DRAFT

CITY OF COMPTON
2030 COMPREHENSIVE GENERAL PLAN UPDATE

LEAD AGENCY:

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SECTION 1 • INTRODUCTION
COMPTON GENERAL PLAN 2030

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SECTION 1.1 PURPOSE AND AUTHORITY OF 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. 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 snaphot of the City's existing conditions and to project orderly future growth patterns.

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.

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 corportate 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 Parks 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.

- 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	■	■	■				

●***Directly*** corresponds to one of the seven State mandated elements.

■ ***Indirectly*** corresponds to one of the seven State mandated elements.

1.2 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.

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 include 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.

Aerial view of Compton taken in 1920.

EXHIBIT 1-1
REGIONAL LOCATION OF THE CITY OF COMPTON

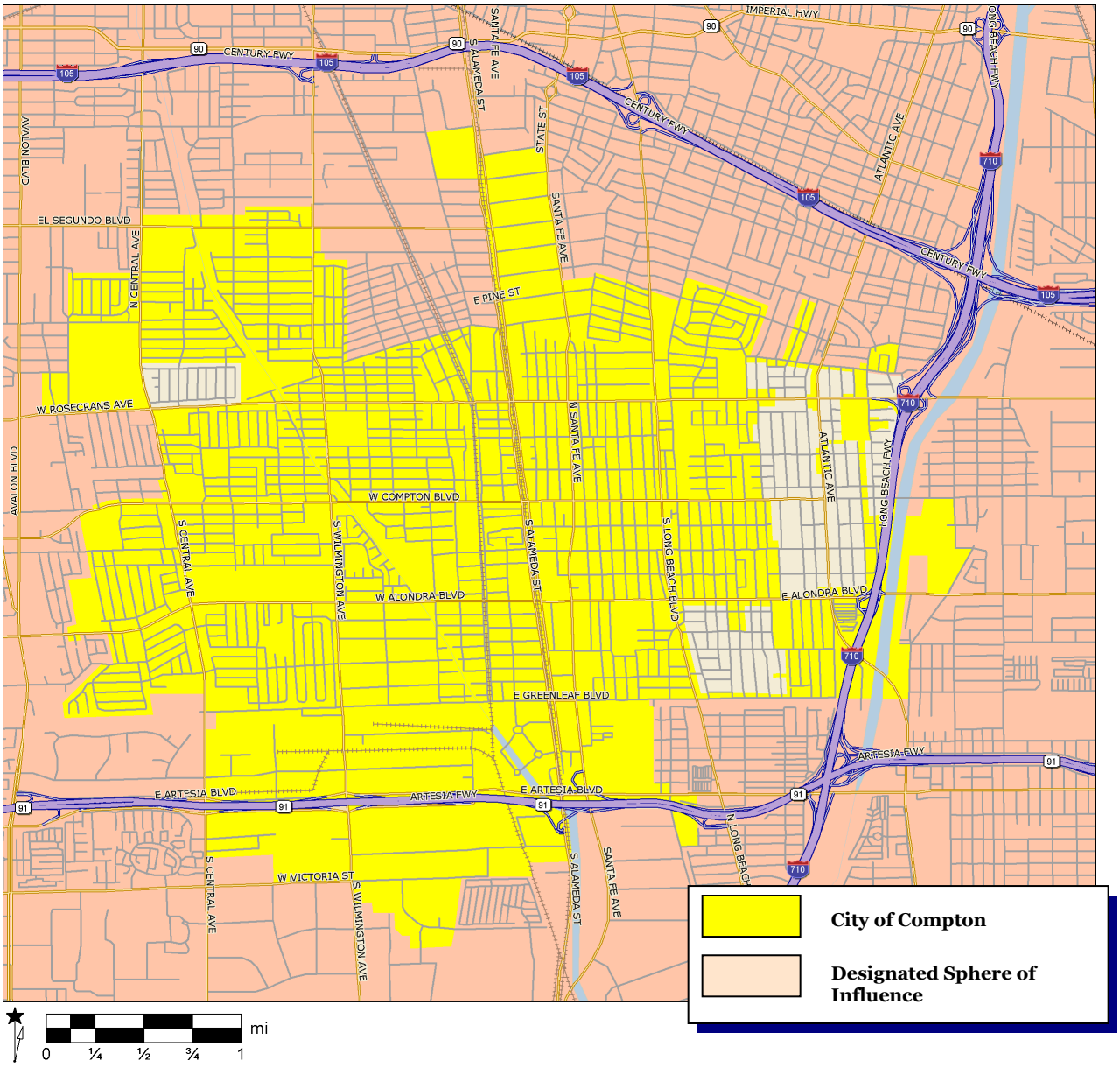

EXHIBIT 1-2
CITY OF COMPTON PLANNING AREA

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 percent of the City's total land area and a wealth of jobs. The third largest land use is commercial uses that account for approximately five percent of the City's land area. The remaining 37 percent of the City's land area includes public facilities (parks, schools, civic center, etc.), roads, etc.

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 2012 population is 97,599 which is slightly less than the 2015 population projection of 98,684. The community's population is predominantly Latino (65.5%) and African-American (31.1%) according to the most recent 2012 U.S. Census.

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 Los Angeles County, 4.13 persons per household versus 2.93 persons per household for the County. Compton's employment levels are forecast to grow by about 9% 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.

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 and 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.

The Gateway Towne Center, a regional shopping center located along Alameda Street off the Artesia Freeway has brought many new retail opportunities to households in Compton such as a 24-Hour Fitness, Home Depot, Petco, 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.

1.3 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 include the following:

- ❑ To beautify the City and enhance its infrastructure;
- ❑ To enhance and sustain a vibrant local economy;
- ❑ To provide effective and efficient public safety services; and
- ❑ To stimulate public awareness and social empowerment for citizens of all ages, races, and cultures.

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. Thousands 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

Element	Description of Guilding Principles
Land Use	• 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	• 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	• 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.

Table 1-2 Compton General Plan Guiding Principles (continued)	
Element	**Description of Guilding Principles**
Conservation, Open Space & Recreation	• 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	• 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	• Make use of the Alameda Corridor's transportation capacity while minimizing the impact of noise on nearby residents.
Health	• 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	• 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	• 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.

1.4 SPHERE OF INFLUENCE

The City of Compton recognizes the surrounding unincorporated areas on the south and west as within its natural Sphere of influence and will annex these lands into the City of Compton in a phased plan. The unincorporated areas most likely to be the first areas targeted for annexation include the East Compton unincorporated islands and the Rancho Dominguez area (located to the south of the City). The East Compton area is developed largely in industrial uses while the Rancho Dominguez area contains residential, commercial, and industrial land uses.

The East Compton area extends from the City's western-most boundary continuing westerly to the I-110 Freeway. The Rancho Dominguez area is generally bounded by the SR-91 Freeway and Victoria Street on the north, Wilmington Avenue on the west, Del Amo Boulevard on the south, and Susana Road on the east. After adoption of the General Plan 2030, a General Plan amendment will be undertaken to formally amend the Land Use Map to include this area followed by a formal request to LAFCO to annex this area into the City. A second potential area of annexation interest is the western unincorporated area west of Central Avenue from the SR-91 Freeway to El Segundo. This area would be analyzed and potentially annexed in phases.

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SECTION 2 • LAND USE ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 2.1 INTRODUCTION TO THE ELEMENT

2.1.1 AUTHORITY OF THE ELEMENT

This 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 will be promoted. The primary objectives of this 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. 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]

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.

The policies and programs included in the Compton Land Use Element are consistent with the policies contained in the other elements. For example, the Housing Element establishes housing policy that is also addressed 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 Land Use Map indicates the proposed general distribution and location and extent of the uses of land for all categories of land uses in the City of Compton.

2.1.2 ORGANIZATION OF THE ELEMENT

The key components of this Land Use 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 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 Background Report* discusses a wide range of land use and development issues that must be considered in future planning and development in Compton.

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

- *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. This section also describes the location and extent of future development permitted in the City as well as standards for development. Finally, the Land Use Plan indicates those areas that may be targeted for redevelopment or Community Plans

SECTION 2.2 LAND USE ELEMENT BACKGROUND REPORT

This section of the Compton Land Use Element describes the 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.

2.2.1 EXISTING LAND USES IN THE CITY

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 in Compton 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 "island" 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 uses and development are arranged according to the categories listed below.

- *Low Density Residential.* Land uses and development included in this category are characterized by single-family home and lower density residential development. The majority of the parcels located within the City consist of lower density residential development.

- *Medium Density Multifamily Residential.* This category of land use includes duplexes and smaller multifamily residences. Medium density multifamily residential land uses are generally found within the central portion of Compton where parcels that were previously developed as single-family uses have been developed at even greater densities.

- *High 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 located 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 industrial 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/Quasi 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. This land use category applies to a variety of non-public institutional facilities that include private schools and churches.

- *Open Space/Parks 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.).

- *Transportation.* This land use category includes streets, railways, and freeways.

The distribution of existing land uses and development within City is summarized in Table 2-1. A generalized land use map is provided in Exhibit 2-1.

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	Sphere of Influence	Total Area
Low Family Residential	Single-family residential uses.	2,242 acres	314 acres	2,556 acres
Medium Density Multifamily Residential	Duplex units and smaller multifamily uses.	334 acres	36 acres	370 acres
High 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

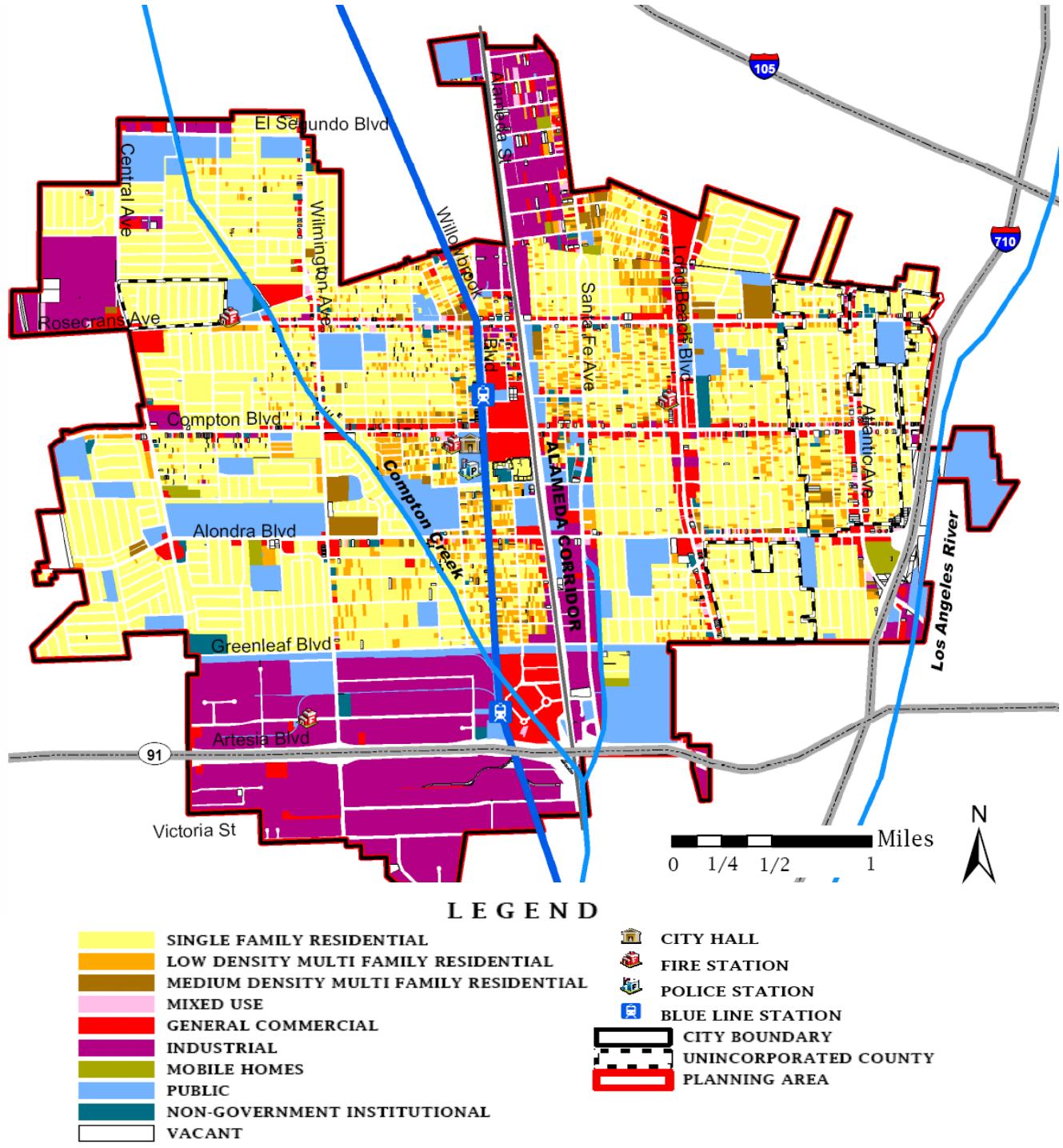


EXHIBIT 2-1
EXISTING LAND USES IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007

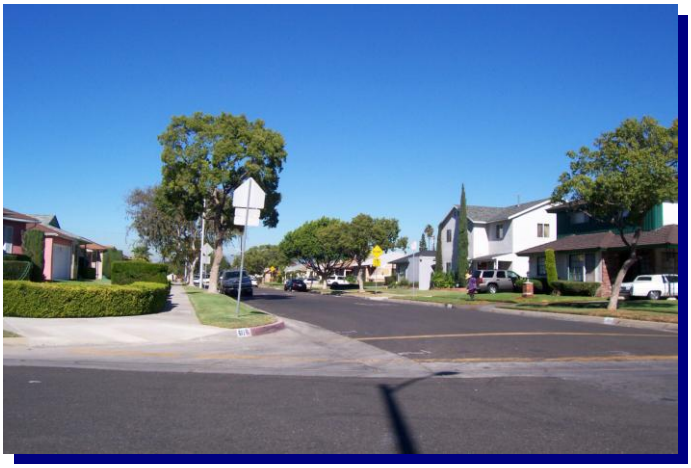
2.2.2 RESIDENTIAL LAND USES

The California Department of Finance (DOF) estimated the City's population in January 2013 to be 97,549 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. A total of 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 central portion of the City were zoned for higher density residential development. Recent residential development in Compton has focused on providing more opportunities for home ownership. A significant number of recent 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 island 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 island areas. The location and extent of existing residential development is shown in Exhibit 2-2.



[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.

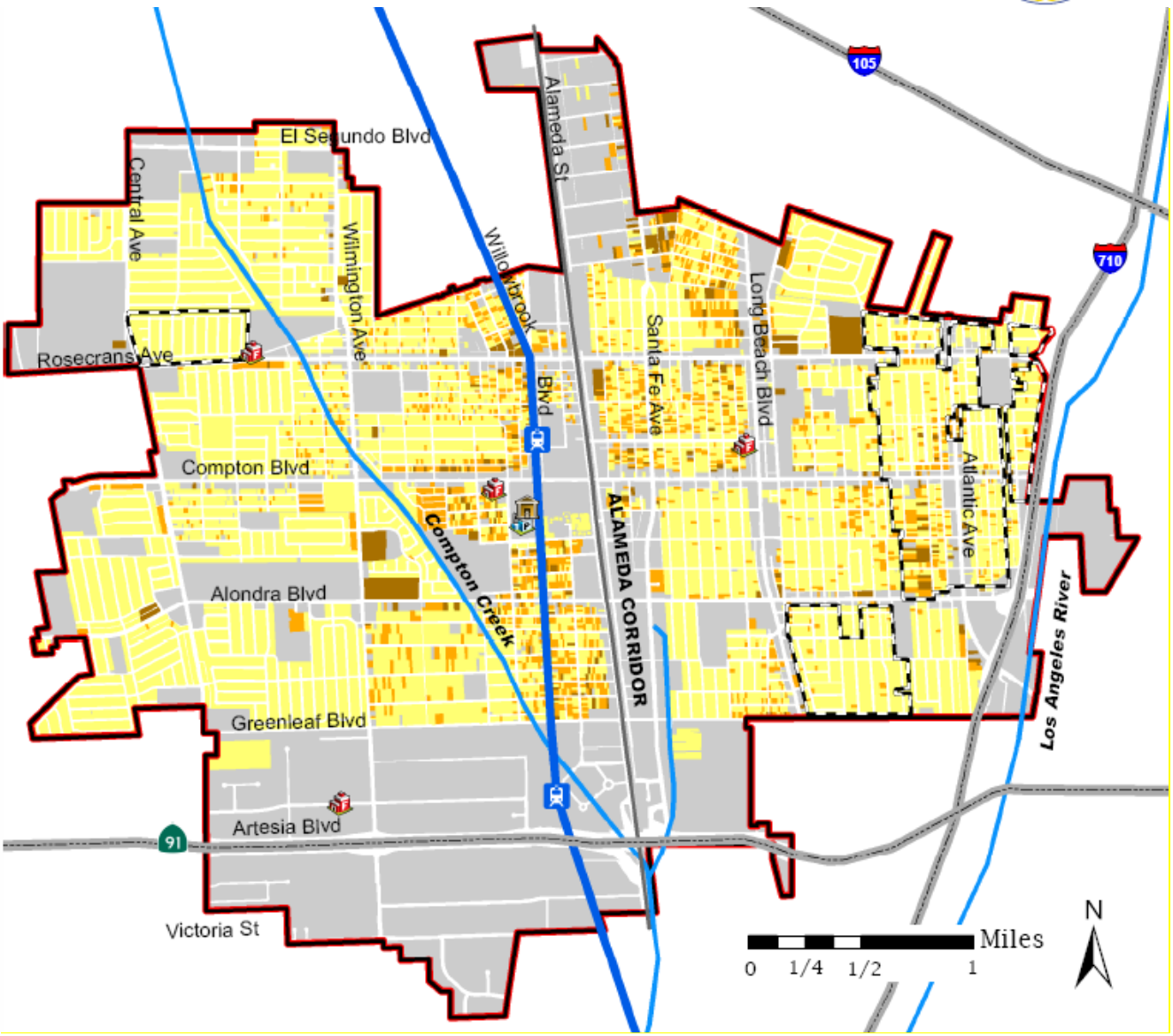


EXHIBIT 2-2
EXISTING RESIDENTIAL DEVELOPMENT IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007

2.2.3 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.

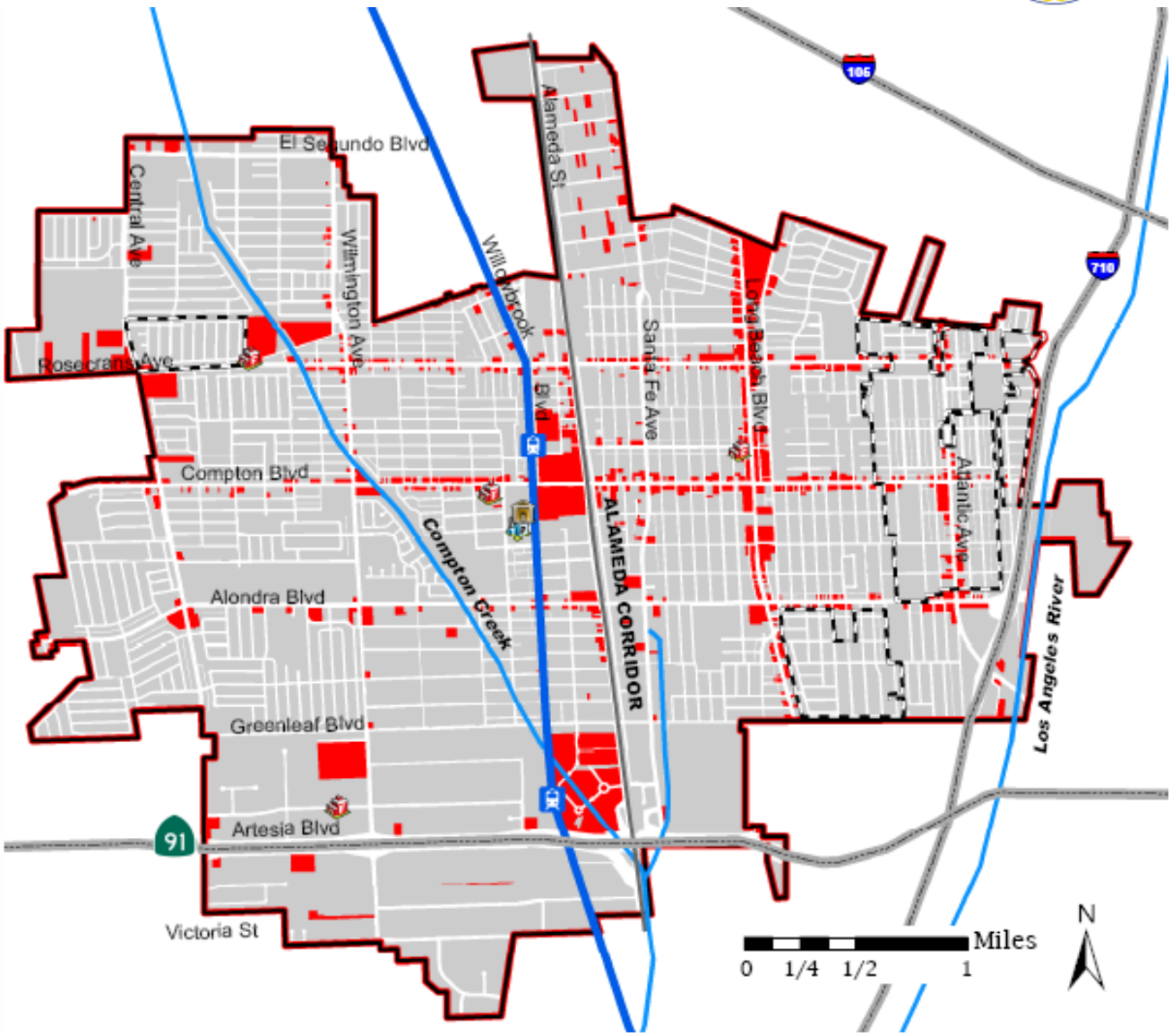
The original Central Business District (CBD) extends along Compton Boulevard to the east of Willowbrook Avenue. This area has undergone economic uncertainty similar to that experienced in other local downtown areas in Southern California. Small lot sizes, parking, and ageing infrastructure have all contributed 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 land uses, 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 2-3.

2.2.4 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 were 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. 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.



LEGEND

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

EXHIBIT 2-3
EXISTING COMMERCIAL DEVELOPMENT IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007

Approximately 1,066 acres of land within the City were devoted to business park, industrial, and manufacturing uses in the 2007 land use survey. Industrial land uses account for 19% of the developable land area. No industrial land uses are located within the unincorporated County island areas. The location and extent of existing industrial uses in the City are noted in Exhibit 2-4.

2.2.5 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.

- *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). 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 Literary 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.

- *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 2-4.

- *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. The four stations include Station #1 (201 South Acacia Avenue); Station #2 (1323 East Palm Street); Station #3 (1133 West Rosecrans Avenue); and 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 2-5.

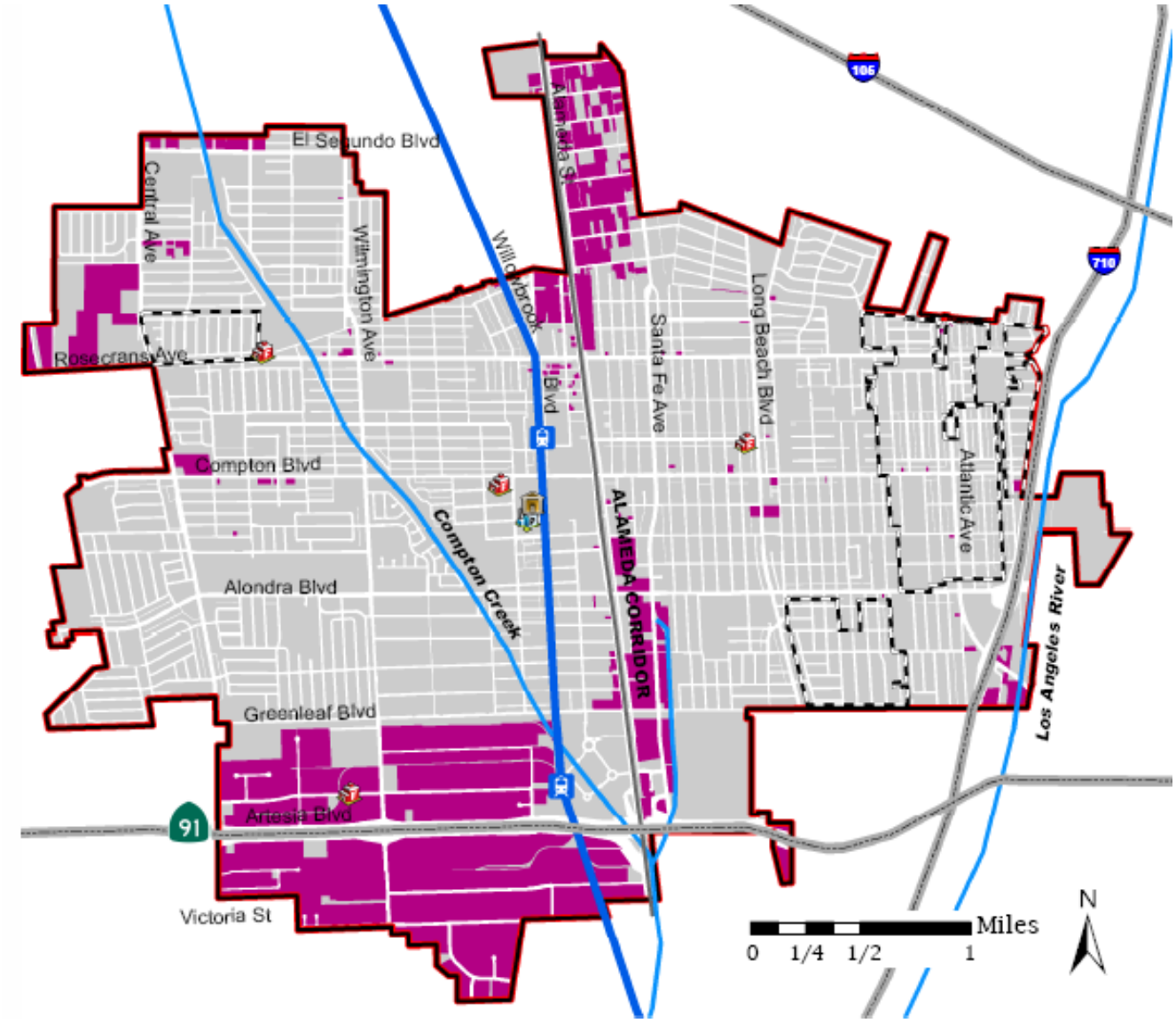


EXHIBIT 2-4
EXISTING INDUSTRIAL DEVELOPMENT IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT, 2007

- *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 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.

- *Government/Municipal Service Properties.* Land uses in this category include the Civic Center/City Hall, the Public Works Yard, parks, and the Senior Center.

The location and extent of public facilities and land uses in the City are shown in Exhibit 2-5.

2.2.6 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 new Dollarhide Senior/Recreation Center. The City-owned public parks are noted in **Exhibit 2-6.** 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 a portion of 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.

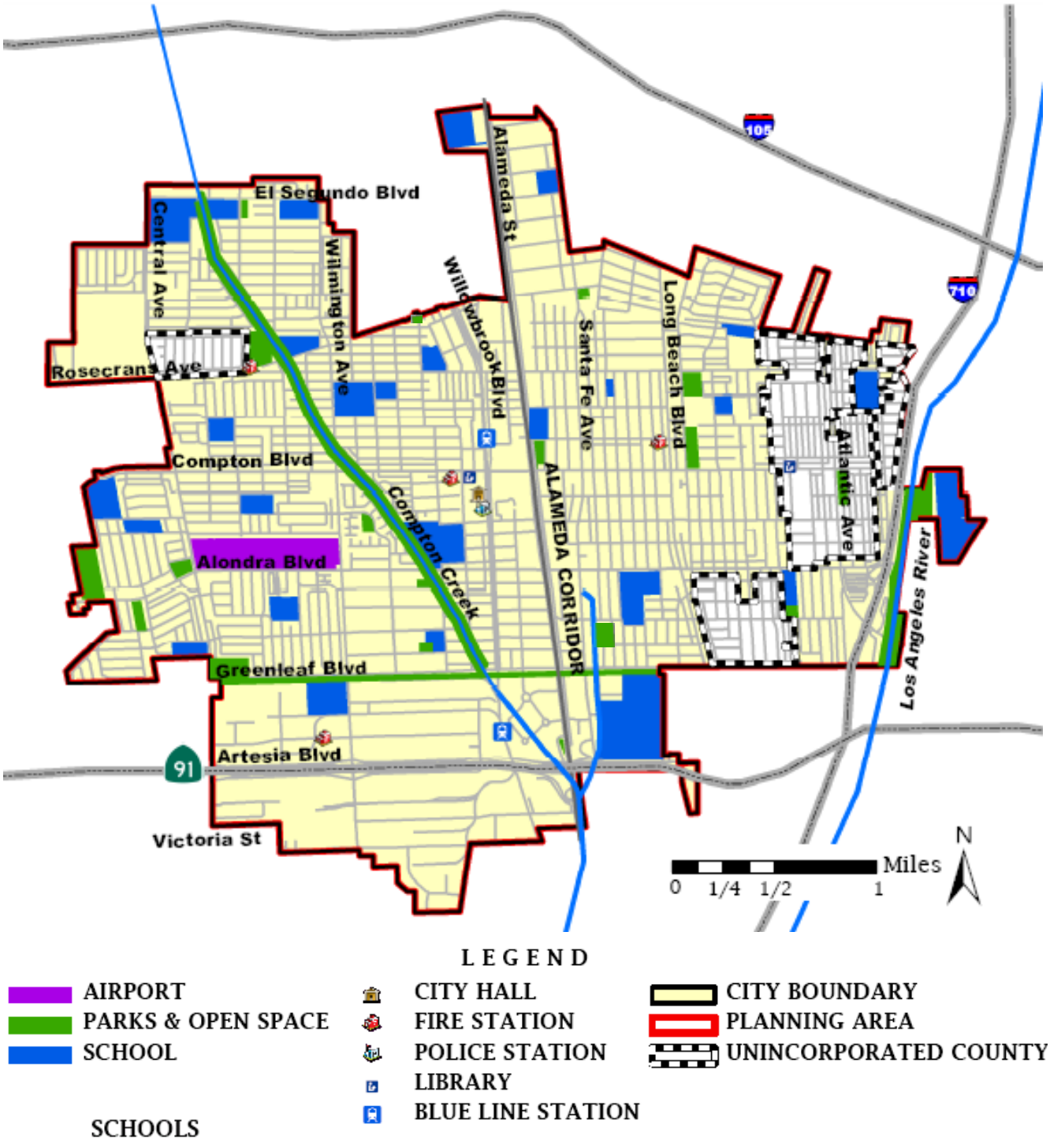


EXHIBIT 2-5
LOCATION AND EXTENT OF EXISTING PUBLIC USES IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT

2.2.7 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-A Residential Agricultural.* The RA zone provides for the development of large one-family home sites in a limited agricultural environment.
- *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.
- *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.
- *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 permitted uses.

- *Automobile Parking*. This overlay zone provides for off-street parking for residential, commercial, industrial, public, and other uses in the City.
- *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 zones will be added to the zoning ordinance when it is updated to conform to the General Plan.

- *Specific Plan.* The SP zone would provide flexibility in permitted land uses and development standards for an area that will be guided by a Specific Plan.

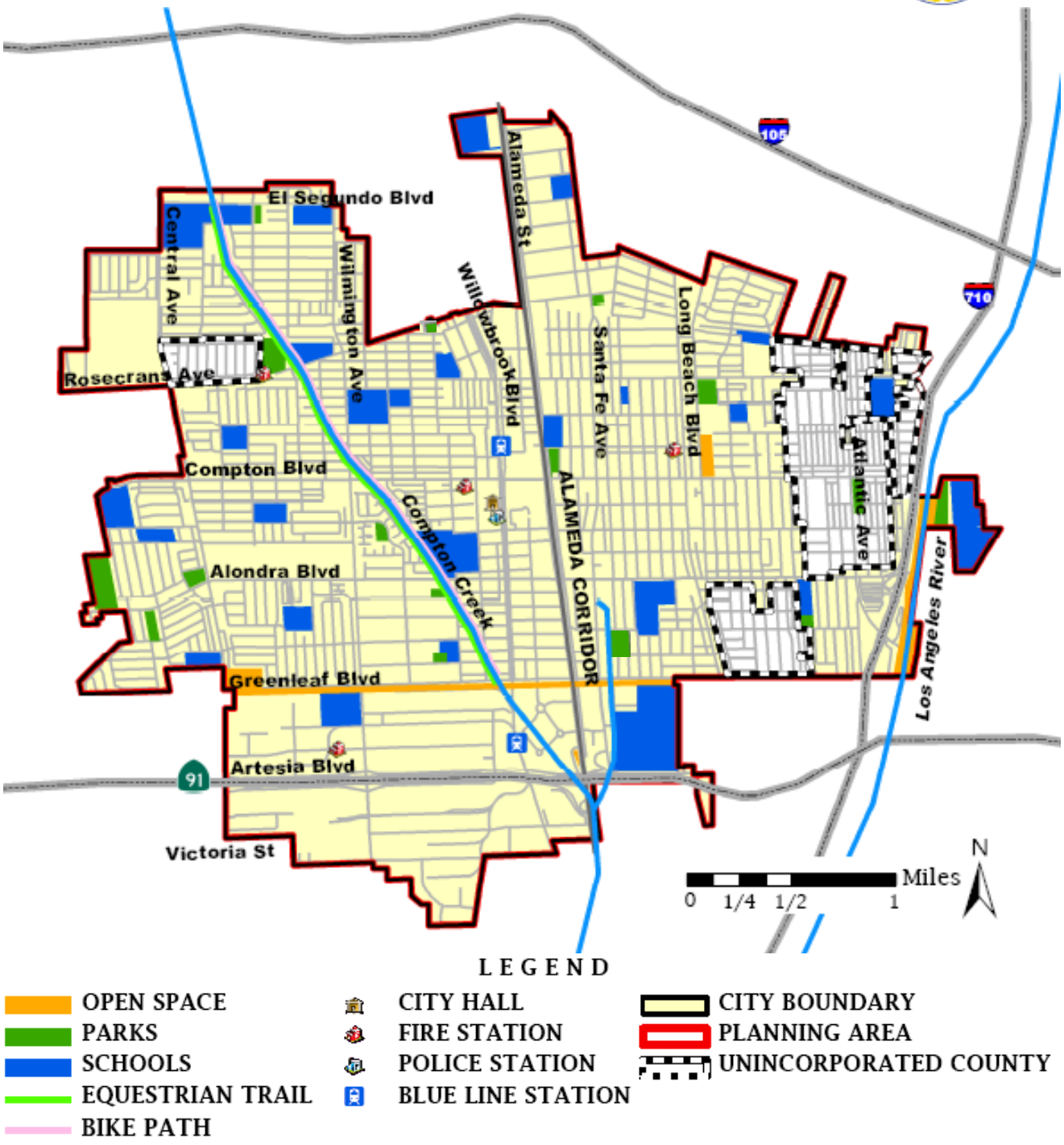


EXHIBIT 2-6
EXISTING OPEN SPACE USES IN COMPTON

SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT

[CONSIDER SWITCHING P. 32 AND P.31]

- *Transit Overlay District*. The TOD zone will provide flexibility in development standards for TOD development with ¼ mile of the Compton and Artesia stations. The TOD will be implemented through a Specific Plan.

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.

2.2.8 LAND USE CONSTRAINTS - FLOODING

The terms "100-year flood zone" and "500-year flood zone" refer to the statistical probability of a severe 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.

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 2-7.

2.2.9 LAND USE CONSTRAINTS - SEISMIC

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 en 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 2-7.

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 (buried fault trace) 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 sheer 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 2-7.

2.2.10 LAND USE CONSTRAINTS – AIRPORT OPERATIONS

The Compton/Woodley Airport, a general aviation airport facility, 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.

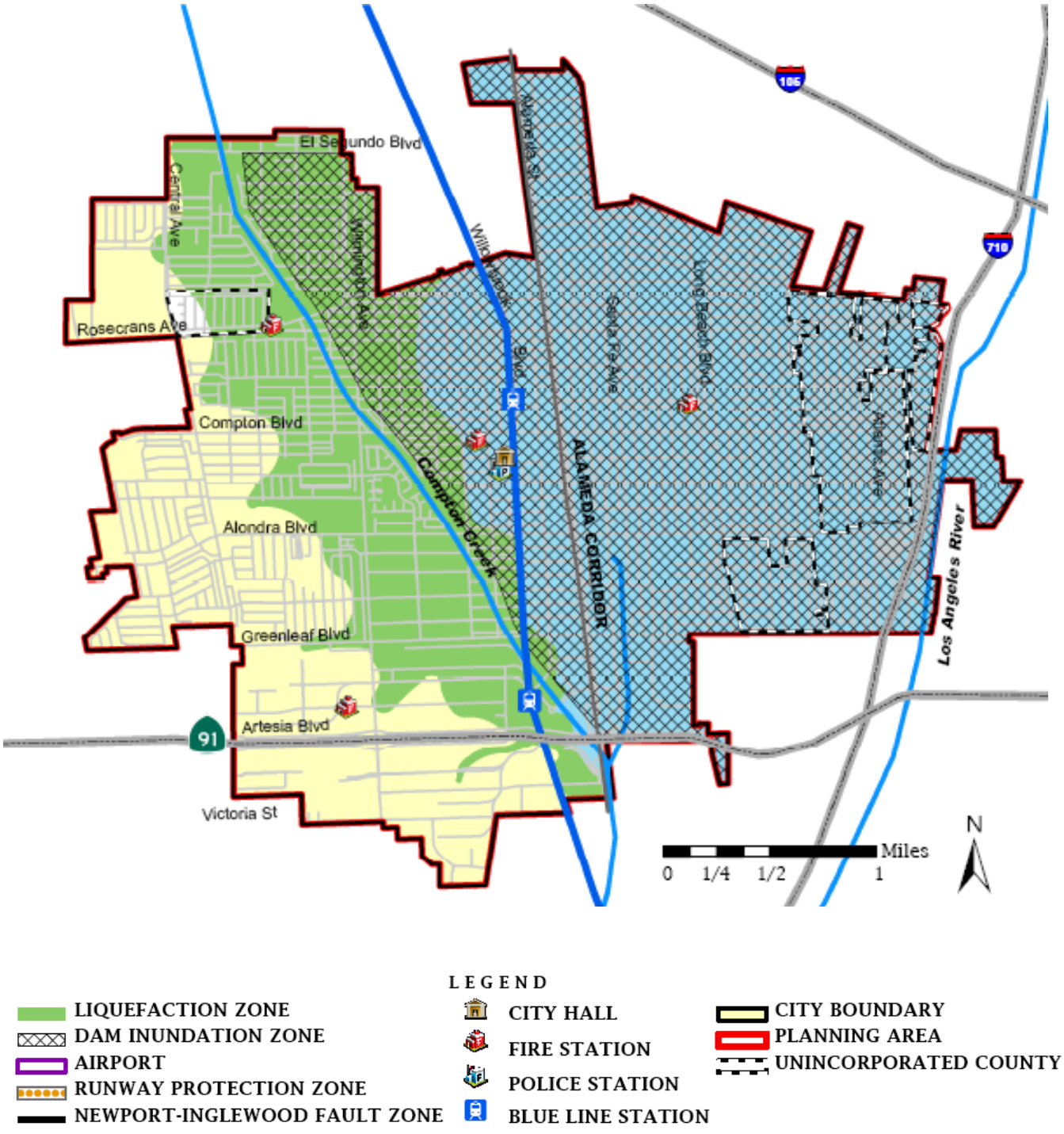


EXHIBIT 2-7
OVERVIEW OF LAND USE CONSTRAINTS
SOURCE: CITY OF COMPTON

SECTION 2.3 LAND USE PLAN

2.3.1 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. 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;
- Entertainment land uses for residents;
- A place with a mix of businesses where people who live and work in Compton can shop, meet friends for lunch, or relax
- TOD mixed use land uses; and,
- 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.

2.3.2 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 Policy1.1.* 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 adopted specific and master plans, 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 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 utilize zoning designations that support pedestrian-friendly residential and commercial development.

- *Land Use Policy 2.2.* 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 (Alameda Corridor) 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, through an updated Zoning Code, 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, oil drilling/fracking and industrial operations which use extensive amounts of volatile solvents).

- *Land Use Policy 3.2.* The City of Compton will maintain or establish separation buffers such as streets and landscaping between industrial land uses and residential land uses.

- *Land Use Policy 3.3.* The City of Compton will preserve and promote its current manufacturing and industrial base and discourage the expansion 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, development concessions, and code enforcement.

- *Land Use Element Policy 3.5.* The City will designate the industrial areas of the City with specific area names to promote their identity and the City of Compton.

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 defined in Exhibit 2-10.

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 activity corridors identified for mixed use development.

LAND USE ISSUE – HISTORIC PRESERVATION IN COMPTON

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

Land Use Goal 6. The City of Compton will preserve and enhance the City's historic buildings, streets, and districts.

- *Land Use Policy 6.1.* Identify, document and evaluate, through a Historic Resource Study, 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 zoning restrictions on permitted uses can 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.

2.3.3 LAND USE MAP/DESIGNATIONS FOR THE 2030 GENERAL PLAN

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.

Many of the neighborhoods exhibit a range of housing types at varying densities. 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.

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."

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 undeserved 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. 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 and their general location and distribution; and,
- 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. Table 2-2 summarizes these land use designations.

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.

MULTIFAMILY RESIDENTIAL (12.1 TO 34 UNITS/NET ACRE)

Multifamily Residential development includes apartment complexes, town-homes, 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 or open space above the minimum requirements 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 0.5)

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. 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. 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. 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 0.55)

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 similar uses.

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 Open Space/Parks. The only structures permitted include community facility buildings within parks, appurtenant maintenance facilities, and buildings housing uses typically associated with cemeteries.

Table 2-2
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	2,360.8 acres
Mixed Use	Smart-growth guidelines and regulations are applicable.	30 to 40 units/net acre Maximum FAR of 1.0 to 2.2	481.6 acres[2]
General Commercial	Neighborhood commercial, community commercial, and regional centers.	Maximum FAR of 1.0	477.7 acres
General Commercial (with Smart Growth Overlay)	Development consisting of residential and commercial land uses.	Maximum FAR of 1.0	45.7 acres
Industrial	Manufacturing, warehousing, and commercial manufacturing.	Maximum FAR of 1.0	1,135.5 acres
Business Park	Office and light industrial	Maximum FAR of 1.5	36.3 acres
Open Space/Parks (including Compton Creek)	Parks, freeway ROW, Los Angeles River, and Compton Creek.	None	178.7 acres
Public Uses	Schools, Civic Center, Compton College, and other public uses.	Maximum FAR of 1.0	574.6 acres
Total			6,059 acres

2.3.4 REVITALIZATION TARGET AREAS

The City has identified the following target areas where specific land use initiatives will be implemented over the life of this General Plan.

- *Willowbrook Blue Line Station*. The properties adjacent to the Willowbrook 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 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.

- *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 revitatalizing 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 **[*need to describe what this is]** development and to maximize development opportunities.

- *Rosecrans Boulevard at Central Avenue*. The Brickyard site is under development for this target area. The brickyard operating on the north end of the block has closed leaving 60 acres of the 80-acre super block vacant. The vision is to create a vibrant industrial park with adjacent industrial and commercial land uses to develop a regionally significant source of revenue, jobs, and stimulate redevelopment of the surrounding area.

SECTION 3 • CIRCULATION ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 3.1 INTRODUCTION TO THE ELEMENT

3.1.1 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 and airports;
- The level of service criteria for roadways and intersections; and,
- 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 fond 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.

3.1.2 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.

SECTION 3.2 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.

3.2.1 REGIONAL TRANSPORTATION PLANNING

A variety of agencies are responsible for the circulation infrastructure of streets, freeways, rails, and buses. 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 sub-regional 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 sub-region work in collaboration with the county transportation commission – in this case, the Los Angeles County Metropolitan Transportation Authority (MTA) – in developing a sub-regional 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 sub-region. 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 sub-regional 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.

3.2.2 ROADWAY CLASSIFICATION SYSTEM

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 3-1.

- *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 consist of four travel lanes with two lanes in each direction that is either undivided or separated by a painted median. These roadways are designed to also accommodate relatively high volumes of traffic providing connections to other streets within the City.

- *Residental Collector Street.* This category of Collector Street is designed to move traffic to and from 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 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 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.

3.2.3 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 Compton Boulevard. 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.

- *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.

3.2.4 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.

3.2.5 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.

3.2.6 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). The various roadway classifications are shown in Exhibit 3-1.

3.2.7 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.

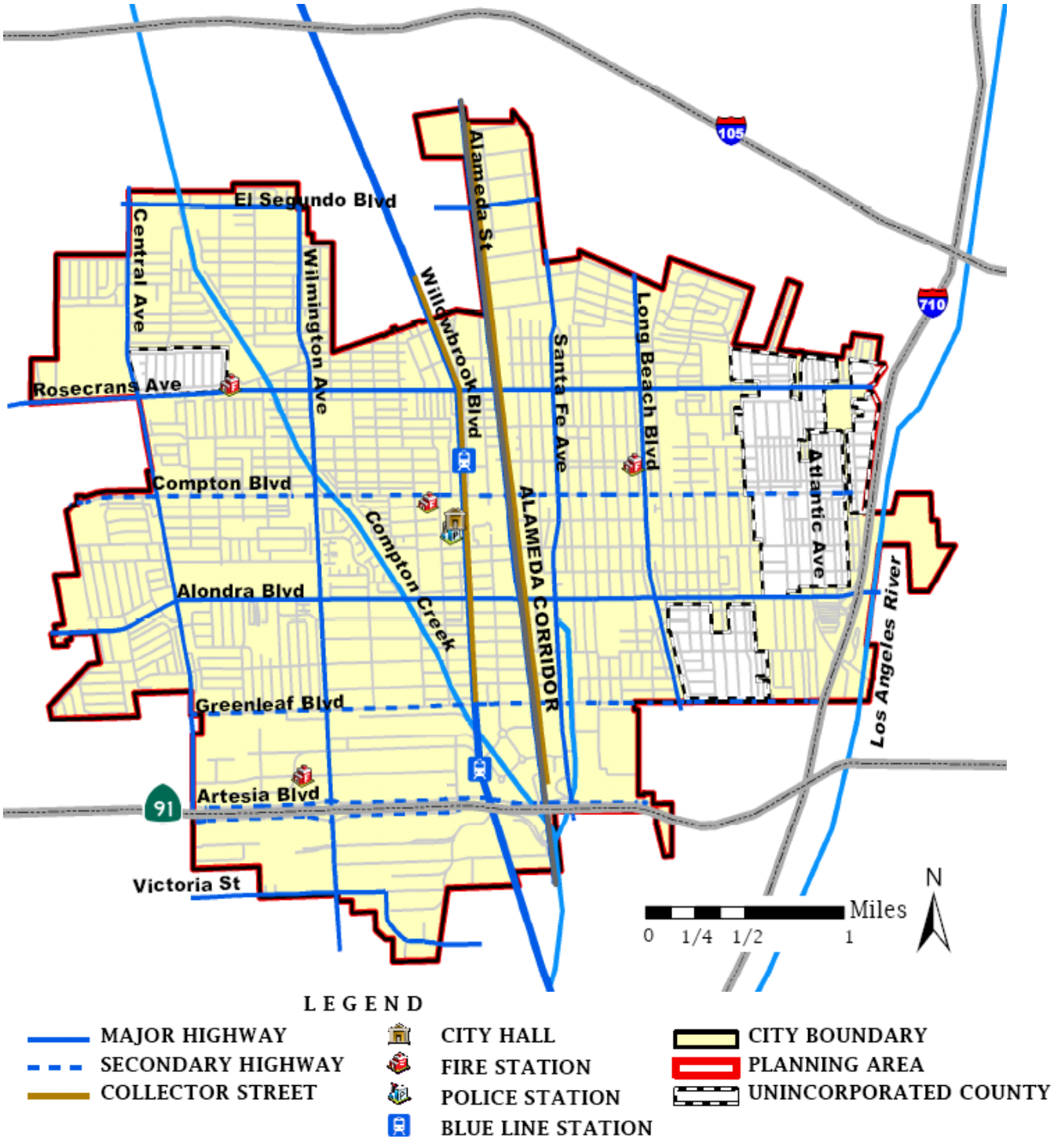


EXHIBIT 3-1
EXISTING ROADWAYS IN COMPTON
SOURCE: CITY OF COMPTON

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 3-1 and the concept is illustrated Exhibit 3-2.

Table 3-1
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

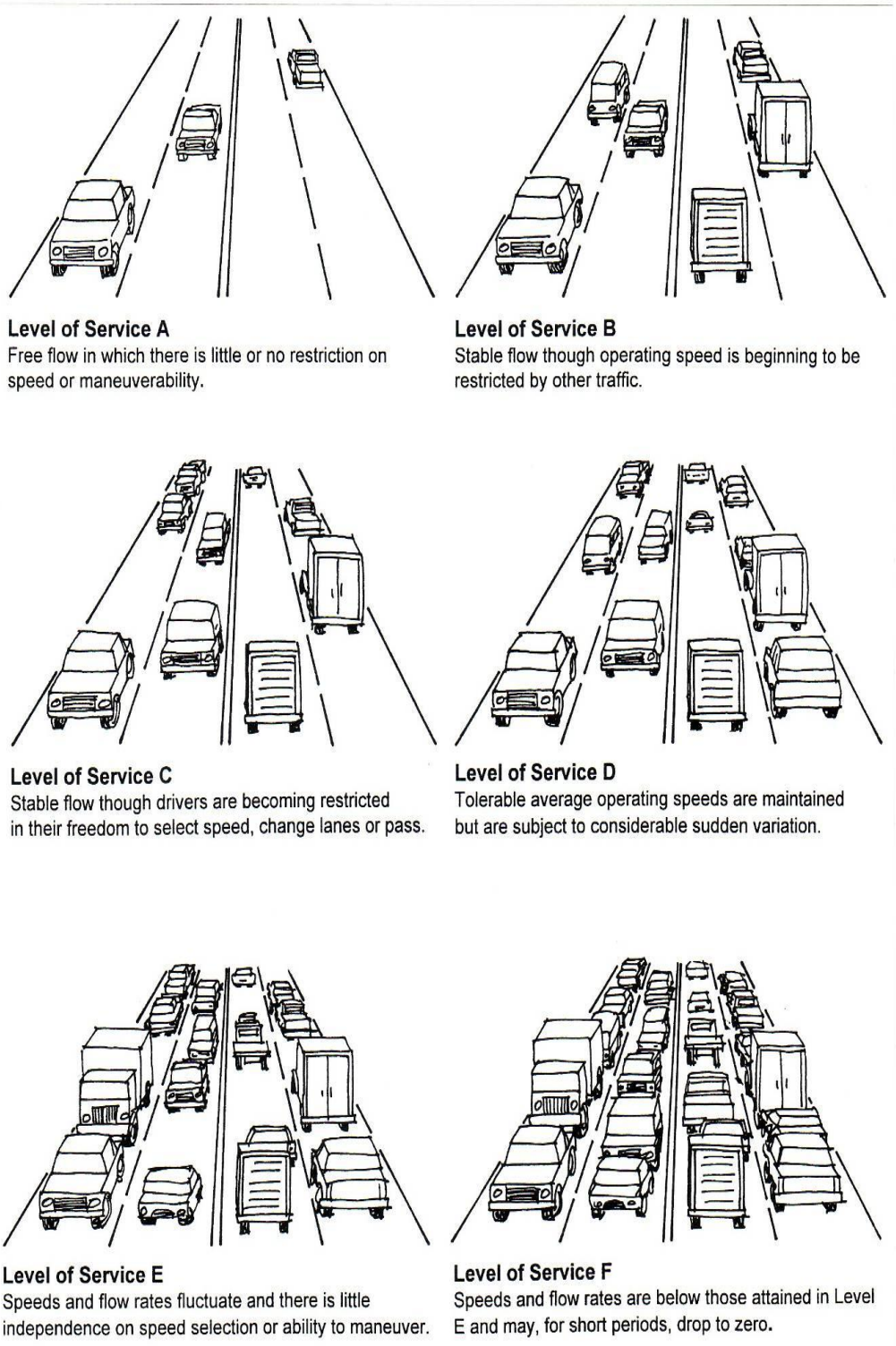
The characteristics that help define the Levels of Service are summarized in Exhibit 3-2. These roadway capacities are "rule of thumb" figures only, and should only be used for an area wide circulation evaluation. The actual level of service levels are affected by such factors as intersections (number and configuration), degree of access control, roadway grades, and design geometrics. The performance criteria used for evaluating volumes and capacities of the City street and highway system include average daily traffic (ADT) volumes for individual roadway segments. Table 3-2 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 3-2 for the current volumes). The Levels of Service for the roadway segments summarized in Table 3-2 are shown in Exhibit 3-3.

Table 3-2
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



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.

EXHIBIT 3-2
LEVELS OF SERVICE DEFINITIONS
SOURCE: HIGHWAY CAPACITY MANUAL, TRANSPORTATION RESEARCH BOARD

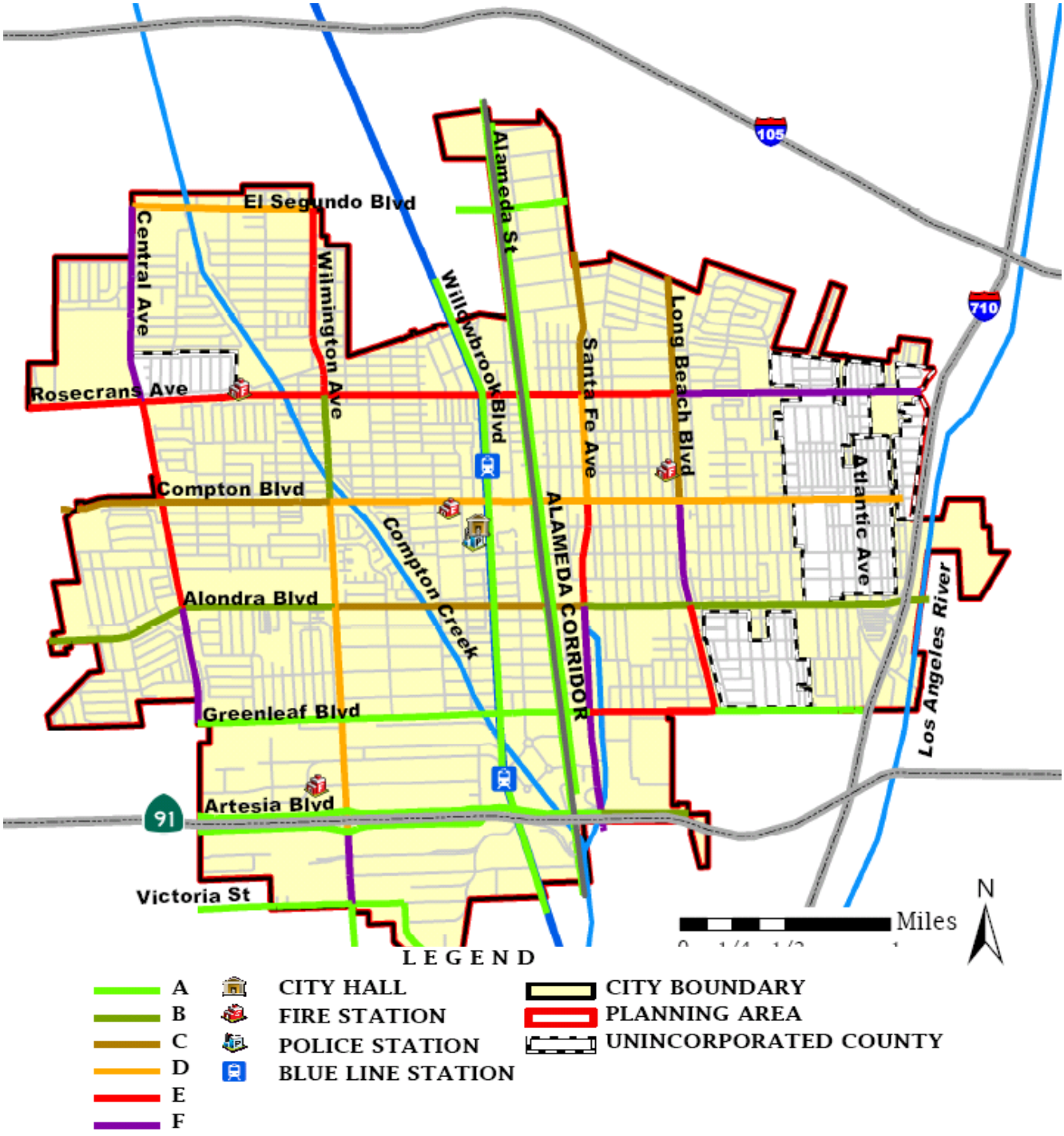


EXHIBIT 3-3
ROADWAY LEVELS OF SERVICE

SOURCE: COMPTON SPEED SURVEY, 2001; COMPTON PUBLIC WORKS PROJECTION 2005

3.2.8 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 3-3 and are illustrated in Exhibit 3-4.

Table 3-3
Existing Average Daily Vehicle Trips

Roadway Name	Segment	Daily Volumes	Roadway Name	Segment	Daily Volumes
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

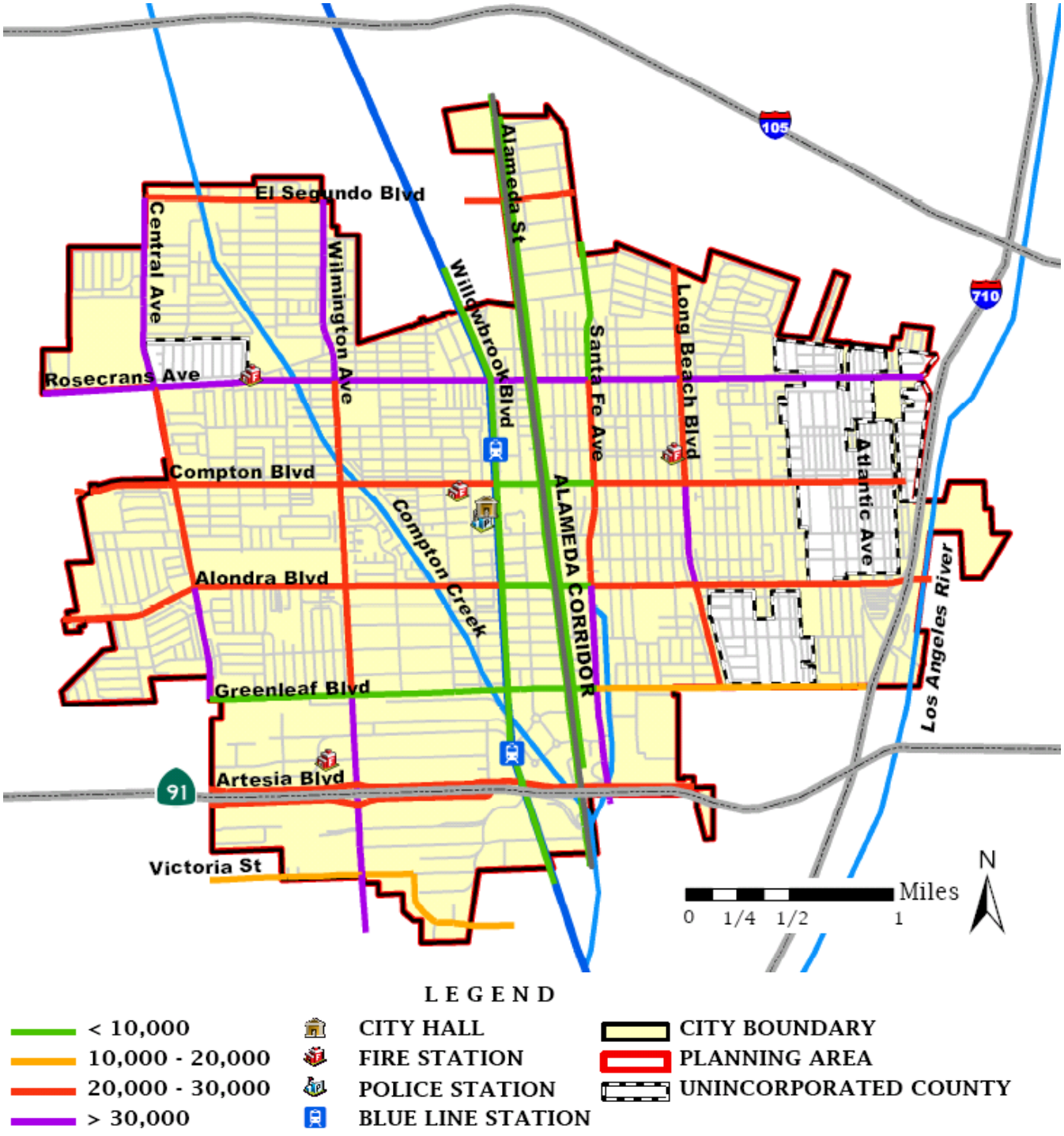


EXHIBIT 3-4
ROADWAY TRAFFIC VOLUMES

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 3-4.

Table 3-4
Level of Service 1999 and 2005

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.	4-Div	Major Highway	C	E
E/O Wilmington Ave.	4-Div	Major Highway	C	E
E/O Santa Fe Ave.	4-Div	Major Highway	E	E
E/O Long Beach Blvd.	4-Div	Major Highway	B	F
Compton Blvd.				
E/O Central Ave.	4-LT	Secondary Highway	D	C
E/O Wilmington Ave.	4-LT	Secondary Highway	D	D
E/O Santa Fe Ave.	4-LT	Secondary Highway	C	D
E/O Long Beach Blvd.	4-LT	Secondary Highway	B	D
Alondra Blvd.				
E/O Central Ave.	4-Div	Major Highway	B	B
E/O Wilmington Ave.	4-LT	Major Highway	A	C
E/O Santa Fe Ave.	4-Div	Major Highway	C	B
Greenleaf Blvd.				
E/O Central Ave.	2-UND	Secondary Highway	A	A
E/O Wilmington Ave.	2-UND	Secondary Highway	C	A
E/O Santa Fe Ave.	2-UND	Secondary Highway	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 3-4
Level of Service 1999 and 2005 (continued)

Location	Travel Lanes	General Plan Classification	1991 LOS	Current LOS
Central Ave.				
S/O El Segundo	4-Div	Major Highway	B	F
S/O Rosecrans Ave.	4-LT	Major Highway	D	E
S/O Alondra Blvd.	4-LT	Major Highway	A	F
Wilmington Ave.				
S/O El Segundo	4-Div	Major Highway	C	E
S/O Rosecrans Ave.	4-Div	Major Highway	C	B
S/O Compton Blvd.	4-LT	Major Highway	D	D
S/O Alondra Blvd.	4-LT	Major Highway	B	D
S/O S.R. 91	4-LT	Major Highway	F	F
W. Willowbrook Ave.				
S/O Rosecrans Ave.	2- Und	Collector (Residential)	A	A
S/O Compton Blvd.	2- Und	Collector (Residential)	A	A
S/O Alondra Blvd.	2- Und	Collector (Residential)	A	A
E. Willowbrook Ave.				
S/O Rosecrans Ave	2- Und	Collector (Residential)	A	A
S/O Compton Blvd.	2- Und	Collector (Residential)	A	A
S/O Alondra Blvd.	2- Und	Collector (Residential)	A	A
W. Alameda St.				
S/O El Segundo	4-LT	Major Highway	C	A
S/O Rosecrans Ave..	4-LT	Major Highway	C	A
S/O Compton Blvd.	4-LT	Major Highway	C	A
E. Alameda St.				
S/O El Segundo	2- Und	Collector (industrial)	A	A
S/O Rosecrans Ave.	2- Und	Collector (industrial)	A	A
Santa Fe Ave.				
S/O El Segundo	4-LT	Major Highway	A	C
S/O Rosecrans Ave.	4-LT	Major Highway	A	D
S/O Compton Blvd.	4-LT	Major Highway	B	E
S/O Alondra Blvd.	4-LT	Major Highway	A	F
Long Beach Blvd.				
N/O Rosecrans Ave.	4-Div	Major Highway	D	C
S/O Rosecrans Ave.	4-Div	Major Highway	B	C
S/O Compton Blvd.	4-LT	Major Highway	C	F
S/O Alondra Blvd.	4-LT	Major Highway	C	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

3.2.9 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.

3.2.10 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 3-5 along with the two local stations.

The Compton Civic Center station is adjacent to the Martin Luther King Jr. (MLK) Transit Center, located on East Willowbrook Avenue north of the Renaissance Shopping Center. Ridership 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 Station features a 650 vehicle capacity park-and-ride lot. Ridership at the Artesia Station is estimated at between 2,700 and 3,700 passengers per day.

3.2.11 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. 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 a 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.

3.2.12 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.

3.2.13 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.

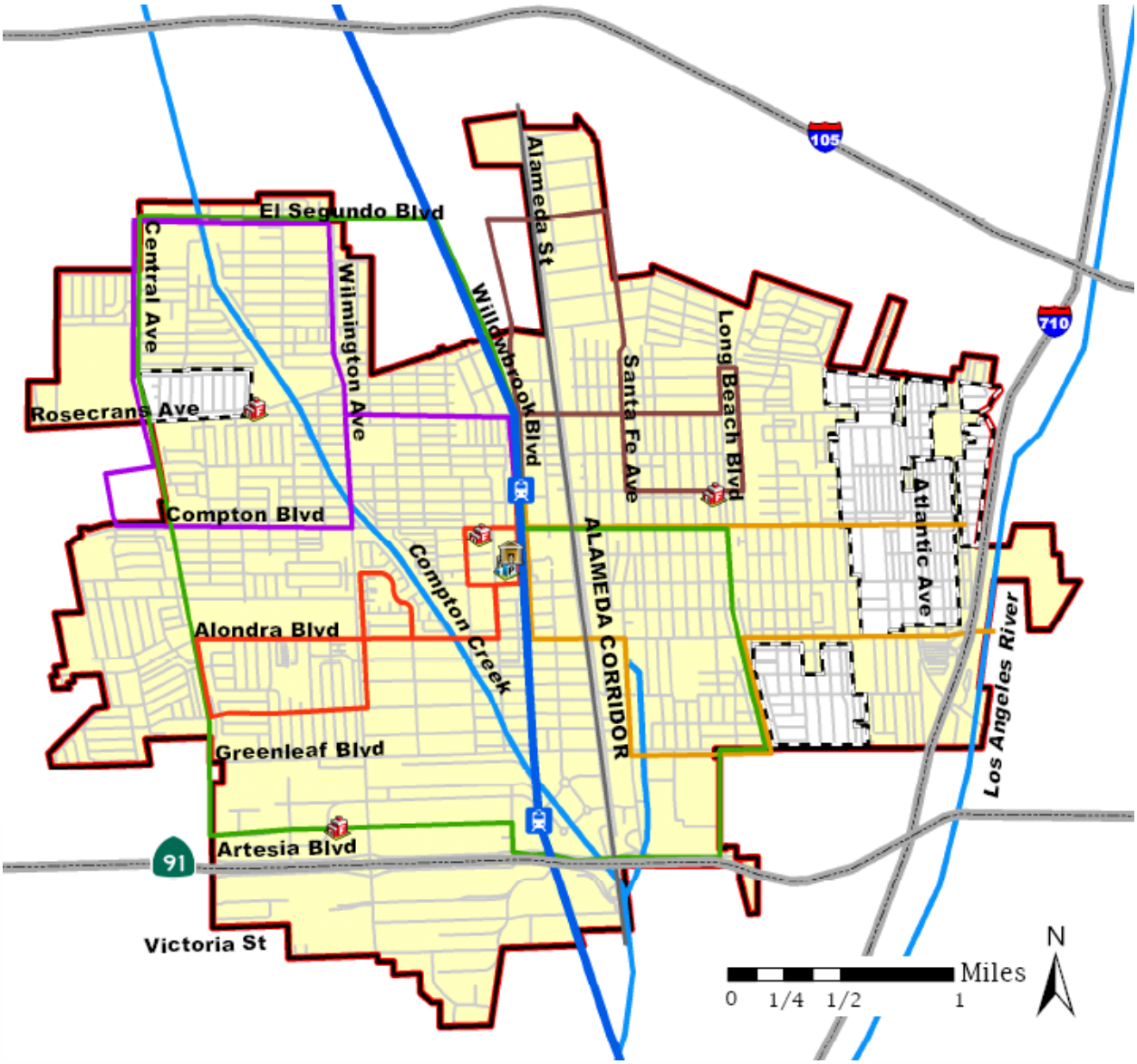


EXHIBIT 3-5
PUBLIC TRANSIT FACILITIES AND ROUTES IN COMPTON (2009)
SOURCE: RENAISSANCE TRANSIT

3.2.14 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 hangers 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.

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.

3.2.15 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.

3.2.16 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 while 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.

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. 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.

3.2.17 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 3-6 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. Impact fees assessed to land uses requiring heavy trucks will help the city in maintaining its streets used by trucks.

3.2.18 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 proposed park and ride structure at the Dr. Martin Luther King Transit Center. An expansion of this structure is slated to be complete in 2015 and will offer 350 total parking spaces for the Senior Center and the Park and Ride. The City also provides off-street parking lots. 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. 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 1.5 to 2.0 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 850 square feet of floor area.

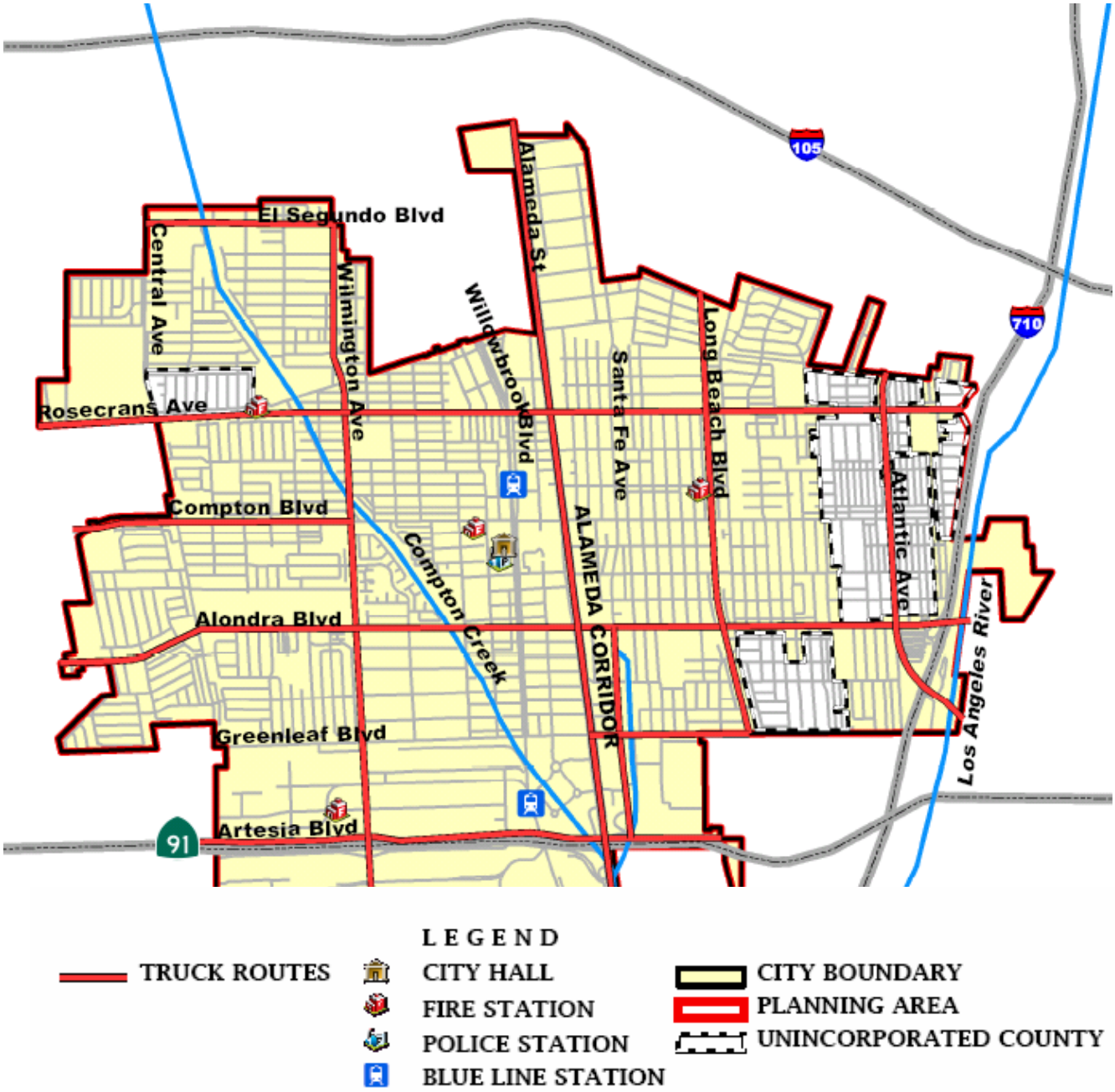


EXHIBIT 3-6
TRUCK ROUTES IN COMPTON (2009)
SOURCE: COMPTON MUNICIPAL CODE

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 in 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.

3.2.19 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 3-7.

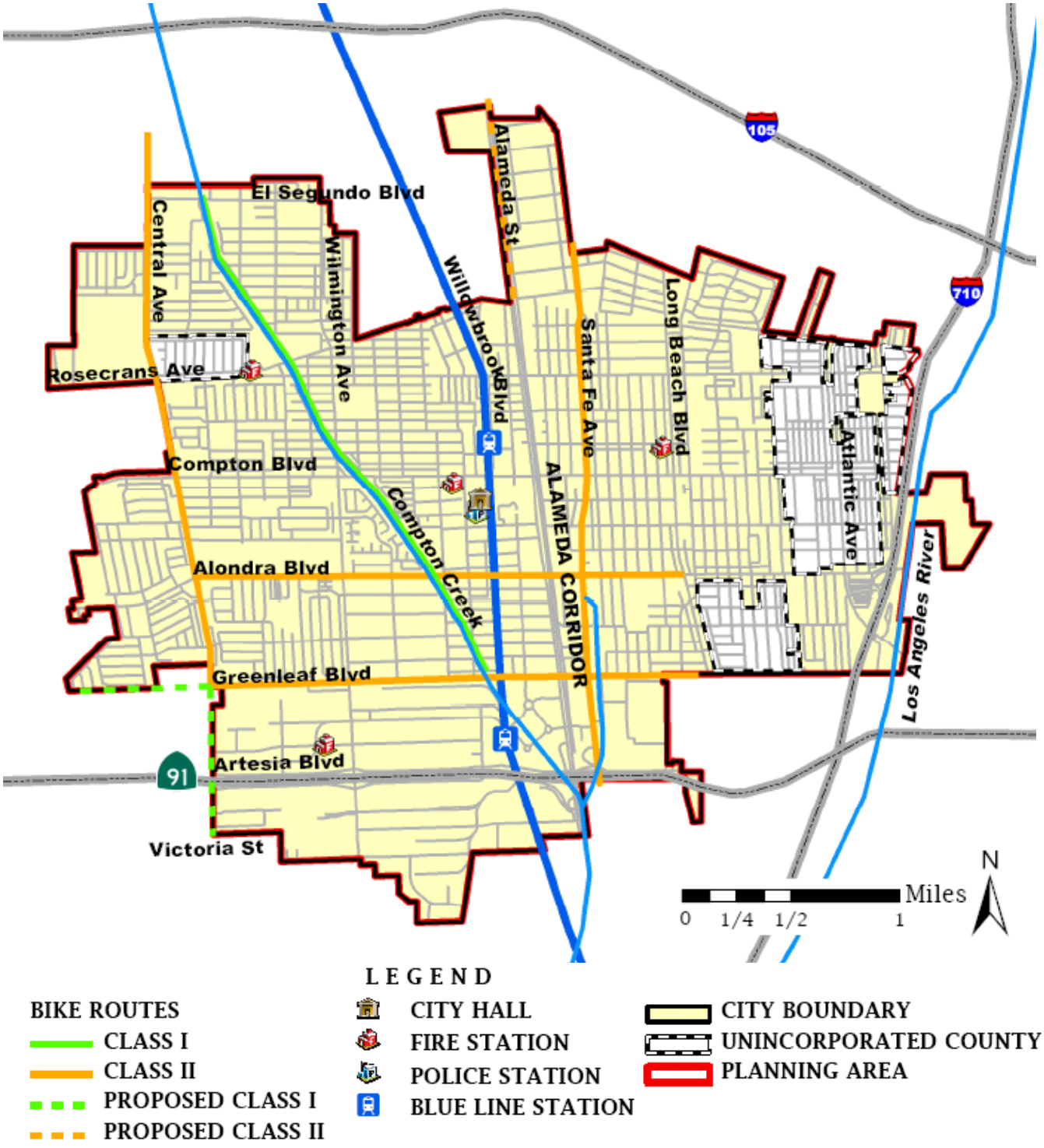


EXHIBIT 3-7
BIKE PATHS IN COMPTON (2014)

SOURCE: Los Angeles County Metropolitan Transportation Authority

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.

SECTION 3.3 CIRCULATION PLAN

3.3.1 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. The City's vision for Circulation is to utilize Smart Growth principles to increase the use of alternate forms of transportation.

3.3.2 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.

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 the 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 non-residential "spillover" traffic into residential neighborhoods.

- *Circulation Policy 2.5.* The City of Compton will enforce the ordinance limiting heavy trucks 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 into project design: bus bays, bus shelters, transit stops, bicycle racks, and other similar features that promote the use of alternative forms of transit.
- *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 development along major roads and secondary highways and collector streets to establish landscaping or similar buffers to better protect pedestrians from vehicular traffic.

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. *P*rovide 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.

- *Circulation Policy 4.3.* The City of Compton will explore potentials for developing a joint use municipal parking structure in downtown commercial areas to promote redevelopment of the older commercial areas.

CIRCULATION 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.

Circulation Goal 5. Provide a safe physical environment that encourages bicycling and walking as a means of transportation and recreation.

- *Health Policy 5.1.* 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 5.2.* 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 5.3.* 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.

3.3.3 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 3-8.

- *Major Highways.* The main function of a Major Highway is to provide regional, sub-regional, 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.

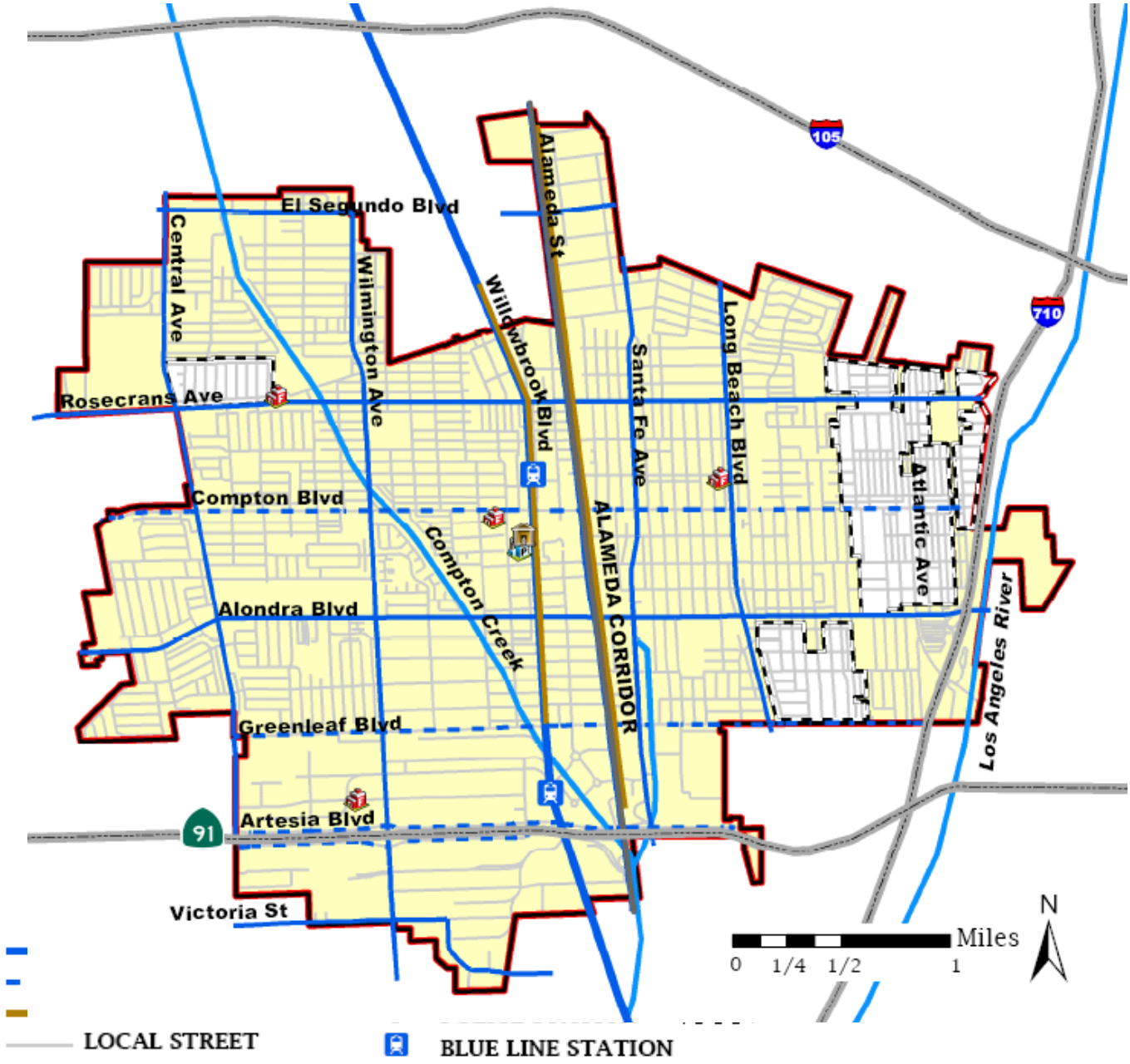


EXHIBIT 3-8
MASTER PLAN OF ROADWAYS AND ARTERIAL HIGHWAYS
SOURCE: CITY OF COMPTON

- *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.

3.3.4 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 Public Works Department 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 all users of alternative forms of transportation.

- Industrial Districts will be designed or improved when possible to accommodate motorists, commercial drivers, disabled persons, and senior citizens.

- Bicyclists will be accommodated. 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.

- Commercial drivers will be accommodated through Compton's existing roadway classification system and the City's development standards which regulate circulation-related needs of commercial and related uses.

- 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.

- 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.

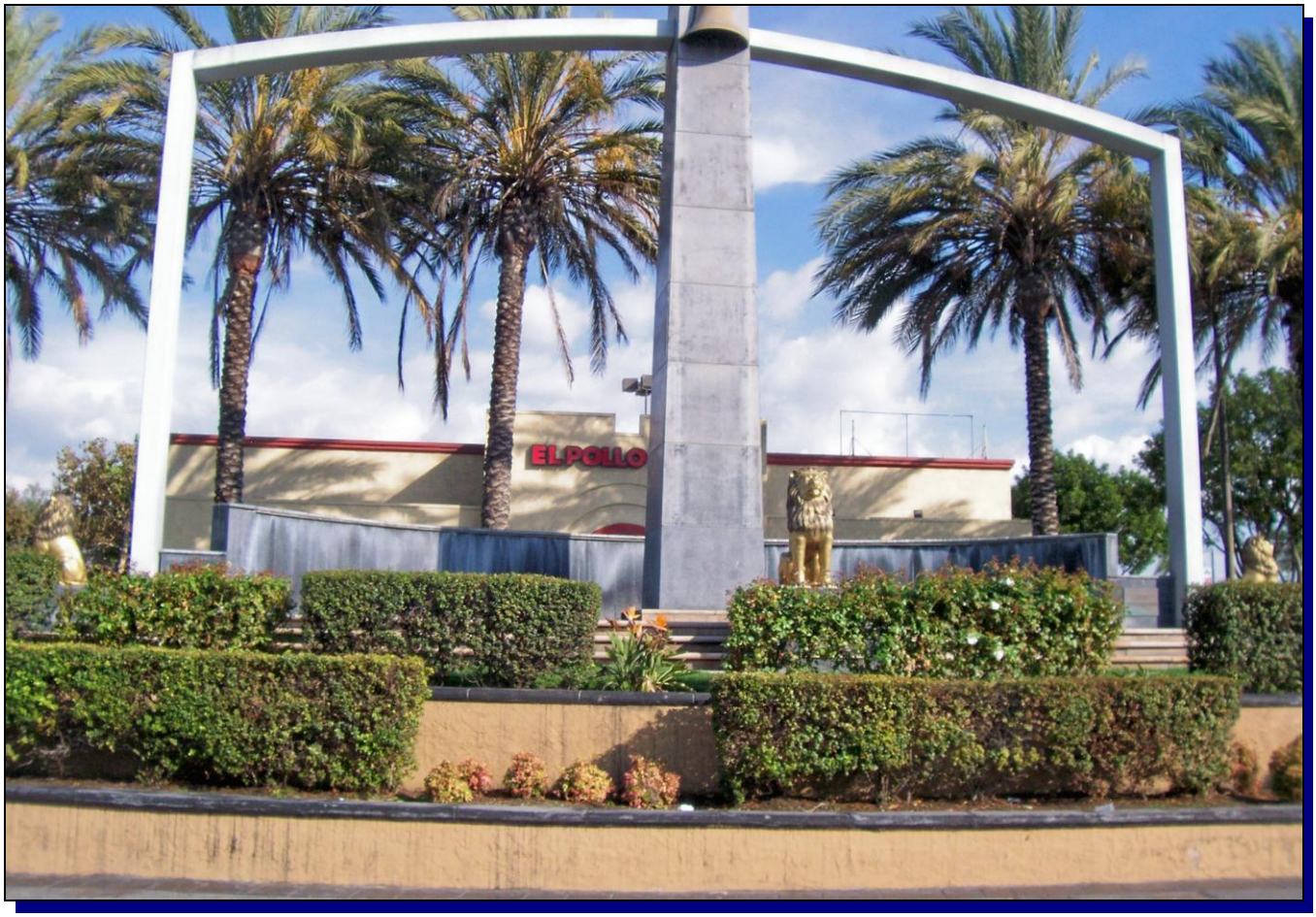
- *Environmental Review*. The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those 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.



SECTION 4 • CONSERVATION, OPEN SPACE, AND PARKS AND RECREATION ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 4.1 INTRODUCTION TO THE ELEMENT

4.1.1 AUTHORITY OF THE ELEMENT

The Conservation, Open Space, and Recreation Element of the Compton General Plan combine 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)).

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 some form of 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.

4.1.2 ORGANIZATION OF THE ELEMENT

The Conservation, Open Space, and Parks and Recreation Element consist of the following sections:

- The *Introduction to the Element* provides an overview of the Element's scope and content.
- The *Background Report* discusses a wide range of issues affecting 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 4.2 BACKGROUND REPORT

The Conservation, Open Space, and Recreation Element Background Report provide 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.

4.2.1 SURFACE WATER RESOURCES

Surface water resources include Compton Creek, a major tributary of the Los Angeles River, and it 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.

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.

4.2.2 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 over pumping 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.

4.2.3 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. 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. 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.

4.2.4 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." Soils resources in the City are shown in Exhibit 4-1.

4.2.5 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 4-2. The majority of these wells are located in the southern portion of the City.

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. 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.

The State Division of Mines and Geology has not designated any lands in Compton as a classified mineral resource deposit area. Due the urban nature of Compton, it is unlikely that mineral resources will be discovered and utilized in the future.

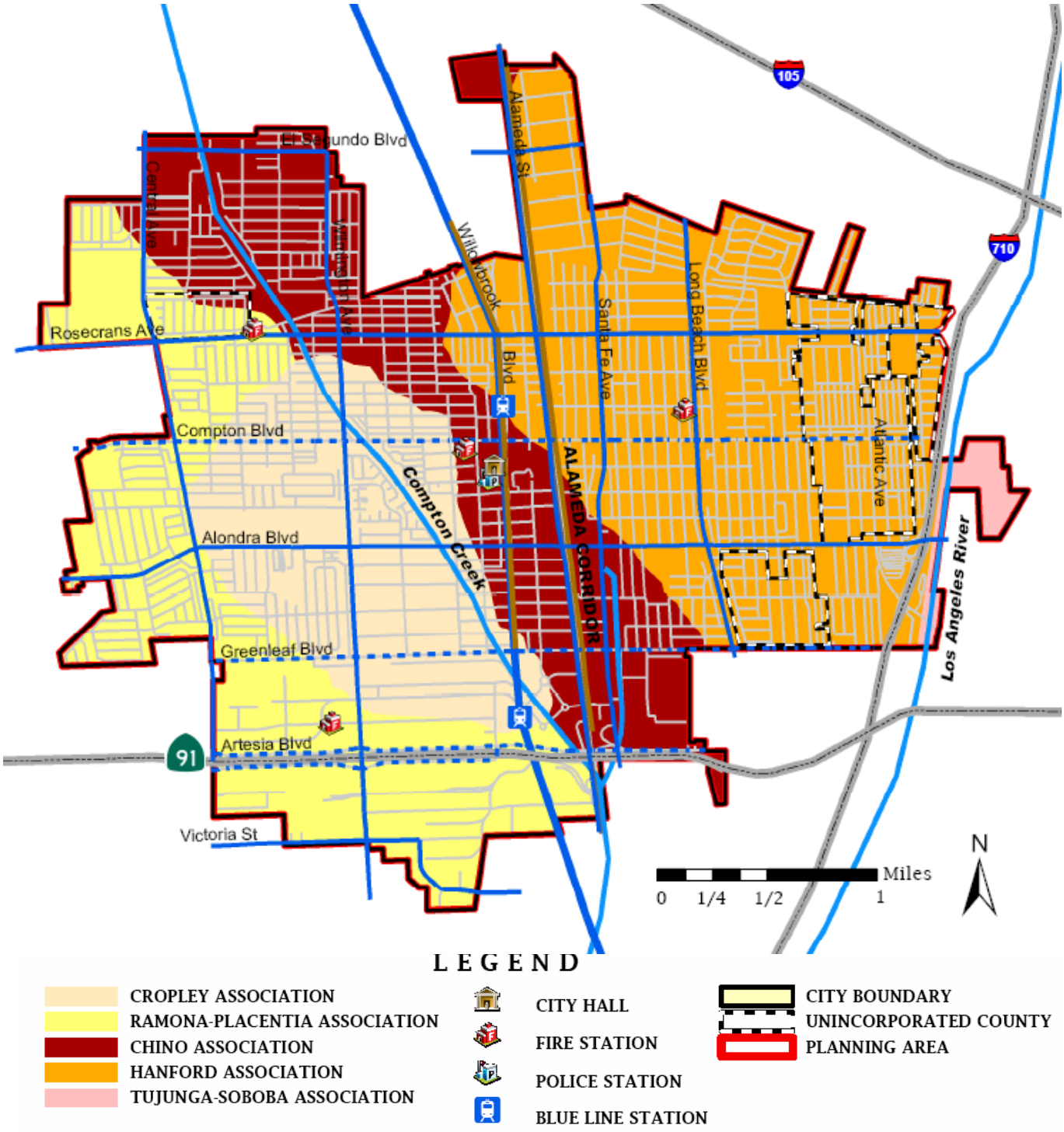

EXHIBIT 4-1
SURFACE WATER AND SOILS RESOURCES

SOURCE: UNITED STATES DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE. *REPORT AND GENERAL SOILS MAP, LOS ANGELES COUNTY*. JUNE 1967, REVISED 1969

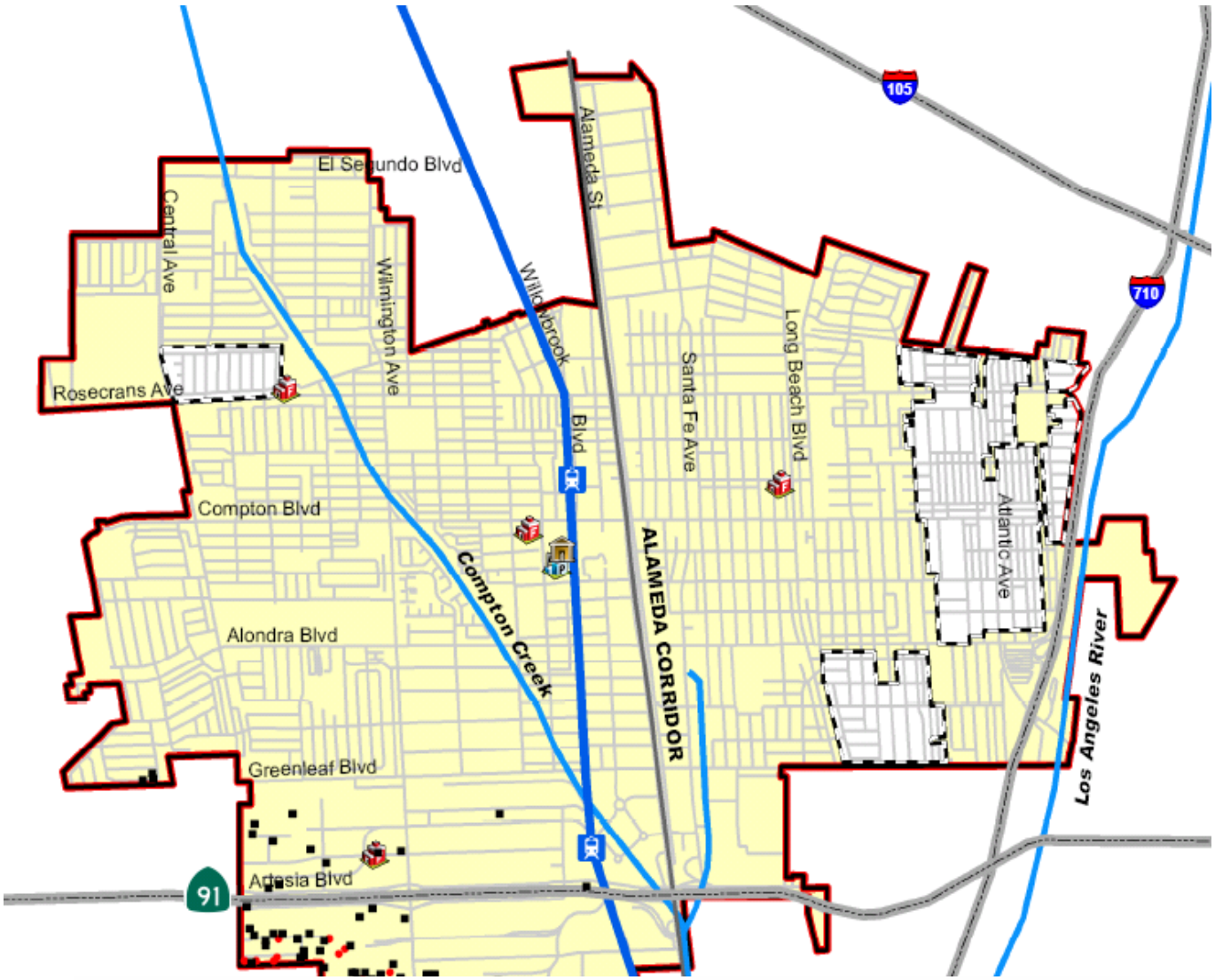

EXHIBIT 4-2
MINERAL RESOURCES

SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION.

4.2.6 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.

4.2.7 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.

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.

4.2.8 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. There 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.

4.2.9 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 4-3.

4.2.10 PARKS AND RECREATION FACILITIES

The City of Compton Parks and Recreation Department maintains 18 local parks that encompass 60 acres of parkland. These City parks are shown in Exhibit 4-4 and are summarized in Table 4-1. The Department oversees activities the parks listed below as well as the Compton Par 3 Golf Course, the new Dollarhide Community Center, and recreational trails. The Department also utilizes playgrounds at local schools for residents' recreational purposes through joint-use agreements.

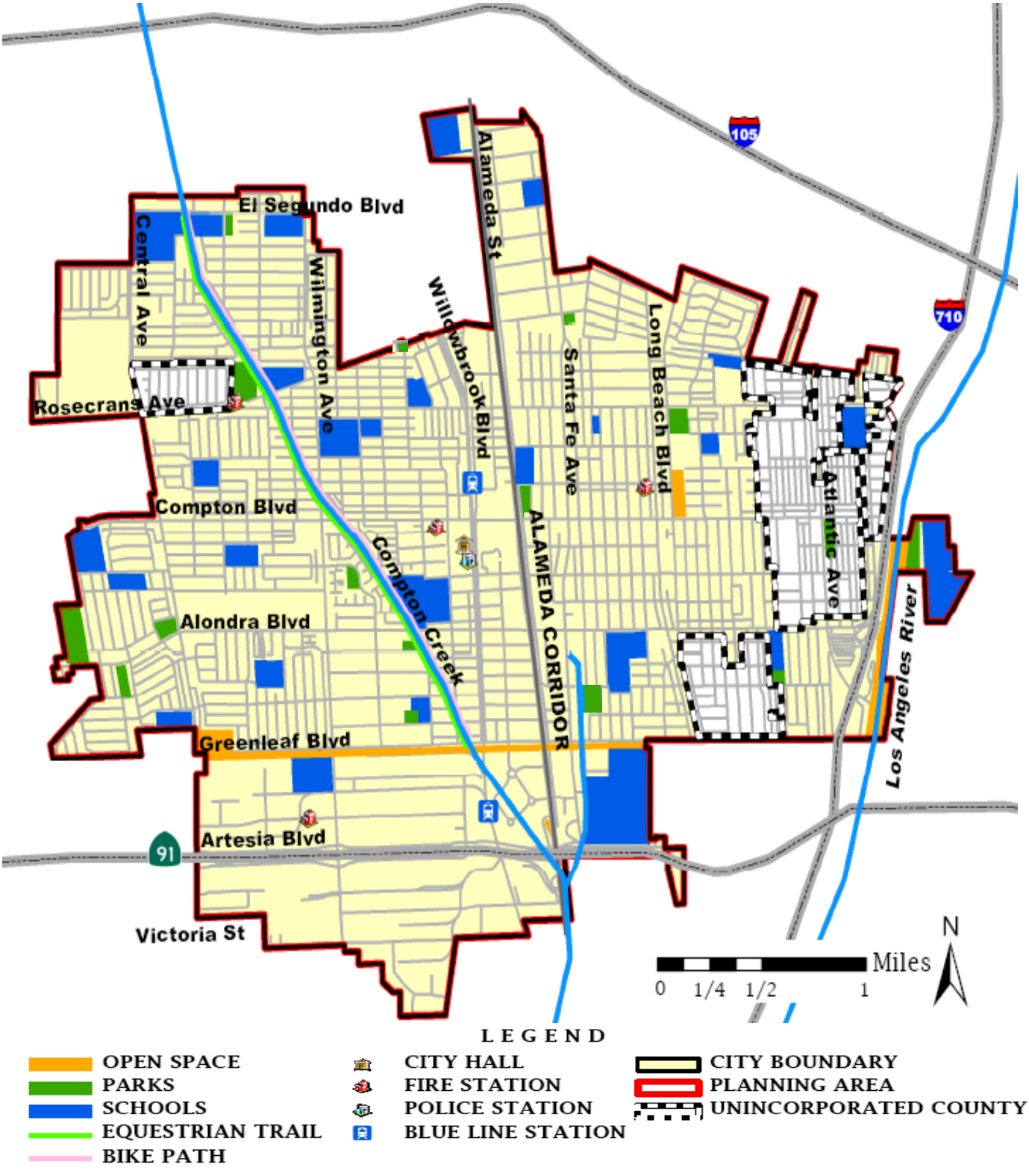

EXHIBIT 4-3
OPEN SPACE AREAS IN COMPTON
SOURCE: CITY OF COMPTON

Table 4-1
Existing Park Facilities in Compton

Park Name	Address	Area (in acres)	Description of Park
Burrell-MacDonald Park	2516 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	1101 W. Cressey Street	14.1 acres	Community Center, Jackie Robinson Stadium, swimming pool, tot lot, picnic area, parking lot
Kelly Park	2319 E. Caldwell Street	3.8 acres	Community Center, game fields, game courts, tot lot, picnic area
Lueders Park	1500 E. Rosecrans Avenue	6.0 acres	Community Center, swimming pool, game field, game courts, tot lot, picnic area, parking lot
Wilson Park	123 N. 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
Greenleaf Park	South of Greenleaf A ve.	__-acres	XXXXX
Olympic Park	XXXXX	__-acres	XXXX
Alondra Regional Park	XXXX	__-acres	XXXX
Par 3 Golf Course	6400 E. Compton Boulevard	__-acres	XXXX

Source: City of Compton

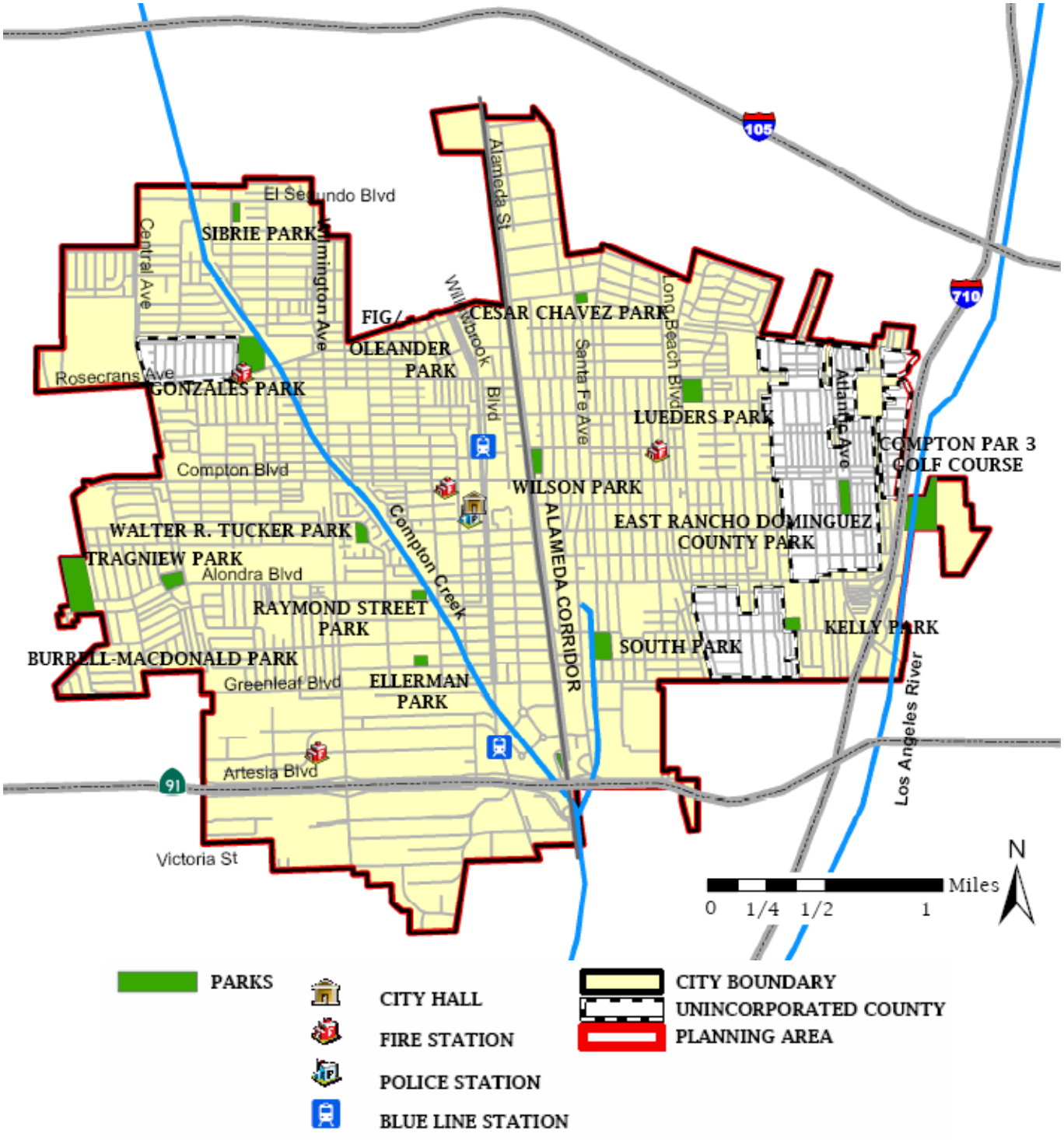

EXHIBIT 4-4
LOCATION OF EXISTING PARK FACILITIES IN COMPTON
SOURCE: CITY OF COMPTON

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 the 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 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, which are 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.

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 redesign 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. The City Council in May of 2014 adopted the City of Compton Parks Master Plan. A 4.8 million dollar parks capitol improvement project that will be completed in May 2015.

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 park 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 Dominquez 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 Dominquez 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.

4.2.11 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.

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.

SECTION 4.3 RESOURCE MANAGEMENT PLAN

4.3.1 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. 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.

4.3.2 CONSERVATION, OPEN SPACE, AND PARKS 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 water by educating residents and businesses about water conservation techniques.
- *Conservation, Open Space, and Recreation Policy 1.3.* The City of Compton will promote and 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 corridor.

- *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.

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 (the new 30,000 square foot Douglas F. Dollarhide community center will provide additional senior services;
- A need to address the recreation and social needs of the community's emotionally and physically challenged resident (increased special needs programming for school-aged children established the Compton Council on Disabilities).

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 Compton collaborative was established between the City of Compton, Compton Unified School District, and Compton Educational Center of _____.

Utilizing the implementation of the 2014-2015 Parks Master Plan 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 in partnership with community partners.

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.
- *Conservation, Open Space, and Recreation Policy 3.6.* The City will prepare and adopt a Parks Master Plan describing a hierarchy of parks, facilities, needs of the residents, and methods to increase the parkland acreage within the City.
- *Conservation, Open Space, and Recreation Policy 3.7.* The City of Compton will initiate the preparation of a Park's Master Plan to identify the existing and projected needs of the community.
- *Conservation, Open Space, and Recreation Policy 3.8.* The City of Compton will strive to meet the parkland standards identified in the Conservation, Open Space, and Parks and Recreation Element.

RESOURCE MANAGEMENT ISSUE – MAINTENANCE AND PRESERVATION OF 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. 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. The City of Compton will initiate a cultural arts and facilities program to create a City image.

- *Conservation, Open Space,and Recreation Policy 4.1.* The City of Compton will continue with the development of the community art program.
- *Conservation, Open Space,and Recreation Policy 4.2.* 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.

4.3.3 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 4-5 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 for these parks will be designed to meet the Americans with Disabilities Act (ADA) standards. **[*5 other sources]**

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.

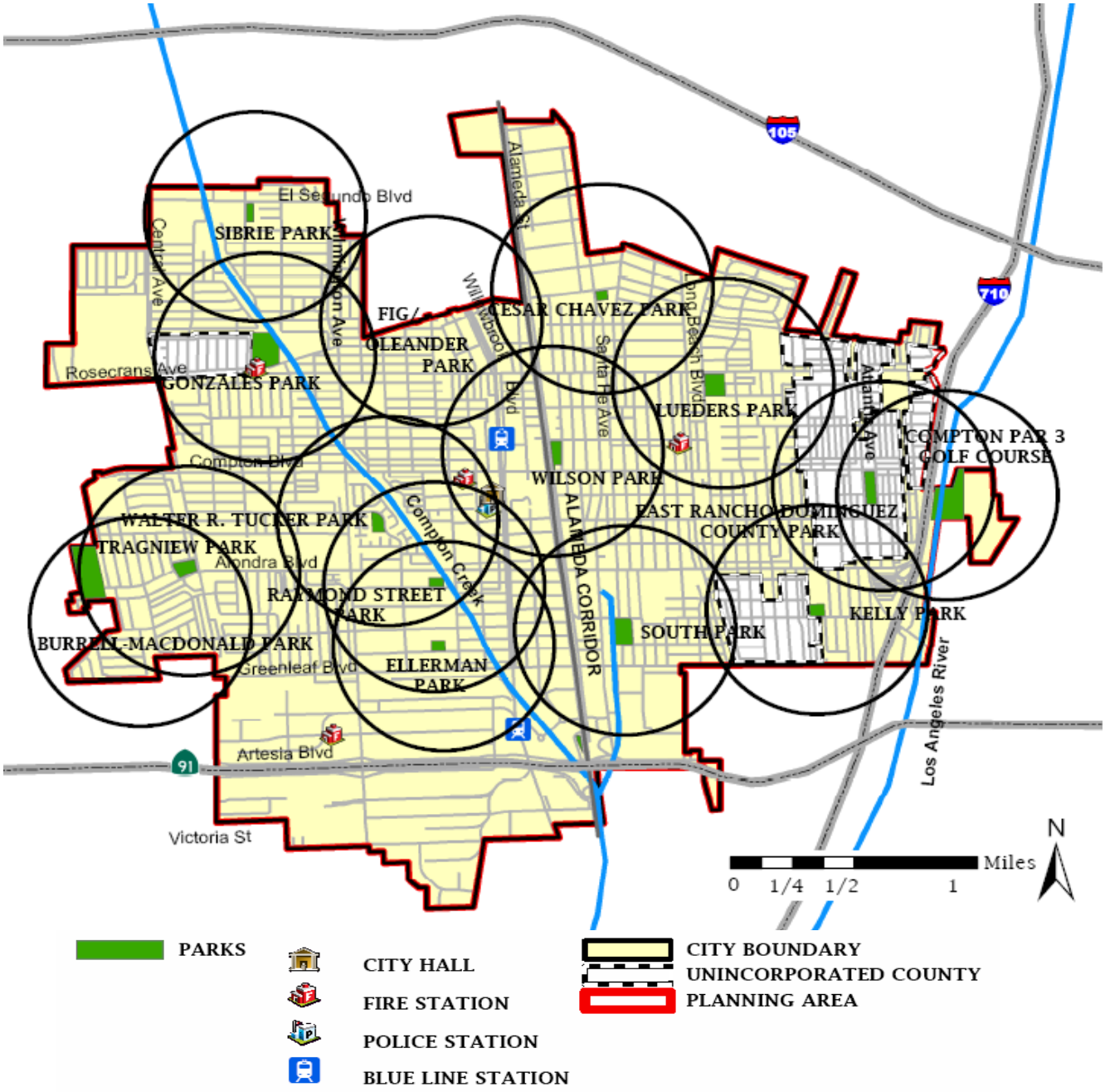

EXHIBIT 4-5
PARK FACILITIES SERVICE AREAS IN COMPTON
SOURCE: CITY OF COMPTON

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.

4.3.4 RESOURCE MANAGEMENT PROGRAMS

There are a number of programs that will be effective in implementing City policy relative to conservation, open space, and parks and recreation. They are summarized below.

- *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 (drought-tolerant) 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.

- *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.

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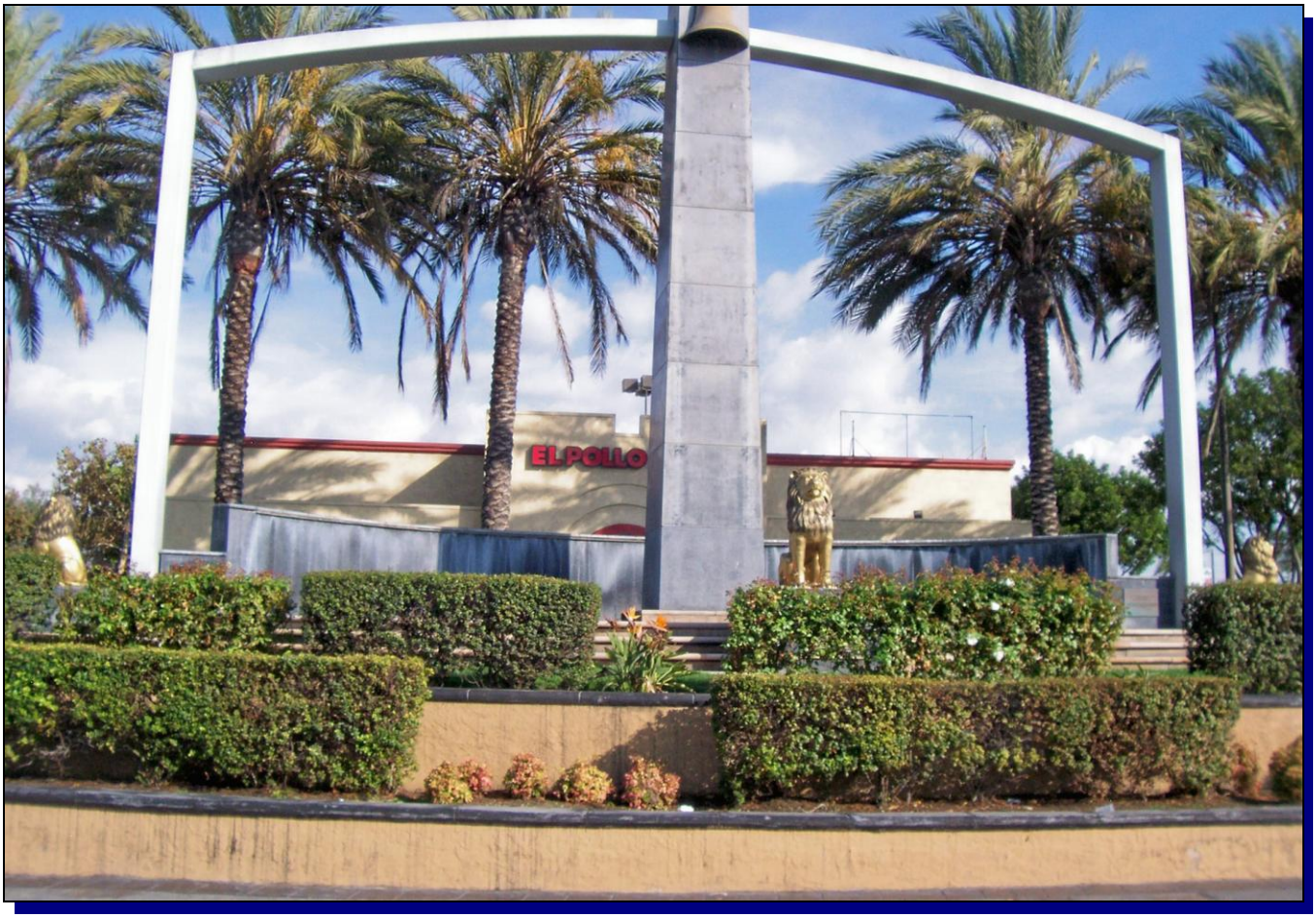

SECTION 5 • PUBLIC SAFETY ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 5.1 INTRODUCTION TO THE ELEMENT

5.1.1 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 to 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.

5.1.2 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.

5.2 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.

5.2.1 SEISMIC AND GEOLOGIC HAZARDS

The known seismic and geologic hazards for the Los Angeles Basin are shown in Exhibit 5-1. 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.

5.2.2 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. 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 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 5-1 identifies the area considered at risk for liquefaction conditions are used to evaluate the risk for liquefaction. Historical high ground water in the City of Compton ranges.

5.2.3 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 5-1 identifies the area of the City which would be affected by flood waters due to a dam failure noted as the Dam Inundation Zone.

5.2.4 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.

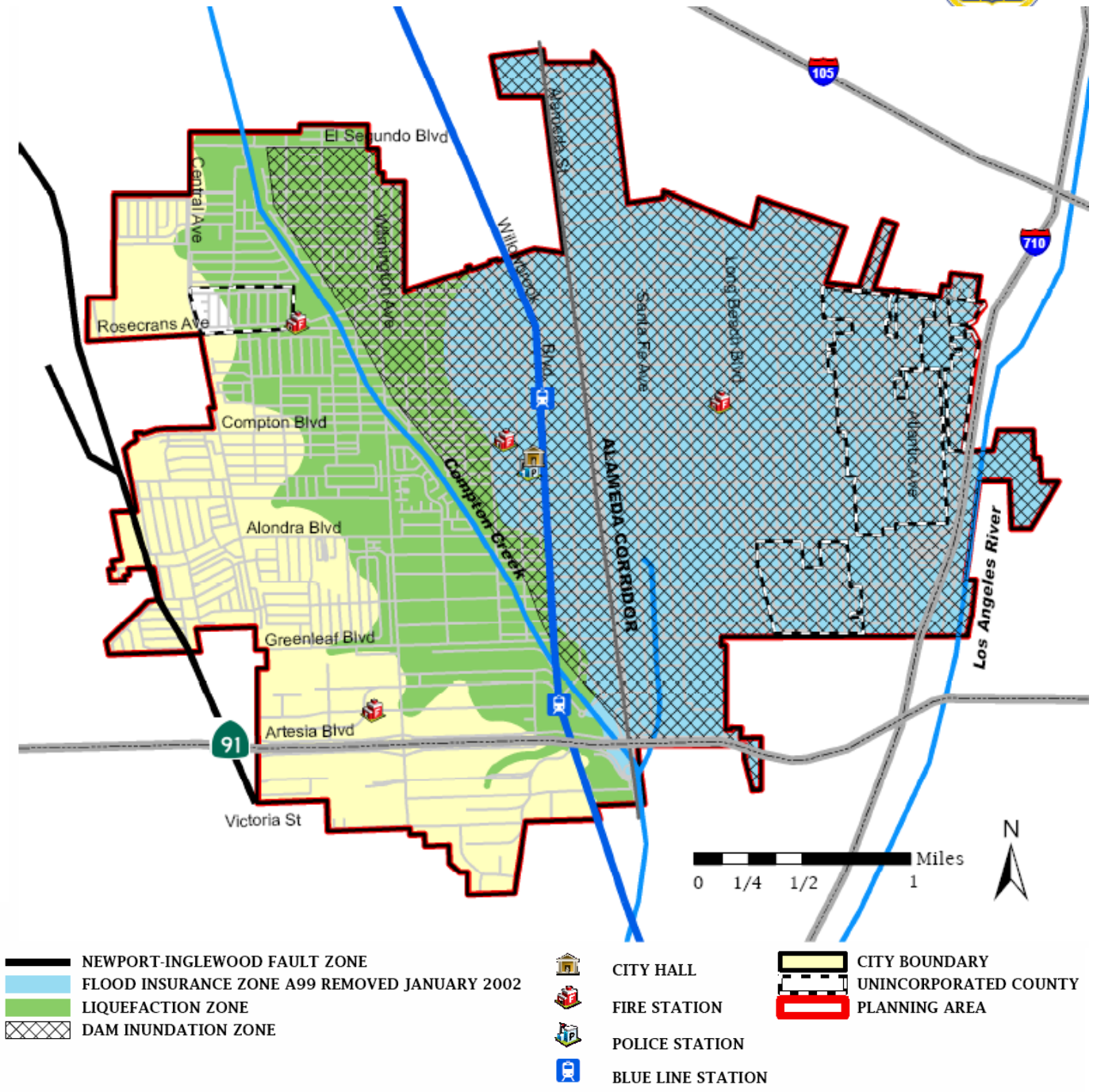

EXHIBIT 5-1
SEISMIC AND FLOOD HAZARDS

SOURCE: U. S. ENVIRONMENTAL PROTECTION AGENCY AND CITY OF COMPTON MULTI-HAZARD FUNCTIONAL PLAN

5.2.5 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 plan 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 plan are no longer mandated by FEMA to purchase flood insurance. The location of the previously mandated Flood Insurance Zone is noted in Exhibit 5-1.

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.

5.2.6 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.

5.2.7 LAW ENFORCEMENT SERVICES

The City of Compton provides security and law enforcement services through its Code Enforcement and Park Security Divisions and through a contract with the Los Angeles County Sheriff's Department. Compton's Security Services oversees City security, parking enforcement, and code enforcement. Officers patrol City parks, shopping centers and assist the Compton Sheriff's Department with crowd control. 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 5-2. 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.

5.2.8 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.

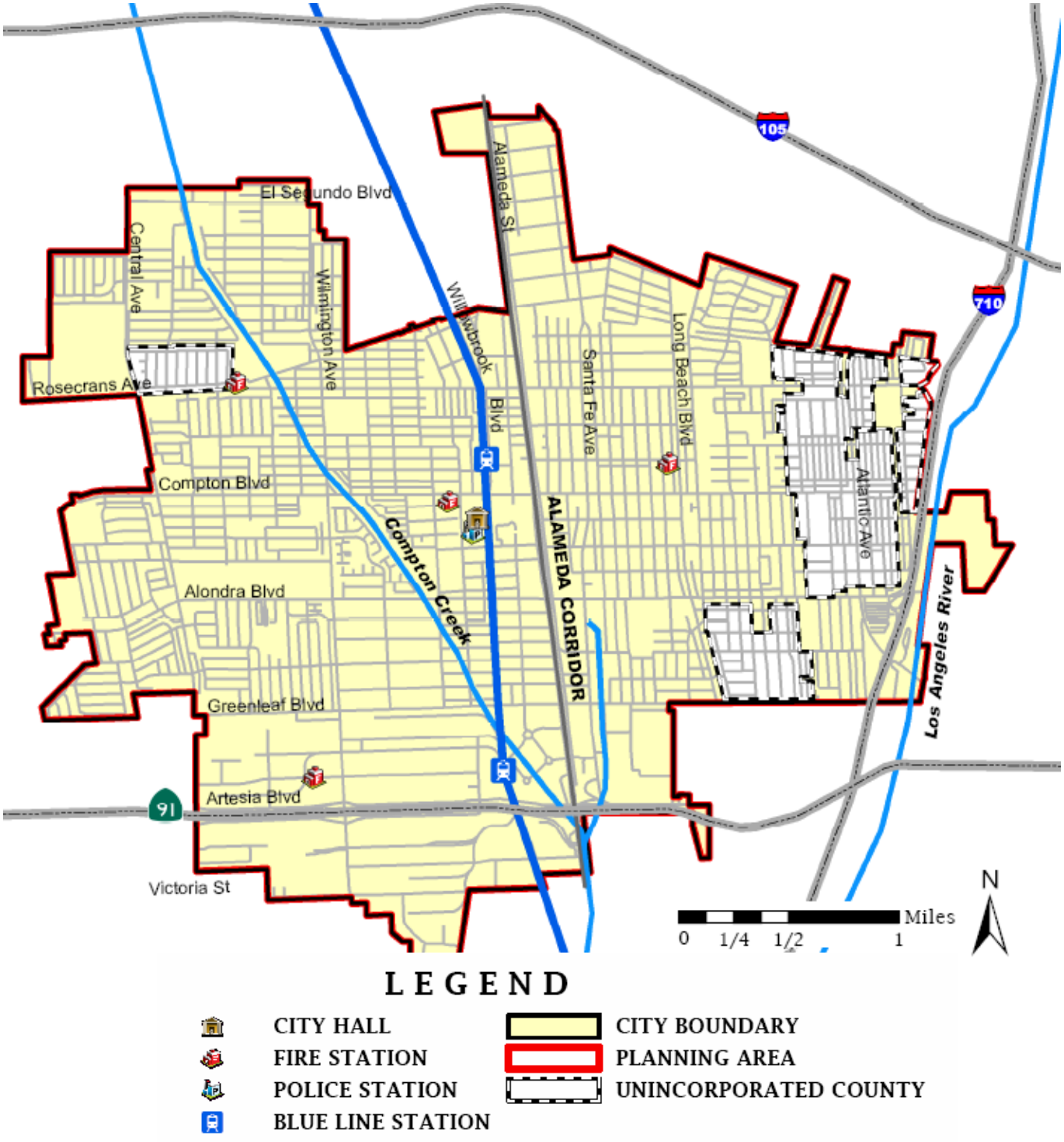

EXHIBIT 5-2
POLICE AND FIRE STATION
SOURCE: CITY OF COMPTON MULTI-HAZARD FUNCTIONAL PLAN

5.2.9 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, the Compton City Hall, Alameda Corridor, Ralph's warehouse, the Gateway Towne Center, water supply systems, fire department, and the Sheriff's department.

5.3 PUBLIC SAFETY PLAN

5.3.1 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. 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.

5.3.2 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 comply with all regulations and 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 un- reinforced 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, if possible, the 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, handing, 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.

5.3.3 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 un-reinforced 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 where feasible 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; and,
- 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; and,
- 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 2013. 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 5-3. 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.

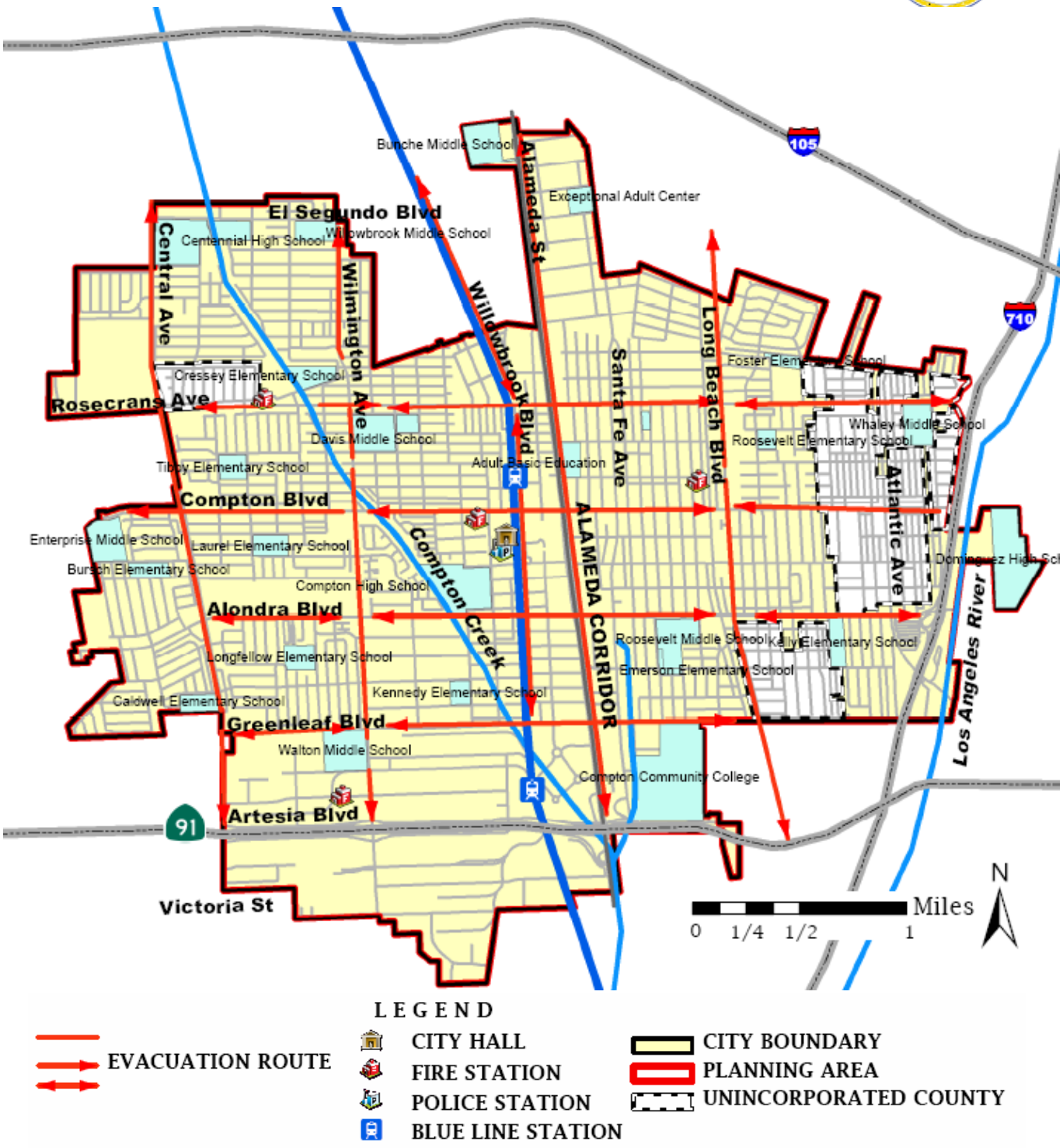

EXHIBIT 5-3
EMERGENCY EVACUATION ROUTES
SOURCE: CITY OF COMPTON MULTI-HAZARD FUNCTIONAL PLAN

5.3.4 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 site 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.

5.3.5 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.

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SECTION 6 • ECONOMIC DEVELOPMENT ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 6.1 INTRODUCTION TO THE ELEMENT

6.1.1 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 it 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.

To put the size of Compton's economy into perspective, its population size (over 93,000 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 figures.

6.1.2 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 6.2 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.

6.2.1 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. 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 various programs.

6.2.2 BUSINESS CLIMATE

The recession that began in December 2007 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 2008[5], due to the recession. The forecast for manufacturing in the near term is continued shrinkage, but international trade is expected to increase modestly.[6] 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.

Compton's residents are now able to shop closer to home at the new Gateway Towne Center, which recently opened Phase 2, counter-balanced some of the retail leakage that was occurring in Compton. **[*this sentence doesn't make sense]** 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.

6.2.4 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

[5] 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.

[6] Ibid.

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, Marshalls, Chipotle, Anna's Linens 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 6-1.

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 6-2.

SECTION 6.3 ECONOMIC DEVELOPMENT PLAN

6.3.1 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. 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.

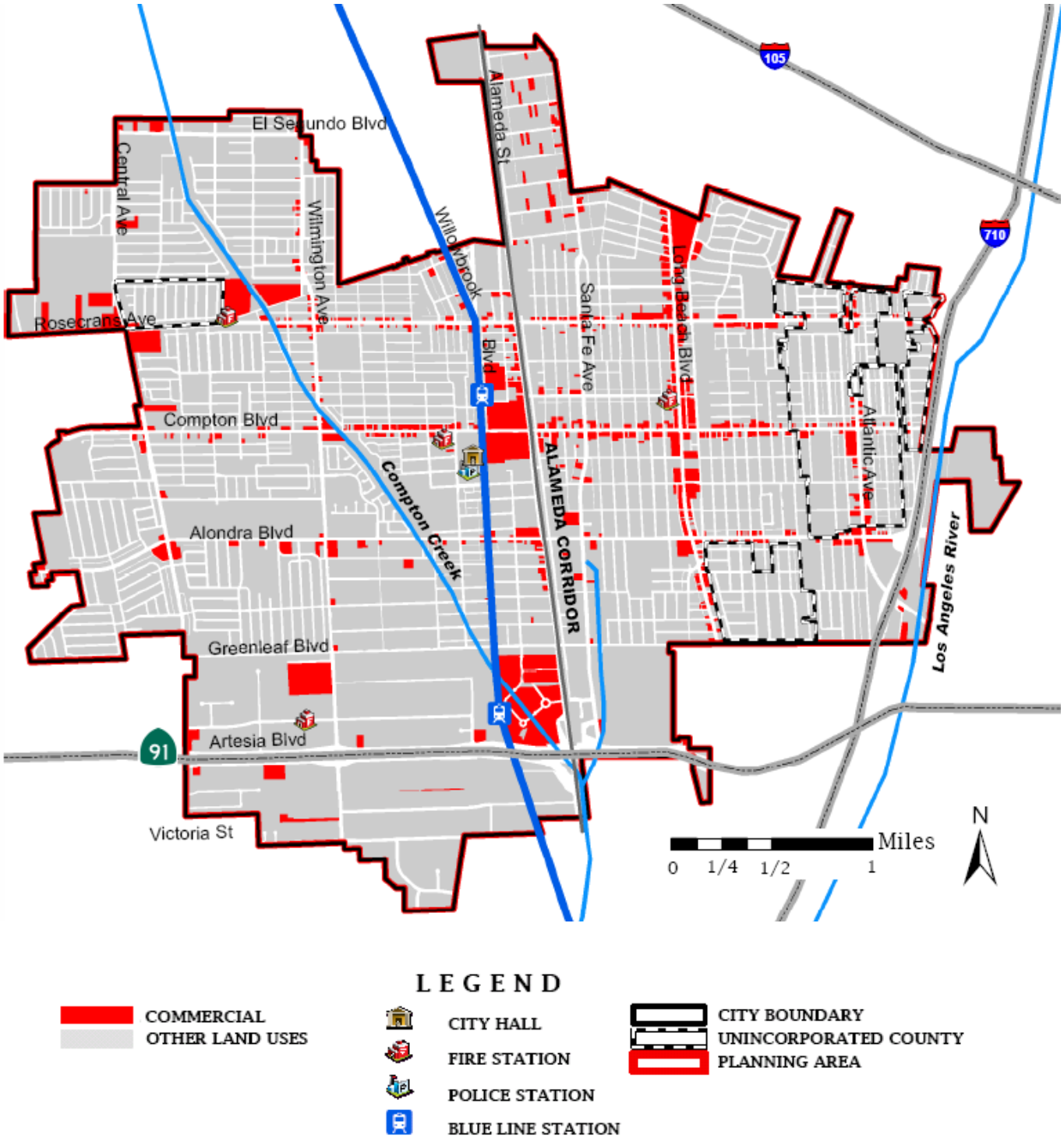

EXHIBIT 6-1
EXISTING COMMERCIAL DEVELOPMENT IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT

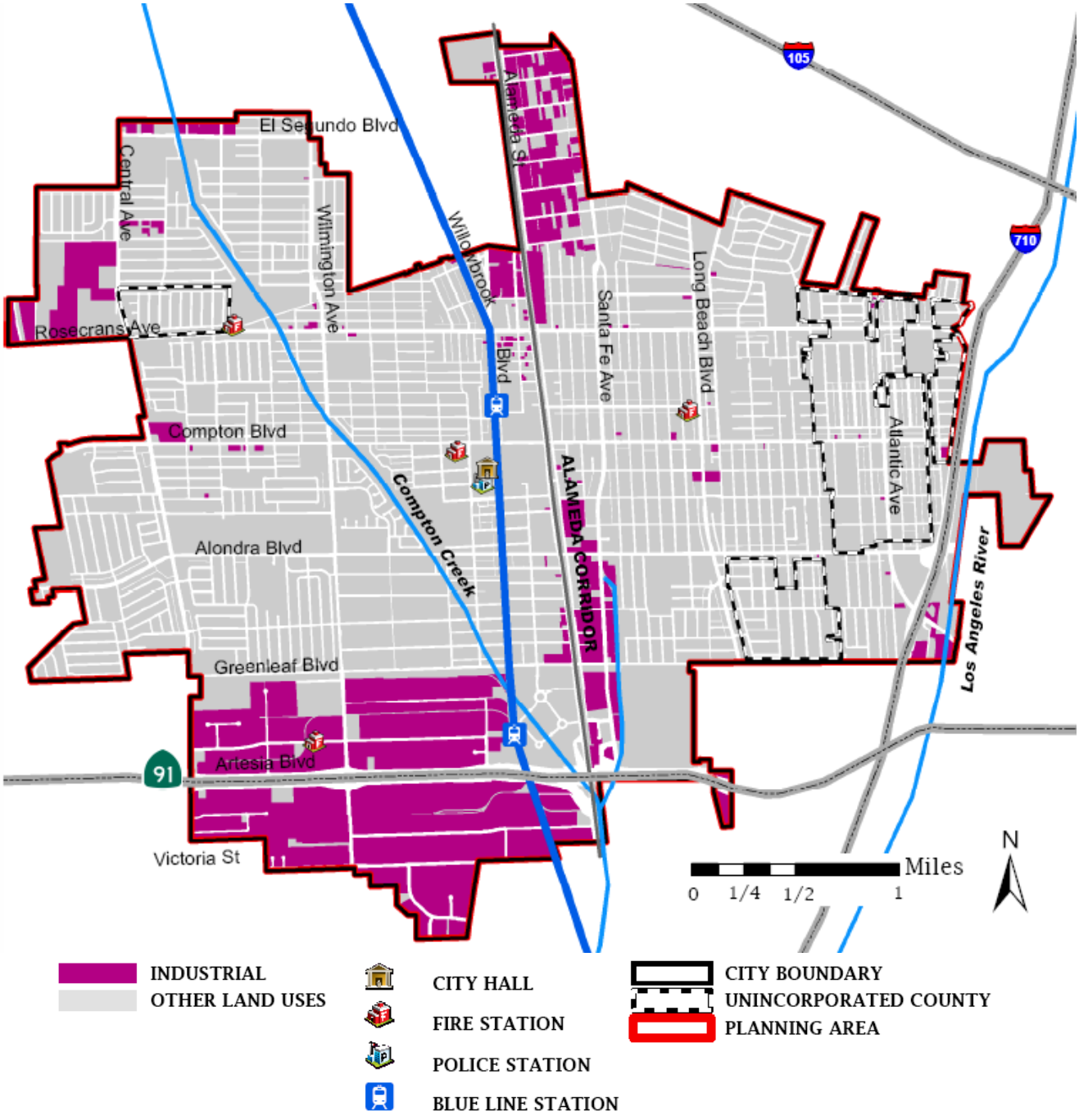

EXHIBIT 6-2
EXISTING INDUSTRIAL DEVELOPMENT IN COMPTON
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT

6.3.2 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.

ECONOMIC DEVELOPMENT ISSUE – BUSINESS ENVIRONMENT

The business environment consists of political, economical, social, and technological 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 assistance can be offered to help businesses grow to the next level of production through marketing 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 local chambers.

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 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 use 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, transportation, or child care challenges. Solutions range from job training targeting growth industries to expanding job opportunities.

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 new hiring tax credits that are available to City businesses when hiring Compton residents.
- *Economic Development Policy 2.4.* The City of Compton will work with businesses to provide job opening announcements through Compton CareerLink to help link qualified Compton residents with local job openings.
- *Economic Development Policy 2.5.* The City of Compton will conduct trade missions activities to countries abroad to attract more industry to the City and increase employment opportunities for residents.

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 fare 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 (and now Phase 2), 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. Concentration on Retention, Attraction, and Expansion.

- *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 demonstrate 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.

6.3.3 ECONOMIC DEVELOPMENT PROGRAM

The Planning and Economic Development Department promotes the orderly growth and development of Compton's commercial districts and residential neighbourhoods through the expeditious delivery of technical expertise and 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, grants, and the administration of business assistance programs.

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 6-3 shows where each program is available in the City.

- *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; and 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 SBA, State, and/or Federal loan packaging, business and marketing planning. The program makes available: publications; reading and reference materials; and City demographic. The program also provides business training workshops and seminars through a partnership program with El Camino Compton College Learning Center, the Small Business Development Center (SBDC), and Careerlink (Compton).

- *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 demonstate 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.

- *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 Administriation (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 Work Source Center*. The Career Link Work Source 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 Work Source 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 and 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.

- *New Employment Hiring Tax Credit (NEC)*. The New Employment Credit (NEC) is available for each taxable year beginning on or after January 1, 2014, and before January 1, 2021, to a qualified taxpayer that hires a qualified full-time employee on or after January1, 2014, and pays or incurs qualified wages attributable to work performed by the qualified full-time employee in a designated census tract or economic development area, and that receives a tentative credit reservation for that qualified full-time employee.

- *California Competes Tax Credit*. The California Competes Tax Credit is an Income tax credit available to businesses that want to come to California or stay and grow in California. Unlike the Enterprise Zone program, this program is Statewide. Thus, there are no geographic restrictions. Tax credit agreements will be negotiated by GO-Biz and approved by the "California Competes Tax Credit Committee."

[*Move the picture before the Compton City Logo ?]

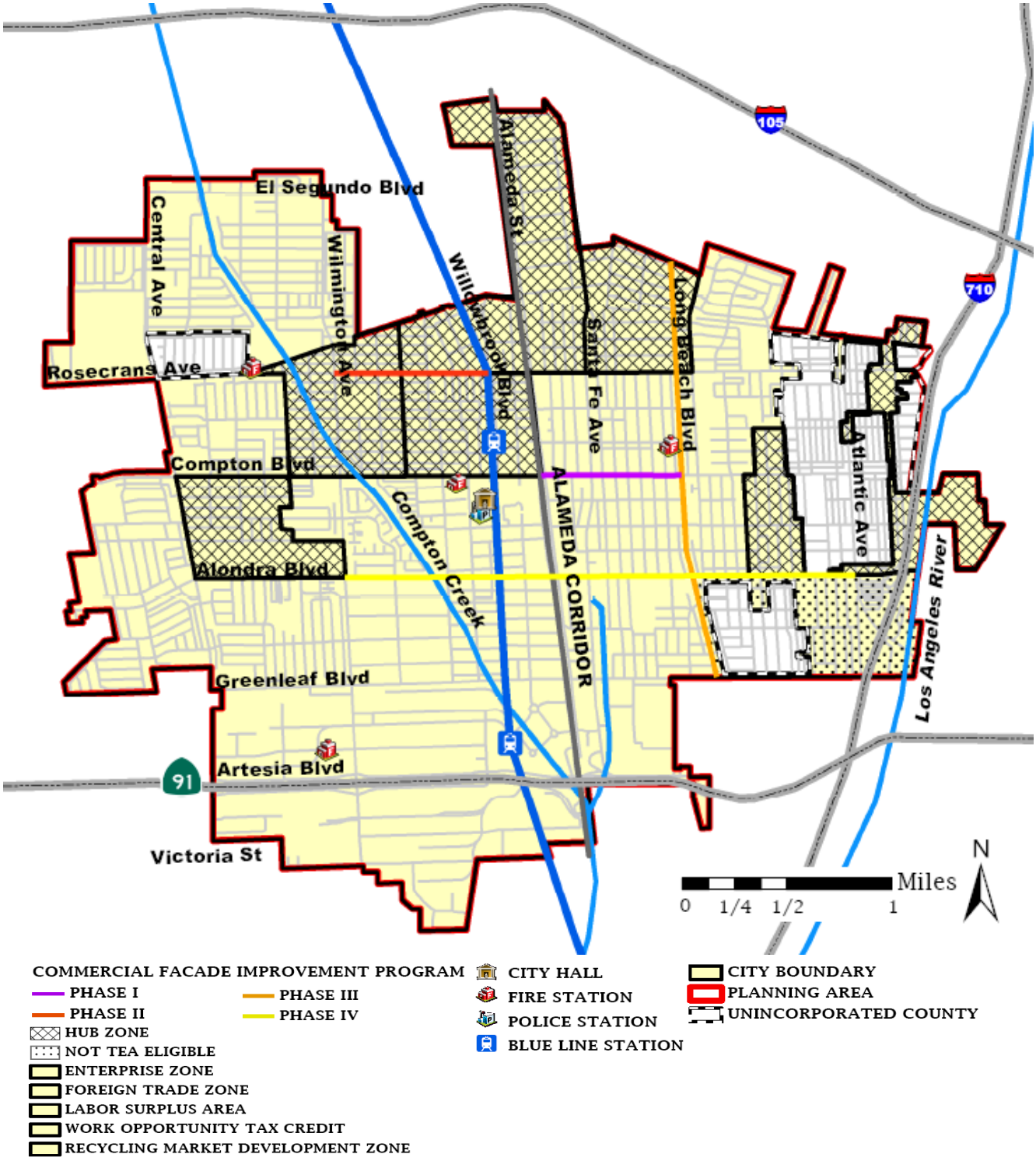

EXHIBIT 6-3
ECONOMIC DEVELOPMENT PROGRAMS
Source: City of Compton

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SECTION 7 • URBAN DESIGN ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 7.1 INTRODUCTION TO THE ELEMENT

7.1.1 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.

7.1.2 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.

SECTION 7.2 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.

7.2.1 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.

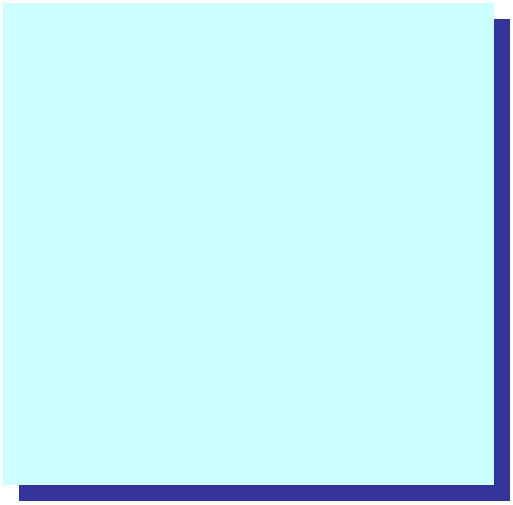
The original one-room schoolhouse built in 1896 became Compton High School and in 1898, the first class graduated. Between 1914 and 1925, twelve new buildings were added and in 1927 a community college was added so that graduating seniors could pursue a college education locally. With the exception of 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.

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. 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 50's, 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.

7.2.2 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.

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. Examples of public art and landmarks in Compton are identified in Table 7-1.

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 Myrrh Street 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.

Table 7-1 Public Art and Landmarks in the City of Compton	
The Compton Civic Center Plaza	• 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	• Painted murals depicting the pastoral life of the historical Spanish period by James Redmond, 1936, titled "*Early California*"
Compton Metro Station	• Ceramic tile mural signage over entrances to metro station by Eva Cockcroft, 1995, titled *"Compton: Past, Present and Future"* • Painted Mural at station entrance representing the musical traditions of each of the three major ethnic groups in Compton by Compton high school students, "*Universal Musicians*"
Artesia Metro Station	• Large mosaic and stone "well" at station entrance by Lynn Aldrich, 1996. "*Blue Line Oasis*". 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. 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.
Crystal Park Casino and Hotel	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. Its location is visible from the 91 Freeway and near the Artesia Metro Station.
Tomorrow's Aeronautical Museum	This museum on Alondra Boulevard, next to Compton Airport, is destination for school groups, visitors, and aeronautical enthusiasts.
First United Methodist Church	This church is believed to be the second oldest Protestant church in Southern California. It is located on Long Beach Boulevard near Alondra Boulevard.
Angeles Abbey Mausoleum	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.
Heritage House	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.
Dominguez Rancho Adobe Seminary and Museum	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.

7.2.3 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.

7.2.4 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 the 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 Greenleaf Boulevard. 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 7.3 URBAN DESIGN PLAN

7.3.1 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. 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.

7.3.2 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, 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 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 Policy 1.5.* The City of Compton will designate the North and South Industrial areas as the Compton Industrial Park North and Compton Industrial Park South as part of the City overall **branding** strategy.

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.

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.

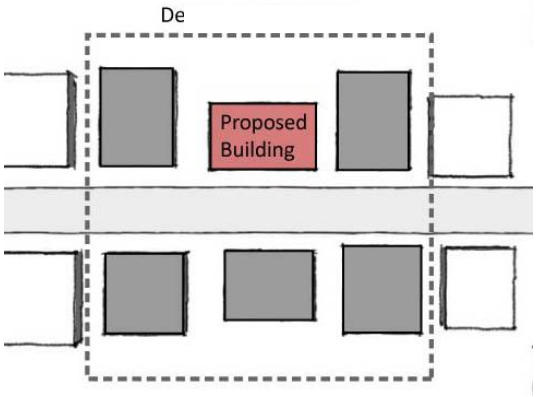
- ❑ *Urban Design Policy 3.3.* The City of Compton will continue to implement existing redevelopment plans, and adopt new plans as necessary to facilitate revitalization.

- *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.

7.3.3 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.

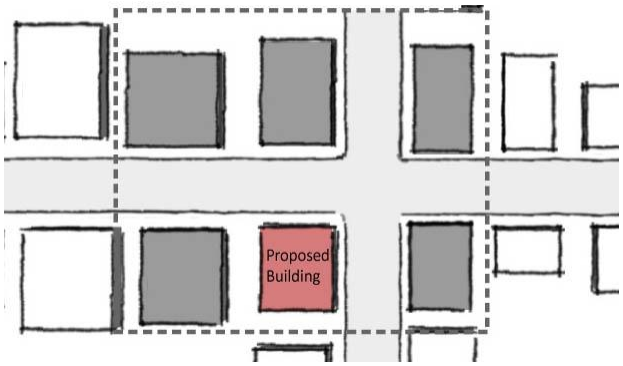
Figure 1: Design Envelope Area



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 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.

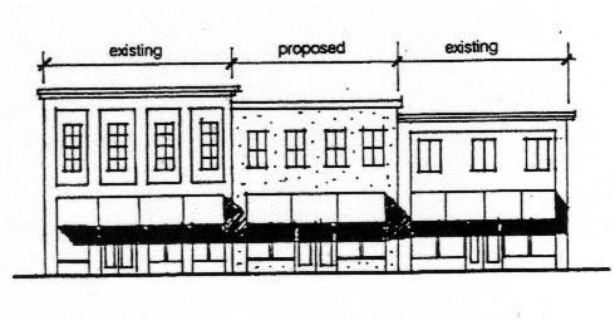
- *Avoid Blank Walls.* Building design elements such as roof lines, cornices, and storefronts shall be extended across all facades open to view from public streets, parking lots and/or adjacent properties. Contrasting textures, trims, landscaping, architectural relief, and details from the main facade 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 scales such as bricks or tile.

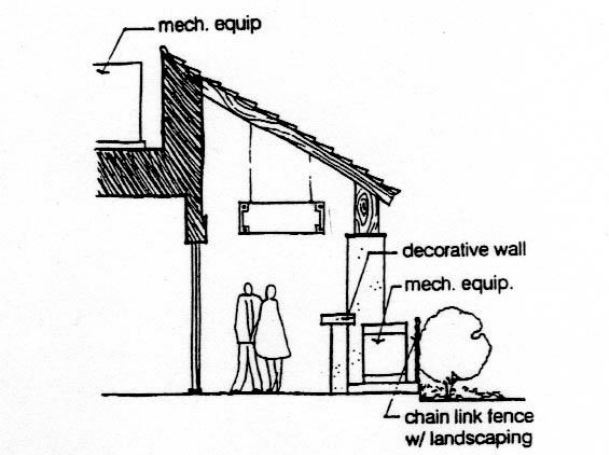
- *Provide Compatible Setbacks.* The front setback to building entrances shall be encouraged to have different setbacks to add interest, to allow for doors swinging out, and/or to add to the display area in the storefront. This varying setback concept could be integrated into the facade articulation

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.

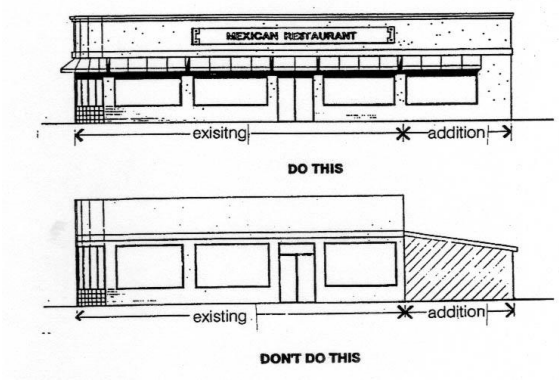
Figure 4: Screen Mechanical Equipment



- *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.). When 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. 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, and 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

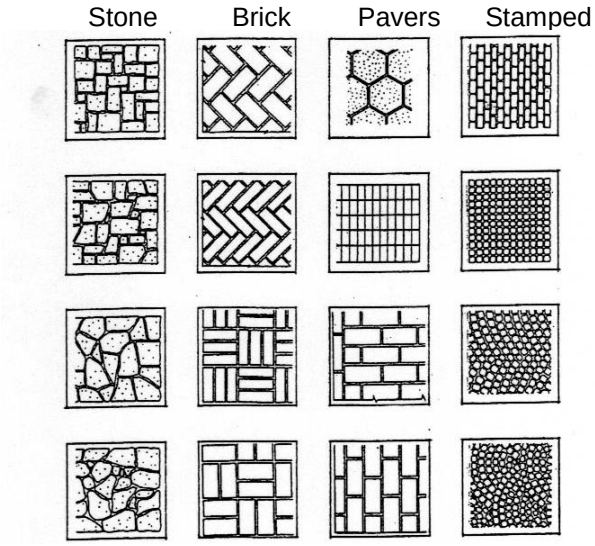
The following guidelines address the side and rear elevations of buildings and must be implemented as part of a street façade improvement plan:

- 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; and,
- 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, 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. Street furniture that will enhance the pedestrian experience along commercial corridors includes benches, trash receptacles, and bus shelters 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); and,
- 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.

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, LED, 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 unless it is an LED sign.

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:

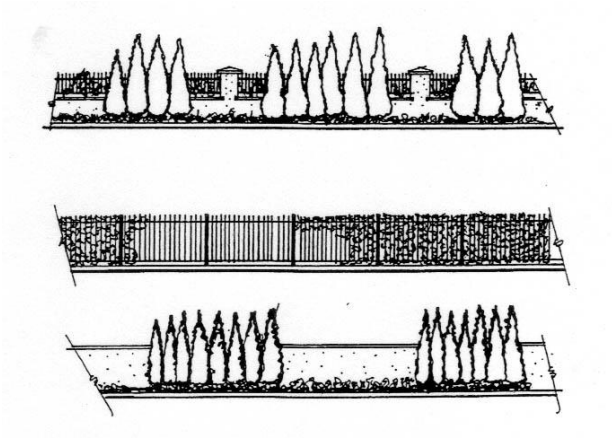
- The use of drought tolerant plant species is recommended, especially in large areas next to buildings, parking lot areas, and residential development.
- Trees and shrubs shall be trimmed and maintained.
- Earth mounding (berms) shall be used to imitate small hills and knolls in the setback areas not 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 AND 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, simulated wood, 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.

7.3.4 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 Community 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 are not 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.

- *Zoning Conformity Program.* The City shall review and amend 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.

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SECTION 8 • AIR QUALITY ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 8.1 INTRODUCTION TO THE ELEMENT

8.1.1 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.

8.1.2 FORMAT 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.

SECTION 8.2 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.

8.2.1 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. 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 (O_3)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 is formed by photochemical reaction (in which nitrogen dioxide is broken down by sunlight). Although O_3 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 O_3 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 (NO_2)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO_2 concentrations have not exceeded national standards since 1991, NO_2 emissions remain a concern because of their contribution to the formation of O_3 and particulate matter. The South Coast Air Basin remains a non-attainment for NO_2 by both the EPA and CARB.

- *Sulfur dioxide* (SO_2) 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 SO_2 concentrations have been reduced to levels well below State and Federal standards, further reductions in SO_2 emissions are desirable since SO_2 is a precursor to sulfate and PM_{10}.

- *PM_{10}* refers to particulate matter less than ten microns in diameter. PM_{10} causes a greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. The Federal standards for PM_{10} 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, PM_{10} 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 8-1. 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 non-attainment of ozone and particulate matter standards. 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.

Table 8-1
Primary Sources and Effects of Criteria Pollutants

Pollutants	Emissions Source	Primary Effects (including health effects)
Ozone (O^3)	• Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Plant leaf injury • Irritation of eyes • Aggravation of respiratory & cardiovascular diseases • Impairment of cardiopulmonary function
Carbon Monoxide (CO)	• Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust • Natural events, such as decomposition of organic matter	• 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)	• Motor vehicle exhaust • High-temperature stationary combustion • Atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility • Reduced plant growth • Formation of acid rain
Sulfur Dioxide (SO^2)	• Combustion of sulfur-containing fossil fuels • Smelting of sulfur-bearing metal ores • Industrial process	• 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)	• Stationary combustion of solid fuels • Construction activities • Industrial processes • Atmospheric chemical reactions	• 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

8.2.2 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 (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), lead (Pb), particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). 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 8-2 lists the current national and California standards.

Table 8-2
National and California Ambient Air Quality Standards

Pollutant	National Standards	State Standards
Lead (Pb)	1.5 µg/m³(calendar quarter)	1.5 µg/m³ (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/m³ (24-hour)	50 µg/m³ (24-hour)
Sulfate	None	25 µg/m³ (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.

8.2.3 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 it 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; and,

    - A project that could emit an air contaminant that is not currently regulated by South Coast AQMD rule but 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.

8.2.4 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 PM_{10} 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 8-3 indicates the readings for these pollutants from the Lynwood station. Ozone and PM_{10} measurement trends from the station in Lynwood are illustrated in Exhibits 8-1 and 8-2 respectively, and they indicate a gradual decline in the number of days when State and Federal clean air standards were exceeded.

Table 8-3
Ozone & PM_{10} 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

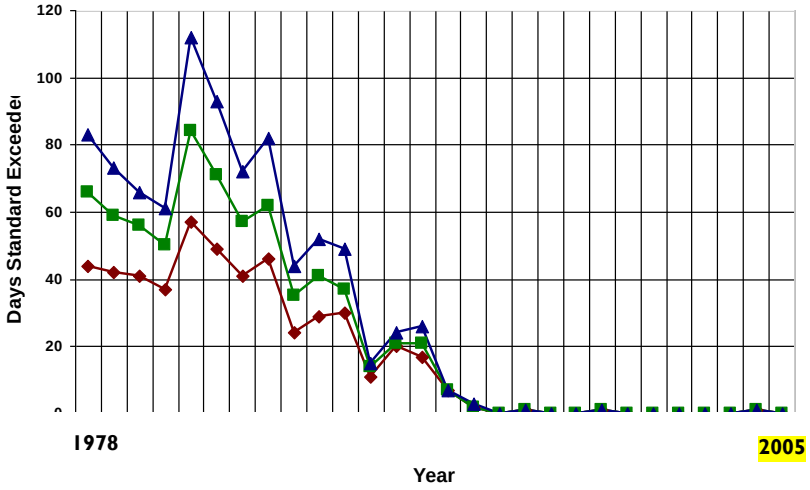

EXHIBIT 8-1
OZONE TRENDS IN THE LOCAL AREA, LYNWOOD MONITORING STATION
SOURCE: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

EXHIBIT 8-2
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).

8.2.5 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 (CO_2), methane (CH_4), and nitrous oxide (N_2O). 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 8.3 AIR QUALITY PLAN

8.3.1 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.

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.

8.3.2 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 ensure that new large-scale developments incorporate features that facilitate alternate forms of transportation.
- *Air Quality Element Policy 1.2.* The City of Compton will increase rider-ship 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 Element Policy 2.3.* The City of Compton will encourage industrial and commercial businesses to use CNG, LNG, and Hybrid/Electric trucks where feasible.

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 [*should this be housing or shopping?]**, 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 to reduce vehicle trips outside of the City for employment.

- *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 to reduce vehicle trips outside of the City.

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 maximum 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.

8.3.3 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.

- *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.

- *California Air Resources Board (CARB).* The CARB is part of the California Environmental Protection Agency (CalEPA), and it 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 although sources of green house gas emissions are subject to Federal and regional policies that call for their eventual elimination.

Table 8-4
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.

8.3.4 AIR QUALITY EMISSIONS THRESHOLDS

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. Projects in the SCAB generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The proposed project would have a significant effect on air quality if any of the following *operational* emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10}
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

Compton is located in a non-attainment area for PM^{10} 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. 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.

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.

[*TDM Ordinance to reduce vehicle trips Creole TDD zones. Modify Zoning Ordinance to require clean burning vehicles for industrial uses. Discuss presence of freeway and Alameda Corridor impacts air quality]

SECTION 9 • NOISE ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 9.1 INTRODUCTION TO THE NOISE ELEMENT

9.1.1 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.

9.1.2 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.

SECTION 9.2 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.

9.2.1 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 exceed of 140 dB. Typical noise levels associated with various activities, and the effects, are noted in Exhibit 9-1.

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.

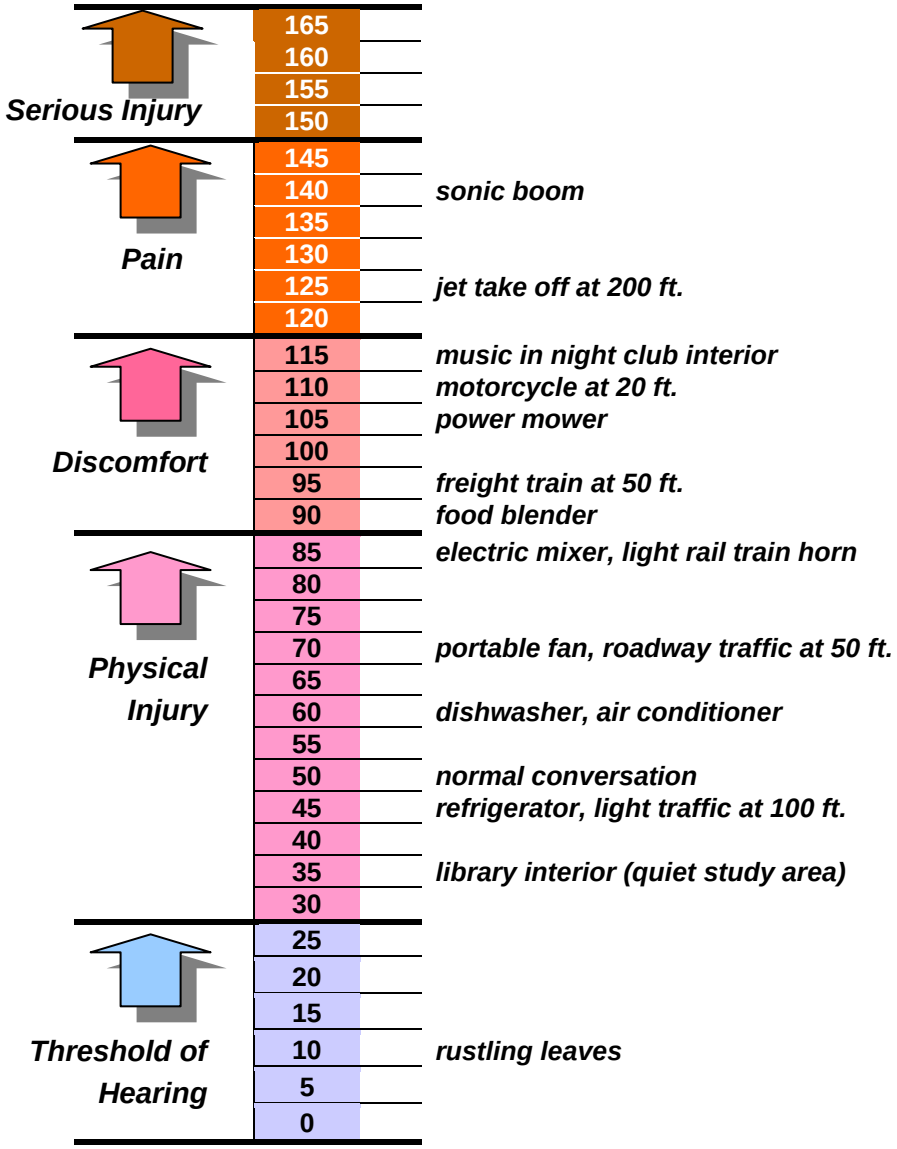

EXHIBIT 9-1
NOISE LEVELS ASSOCIATED WITH TYPICAL ACTIVITIES
SOURCE: U. S. ENVIRONMENTAL PROTECTION AGENCY

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.

9.2.2 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).
- 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.
- Schools, libraries, hospitals, and nursing homes are treated as noise-sensitive land uses requiring acoustical studies within areas exceeding 60 dB CNEL.

9.2.3NOISE 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.

9.2.4 EXISTING AMBIENT NOISE ENVIRONMENT

Noise sources in Compton may be placed into five basic categories that include freeway noise (from 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.

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 represents the peak or intrusive noise levels. The noise levels shown in the Table 9-1 underscore the City's relatively high ambient noise levels. This is largely due to traffic noise.

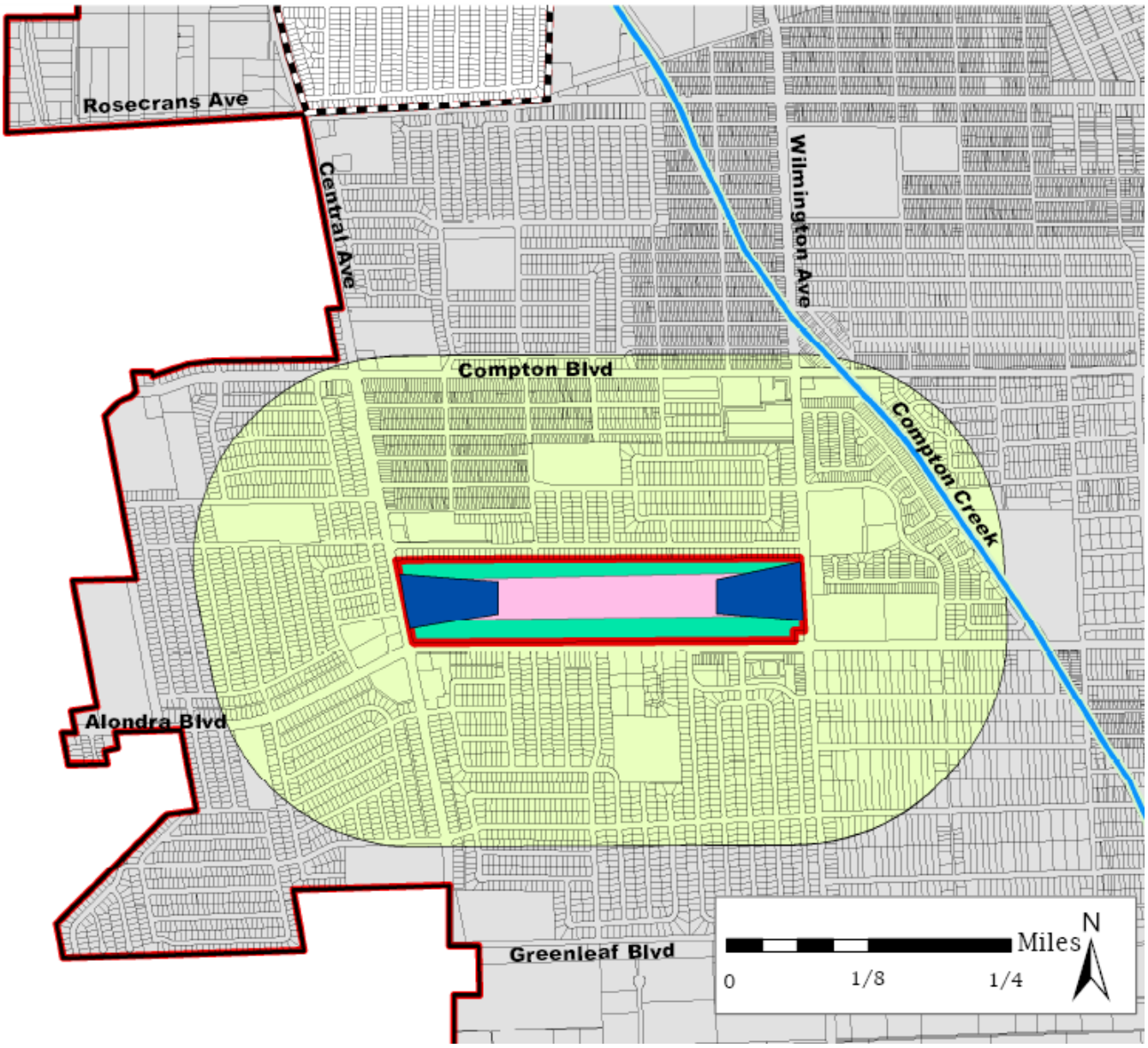

EXHIBIT 9-2
COMPTON AIRPORT NOISE CONTOURS
SOURCE: LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION

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.

Table 9-1
Existing Noise Measurements

Location	Location and Description	L10	L50	L90
1.	Traffic	88 dBA	82 dBA	77 dBA
2.	Freeway traffic	78 dBA	70 dBA	65 dBA
3.	Freeway traffic	83 dBA	75 dBA	71 dBA
4.	Railroad	71 dBA	68 dBA	63 dBA
5.	Freeway traffic	75 dBA	71 dBA	67 dBA
6.	Freeway Traffic	80 dBA	74 dBA	71 dBA
7.	Traffic	76 dBA	68 dBA	63 dBA
8.	Freeway Traffic	73 dBA	65 dBA	61 dBA
9.	Traffic	81 dBA	76 dBA	71 dBA
10.	Truck Traffic	75 dBA	70 dBA	68 dBA
11.	Light Rail, Traffic	88 dBA	82 dBA	77 dBA
12.	Traffic	78 dBA	70 dBA	65 dBA
13.	Traffic	83 dBA	75 dBA	71 dBA
14.	Traffic, Stationary Noise	73 dBA	68 dBA	63 dBA
15.	Traffic, Light Rail	65 dBA	71 dBA	67 dBA
16.	Light Rail, Freeway Traffic	71 dBA	74 dBA	71 dBA
17.	Freeway Traffic	73 dBA	68 dBA	63 dBA
18.	Traffic	73 dBA	65 dBA	61 dBA
19.	Traffic	81 dBA	76 dBA	71 dBA
20.	Traffic	75 dBA	70 dBA	68 dBA

Source: Blodgett/Baylosis Associates, Noise Survey. 2008

The noise model computed the distance of the specific noise contour from the roadway centerline. For example, in Table 9-2 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.

Table 9-2
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 9.3 NOISE MITIGATION PLAN

9.3.1 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. 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.

9.3.2 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 new transportation equipment purchased by the City will comply with noise performance standards.
- *Noise Policy 1.2.* The City of Compton will require the measurement and mitigation of noise impacts of all new or remodeled transportation and circulation infrastructure projects. Mitigation may entail redesigning the architecture or circulation patterns.
- *Noise Policy 1.3* The City of Compton will impose traffic restrictions to reduce transportation noise, when no other option is available.

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 of projects that are 10,000 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 to the exterior and interior of the project.

- *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 generate excessive levels of noise representing a threat to the public health and welfare, the City will mitigate those noise hazards to safe levels when non-transportation noise sources degrade the environment.

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 and residential land uses.

- *Noise Policy 3.2.* The City of Compton will establish regulations limiting noise levels from lawn blowers, trimmers, machinery, or other disturbances in residential zones.

- *Noise Policy 3.3.* The City of Compton will require sound attenuation devices on all exterior mechanical and construction equipment.

9.3.3 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.

- *City of Compton Municipal Code.* The 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 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 attenuation. Procedures for the periodic review of the Building Code will be identified by the Building and Safety 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.

SECTION 10 • HEALTH ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 10.1 INTRODUCTION TO THE ELEMENT

10.1.1 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 it 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, the policies identified in this chapter that pertain to another element will also be listed under that element.

10.1.2 ORGANIZATION OF THE ELEMENT

The Health Element consists of the following sections:

- *Section 10.1 Introduction to the Element* provides an overview of the Element's scope and content.
- *Section 10.2 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 10.3 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 10.2 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 in Exhibit 10-1.

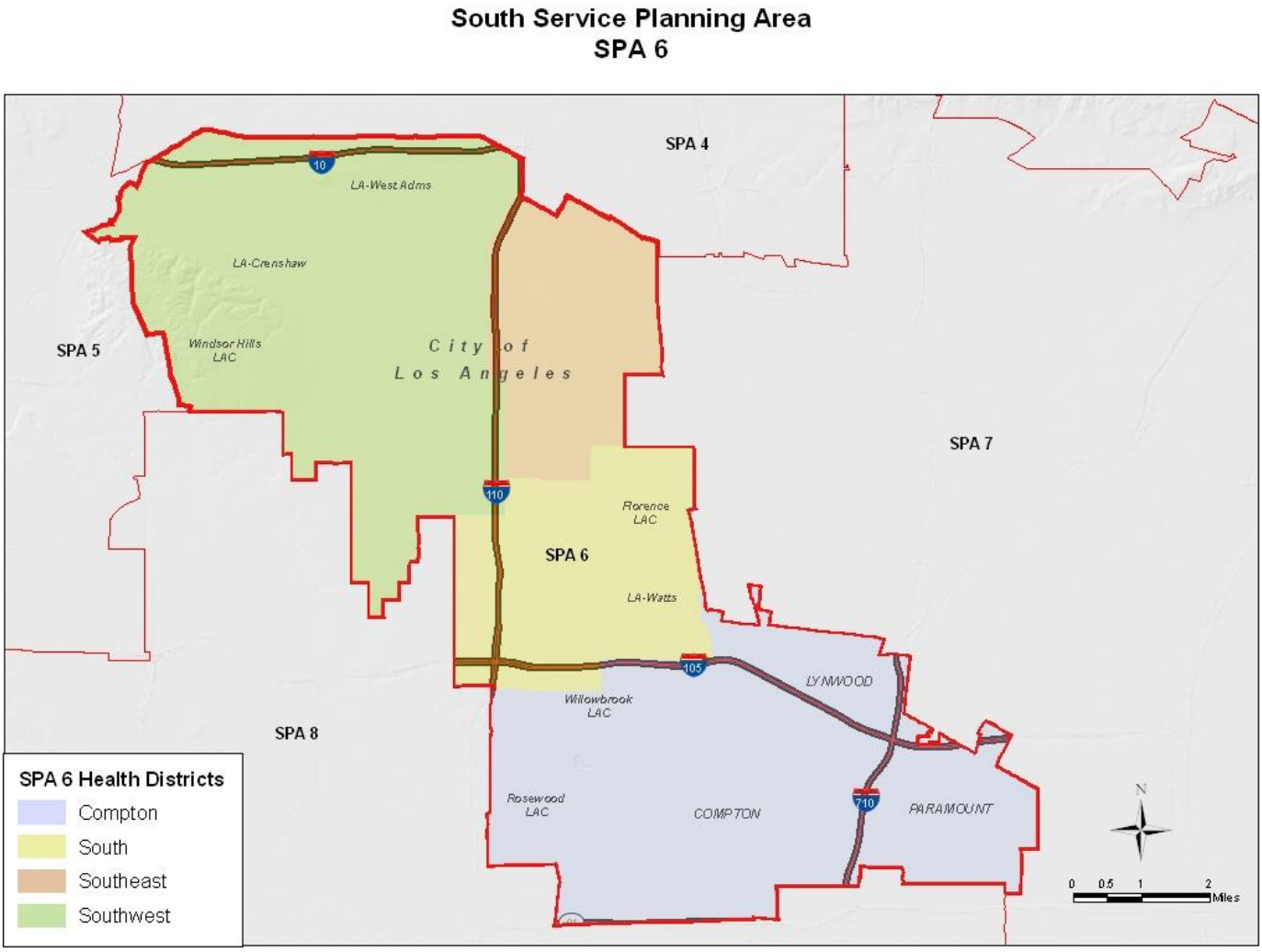

EXHIBIT 10-1
SERVICE PLANNING AREA AND HEALTH DISTRICT MAP

- *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 and 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).

10.2.1 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. 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. 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). 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 residents. 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.

The 2010 State of the Air report produced by the American Lung Association using U.S. Environmental Protection Agency (EPA) data indicates that the South Coast Air Basin, which includes Compton and Los Angeles County, has the highest level of Ozone (O_3) pollution and the third-highest level of year round particulate matter pollution in the United States. 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. [i] 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 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.

10.2.2 PUBLIC HEALTH STATISTICS FOR COMPTON

This section provides an overview of health statistics for the greater Compton area, and it 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.

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. Specific Chronic Diseases and their impacts on City of Compton Residents are summarized below:

- *Alcohol-related diseases*. These are diseases linked to the over consumption 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%.

- *Asthma*. As defined by the CDC, Asthma is a disease that affects the 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. 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. 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 eighth leading cause of death in Los Angeles County, and is the twelfth 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 one 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.

- *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.

- *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 6 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. Blacks (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.

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. 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; and, excessive alcoholic consumption.

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.

10.2.3 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. 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. 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. Increasing 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 aesthetic 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 healthier 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 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, in which 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 farmer's market. There is currently no farmer's 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). 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.

SECTION 10.3 HEALTH PLAN

10.3.1 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.

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.

10.3.2 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 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 healthy 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 partner with existing organizations and seek outside grants and funding to implement programs to promote increased life expectancy of residents.

Health Goal 3. Ensure that children born and raised in Compton have a life expectancy rate that meets or exceeds the Los Angeles County average rate.

- ❑ *Health Policy 3.1.* 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 10.2, rates of diagnosis for many chronic diseases 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 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 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 Sheriff's 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 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 and the Compton Creek Regional Park Master Plan.
- *Health Policy 8.2.* The City will support the 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.

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SECTION 11 • HOUSING ELEMENT
COMPTON GENERAL PLAN 2030

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SECTION 11.1 INTRODUCTION TO THE ELEMENT

11.1.1 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; and,
- 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*[7] - 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 contructed, entitled, or is in the planning process. Approximately 446 units have been constructed or approved. This includes the newly developed Season's At Compton, an 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 house hold 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 house hold income

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

11.1.2 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.

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

11.1.3 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.*
- *Maintain Compton's affordability and continue to provide assistance for first-time home buyers.*
- *Preserve and enhance Compton's unique urban agricultural district.*

11.1.4 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).[8] 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

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

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.

11.1.5 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.

11.1.6 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.

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 (unsure how to Format these : family, housing unit, etc)

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

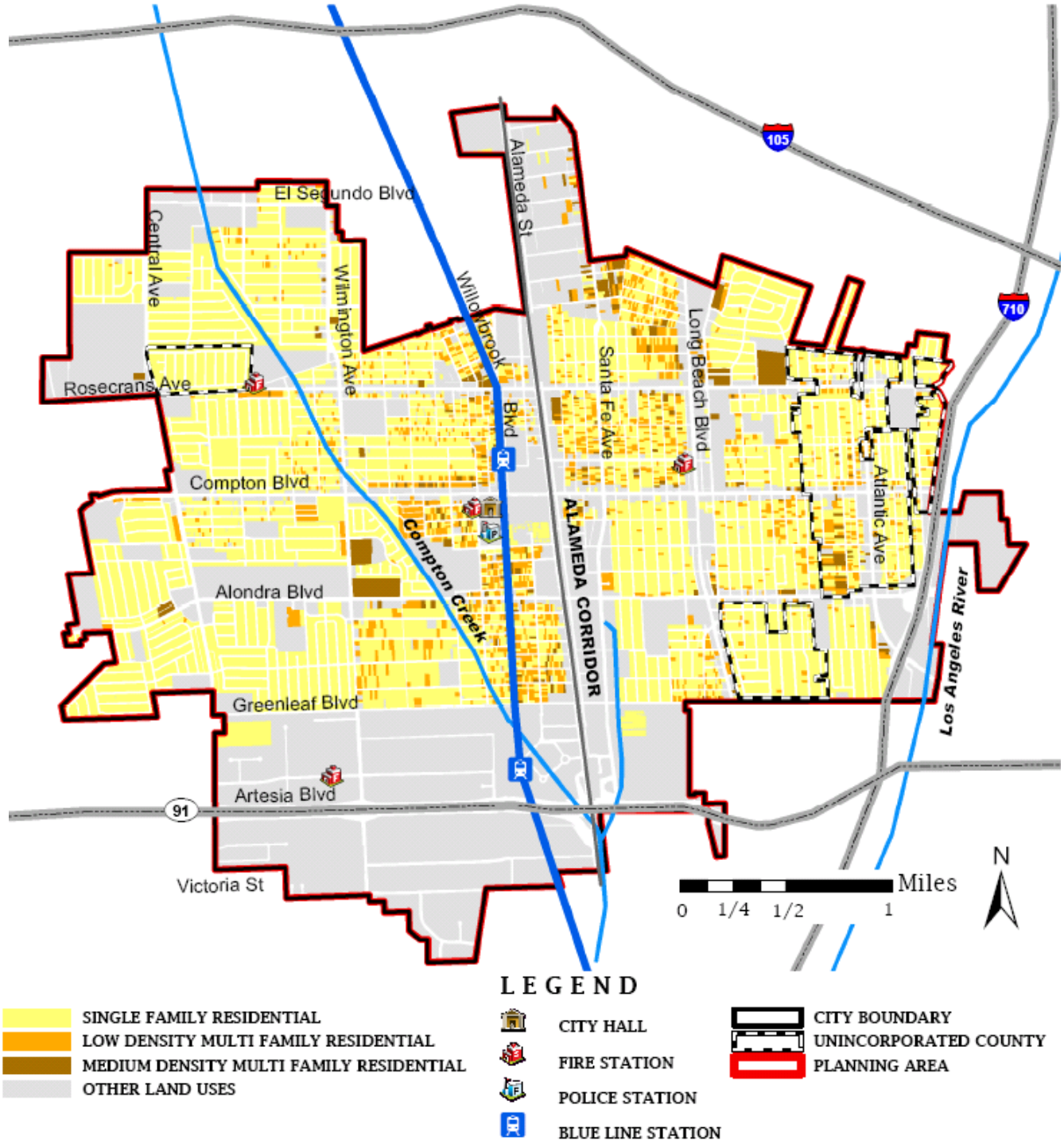
Housing Unit

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.

EXHIBIT 11-1
Existing Residential Land Uses



Household

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

Table 11-1
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

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 11-2
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 11-3
Population by Race and Ethnicity in Compton

Race/Ethnicity	2006		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 11-4
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 adequately 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 were 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 the 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 **{this needs to be formatted}**

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 meetings 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 verison 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 nation[9][10]. 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.

SECTION 11.2 HOUSING PLAN

11.2.1 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.

11.2.2 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.

[9] United States Department of Labor, Bureau of Labor Statistics, Economic News Release, Regional and State Unemployment, 2009 Annual Average Summary
[10] State of California Employment Development Department. *Monthly Labor Force Data for Cities and Census Designated Places (CDP)*. March 10, 2010.

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 Policy4.2.* 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 Compto*n 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 INCOMING 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. Te 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.

SECTION 11.3 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.

11.3.1 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 11-5
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

11.3.2 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.

11.3.3 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 11-6 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 11-7 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		

11.3.4 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 11-8 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 11-9 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 11-10 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 11-11 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 11-12 Overcrowded Households						
	Owner		**Renter**		**Total Overcrowded**	
Persons per Room	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						

11.3.5 HOUSEHOLD 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 11-13
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.

11.3.6 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 11-14
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

Table 11-14 (cont.)			
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 11-15
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 (≤30% of the County median), very low income households (>30% to ≤50% of the County median), low income households (>50% to ≤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.

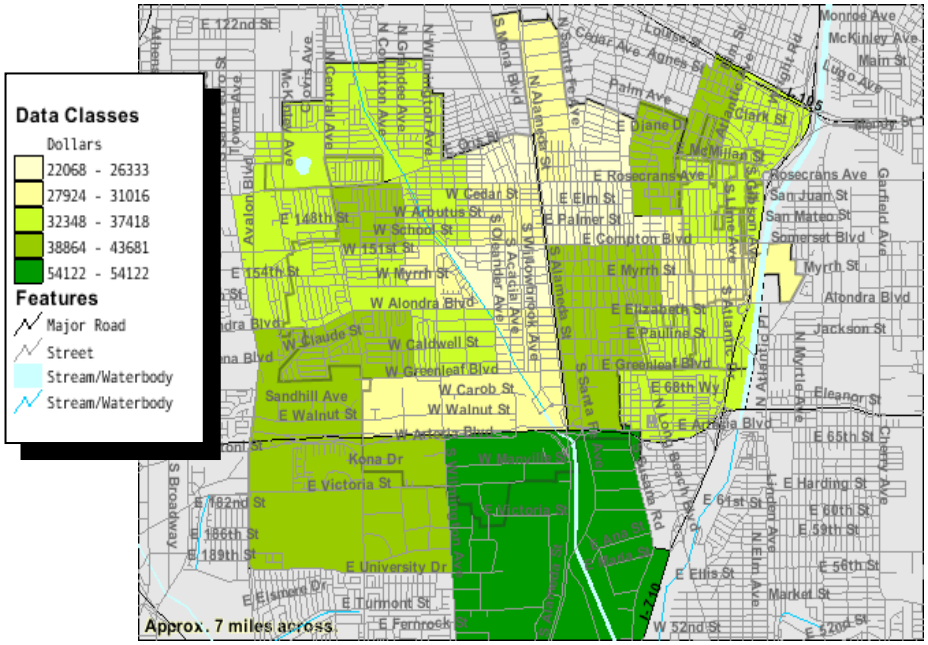
Table 11-16
Housing Problems for All Households CHAS Data Book (Census 2010)

	Total Renters	Total Owners	Total Households
Household Income <=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 <=50% MFI/VLI	2,024	1,627	3,651
% Cost Burden >30%	73.1	73.6	73.3
Household Income >50% to <=80% MFI	2,150	2,487	4,637
% Cost Burden >30%	27.6	58.8	44.3

Source: U.S. Census, 2010

EXHIBIT 11-2
INCOME AND POVERTY IN COMPTON (2000)
SOURCE: U.S. CENSUS BUREAU

Median Household Income



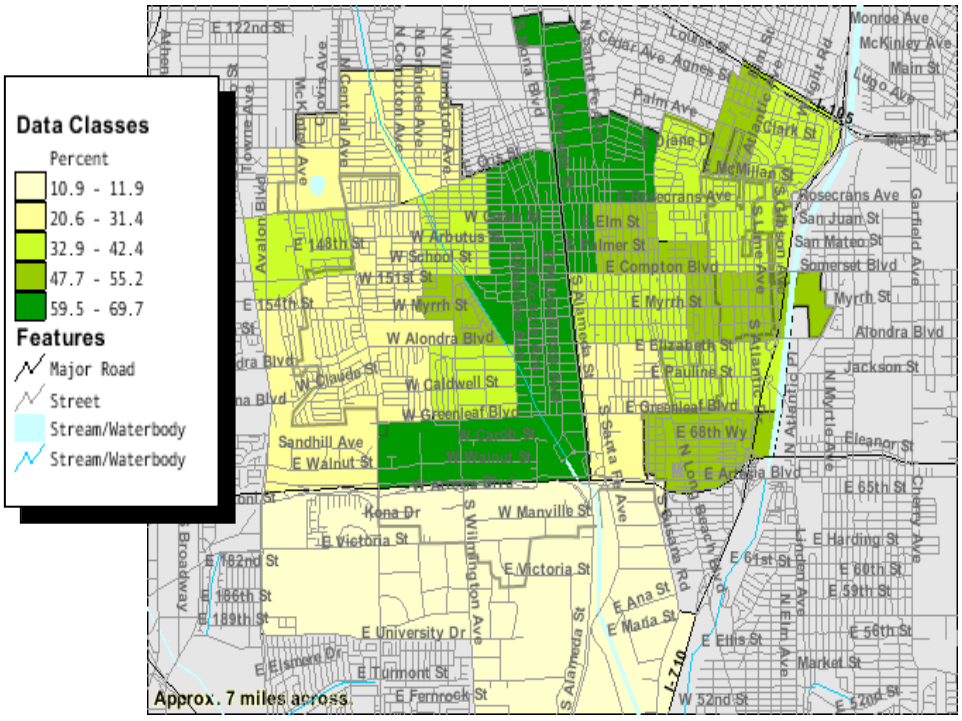


Table 11-17 Overpayment For Housing in Compton									
Household by Type, Income, & Overpayment	Renters				Owners				Total House-Holds
	Senior	Large Family	All other	Total Renters	Senior	Large Family	All Other	Total Owners	
Extremely Low Income	373	1,164	407	3,354	629	312	104	1,294	4,648
% Cost Burden >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)									

11.3.7 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 18 identify a number of special needs groups who have situations often leading to less income to cover the cost of housing.

Table 11-18
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.

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 (FORMAT CHANGES START:

Homelessness is defined as not having a permanent address, sleeping in places not meant for habitation, or 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 or 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 RAPING 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 Los Angeles to the City of Long Beach. Both Wilimington and long beach have several older commercial retail buildings that would be excellent candidates for redevelopment of conversion to an emergency shelter.

A field survey of the corridors revealed that there 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 uses 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 11-19
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 *(HIV/AIDS, mental illness and/or substance abuse)*	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 a 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 business 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 11- 20 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						

11.3.8 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 11-21 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 11-22
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.

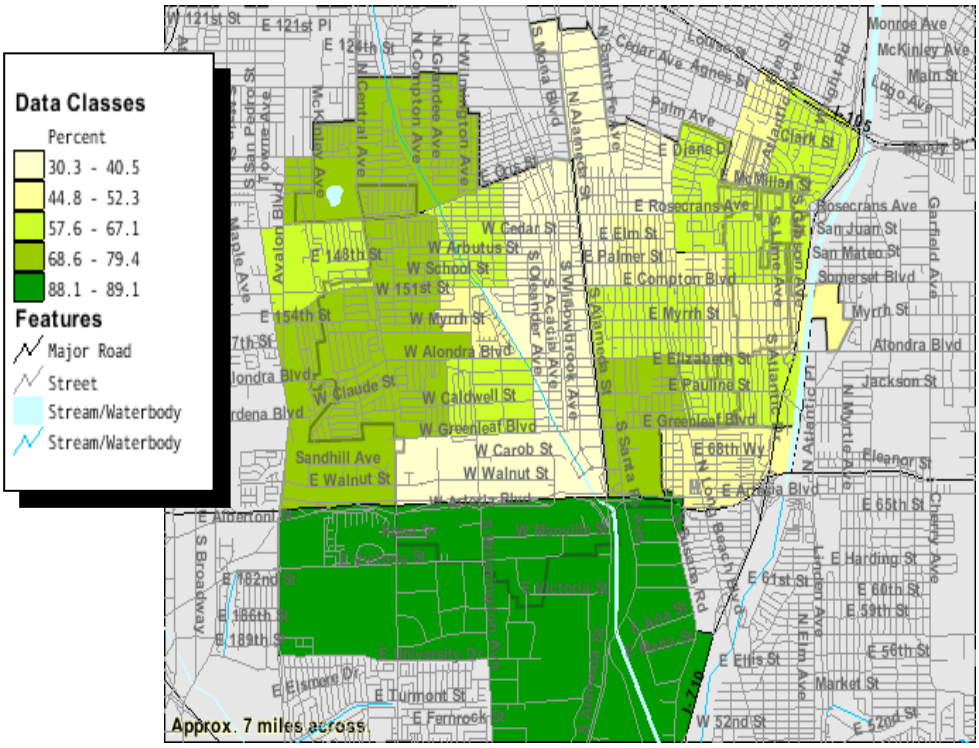
Table 20 reveals that the proportion of households that are renters has remained stable in the last decade after the small increase during the 1980s. The vacancy rate in Compton rose from about 3 percent in 1990 to about 6 percent in 2000. According to the most recent DOF data (2009), the vacancy rate 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 11-23 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						

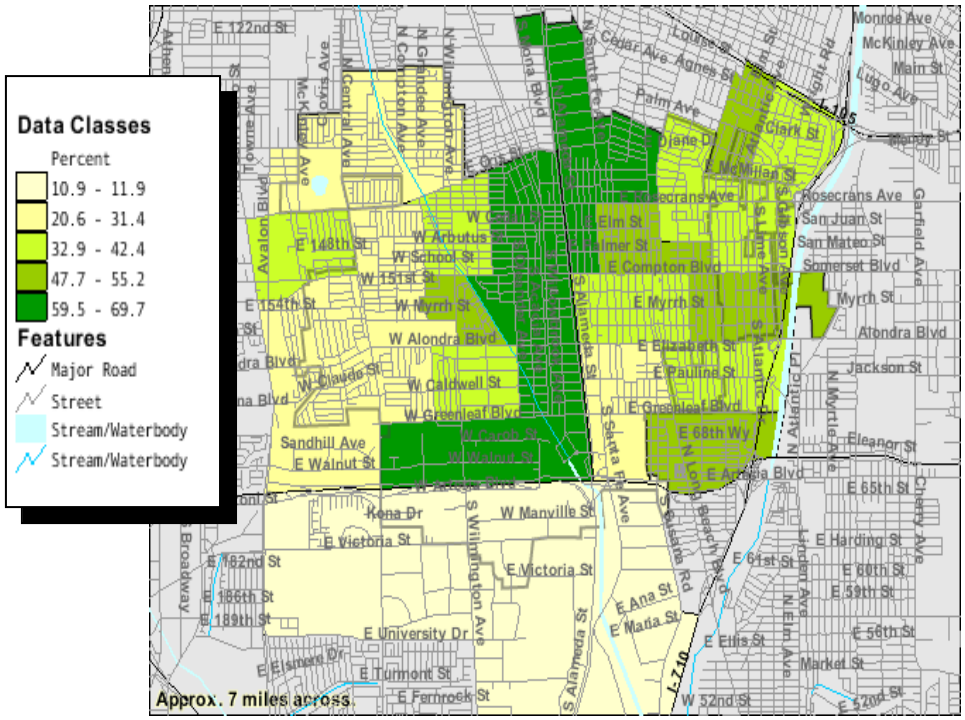
Table 11-24 Trends in Compton Housing Tenure		
Tenure	**No. of Units**	**Percent**
1990 Tenure Statistics		
Owner	12,833	56.80%
Renter	9,760	43.20%
Total	22,593	100%
2000 Tenure Statistics		
Owner	12,684	56.90%
Renter	9,619	43.10%
Total	22,303	100%
Source: U.S. Census Bureau, 1990 and 2000 Census		

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 11-25
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 indentified 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 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.

11.3.9 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)** **(Format Questions)**

  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.

SECTION 11.4 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. **(Haven't read it yet, but in the body this Title is missing)**
- *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.

11.4.1 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 11-26
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, Rezones, 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 rezone 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. .

  [what happened to Step 3?]

- **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 discuses 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 5**

- **Step 6**

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 7**

  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 11-27
Timelines for Typical Project Process Scenarios
Planning and Building

	Single Family/Multi-family 4 or less units (No Subdivision)	Multi-Family (No Subdivision) 5 du +	Residential (With Subdivision)
	Architectural Review Board	Conditional Use Permit	Subdivision
	Categorical Exempt.	Variance (if necessary)	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 11-28
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 to12 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 applications would be processed according to the longest application timeline.
Table 29 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 11-29 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 >6 CUP	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 11-30 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 11-31
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 11-32 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 11-33 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 11-34 Households by Tenure by Age, 2000			
Age Group	**Disabled Persons**		
	Owners	**Renters**	**Total**
65N – 74 years of age	1288	298	
75 plus years of age	828	183	
Total			100%
Source: U.S. Bureau of the Census. 2000			

11.4.3 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 thereafter 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 11-35 Loan Mortgage Rates		
Product	**Interest Rate**	**APR**
Conforming [1]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%
Jumbo[1] Loans – Amounts that exceed conforming loan limits[1]		
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.

11.4.4 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 LAND 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 (Format Question)

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 11-36
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

11.4.5 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 11-37
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 38 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 11-39 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 11-40 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.						

11.4.6 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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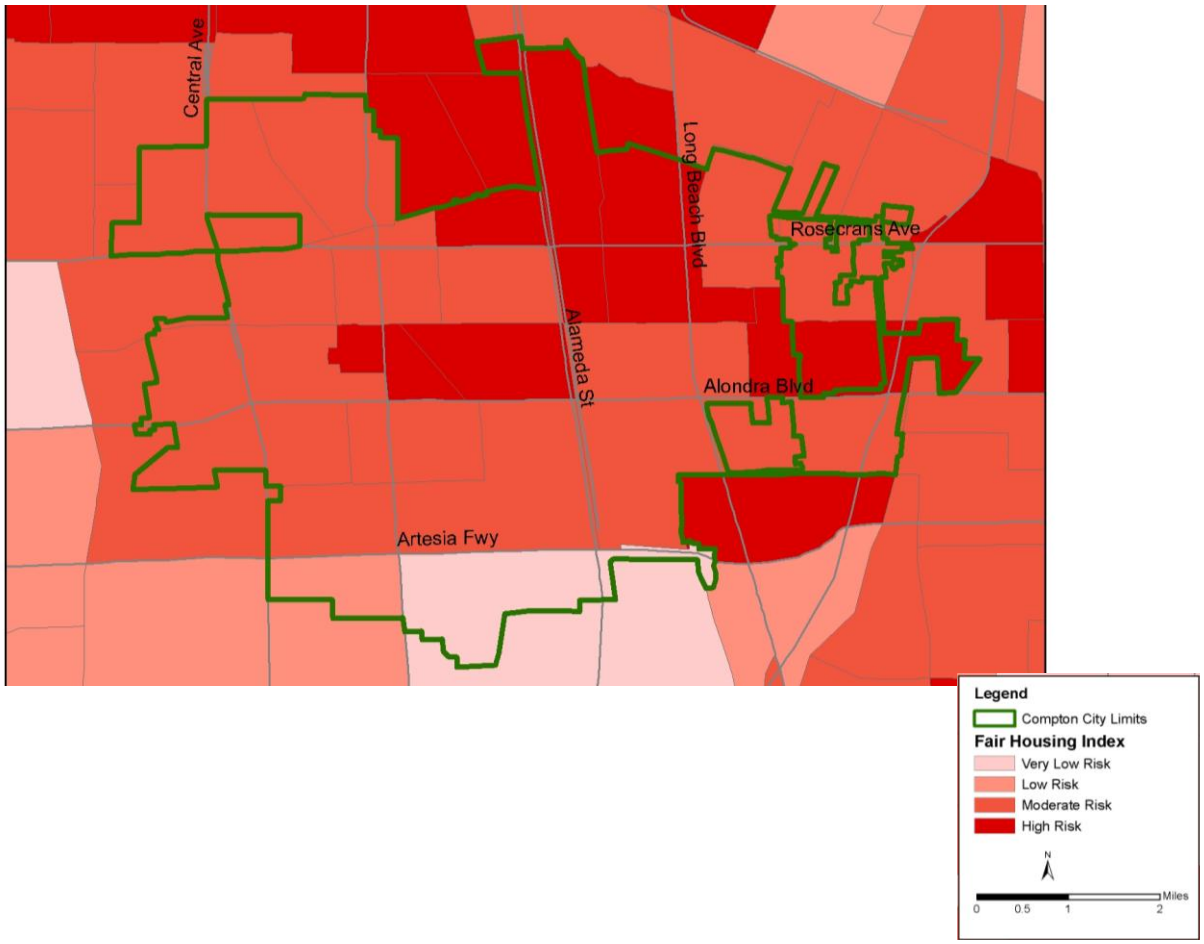
FAIR HOUSING INDEX

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



SECTION 11.5 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 11-41
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 11-42
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.	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. Replace severely deteriorated units with sound, quality housing which meets the needs of residents displaced by unit demolition. Continue to implement existing rehabilitation programs which provide financial and technical assistance and incentives to property owners/tenants to correct housing deficiencies. Avoid concentration of low and very low income housing in any single portion of the City. Promote mixed income housing projects.	Numerous violations notices for unsafe structural conditions and illegal construction have been issued and corrected. Continued financial assistance to property owners/ tenants to correct housing deficiencies is offered. The City disperses low income residential units throughout the City avoiding concentration	Goal/Objective was reworded and retained Policy was retained Policy was retained. Policy was modified and retained.
Goal 2: 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. .	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 Preserve "at-risk" affordable units through monitoring, working with potential non-profit purchasers/managers, identifying means to transfer ownership, or refinancing mortgage revenue bonds. Implement relocation and replacement housing plans as required. Relocate non-conforming residential uses from redevelopment project areas to appropriate sites within residential neighborhoods. Target a portion of future Redevelopment Agency housing set-aside funds to providing housing adequate in size for large family households.	The CRA and Housing Authority mange several rental assistance and home ownership programs to meet the housing needs of the residents. The Housing Authority will continue to work to preserve at risk housing and create new low income hounding opportunities. When feasible non-conforming residential is removed from use in redevelopment and industrial areas. The CRA no longer exists.	Goal was reworded and retained. Policy was modified and retained. Policy was modified and retained. Policy was retained Policy was eliminated.

Table 11-42 continued
Evaluation of Past Housing Element Goals and Policies

Goal	Objective/Policy	Result	Evaluation
Goal 3: 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: • 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 s reduced parking, reflective of the elderly's specific needs.	Two senior housing projects have been completed during the past planning period to meets the needs of the elderly.	Policy was retained

Table 11-42 (cont.)
Evaluation of Past Housing Element Goals and Policies

Goal	Objective/Policy	Result	Evaluation
Goal 4: Eliminate conflicts between residential and non-residential uses.	Reduce existing and prevent future intrusion of residential land uses into industrially zoned areas and buffer residential uses abutting industrial uses.	The City does not approve any zone changes nor permits and new residential zoning to abut 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.	Goal was retained.
	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+		Policy was eliminated as land use designations have been adjusted and zoning will be updated after General Plan is approved,
	Require new residential projects adjacent to commercially and industrially zoned properties to incorporate adequate buffers into site plan design. .		Policy was retained.

Table 11-42 (cont.)
Evaluation of Past Housing Element Goals and Policies

Goal	Objective/Policy	Result	Evaluation
Goal 5: 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: 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 11-43
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 Seasons at Compton	Two Housing Units5	28 housing units were constructed. 0 affordable senior housing units were constructed	Thirty (30) housing Units	28 housing units; five (5) of which were set-aside affordable. 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 .	15,0000	15,000 222 people
Total						

Source: City of Compton

Table 11-44 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 11-45ESG 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 11-46 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		

SECTION 11.6 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 it 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 1311 units.
- The *Above Moderate* households earn over 120% of the median income. For the 2006-2014 planning period, the City's RHNA for extremely a*bove 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 11-6.

A substantial amount of new housing has been contructed, 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-come 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.

[11] This target was increased to 13 to balance the total RHNA requirement of 69.

Table 11-47 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		

SECTION 11.7 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 contructed, entitled, or is in the planning review process. As a result, the City is in a unique position of having already acheived is required housing allocation.

11.7.1 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 feet 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 48 for current construction status of these projects.

Table 11-48
RHNA Units Built, Under Construction, and/or Completed

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. 130th 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 11-49 RHNA Needs Status			
Income Category	A	B	A-B
	New Construction Need	Units Built, Under Construction or Approved	Remaining Need
Very Lo w (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	357	0

11.7.2 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 filed 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.

11.7.3 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 11-50
Assisted Housing Projects in Compton

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

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.

11.7.4 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 purse 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 11-51
Purchase and Rehabilitation Costs for Existing Units

Cost/Fee Type	Cost Per Unit
Land & Improvements Acqusition	$90,000
Rehabilitation*	$25,000
Financing/Other (4% @ 30 yr.)	$82,649.93
Total Estimated Per Unit Cost	$197,649.930

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

3

Table 11-5	
New Construction/Replacement Costs	**(850 sq. ft. multi-family unit)**
Cost/Fee type	**Cost Per Unit**
Land Acquisition	$30,000
Construction	$109,650
Financing/Other (4% @ 30 yr.)	$100,365.77
Total Estimated Per Unit Cost	$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 45 for 30 years. The total cost per 850 square foot multi-family unit would be $240,015. The total rehabilitation coast per unit would be $197,649, Table 3-38A

11.7.5 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 11-6.

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 11-53
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 Development[12]
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							245 units

Source: City of Compton, 2011

SECTION 11.8 HOUSING PROGRAMS 2006-2014

11.8.1 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

[12] Based on a density of 30 units per acre

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 11-54
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[13]	13	20	0	0	20
Above Moderate	30	75	0	50	125
Total	69	200	150	50	400

Source: City of Compton. 2010

11.8.2 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

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

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. 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 revaluate 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:

Responsibility: Local Housing Authority of Compton

Funding: Dept. of Housing and Urban Development

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: Local Housing Authority of Compton

Funding: Dept. of Housing and Urban Development

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: Local Housing Authority of Compton

Funding: Dept. of Housing and Urban Development

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: Local Housing Authority of Compton

Funding: Dept. of Housing and Urban Development

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: City of Compton

Funding: Redevelopment Tax Increment Funds 20% Set-aside and HOME funds

Implementation Schedule: Initiated in the early 1990's. Program is continuously

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:

Responsibility: City of Compton

Funding: *Rede*velopment Tax Incre*ment Fu*nds 20% Set-aside and HOME funds

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: City of Compton

Funding: Redevelopment Tax Increment Funds 20% Set-aside and HOME funds

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: City of Compton

Funding: Redevelopment Tax Increment Funds 20% Set-aside and HOME funds

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: City of Compton Grants Division

Funding: HOME funds

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: City of Compton Grants Division

Funding: NSP1 Funds – Compton ARR Program

Implementation Schedule January 2009 – December 2011

Quantified Objectives 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:

Responsibility: City of Compton Planning and Economic Development Department

Funding: General Fund and grants

Implementation Schedule: Ongoing Program

Quantified Objectives: 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:

Responsibility: City of Compton Planning and Economic Development Department

Funding: General Fund (for the rezoning)

Implementation Schedule: Within 12 months of Housing Element Adoption

Quantified Objectives: To comply with applicable State requirements.

(13) TRANSITIONAL, SUPPORTIVE HOUSING, AND SRO PROGRAMS

Zoning for Transitional Housing **(Font Format?)**

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:

Responsibility: City of Compton Planning and Economic Development Department

Funding: General Fund (for the rezoning)

Implementation Schedule: Within 12 months of Housing Element Adoption

Quantified Objectives: 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:

Responsibility: City of Compton Planning and Economic Development Department

Funding: General Fund (for the rezoning)

Implementation Schedule: Within 12 months of Housing Element Adoption

Quantified Objectives: 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:

Responsibility: City of Compton Planning and Economic Development Department

Funding: General Fund (for the rezoning)

Implementation Schedule: Within 12 months of Housing Element Adoption

Quantified Objectives: 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 enclosed 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

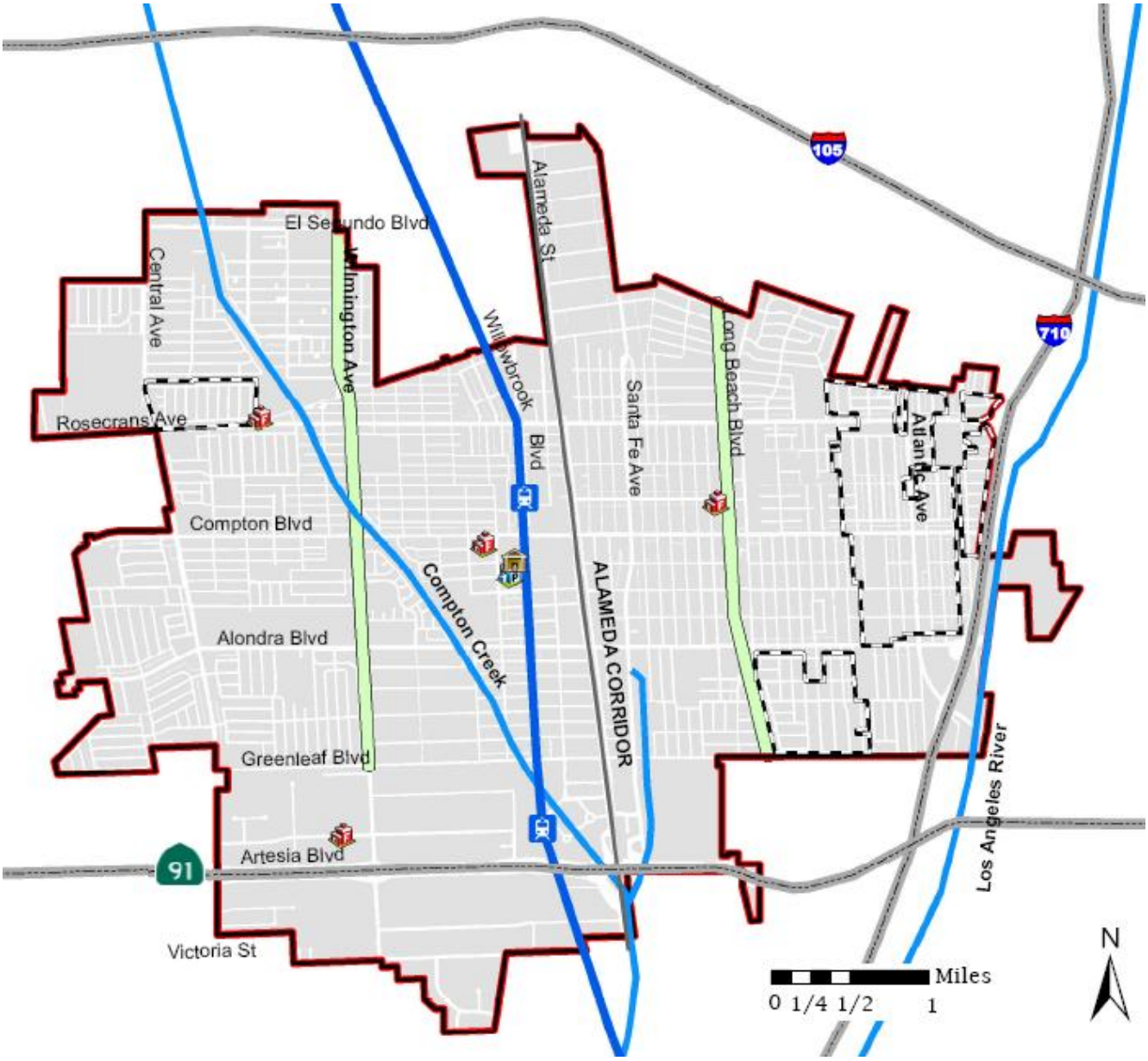
Objective: To explore the feasibility of reduce the parking requirement from 1.5 covered parking spaces to 1 uncovered parking spaces for low/moderate income housing units and removing the provision to require a Conditional Use Permit for multi-family unit projects of 5 or more units.

(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.

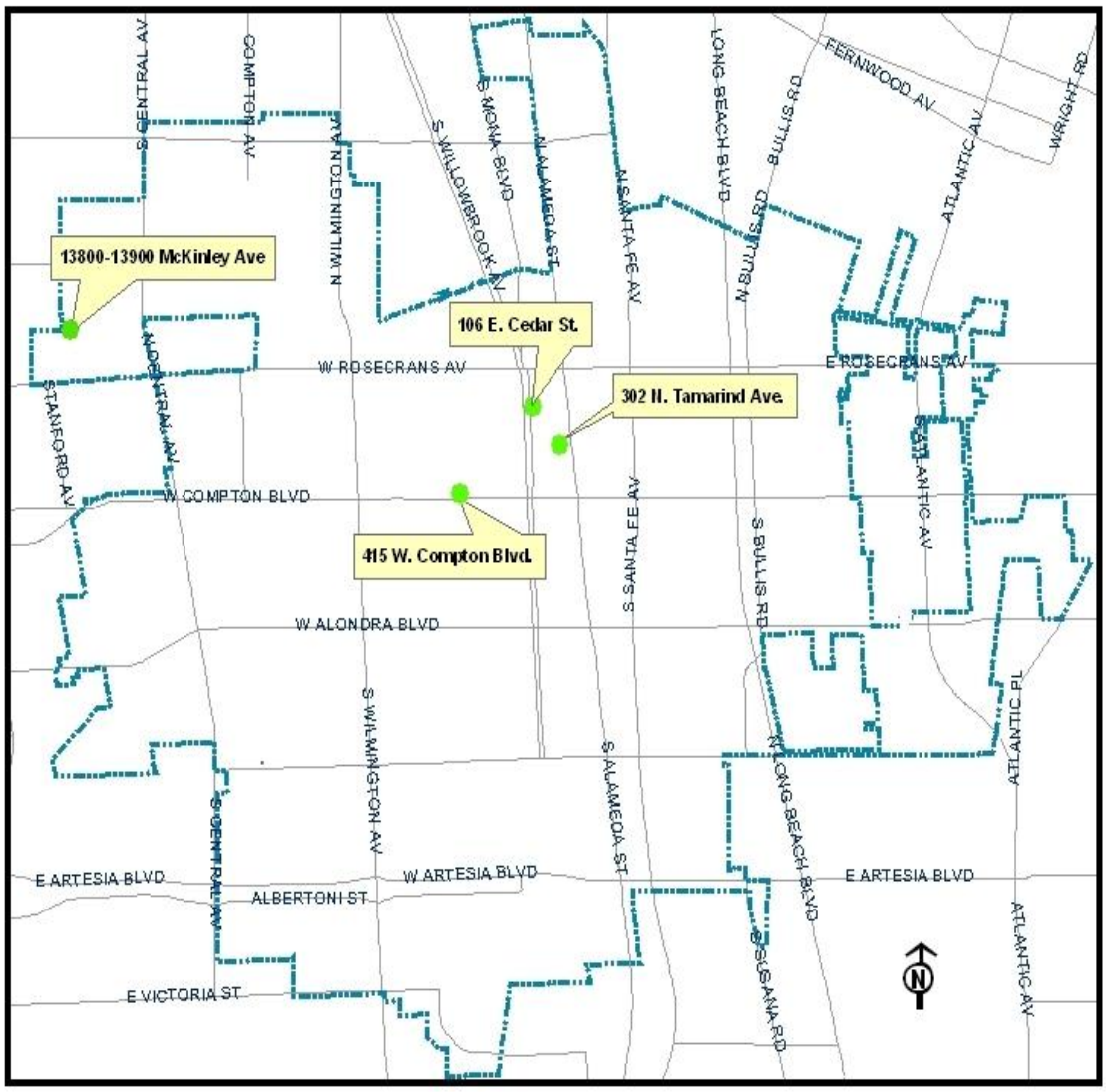
EXHIBIT 5
LAND USE PLAN WITH EMERGENCY SHELTER OVERLAY ZONE
SOURCE: USC CENTER FOR ECONOMIC DEVELOPMENT



LEGEND

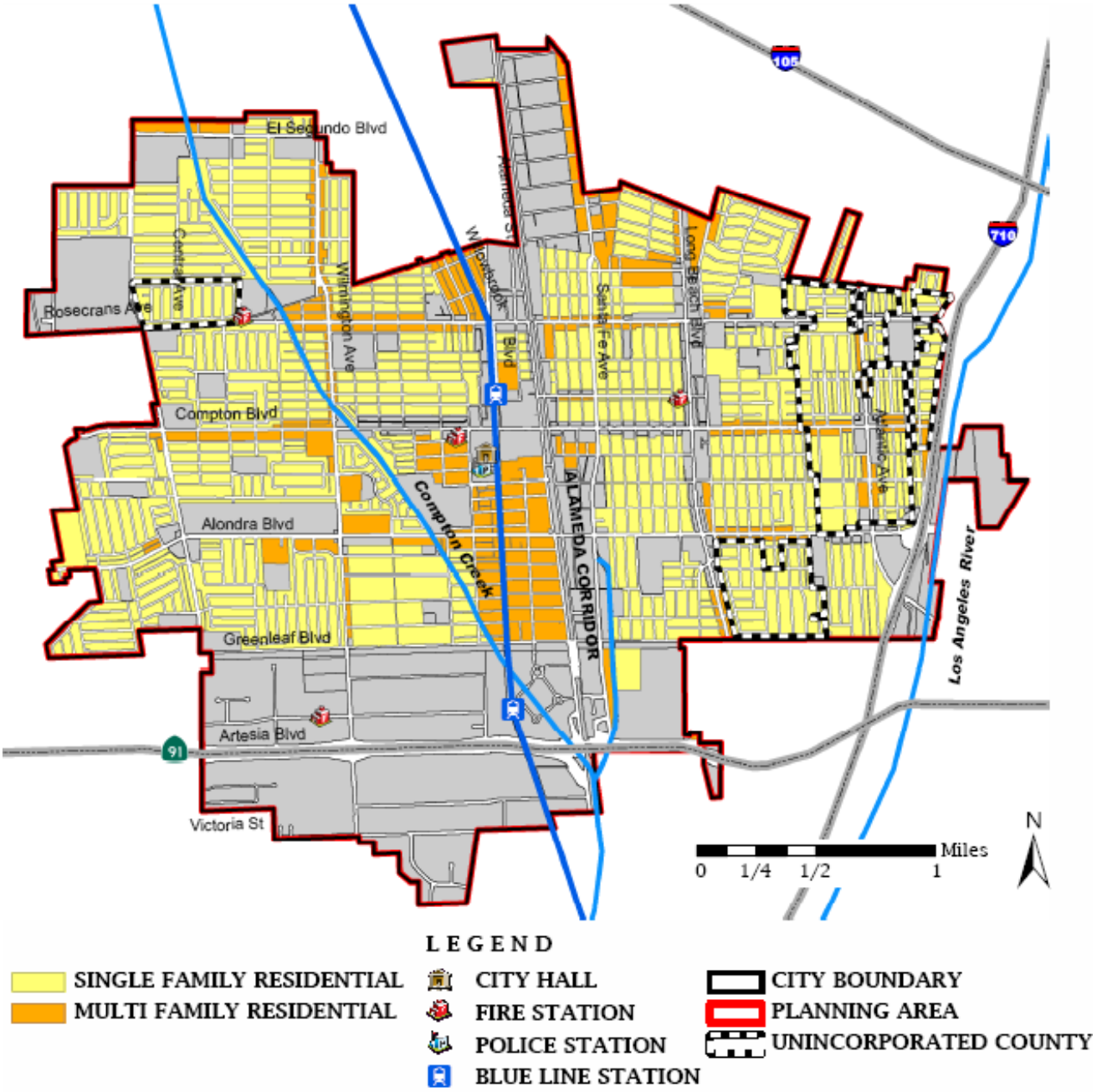
- EMERGENCY SHELTER OVERLAY
- OTHER LAND USES
- CITY HALL
- FIRE STATION
- POLICE STATION
- BLUE LINE STATION
- CITY BOUNDARY
- PLANNING AREA
- UNINCORPORATED COUNTY

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



11.8.3 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 11-55
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

[i] Key Indicators of Health by Service Planning Area, Los Angeles County Department of Public Health, June 2009.