva Cockcroft, 1995, titled "<i>Compton: Past, Present and Future</i>" • Painted Mural at station entrance representing the musical traditions of each of the three major ethnic groups in Compton by Compton high school students, "<i>Universal Musicians</i>"
Artesia Metro Station	<ul style="list-style-type: none"> • Large mosaic and stone "well" at station entrance by Lynn Aldrich, 1996. "<i>Blue Line Oasis</i>". <p>The area is landscaped with tall palm trees like a desert oasis and the well is a symbol of soothing refreshment of body and spirit while also serving as a circular seating area or gathering place for passengers waiting in the park & ride area. Steel and copper replicas of coins reinforce the idea of a wishing well.</p> <p>Etched along the pathway into the station are strips of blue concrete pavers with poetic references to universal human longings and emotions through metaphors associated with water. The strips of text lead the viewer toward a low wall of blue and green mosaic tile images of breaking wave patterns. The waves are directed toward a serpentine walk leading up to the station platform where a steel kiosk displays ceramic tile "wishes" gathered from children and youth in the community.</p>
Crystal Park Casino and Hotel	<p>Crystal Park was the first casino hotel in Los Angeles County. It remains as one of the few operating casinos in the area and a tourist destination. In addition to gaming, the hotel hosts nightly entertainment and special events. It's location is visible from the 91 Freeway and near the Artesia Metro Station.</p>
Tomorrow's Aeronautical Museum	<p>This museum on Alondra Boulevard, next to Compton Airport, is destination for school groups, visitors and aeronautical enthusiasts.</p>
First United Methodist Church	<p>This church is believed to be the second oldest Protestant church in Southern California. It is located on Long Beach Boulevard near Alondra Boulevard.</p>
Angeles Abbey Mausoleum	<p>The mausoleum, with its Moorish middle-eastern architecture, is a popular location for television commercials and movie shoots. Founded around 1923, Angeles Abbey Memorial Park has a rich history and is the final resting place of many notable early Compton citizens.</p>
Heritage House	<p>This early home, originally located on South Acacia Street, was built in 1869 by A.R. Loomis. In 1955 it was marked the 'Oldest House in Compton.' Now located at the corner of Alondra Boulevard and Willowbrook Avenue near the Civic Center Plaza, the Heritage House is a rustic-looking home that will eventually house a museum detailing early life in Compton. It has been restored and refurnished.</p>
Dominguez Rancho Adobe Seminary and Museum	<p>Dominguez Rancho Adobe Seminary and Museum, is a California Historical Landmark. It is located atop a gentle hill on South Alameda Street and surrounded by acres of landscaping. The Spanish-style ranch was built in 1826 by one of the area's first settlers. The museum provides informative guided tours to the public.</p>



MARTIN LUTHER KING, JR. MEMORIAL

11.2.3 STREETSCAPE

Streetscape refers to the street's visual character that is formed through the combination of the roadway, sidewalks, landscaping, buildings, street furniture, and open spaces. Compton has been upgrading its streetscapes to improve the pedestrian environment as well as the visual appeal to residents and visitors.

Pedestrian activity is heavy at the intersection of Compton Boulevard and Willowbrook Avenue adjacent to the Civic Center. At this street crossing, special design attention has been given to brick pavers and medians to ensure pedestrian safety because the Metro Blue Line train crosses this intersection.

The Alameda Corridor bisects Compton and connects the Ports of Los Angeles and Long Beach with the rail yards east of Downtown Los Angeles. It consists of a series of bridges, underpasses, overpasses and street improvements that separate freight trains from street traffic and passenger trains, facilitating a more efficient transportation network. The development of overpasses and street improvements provided unique opportunities for pedestrian enhancements to the streetscape. Sound walls were installed in areas abutting the corridor at Frances Willard Elementary School on El Segundo Boulevard to reduce noise pollution and increase safety. At Compton Boulevard, green fencing is used to soften the streetscape. Where major boulevards meet the Alameda Corridor, pedestrian crosswalks are defined with a red brick pattern outlined in white. To encourage pedestrian travel and minimize impact on the community, landscaped plazas have been created to enhance the Alameda Corridor crossing environment.

Major bus stops are located near popular shopping districts, schools, parks, and public buildings and many have been improved with benches and shelters creating a more welcoming place to catch the bus or train.

Landscaping and trees soften the urban streetscape. They provide shade and an inviting atmosphere to pedestrians. Compton has incorporated Birch, Crape Myrtle, and Ficus Nivea, a type of fig tree, into the streetscape medians of its commercial corridors. Residential and commercial property owners are encouraged to beautify their properties with trees. The City's parks are landscaped with trees around the periphery of the park, thereby contributing to the streetscape and allowing the inner space to be used for a diversity of activities.

11.2.4 PUBLIC INFRASTRUCTURE

The City has invested in its public and private infrastructure with gateway monuments, medians, and a multipurpose trail system connecting the City via Compton Creek. Over the years since moving City Hall, investments have been made to build a civic center at Willowbrook Avenue and Compton Boulevard that includes the Civic Center Plaza, Los Angeles Superior Court, Sheriff's Station, Compton Library, Compton Fire Station #1 and U.S. Postal Office. On the northeast corner is the Compton Towne Center, and to the north of it lies the Martin Luther King Jr. Transit and Metro Blue Line Compton Station stop.

Gateways are major entry points into the City. Compton has updated its gateways with monuments greeting entering and departing visitors to the City. In addition, concrete obelisks inscribed “Compton” are located on the central medians of key streets.

Infrastructure improvements were made to Compton Boulevard, Alondra Boulevard, Central Avenue, and Wilmington Avenue in the last five years with the addition of median islands to separate the direction of moving cars. The median islands are made of red brick, stone, or white cement. Low maintenance trees and plants beautify the new medians.

Compton Creek runs diagonally through Compton from the northwest to southeast. The City has provided community connectivity with the installation of the Compton Creek Multi-Purpose Trail System, a 3.5 mile long equestrian path on the west bank of Compton Creek and a 3.5 mile long cement multi-purpose biking and walking path on the east bank from West El Segundo Boulevard to South Oleander Avenue. This path connects several local schools and parks, the bike lane on Alondra Boulevard, and residential neighborhoods including Richland Farms, home to many horse-owners.

SECTION 11.3 URBAN DESIGN PLAN

11.3.1 INTRODUCTION TO THE PLAN

The Urban Design Plan identifies the City’s goals for 2010 through 2030 related to the design of the built environment and it sets the policies and programs for achieving them. The plan identifies the design principles expected of all new development or improvements in the City of Compton.

11.3.2 BIRTHING A NEW COMPTON

The City of Compton’s motto is “Birthing a New Compton”. The City’s vision for Urban Design is to utilize Smart Growth principles in its design guidelines to enhance the pedestrian experience through public art, streetscape design, and walkable communities.

11.3.3 URBAN DESIGN GOALS AND POLICIES

The goals and policies of the Urban Design Element were developed in response to needs identified in the technical background report and on issues and opportunities identified in the community workshops that were conducted as part of a comprehensive outreach program. The goals and policies will guide decision-making so that the community’s vision is realized.

Urban Design Issue: City Identity

Urban design plays a major role in shaping a city’s identity. Compton will shape its identity in the next twenty years through its design guidelines, which will inform developers of the City’s expectations for high quality development. Public and private investment in public spaces will further shape the City’s identity.

Urban Design Goal 1. Enhance the City’s identity through the use of unifying design themes, branding, and the City’s logo.

- *Urban Design Policy 1.1.* The City of Compton will integrate the design provisions of the Compton General Plan, Redevelopment Plan, Specific Plans, and/or associated land use regulations into all development projects.
- *Urban Design Policy 1.2.* The City of Compton will develop design guidelines for each Specific Plan area that establish high quality standards for new development and redevelopment projects in key locations throughout the City.
- *Urban Design Policy 1.3.* The City of Compton will explore a public art program aimed at enhancing the City’s identity, which may be funded through development fees.

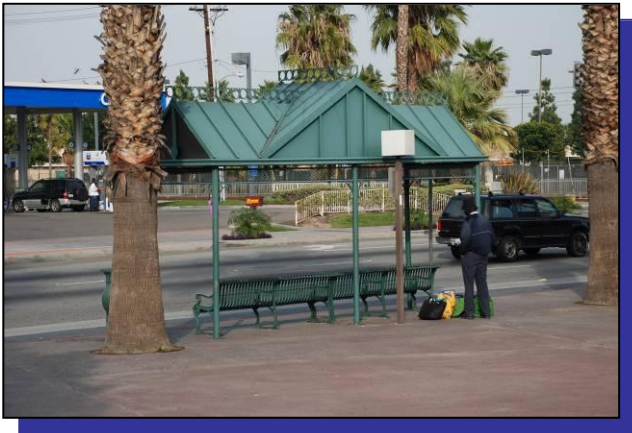
- *Urban Design Policy 1.4.* The City of Compton will establish and implement a branding strategy to enhance the City's identity.

Urban Design Issue: Pedestrian-Oriented Design

The City is committed to enhancing the quality-of-life of residents by improving pedestrian connectivity through mixed use, transit-oriented, and pedestrian-oriented development. Pedestrian activity is expected to increase as a result of well-designed pedestrian-oriented environments.

Urban Design Goal 2. Encourage pedestrian-oriented development for new commercial and retail districts in key locations in the City such as the Blue Line Stations and the Atkinson Brickyard site.

- *Urban Design Policy 2.1.* The City of Compton will establish pedestrian-oriented commercial districts by requiring new commercial developments to establish safe pedestrian circulation routes and build along street frontages where appropriate.
- *Urban Design Policy 2.2.* The City of Compton will develop specific plans with design and development guidelines that create pedestrian-oriented developments.
- *Urban Design Policy 2.3.* The City of Compton will enhance the pedestrian environment by developing streetscape design guidelines.



BUS STOP

Urban Design Issue: Infrastructure Revitalization and Beautification

Like most cities with histories beginning in the late 1860s, infrastructure must be replaced and upgraded. Compton has made significant investment in the major commercial corridors and added planted medians, bus stop shelters, and gateway monuments which have both revitalized and beautified the streetscape. The City is committed to continuing that effort and encourages private property owners to revitalize and beautify their properties as well.

Urban Design Goal 3. Revitalize the City's infrastructure and appearance through a combination of design guidelines, regulations, public investment, and private incentives.

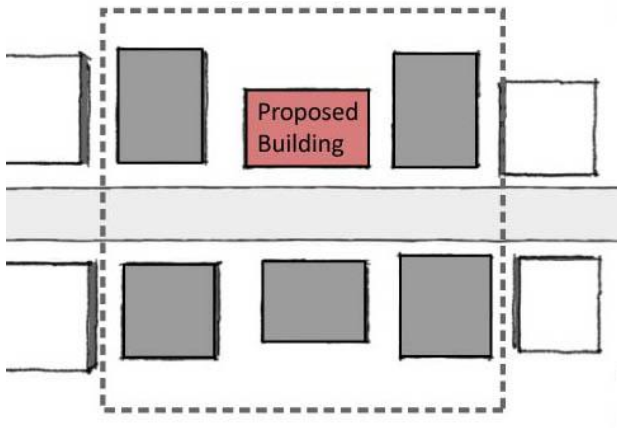
- *Urban Design Policy 3.1.* The City of Compton will implement a comprehensive civic beautification program that will encourage property owners to maintain and invest in the appearance of their property.
- *Urban Design Policy 3.2.* The City of Compton will identify and prioritize public infrastructure revitalization and beautification projects and will implement them according to these priorities.
- *Urban Design Policy 3.3.* The City of Compton will continue to implement existing redevelopment plans, and adopt new plans as necessary to facilitate revitalization.

- *Urban Design Policy 3.4.* The City of Compton will maintain a strong code enforcement program, and provide code enforcement staff with adequate resources to ensure code violations are corrected citywide.

11.3.3 URBAN DESIGN PLAN

The Urban Design Plan provides guiding principles for design of all new commercial, retail, and industrial development in the City of Compton.

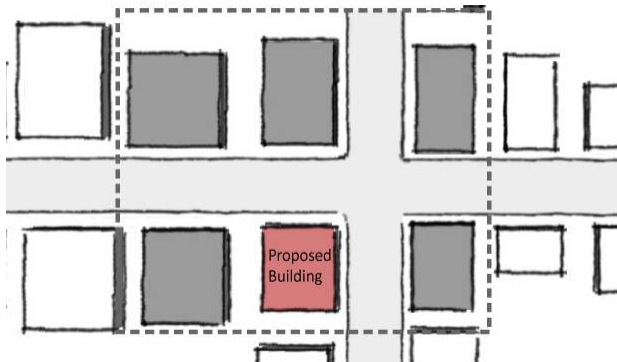
Figure 11-1: Design Envelope Area



Guiding Principles - Building Design

The *Design Envelope Area* or DEA defines the area within which a proposed building must consider adjacent building designs. The DEA includes two adjacent neighboring and three opposite buildings surrounding the proposed site as shown in Figure 1. If the proposed building is on a corner, the five buildings considered within the DEA are the three other corner buildings and the adjacent building facing the same street and the building across the street from it as shown in Figure 2.

Figure 11-2: Design Envelope Area of Corner Building



The DEA shall be used to define mass, scale, rhythm, texture, and other components of building design, as described in the following guiding principles.

- *Articulate Large Masses.* Buildings of large mass shall be designed to avoid a box-like appearance. They can be broken up through horizontal or vertical articulation or by use of varied materials, textures, or colors. The massing of the buildings shall remain generally consistent with appropriate buildings within the design envelope area. Where the massing within the design envelope area emphasizes a simple block form, variations to this form are encouraged to break up large, solid wall surfaces. On buildings with wide facades,

the use of courtyards, arcades, and varied roof lines is encouraged to help provide architectural interest and reduce large massing elements.



STORE FRONT DESIGN WITH
VARIED ROOF LINES

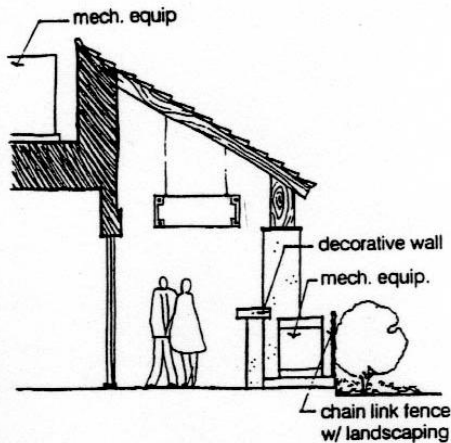
- *Avoid Blank Walls.* Building design elements such as roof lines, cornices, and storefronts shall be extended across all facades open to view from public streets, parking lots and/or adjacent properties. Contrasting textures, trims, landscaping, architectural relief, and details from the main facade can be used to add interest to visible side or rear walls.
- *Retain Scale of Components.* The scale of proposed building components shall remain consistent with the buildings in the design envelope area. Building components such as windows, doors, and storefront modules shall be considered with respect to 1) each other, 2) the entire new facade, and 3) the scale of elements found in other buildings within the design envelope area.
- *Land Use Compatibility.* New development must be compatible with other development in the area in terms of floor area ratio, building height, and mass. New developments shall conform to the height limits set down in the City Zoning Code.
- *Maintain Similar Proportions.* The proportion of the major elements of a building shall be complementary to the proportion found between similar elements in appropriate buildings in the DEA. These elements include windows, doors, and storefront design. For example: multi-paned glazing is rarely found in the storefronts; therefore, single-pane glazing is recommended where this is a common element in the design envelope area.

Figure 3: Similar Proportions and Limited Emphasis



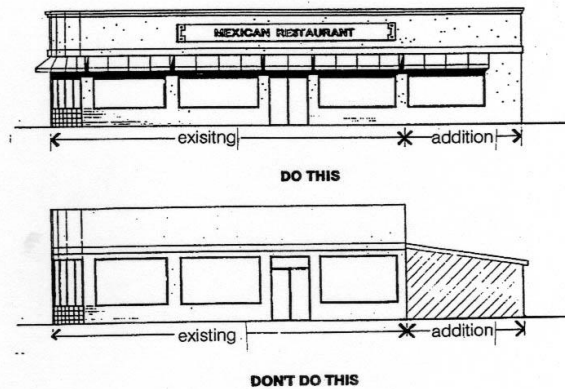
- *Limit New Emphasis.* Emphasis shall be used with restraint in order not to detract from the overall character of the design envelope area. A major element of emphasis, such as entry, shall not overshadow design elements of adjacent buildings.
- *Use Compatible Textures.* The texture of the facades shall be compatible with the buildings within the design envelope area. Variations in texture are permitted where these emphasize intimate scale such as bricks or tile.
- *Provide Compatible Setbacks.* The front setback shall be ten feet (on front property line) to match the general existing setback contained in the City Zoning Code. Building entrances are sometimes setback to add interest, to allow for doors swinging out, and/or to add to the display area in the storefront. This setback could be integrated into the facade articulation elements by providing arcade area, roof overhang, outdoor dining enclosure, courtyard, landscaping, hardscape, bus shelter, and/or architectural relief.
- *Use Related Colors.* All color palettes chosen for new development shall be consistent with the area or project-specific design standards. In addition, the colors on the buildings within the DEA should be reviewed to determine compatibility with the proposed building. Neutral or soft colors are preferable for large wall surfaces (light gray, cream, beige, tan, light blue, etc.) while brighter or deeper shades provide effective trim colors (brown, dark green, maroon, white, black, charcoal gray, etc.). The use of bold, primary, or garish colors is not allowed. Generally, a limit of three colors per building is desirable.
- *Screen Mechanical Equipment.* All rooftop mechanical equipment and utility equipment shall be screened to the view from the street according to existing City standards. Utility boxes and pedestals shall be placed underground or in unobtrusive areas where feasible.

Figure 4: Screen Mechanical Equipment



- *Integrate Additions.* An addition to an existing building shall be designed to integrate with the existing building. The new addition shall match the original in terms of massing, window styles and openings, roof line, materials, and all other aspects of design (rhythm, scale, etc.). Where a newer look is desired than that found on the original, the entire building shall be renovated to achieve a single design.
- *Hide Building Security.* Building security shall be hidden during operational hours. A traditional alternative for storefronts or alley facades is a "scissors type" metal grill bolted onto the exterior of the building. The use of interior security and fire alarm systems are preferred. Vandal-proof glazing that is resilient to impact is also recommended for storefronts. If interior grills are used, they shall be permitted only at the interior of display windows and must recess into pockets or overhead cylinders that conceal the grill when retracted.

Figure 5: Addition Integration



- **Remove Abandoned Materials.** Abandoned pipes, conduits, wires, signs, and other debris shall be removed and sign anchors patched to match adjacent surfaces. Operational pipes, conduits, etc., must be hidden.
- **Integrate Seismic Strengthening.** Any seismic structural upgrading shall be conducted at the interior of the building, if possible, unless the structural elements blend into the architecture of the exposed rear/side facade. Shear walls shall not be introduced into the storefront where display areas currently exist.
- **Use Complementary Lighting.** Exterior lighting shall blend with the architectural character of the building to illuminate entryways and to articulate architectural features. Both lighting fixtures and levels of light shall be subtle, not designed with an intensely lit façade acting as a sign.

Guiding Principles - Façade Improvement Programs

Buildings consist of three main elements: 1) the base or bottom; 2) the center or body of the building; and 3) the top portion including a roof or cornice.

Figure 6: Elements of a Building



The following guidelines address the side and rear elevations of buildings and must be implemented as part of a street façade improvement plan:

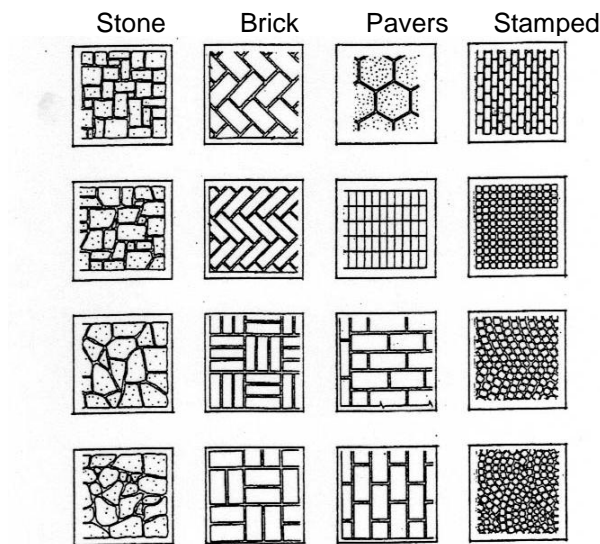
- Be consistent with the style of the building - rear/side facades shall be designed to be consistent with the architectural style of the building and the design of the primary façade.

- Rehabilitation of the rear façade may introduce accessory elements typical of the main facade (such as awnings or light fixtures), but shall not attempt to replicate storefronts or ornate decorative embellishments typically found only on the main façade.
- Exterior window treatments - The use of window treatments is encouraged to identify entrances and to add visual interest at windows. If awnings are chosen, they must meet City ordinances to allow passage of service and emergency vehicles.
- Security grills - Grills on windows shall be simple rather than ornate and meet all provisions of the Uniform Building Code.

Guiding Principles - Streetscape Design

The use of enriched paving in pedestrian crosswalks delineates the crosswalks to approaching vehicles. In addition, paving treatment installed at driveway approaches, drop-off areas, and plaza entries is recommended. Special paving materials and patterns shall be used to enhance pedestrian walkways, plazas, and gardens.

Figure 7: Paving Material Examples



Recommended materials include:

- Scored or stamped patterns in smooth or rock salt finished natural or colored concrete
- Natural stone pavers (flat) set in mortar in regular or irregular sizes
- Precast pavers, such as brick or concrete
- Other materials consistent with the Americans with Disabilities Act (ADA) requirements

Enriched paving can improve pedestrian safety and ease of movement while maintaining and enhancing the City's image and economic viability. In addition to crosswalks, the placement of gateway monuments, Renaissance Gardens at major intersections, and the placement or repair of walls and fences are examples of streetscape improvements which will enhance the visual appeal of the area.



CROSSWALK WITH ENRICHED PAVING

Street furniture that will enhance the pedestrian experience along commercial corridors includes benches, trash receptacles, and bus shelters and shall have the following specifications:

- Stone, rock, concrete, wood, or metal are all acceptable building materials for street furniture
- All benches shall be of pre-cast concrete or wire mesh metals
- Trash receptacles shall be pre-cast concrete or wire mesh metals (non-combustible materials)
- Bus shelters shall be placed inside of adjacent property lines. Property dedications or development agreements shall be included with project approvals. The pads shall be brick-colored stamped concrete or pavers.

Figure 8: Street Furniture



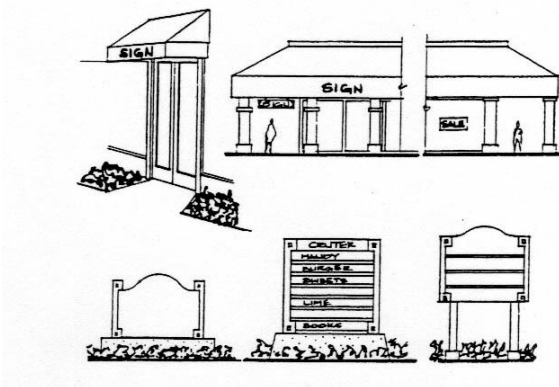
Guiding Principles - Signage

The design quality and readability of signs are a very important aspect to the overall atmosphere and pedestrian/ vehicular character created for the area. All signs shall be maintained in good repair, including the display surface, which shall be kept neat and functional.

- The exposed back of all signs visible to the public shall be suitably finished and maintained.
- Signs may be composed of wood, plastic, foam, acrylics, metal, concrete, and/or glass.
- The base of all freestanding and monument signs must be fully landscaped and irrigated.
- All signs shall be designed free of bracing, angle-iron guy wires, cables or similar devices.

- An effort shall be made to achieve consistency between building style and sign design. In all cases, signage shall be complementary to the exterior treatment of the building or location involved.
- Color schemes for signage shall relate to other signs, graphics, and color schemes in the vicinity in order to achieve an overall sense of identity.
- Lettering styles used on signage shall be highly legible and shall be laid out horizontally or along relatively flat horizontal arcs.
- Methods of illuminating signs include incandescent lighting, fluorescent lighting, and bent neon tube lighting. When a sign is internally lit, only the letters, logos, and symbols shall be translucent with the background sign area opaque.

Figure 9: Examples of Appropriate Signage



Guiding Principles - Landscaping

Outside of the public right-of-way, the landscaping surrounding commercial strips, shopping centers, and/or other commercial and industrial properties offer an opportunity for several types of plants and designs. The following are guidelines and recommended plant lists for off the right-of-way landscaping:

- The use of drought tolerant plant species is desirable, especially in large areas next to buildings and parking lot areas.
- Trees and shrubs shall be trimmed and maintained to expose the major branch structure.
- Earth mounding shall be used to imitate small hills and knolls in the setback areas not used as usable open space.
- All landscaping shall be fully irrigated with an electronically monitored irrigation system.
- Landscaping lighting shall be used to highlight landscaping features such as trees and pedestrian areas.

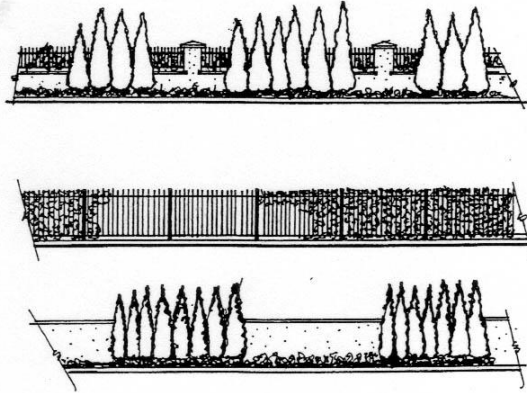
Guiding Principles – Fencing, Screening

The placing or repairing of walls and fences is suggested as a design component to improve the appearance of the property. Distinct treatments are recommended for construction sites, commercial/industrial properties, and commercial/industrial properties which abut residential properties.

- Construction sites shall be screened from public view with either a panel wood fence or a chain link fence with slats or green polyurethane screening. A wood panel fence may include an approved artist rendering or mural. Where required, a panel wood fence must include a cover over the sidewalk.

- Commercial and industrial sites shall use a solid masonry block wall, a wrought iron fence, or a combination of wrought iron and masonry block wall. Landscaping of clinging vines or shrub planting materials shall be planted along the exterior of the wall or fence. All landscaping areas shall be fully equipped with automatic irrigation.

Figure 10: Screening Fences for Commercial and Industrial Sites



- Non-residential property owners whose property abuts a residential property shall place and maintain fencing and landscaping between the two properties.



GATEWAY MONUMENT

11.3.4 URBAN DESIGN PROGRAMS AND DEPARTMENT RESPONSIBILITIES

The following programs and City Departments will implement City policy relative to urban design.

- *Design Review.* The Director of Planning and Economic Development will oversee an interdepartmental design review process for the review and evaluation of new projects to ensure that they meet the highest standards for design and construction. Projects requiring review include but
- aren't limited to exterior improvements made to residential units, new residential subdivisions, landscaping for new projects, project additions, and commercial, industrial and institutional projects in the City. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. This process will be defined in the City's Municipal Code.
- *Environmental Review.* The City will continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will

have the potential to adversely impact the environment. Land use and development are among the issue areas that will be addressed in the environmental analysis. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.

- *Redevelopment.* The City will continue to encourage the future redevelopment of industrial and commercial projects in suitable locations to strengthen the City's tax and employment base. The existing redevelopment plans applicable to the City's project areas will continue to be implemented. The City may investigate the feasibility of establishing new redevelopment projects in the future.
- *Zoning Conformity Program.* The City will continue to review the zoning ordinance and map to ensure that the development standards are consistent with those identified in the Land use Element. The City will initiate appropriate changes to the zoning map to ensure conformity between the Land Use Element and zoning map.

