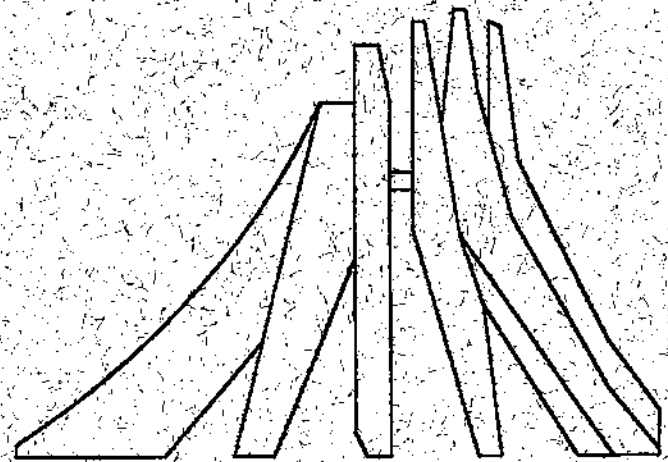

GENERAL PLAN

VISION 2010



City of Compton

1 A RESOLUTION OF THE CITY COUNCIL OF THE CITY
2 OF COMPTON, CALIFORNIA, ADOPTING THE COMPTON
3 GENERAL PLAN VISION 2010 (1991) FOR ALL PROPERTY
4 LOCATED WITHIN THE CITY AND CERTIFICATION
5 OF THE FINAL ENVIRONMENTAL IMPACT REPORT

6 WHEREAS, the City Council of the City of Compton (the
7 "City") has conducted an extensive review and revision of all of
8 the elements of the Compton, California - General Plan Vision
9 2010 (1991); and

10 WHEREAS, the completion of the Compton General Plan
11 (1991) and the accompanying Environmental Impact Report (the
12 "EIR") as prepared in accordance with the California
13 Environmental Quality Act of 1970, as amended ("CEQA") have
14 resulted from such review and revision of the Compton
15 California - General Plan 1991, including its amendments; and

16 WHEREAS, on September 9, 1991, the Notice of
17 Preparation for the Draft EIR was circulated; and

18 WHEREAS, on October 10, 1991, a draft of the Compton
19 General Plan (1991) and the Draft EIR were circulated for public
20 review; and

21 WHEREAS, the General Plan Advisory Committee met 8
22 times at noticed public meetings during the period from August
23 17, 1991 to November 7, 1991, in order to glean public input and
24 formulate a draft document suitable for public hearings; and

25 WHEREAS, a General Plan public hearing draft dated
26 October 17, 1991, consisting of a Land Use Policy Map and the
27 following elements: Land Use, Housing, Circulation,
28 Conservation/Open Space/Parks and Recreation, Public Safety,
29 Noise, Public Facilities, Urban Design, and Economic Development
30 was prepared and distributed as required by state and local law;
31 and

32 WHEREAS, a joint study session was held between the
City Council and the Planning Commission to review components of
the draft General Plan on October 8, 1991; and October 22, 1991;
and

WHEREAS, the Planning Commission conducted a public
hearing pertaining to the proposed General Plan on October 23,
1991 and during this time interested persons had opportunity to
testify and submit comments and the Planning Commission
questioned staff, consultants and others who testified regarding
the proposal; and

WHEREAS, the City of Compton City Council conducted
public hearings pertaining to the proposed General Plan on
November 5, 1991; and November 12, 1991; during which interested
persons had opportunity to testify and submit comments and the
City Council questioned staff, consultants and others who
testified; and

WHEREAS, the proposed General Plan and Draft EIR were
on display at the following locations:

1 RESOLUTION NO. 16,742
2 PAGE: TWO

3
4 - City of Compton
City Clerk's Office
205 South Willowbrook Avenue
5 Compton, CA 90220

- Compton Main Library
Civic Center
Compton Boulevard
Compton, CA 90220

6
7 WHEREAS, pursuant to State Government Code Section
65302(9), the Division of Mines and Geology of the state
8 Department of Conservation reviewed a draft of the Public Safety
Element; the Division provided comments and suggestions for
9 modification of the element; and changes pursuant to those
suggestions were incorporated into the proposed Public Safety
10 Elements; and

11 WHEREAS, in accordance with state law, the City sent a
copy of the Housing Element to the State of California
12 Department of Housing and Community Development for review; and

13 WHEREAS, the final proposed General Plan and all of
its constituent parts are properly integrated, internally
14 consistent and compatible; and

15 WHEREAS, the California Government Code requires an
annual report to City Council on the status of the General Plan
and progress in its implementation; this annual report will
16 monitor the mitigation of environmental effects set forth in the
Final Environmental Impact Report; and

17
18 WHEREAS, in its review of the Compton General Plan
(1991) and the Draft EIR, the City Council fully considered the
19 impacts upon local land use, housing, circulation,
conservation/open space; parks and recreation, public safety,
20 noise, public facilities, and urban design associated with the
future development of the City in accordance with the goals,
policies and programs as more fully detailed in the Compton
21 General Plan (1991); and

22 WHEREAS, the City Council has considered all the
information presented to it, and finds and determines that the
23 public convenience, welfare, and good planning practice require
the adoption and implementation of the goals, policies, and
24 programs contained in the Compton General Plan (1991).

25 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF
26 COMPTON, CALIFORNIA, DOES HEREBY PASS AND APPROVE AS FOLLOWS:

27 Section 1. The City hereby certifies that the Final
Environmental Impact Report ("EIR") prepared for the City of
28 Compton General Plan (1991), which includes the Draft
Environmental Impact Report, as well as the comments received
29 on the Draft Environmental Impact Report and revisions and
responses thereto, was completed pursuant to the provisions of
30 the California Environmental Quality Act ("CEQA") and the
guidelines promulgated with respect thereto and that the City
31 has reviewed and considered the contents of the EIR prior to
deciding whether to approve the Compton General Plan (1991).
32

1 RESOLUTION NO. 16,742
2 PAGE: THREE

3 Section 2. Pursuant to Public Resources Code Section
4 21081 and 14 California Code of Regulations Sections 15092,
5 15093, and 15094, the City Council hereby adopts the mitigation
6 measures set forth in the EIR and hereby adopts the findings
7 contained in Exhibit A to this resolution entitled "California
8 Environmental Quality Act Findings Concerning the Compton
9 General Plan (1991)." Exhibit A is incorporated herein by
10 reference.

11 Section 3. The City hereby adopts the mitigation
12 monitoring program presented to the City Council at its meeting
13 of December 3, 1991. The program will monitor the changes to
14 the project which have been adopted or made a condition of
15 project approval as provided in this Resolution.

16 Section 4. With regard to the Housing Element of the
17 General Plan, the City has considered the guidelines adopted by
18 the Department of Housing and Community Development pursuant to
19 Section 50459 of the Health and Safety Code and the City Council
20 has considered the findings contained in the comment letter
21 concerning the Housing Element, dated November 25, 1991, from
22 the Department of Housing and Community Development. The draft
23 Housing Element has been changed to respond to the findings
24 contained in that letter.

25 Although the City believes that the draft Housing
26 Element substantially complied with the requirements of the
27 Government Code before changes were made in response to the
28 findings of the Department of Housing and Community Development,
29 the City amended the draft Element to respond to each comment of
30 the Department, with one exception. Comment D.3 contained in
31 the Department's November 25th letter requests that the City
32 identify programs that will assist in the development of
adequate housing to meet the need for low and moderate income
housing. However, the City's Housing Plan, contained on pages
40 through 64 of the draft Housing Element, currently identifies
programs to assist in the construction of 207 units to meet the
need for very low, low, and moderate income housing. Therefore,
the City believes that the Housing Element currently addresses
comment D.3 without further revision.

The City's revisions to the Housing Element in
response to the Department's letter of November 25, 1991 are
highlighted within the Housing Element. In addition, the
revisions are briefly summarized below:

A. The Department requested further information
regarding the success of previous Housing Element implementation
efforts as well as the appropriateness of the previous goals,
objectives and policies of the Element.

The City responded to this request by elaborating on
the discussion previously contained at page 40 of the Draft
Housing Element.

B. The Department requested an inventory of land
suitable for residential development.

1 RESOLUTION NO. 16,742
2 PAGE: FOUR

3 Although the Housing Element already discussed the
4 availability of vacant and underdeveloped land, as well as
5 constraints on the development of such land, the City
6 reassembled this information to more clearly set forth an
7 inventory of land suitable for residential development. This
8 inventory now begins on page 31 of the Housing Element.

9 C. The Department requested that the City expand the
10 analysis of whether land use controls and the City's permit
11 processing requirements act as governmental constraints on
12 residential development. The Department also requested that the
13 City remove such constraints where appropriate.

14 The City has expanded the discussion of governmental
15 constraints contained on pages 25 through 30 of the draft
16 Housing Element. The expanded analysis indicates that permit
17 processing requirements are not a significant governmental
18 constraint on the development of housing and therefore would not
19 be appropriate to remove.

20 The expanded analysis also indicates that parking
21 requirements are the only significant land use constraint
22 impacting the development of housing. However, removal of this
23 constraint would not be appropriate due to the shortage of
24 street parking in the City.

25 Nevertheless, the City has proposed to remove zoning
26 constraints on the development of housing by expanding the
27 zoning ordinance to allow for mixed uses, transitional housing,
28 and density bonuses and to provide for variance procedures that
29 would allow adjustment of parking requirements for multi-family
30 projects.

31 D. The Department requested that the City explain how
32 the City developed its housing goals and quantified objectives.

33 Although Government Code Section 65583(b) does not
34 require such an explanation, as part of its effort to cooperate
35 with the Department and fulfill the intent of the Housing
36 Element requirements, the Housing Element now includes an
37 explanation of how housing goals and objectives were developed.
38 This explanation is included as part of the introductory
39 material to the Housing Plan. The goals and objectives were
40 developed based on a qualitative analysis that identified past
41 successes of rehabilitation programs, the need to address an
42 older housing stock, and the ability of conservation and
43 rehabilitation programs to help the greatest number of people
44 with limited resources.

45 E. The Department requested that the City more
46 specifically describe its Housing Plan implementation actions.

47 Although the Housing Element already contained over
48 twenty pages of material explaining its implementation program,
49 the funding sources for each program, and the projected date for
50 completion of each program, the City further documented the
51 details of each program in response to the articulated and
52 specific concerns of the Department.

3
4 F. The Department requested that the City further
identify appropriate sites for the development of housing.

5 The Department implies that the City should identify
6 sites to accommodate its identified housing needs. However,
Government Code Section 65583(c)(1) requires instead that the
7 City identify sites to meet its housing goals established
pursuant to Government Code Section 65583(b). As previously
8 noted in the Housing Element, adequate sites exist within the
City to accommodate the City's housing goals. However, in
9 response to the Department's request, the City has added Figure
H-2 to the Housing Element which graphically identifies the
10 location of sites that are adequate to meet the City's housing
goals.

11 G. The Department requested that the City further
12 describe its efforts to achieve public participation in the
development of the Housing Element.

13 The City has amended the "Citizen Participation"
14 portion of the Housing Element to describe the City's efforts in
greater detail.

15 The findings contained in this Section 4 are hereby
16 incorporated into the Housing Element and adopted as part of the
Housing Element.

17 Section 5. The City Council has reviewed the proposed
18 Housing Element of the General Plan and determined that the
housing goals, objectives and policies will contribute to the
19 attainment of the state housing goals, that the implementation
of the housing element will effectively attain the City's
20 housing goals and objectives, and that the City will continue to
make progress toward implementation of the Housing Element. For
21 these reasons, the adoption of the Housing Element will further
the public interest.

22 Section 6. The City Council hereby finds and
23 determines that the Compton General Plan (1991) was prepared in
accordance with California State Planning and Zoning Law,
24 particularly Title 7, Chapter 3, "Local Planning." The City
Council hereby approves and adopts the Compton General Plan
25 (1991) as the general plan for the City.

26 Section 7. The City Clerk is hereby directed to file
a Notice of Determination with the Los Angeles County Clerk in
27 accordance with CEQA, together with appropriate Certificate of
Fee Exemption as authorized under Fish and Game Section 711.2.

28 Section 8. The City Manager is hereby authorized and
29 directed to cause to be printed and distributed an appropriate
number of copies of the Compton General Plan (1991). True and
30 correct copies of the Compton General Plan (1991), together with
any amendment thereto as may be adopted in the future, shall be
31 maintained by the Office of the City Clerk and the Staff of the
Planning Commission.
32

1 RESOLUTION NO. 16,742
2 PAGE: SIX

3
4 Section 9. That the Mayor and the City Clerk shall
adopt this resolution according to law.

5 ADOPTED this 3 day of December, 1991.

6
7
8 
MAYOR OF THE CITY OF COMPTON

9 ATTEST:

10
11 
12 CITY CLERK OF THE CITY OF COMPTON



13
14 STATE OF CALIFORNIA
15 COUNTY OF LOS ANGELES
16 CITY OF COMPTON

17 I, Charles Davis, City Clerk of the City of Compton,
18 hereby certify that the foregoing Resolution was passed and
19 adopted by the City Council, signed by the Mayor and attested by
the City Clerk at a regular meeting thereof held on the 3rd day
of December, 1991.

20 That said Resolution was adopted by the following
21 vote, to wit:

22 AYES: COUNCIL MEMBER - BRADLEY, MOORE, WOODS, ROBBINS, TUCKER
23 NOES: COUNCIL MEMBER - NONE
24 ABSENT: COUNCIL MEMBER - NONE

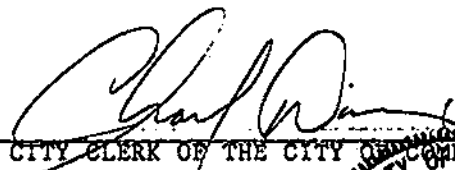
25
26 
27 CITY CLERK OF THE CITY OF COMPTON



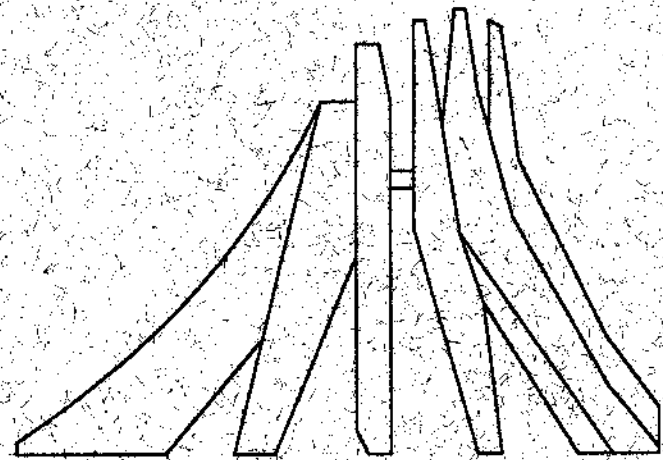
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INTRODUCTION



City of Compton

EXECUTIVE SUMMARY

Compton is a community in transition. From its beginnings as an agricultural town, the City grew quickly in the middle part of this century into a pleasant suburban community. Through the 1970s and 1980s, however, complex national and regional economic influences created depressed economic conditions in the City. These conditions are evident in the scarcity of vital retail businesses along Compton's commercial corridors, the lack of property maintenance in many residential neighborhoods, and the poor condition of City streets.

The City recognizes that its economic and physical survival depend critically upon reversing trends of the recent past and creating an environment which is more attractive to investors, businesses, and residents with greater purchasing power. Through the new General Plan, the City sets the policy direction and strategies for creating a vital, diverse City which capitalizes upon its prime location within the greater Los Angeles area.

WHAT IS A GENERAL PLAN?

The General Plan is in essence the constitution for land use decision making in Compton. It is a comprehensive document which bridges the gap between the community's values and the actual physical and economic conditions in the City. Through goal and policy statements and recommended action plans, the General Plan provides the citizens of Compton, as well as City decision makers, with a clear and detailed description of official policy on all matters affecting the use of land in the City.

To best guide such decisions, the Compton General Plan has a three part focus:

- **VISION** - The Plan contains specific statements about how Compton should look and function in the year 2010.
- **REVITALIZATION** - The Plan highlights positive aspects of the community and improvements which can be achieved over a relatively brief 10-year time frame.

- **STABILIZATION** - The Plan identifies current negative trends and outlines strategies which should be pursued immediately to halt the trends.

GENERAL PLAN FOCUS

The General Plan focuses on the physical changes to the community necessary to plan for future development and to meet Citywide revitalization goals. The primary guides are the Land Use Policy Map and the Master Circulation Plan. Together these two maps indicate how Compton should continue to develop to take advantage of its location and market conditions.

Although the focus of the Plan is on land use and physical planning, the City recognizes that other issues also benefit from long-range planning efforts. Thus, the Plan addresses additional issues of importance to Compton, such as:

- The need to provide housing opportunities for all income groups, especially higher income households which can use their buying power to boost the City's economy;
- The need to provide residents with adequate, safe parks;
- The need to protect residents from noise in the urban environment, particularly train noise associated with increasing cross-town rail traffic;
- The need to ensure residents are provided with adequate fire and police protection; and
- The need to establish a more solid economic foundation in Compton.

These issues are discussed in several chapters, or elements of the General Plan. The Compton General Plan contains the following nine elements:

- Land Use
- Housing
- Circulation
- Conservation/Open Space/Parks and Recreation
- Noise

- Public Safety
- Public Facilities
- Urban Design
- Economic Development

The following paragraphs describe the content of each element.

LAND USE ELEMENT

The Land Use Element identifies several issues of primary concern relating to the future physical development of the City, including established land use patterns and the need to resolve land use compatibility problems, the problems created by unincorporated pockets of land within City boundaries, and adverse aesthetic conditions throughout Compton. To address these and other issues, the element puts forth the following goals:

- Revitalize the City to create a safe, attractive, desirable community;
- Maintain a diverse distribution of land use to provide varied opportunities for living, working, and shopping in Compton;
- Provide a range of business opportunities to establish a stronger commercial and industrial base; and
- Provide adequate infrastructure and public services to support planned land use.

HOUSING ELEMENT

The Housing Element describes many programs Compton will pursue toward the primary goal of providing equal housing opportunities for all income groups. The element identifies the need to create a better environment for owner/occupant investment in housing, especially among moderate and upper income groups. Compton already has an ample supply of affordable housing. Housing policies include:

- Stabilizing existing single-family neighborhoods by improving the condition of the housing stock and preventing intrusion of incompatible uses;
- Eliminating blighting influences in residential neighborhoods;
- Increasing home ownership opportunities through new grant and loan programs;
- Working with fair housing authorities to ensure people are not denied access to housing; and
- Preserving the existing level of government-assisted housing.

CIRCULATION ELEMENT

Circulation refers to the movement of people and goods along all travelways - freeways, roadways, rail, and air. The Circulation Element discusses how Compton will use and improve the various forms of transit serving the City to meet circulation needs into the future. Issues addressed in this element include:

- The need to increase capacity on major arterial streets such as Rosecrans Boulevard and Wilmington Avenue;
- Providing additional railway/roadway grade separations to allow for more efficient traffic flow;
- Programs to improve the physical condition of streets Citywide and to enhance pedestrian safety;
- Plans for the Alameda Corridor expressway, and the need to ensure that the City's interests are incorporated into corridor design and operation;
- Public transit service (buses and passenger rail);
- Management of roadway congestion; and
- The lack of off-street parking in older areas of the City.

CONSERVATION/OPEN SPACE/PARKS AND RECREATION

In an urban environment like Compton, parks and other open space areas provide relief from the hard urban surfaces. This element responds to the community's desire to preserve open areas for recreation and conservation of resources such as rivers. Goals and policies contained in the Conservation/Open Space/Parks and Recreation Element address:

- The need to provide adequate park space within all residential neighborhoods, and the use of public school grounds to satisfy some of the park land demands;
- The protection of the Los Angeles River and Compton Creek as open space resources for groundwater recharge and potential recreation use;
- The conservation of water resources and protection of groundwater supplies;
- Air quality, and programs Compton can undertake to help the Los Angeles region reduce air pollution problems; and
- The continuing need to conserve energy resources.

PUBLIC SAFETY ELEMENT

Public safety represents a very important factor in the creation of a viable, successful community. City residents and businesses should feel safe living and conducting commerce in Compton. The Public Safety Element defines safety concerns in the City - natural environmental hazards such as flooding and earthquake activity, as well as hazards presented by urban activity (fires, chemical spills). The element outlines proposed strategies for minimizing the risks associated with these hazards and also examines the fire and law enforcement services necessary to protect public safety. Issues addressed in this element include:

- Potential earthquake hazards;
- Flooding concerns associated with the Los Angeles River;

- Urban fire dangers;
- Hazards associated with industrial activity;
- Potential hazardous materials accidents along roadways and railways, or along pipelines;
- Emergency preparedness; and
- Law enforcement services.

NOISE ELEMENT

In Compton, residents live daily with the noise generated by several major noise sources: the freeways, arterial highways, railroad traffic, and Compton Airport. Even in neighborhoods somewhat removed from the transportation corridors, urban noise in the form of stereos, construction activity, local traffic, and the like invades people's homes. The Noise Element focuses on identifying potentially harmful noise sources and noise levels, and establishing programs to reduce residents' exposure to noise. Noise reduction strategies contained in the element include:

- Heeding established noise/land use compatibility standards in the review of land use proposals;
- Ensuring that sound attenuation features are incorporated into the design and construction of the Alameda Corridor;
- Adopting and enforcing a local noise control ordinance; and
- Requiring commercial and industrial projects to include noise control features into project design.

PUBLIC FACILITIES ELEMENT

The Public Facilities Element establishes guidelines for providing adequate public services and facilities to serve the community. The element also outlines provisions for reducing demand on certain facilities and maintaining service levels. The element addresses:

- The levels of law enforcement and fire protection service needed to meet the City's current and future needs;
- Public education;
- Quality library service, especially to meet the needs of a changing ethnic population;
- Water and sewer service;
- Control of urban runoff; and
- Solid waste.

URBAN DESIGN ELEMENT

The Urban Design Element provides policy statements and guidelines directed toward improving Compton's appearance, particularly along the City's main commercial corridors. The element outlines approaches for improving existing conditions (eliminating illegal signs, removing graffiti, filling potholes) and for encouraging attractive, quality new development projects. Element goals and programs call for:

- Improving the City's image and appearance through design guidelines and regulations, public investment, and private incentives;
- Eliminating blighting conditions and neighborhood deterioration;
- Establishing design guidelines which use cultural themes (Futurist, Hispanic, and African-Egyptian) appropriate for the community;
- Restructuring the Design Review Board to include professionals from the fields of architecture and landscape architecture, among others, and establishing a clearer scope for project design review; and
- Strengthening the City's landscaping requirements.

ECONOMIC DEVELOPMENT ELEMENT

In order to realize its goal of revitalizing the City, Compton must identify and pursue economic strategies which will attract businesses and higher income residents. These strategies are identified in the Economic Development Element. Primary strategies include:

- Attracting distribution and warehousing businesses that will generate sales tax revenues;
- Annexing unincorporated lands with revenue-generating potential, particularly properties adjacent to the Century Freeway;
- Redeveloping lands to accommodate light industrial uses;
- Undertaking a sales tax audit to determine whether the City is receiving correct contributions from taxable sales;
- Reviewing job training programs to ascertain their effectiveness; and
- Requiring training contracts to be kept only with firms operating in the City.

CITY OF COMPTON GENERAL PLAN

INTRODUCTION

December 3, 1991

INTRODUCTION TO THE GENERAL PLAN

The City of Compton is a community in constant transition. From its beginnings in 1888 as an agricultural town, to the suburban bedroom community of the 1930s, '40s, and '50s, Compton has transformed in the latter part of the twentieth century into a culturally and racially diverse city in search of a new image, a new identity. Complex national and regional economic conditions and influences have created a depressed local economy, which is revealed visually in many parts of Compton by underutilized commercial corridors, aging structures in residential neighborhoods, and inadequate maintenance of City streets.

Lack of a strong employment base in Compton and the surrounding region, coupled with an unskilled workforce, has resulted in especially low per capita income levels for Compton residents. This in turn means that residents have limited spending power and are unable to support a broad range of retail commercial uses. The result is that residents must leave Compton to purchase many goods, since the local market is not strong enough to support stores selling certain goods or maintain adequate choices of goods in their inventory. Lack of retail sales translates to low levels of sales tax revenue to the City, a principal source of dollars used to fund City services.

Through this General Plan Compton seeks to establish goals for reversing recent trends and creating a vital, multi-faceted City which capitalizes upon its prime location within the Los Angeles basin.

Creation of a Compton that all City residents can be proud of is the primary objective of this General Plan. It is a document designed for use. A successful plan is not an end product; rather it is a focus for continuing reflection and reassessment of the use of land in Compton.

THE PLANNING CONTEXT

The Compton Planning Area, which includes the incorporated City limits and surrounding unincorporated lands, comprises nearly 15 square miles. This area is roughly bounded by the Century Freeway (Interstate 105) on the north, the Long Beach Freeway (Interstate 710) on the east, the Artesia Freeway (State Route 91) on the south and the Harbor Freeway (Interstate 110) on the west. The Metro Rail Blue Line passenger rail bisects the City from

north to south. Figure I-1 illustrates Compton's location within the Los Angeles metropolitan region.

Compton's central location provides convenient access to downtown Los Angeles, to the Los Angeles and Long Beach Harbors, and to regional and international airport facilities.

PURPOSE OF THE GENERAL PLAN

The General Plan provides the citizens of Compton, as well as others concerned with the community's development, with a clear and detailed description of official policy on all matters affecting the use of land in the City. The General Plan is designed to serve as a useful guide for decision making by the Compton City Council, Planning Commission, other City commissions and committees, and City staff.

The General Plan is in essence the constitution of the City's land use and land use related concerns. It is a comprehensive, internally consistent document which, as the 1990 State General Plan Guidelines state, "...bridges the gap between community values and actual physical decisions."

The Compton General Plan has a three part focus:

1. **VISION** - The General Plan presents a long-term view of what Compton can become. The Plan contains City specific goal and policy statements which say "this is what we want Compton to look like by 2010 and this is how we make our vision of the future a reality." Vision related goals and policies are identified by an (L), which means long-range. In many cases these statements represent ongoing City policies and programs.
2. **REVITALIZATION** - The General Plan looks at existing conditions and identifies positive aspects of the community which can be improved. Most such improvements are planned to be accomplished over a five to 10-year planning period and are identified by an (M) for mid-range. Specific mid-range programs are directed towards improvement of single-family residential areas and redevelopment activities in commercial areas.

3. **STABILIZATION** - Areas of the community which call for immediate attention are addressed in the General Plan by goals and policies identified as being short-range, that is, to take place within the next five years, and are designated by an (S). Many such policies are intended to stop negative trends from becoming worse. Policies which call for active code enforcement and sign control are examples of these types of policies.

ROLE OF THE GENERAL PLAN

Government Code (Section 65302) requires that a general plan contain seven elements, or chapters: 1) Land Use, 2) Circulation, 3) Housing, 4) Conservation, 5) Open Space, 6) Noise, and 7) Safety. In addition to the required elements, State law allows optional elements which address specific issue areas within a jurisdiction. The Compton General Plan consists of an integrated and internally consistent set of goals, policies and standards that address a number of issue areas which include land use, circulation, housing, urban design, parks and recreation, economic development, public facilities, conservation, open space, public safety, noise, and air quality. These issue areas are discussed within the six required elements (Open Space and Conservation have been combined) and three optional elements.

Although the focus of the Plan is on land use and the need to plan for future development, other issues also benefit from long-range planning. In the Compton General Plan, the relationship of the other elements to the Land Use Element is constantly examined. This structure ensures compliance with State law regarding General Plan consistency. Moreover, it establishes a comprehensive document which can improve coordination of community development activities among all units of government. This Plan is an internally consistent document which provides a comprehensive data base and set of projections for all of its parts. Therefore, it is anticipated that the Plan will require periodic review and possible amendment to ensure that the information presented is timely and relevant.

Planning case law has placed the General Plan atop the hierarchy of local government law regulating land use. Consequently, consistency between the General Plan and all other land use plans, policies and programs is necessary. Zoning ordinances, specific plans, redevelopment plans and individual project plan proposals

must be consistent with the goals, policies and standards contained in the General Plan. In addition, all capital improvements and public works projects must be consistent with the General Plan.

PREPARATION OF THE PLAN

The public plays an important role in both the preparation and implementation phases of the General Plan. Because the General Plan reflects community goals and objectives, citizens must be involved with issues identification and goal formulation. The City made every effort to ensure that the public and various civic and professional organizations were consulted during the Plan preparation stage. Additional public involvement was also encouraged through the public hearing process.

Citizen groups and individuals actively participated in preparation of the General Plan through a series of public meetings and workshops. Additionally, many citizens and representatives from the business community attended general plan public study sessions and public hearings. This document is based upon consensus identification of community goals and policies.

Finally, the Draft General Plan and its supporting documents underwent rigorous review at public hearings held before the City of Compton Planning Commission and City Council. At that time, the appointed and elected officials heard public testimony concerning the adequacy of the Draft General Plan.

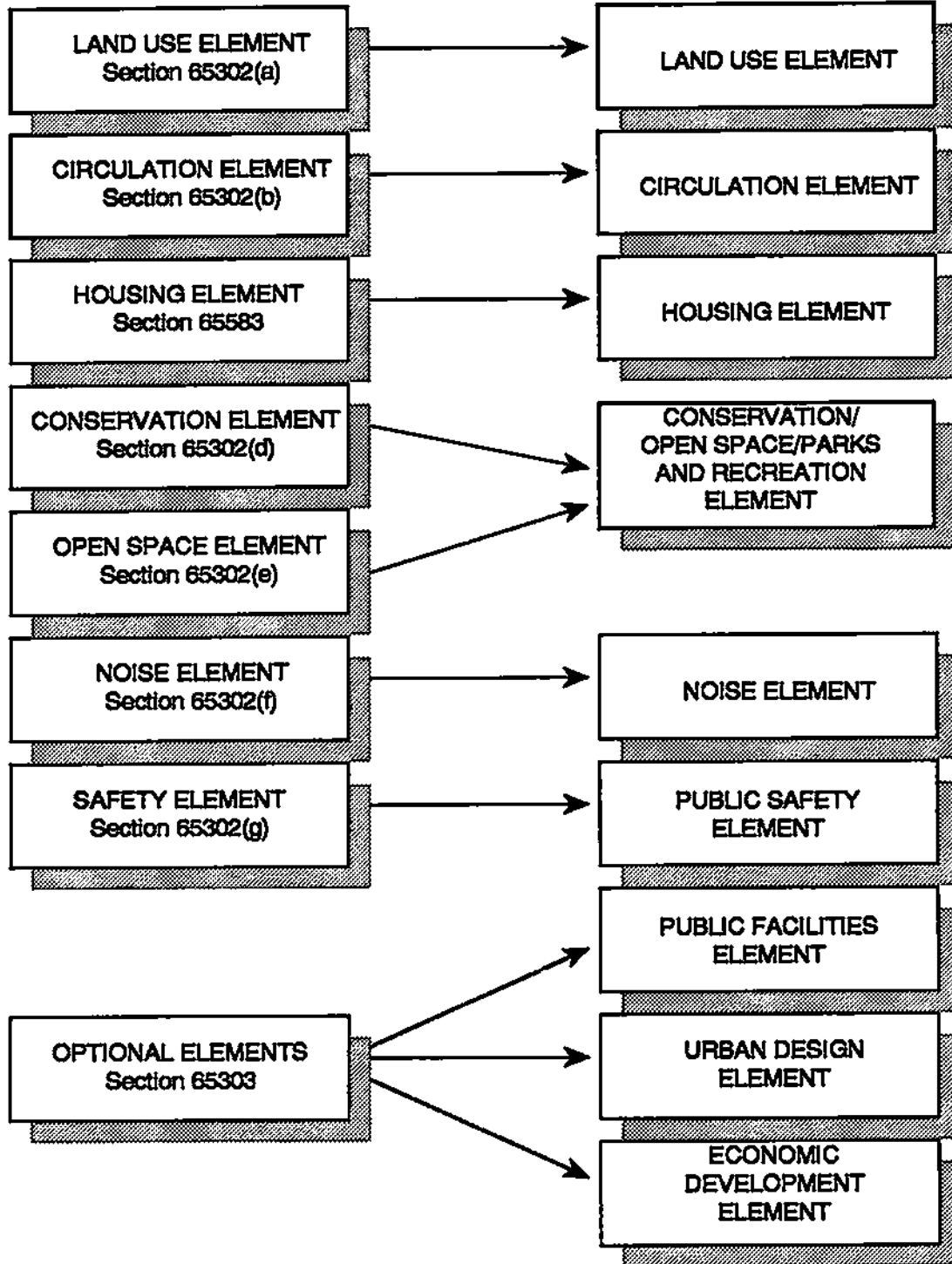
ORGANIZATION OF THE GENERAL PLAN

The Compton General Plan consists of nine separate elements which together satisfy the content requirements of State general plan law. A graphic illustrating the organization of the General Plan is provided in Figure I-2.

A number of supporting documents are provided under separate cover. These include the *Annotated Bibliography and Technical Appendix* and the Environmental Impact Report (EIR). The background information contained in these documents is temporal and will become outdated as conditions change. This information has been separated from the elements to facilitate periodic updating.

STATE MANDATED ELEMENTS
(sections of Government Code)

**COMPTON GENERAL PLAN
ELEMENTS**



Compton General Plan



12/3/91

Figure I-2
Required General Plan Topics

The nine General Plan Elements and the Land Use Policy map clearly state the community's goals and policies for the long-term development of the City. Each element is comprised of four sections. The first section serves as an introduction to the element.

An overview of existing conditions and analysis of issue areas is presented in the second section. The third section presents respective goals and policies. Finally, plan components which address each issue area, goal, and policy are presented.

The Implementation Plan following the elements identifies strategies and programs that will implement the goals and policies contained in each element. As a supporting document, the Implementation Plan may be revised separately as implementation strategies change in response to changes in funding and programs without actually amending the General Plan.

The Environmental Impact Report (EIR) is the final supporting document of the General Plan. The EIR describes the environmental impacts anticipated to result from the implementation of the plan. The EIR cross references sections of the elements and technical appendices that serve to analyze the environmental impacts of plan policy.

ORGANIZATION OF THE INDIVIDUAL ELEMENTS

As described above, each of the nine elements is divided into four sections - the Introduction, Issues Identification, Goals and Policies, and the "Plan" section. The Introduction describes the purpose and focus of the element and also introduces other plans and programs which, in conjunction with the General Plan, may be used to implement specific policies and programs. The Issues section highlights short- and long-range planning issues requiring attention in the element.

Each Goals and Policies section presents the City's long-term policy objectives for land use, circulation, housing, preservation and use of open space and natural resources, protection of public health and safety, provision of adequate infrastructure, promoting urban design, and fostering economic development.

The goals and policies are presented by issue or topic, and a brief description of philosophy or policy direction guiding those objectives precedes each group of goals and policies. The "Plan"

discussion includes implementation measures or programs aimed toward achieving stated goals. For general reference, the following definitions are used for goals, policies, and implementation measures:

GOAL: A GOAL IS A BROAD STATEMENT OF PURPOSE AND/OR DIRECTION.

Policy: A policy describes a more definitive course of action.

Implementation: An implementation measure describes specific programs which will be used to achieve goals and to put policies into effect.

The fourth and final section of each element contains the "Plan", or the further definition of programs the City will undertake to implement General Plan policy. For example, the Land Use Element presents the "Land Use Plan" which indicates the types and intensities of land use permitted Citywide. The "Safety Plan" in the Safety Element describes programs and actions various City agencies will implement to protect residents and the business population from hazards associated with living and working in the urban environment. Wherever possible, each element contains maps, diagrams, and tables to illustrate General Plan policy.

AMENDMENT OF THE GENERAL PLAN

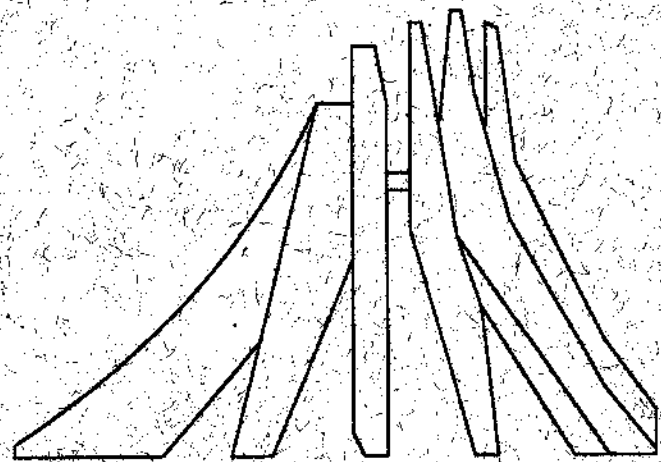
The State recognizes the dynamic nature of the General Plan and provides for periodic review of the document to insure that it is consistent with the conditions, values, expectations, and needs of the community. The General Plan Guidelines state:

"The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the General Plan."

Thus, Compton anticipates that the General Plan will be amended from time to time as City objectives become more defined or shift. However, the primary objective of the Plan - to guide Compton toward its better vision for its future - will continue to shape citywide policies and programs into the twenty-first century.

LAND USE

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
LAND USE ELEMENT

December 3, 1991

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INTRODUCTION TO THE LAND USE ELEMENT

What will Compton look like in the year 2010? Will apartments, condominiums, and townhomes have replaced the single-family residential neighborhoods which existed in the twentieth century? Where will the commercial shopping areas and industrial centers be located? Will land use patterns change dramatically over time?

The Land Use Element and Land Use Policy Map answer these questions. The map, included in this element as Figure LU-2, presents a graphic representation - a snapshot - of the City's future. The element text defines the goals the City will pursue toward this future. Together the text and the map provide the foundation for land use decision making into the next century.

PURPOSE OF LAND USE ELEMENT

The Land Use Element and the Land Use Policy Map represent the two most important components of the General Plan. Together, these two parts of the Plan establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of land use in Compton, whereas the element text describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. Housing Element programs which focus on neighborhood stabilization and rehabilitation of single-family units reflect land use policies which call for revitalization of Compton.

General plans often discuss the need for creating a balanced community without explaining what is meant by balance. There is no quantifiable measure of "balance" applicable to cities within a metropolitan region such as Compton. Compton has extensive vacant and underutilized commercially designated areas, yet Compton captures only about 70 percent of its total potential for local retail sales. Compton has large industrial areas compared with many surrounding cities, yet the employment base of the City is very low; and, while Compton has a mix of low and medium density housing, very little new housing is being constructed in the City and single-family neighborhoods are aging.

In this context, the concept of "balanced land use" for Compton has little meaning. What Compton must do, and what this General Plan provides the basic policy direction for, is to achieve the following objectives:

- To revitalize the City through public and private redevelopment efforts;
- To attain a mix of land use within the City, thereby providing residents with ready access to housing, employment, and commercial services;
- To encourage private investment in the City;
- To ensure that residents from all income levels have access to decent, affordable housing;
- To stabilize and protect single-family housing resources in the community;
- To create a City environment which makes Compton a pleasant place to live, work, shop, and do business;
- To improve Compton's built environment through design guidelines and aggressive code enforcement; and
- To enhance and diversify Compton's tax base.

SCOPE AND CONTENT OF THIS ELEMENT

In order to best address land use issues affecting Compton, this element is divided into three subsequent sections - Issues Identification, Land Use Element Goals and Policies, and the Land Use Plan. The Issues Identification section highlights land use issues facing the City and sets the framework for goal formulation and policy and program development. These goals and policies are stated in the second following section. Lastly, the Land Use Plan describes in detail the Land Use Policy Map and identifies how long-term land use policy will be implemented in Compton. Background data pertaining to land use is contained in the Land Use Technical Appendix, bound under separate cover in the *Annotated Bibliography and Technical Appendix*.

RELATED PLANS AND PROGRAMS

Due to the comprehensive nature of the Land Use Element, land use issues are not addressed in the same detail as they might be in certain physical planning documents, plans, and ordinances the City can adopt. Whereas the land use categories described in the Land Use Plan section of this element indicate general categories of permissible use, documents such as the zoning ordinance regulate the actual use and development standards applicable to properties Citywide. Other plans such as specific plans and redevelopment plans are examples of other documents which establish more definitive use standards. These types of plans are described below.

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that several planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans which affect Compton. Relevant regional plans are discussed briefly in the following paragraphs.

Development Code

Zoning is the primary tool used to implement long-term land use policy. State law requires consistency between the land use policy map and zoning, meaning that if a property is designated on the General Plan map for low density residential use, the zone district applied to that property must be a single-family (R-A or R-L) zone. Once land use policy is adopted, State law indicates that General Plan/zoning consistency must be attained within a "reasonable" period of time. This entails redoing the current (1991) zoning ordinance as a comprehensive Development Code.

The land use designations contained in this element and the land use boundaries correspond to one or more zoning districts. Table LU-2 in the Land Use Plan section establishes the relationship between land use policy and zoning.

A matrix identifying the relationship between various land use types and factors necessary to ensure compatibility between land uses is included in the Compton Development Code.

Specific Plans

Provisions in State law allow for the adoption of specific plans which, as their name implies, provide very specific descriptions of permitted land uses and development criteria applicable to a specified property. Specific plans generally are prepared for large or unique parcels of land and are intended to establish design guidelines for a project, as well as development standards.

The use of specific plans along major arterial streets has also become a common method for encouraging private redevelopment of poorly developed commercial corridors.

Redevelopment Plans

The State legislature has enacted laws which permit cities and counties to adopt redevelopment plans. Redevelopment plans are developed for the purpose of revitalizing and rehabilitating blighted areas of a city or county. Redevelopment plans provide a means for government agencies to encourage

private reinvestment in blighted areas through initial government assistance.

Compton has adopted redevelopment plans to focus redevelopment efforts in the central City area and along arterial roadways. These plans establish programs for providing new development, upgrading infrastructure, cleaning up building facades, and making other improvements to enhance the appearance and function of the City's commercial and industrial areas. Programs spelled out in these redevelopment plans implement land use policy objectives articulated in this Land Use Element.

Airport Land Use Plan

The State Public Utilities Code requires that airport land use plans be prepared for all public use airports in the State. The purpose of such plans is to provide for the orderly growth of airport lands and lands surrounding airports, and to safeguard the public. Regional airport land use commissions are responsible for preparing such plans and for reviewing development proposals within airport-influenced areas. Such review is made independent of and in addition to local jurisdiction review. Land use decisions made by local jurisdictions for properties lying within these airport planning areas must be consistent with any adopted airport land use plan.

Compton Airport, in the southern part of the City, is a public airport subject to airport land use plan requirements. As of 1991, the Los Angeles County Airport Land Use Commission had not adopted a plan for Compton Airport. However, the City plans to cooperate with the Commission in drafting a plan which reflects City land use policy and responds to the airport's land use and safety requirements.

Regional Plans

In the latter half of the 1980s, growing regional concern over traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans which address these concerns. Three plans which affect planning in

Compton include SCAG's *Regional Mobility Plan*, *Growth Management Plan*, and the *Air Quality Management Plan* prepared by the South Coast Air Quality Management District (SCAQMD). These three plans are intended to work in concert to reduce traffic congestion and pollutant levels basinwide. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels.

Compton has included in this General Plan relevant policies and programs which reflect and respond to SCAG's and SCAQMD's regional goals. In particular, policies in this Land Use Element address regional jobs/housing balance objectives; the Circulation Element contains programs aimed at reducing traffic congestion; the Housing Element discusses Compton's role in providing affordable housing; and the Conservation/Open Space/Parks and Recreation Element outlines the City's efforts to participate in programs aimed at improving regional air quality.

LAND USE ISSUES IDENTIFICATION

The State General Plan Guidelines outline in broad terms the issues to be addressed in a land use element. However, the law identifies three specific topics which must be covered - the standards of population density and building intensity for each land use category, identification of lands subject to flooding, and designation of lands for timberland production (if applicable).

The Land Use Plan section of this element discusses land use categories and the population densities/building intensities assigned to each category. Flooding issues, as well as other potential land use constraints, are addressed below. Timberlands are not discussed since Compton is an urban community.

LAND USE CONSTRAINTS

Compton lies in an area relatively free of environmental hazards. Those which are present do not place severe constraints on development. The Public Safety Element describes flooding and seismic conditions in the City; these issues are summarized in the following paragraphs.

Land use constraints of greater concern are not those imposed by nature but instead consist of those related to established land use patterns.

Flooding

The Los Angeles River runs along Compton's eastern boundary. The river serves as a major drainage and flood control facility for the Los Angeles Basin, collecting urban runoff from numerous communities as it courses, in a fully-lined concrete channel, from the San Gabriel Mountains south to the San Pedro Bay. The U.S. Army Corps of Engineers is responsible for maintaining this facility.

Increased urbanization throughout the Los Angeles Basin has resulted in increased runoff into the river. The Corps indicates that the facility may not be able to fully contain flows associated with a 100-year storm (largest storm within a 100-year period) and that communities located along the river may experience low-level flooding of from 1.0 to 3.0 feet during such an event. Figure LU-1 shows the boundaries of 100-year flood waters in Compton, which would be less than one foot deep. Background data pertaining to flooding are found in the Public Safety Technical Appendix.

Seismic Considerations

Southern California is an area known for earthquakes and the hazards associated with these seismic events. Groundshaking represents the most common hazard, although such phenomena as ground surface rupture, landsliding, and liquefaction (the failure of cohesionless, water-laden soils due to shaking) can occur in conjunction with an earthquake. Lands subject to such hazards may be unsuitable for certain types of development.

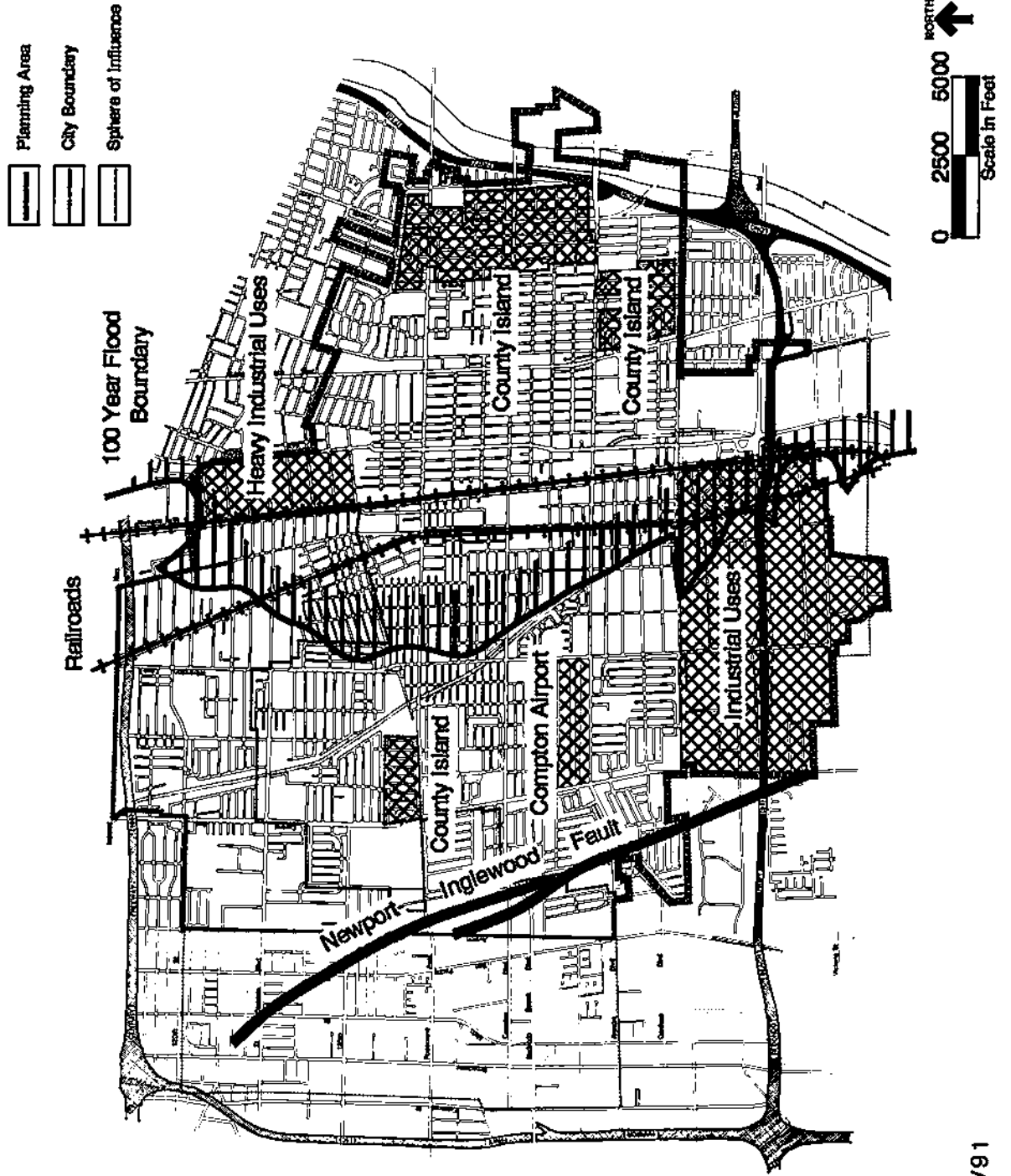
Groundshaking, surface fault rupture, and liquefaction represent the three seismic-related concerns for land use planning purposes. A branch of the Newport-Inglewood fault passes through Compton (Figure LU-1), and high groundwater levels create liquefaction problems in isolated areas. Like every community in the Los Angeles region, Compton must be prepared to deal with minor earthquakes and an inevitable major seismic event.

Established Land Use Patterns

Certain types of land use are by nature incompatible. For example, heavy industrial operations may produce noises, smells, and traffic which adversely impact quiet residential neighborhoods. Airports may have similar operating characteristics which suggest that such uses be separated from residences, schools, and hospitals.

Compton has two large, established industrial areas (in the southern section of the City and Belle Vernon Acres) and an

Figure LU-1
Land Use
Constraints
Compton General Plan



12/3/91

airport which affect land use. Also, the two railroad lines represent major noise sources constraining land use.

Airport operations in particular influence land use patterns in the airport environs. In addition to noise concerns, flights in and out of the facility represent potential hazards to uses within the landing and take-off patterns. Flight routes to and from Compton Airport are designed to minimize conflicts with and hazards to existing uses in the airport vicinity. However, new proposed uses must recognize the airport and its operating characteristics. The airport will continue to influence the types of land uses established and buildings constructed within the airport-influenced area, which will be defined by the airport land use plan to be prepared by the Los Angeles County Airport Land Use Commission.

ANNEXATION PATTERN

Compton has existed as an incorporated city since 1888. Over time, the City has grown by annexing properties in all directions. Previous annexation activity, however, has created pockets, or "islands," of unincorporated County lands within the Compton corporate limits (Figure LU-1). Compton has no jurisdiction over these areas. Consequently, the City cannot resolve land use incompatibility concerns nor ensure that residents in these areas are provided with adequate public services and infrastructure.

COMMUNITY APPEARANCE

Much of Compton was developed prior to the establishment of stringent zoning regulations or design guidelines. As a result, many neighborhoods and commercial and industrial districts appear haphazardly developed. Evidence of age and wear is also becoming apparent as the City matures.

City-sponsored redevelopment efforts have provided effective means of upgrading specific commercial and industrial target areas. Private redevelopment initiatives have resulted in some recycling of older residential units to newer homes. However, no citywide effort has been undertaken to clean up aging

commercial strips and industrial sectors nor to establish more definitive, descriptive development and design standards for new projects. Entries to Compton are poorly defined, and major commercial streets exhibit an unfriendly "strip commercial" appearance common to many older southern California communities.

CULTURAL AND HISTORIC FEATURES

Two sites of cultural and historic interest are located in Compton: Heritage House at 205 South Willowbrook Avenue and the Dominguez Ranchhouse (adobe) at 18127 South Alameda. Both sites are listed as State historic landmarks. Bronze plaques identifying the sites read as follows:

HERITAGE HOUSE

"The original house of two rooms was built in 1869 by A.R. Loomis. Other rooms were added by successive occupants. It was marked as the 'Oldest House in Compton' in 1955; purchased by the city June 11, 1957; and removed from 209 South Acacia Street to its present site in that year. Restored, refurnished, and renamed by the citizens of Compton as a tribute to early settlers of the community, it was presented to the public April 14, 1958."

DOMINGUEZ RANCHHOUSE

"Dominguez Ranchhouse--central portion built in 1826 by Manuel Dominguez. Rancho San Pedro--10 square leagues granted provisionally by Governor Fages to Juan Jose Dominguez in 1784. Regranted by Governor Sola to Cristobal Dominguez in 1822. Battle of Dominguez Ranch--fought on this rancho October 8 and 9, 1846, when Californians led by Jose Antonio Carrillo repelled United States forces under Captain William Mervine, U.S. Navy, in an attempt to recapture the Pueblo of Los Angeles."

Heritage House is a woodframe, pitched roof farm house, while the Dominguez Ranchhouse has been modified with a ca. 1910 Mission Revival style facade.

A local landmark, the site of the "Eagle Tree," is marked by a bronze plaque at the corner of Poppy and Short Streets. The

Eagle Tree was an important boundary marker in the 18th and 19th centuries.

No additional historic or archaeological sites are known within Compton.

LAND USE ELEMENT GOALS AND POLICIES

Compton's vision for its future focuses on revitalizing the community and creating better, safer living and working environments. Improving the physical environment - housing conditions, the appearance of commercial and industrial districts, the condition of roadways and other infrastructure, open space resources, land use relationships - represents a big first step toward this end. The goals and policies presented below reflect the City's desire to create a stronger, more vital community and community image.

The following goals and policies are identified as either short-term (S), medium range (M), or long range (L). Short-term covers a five-year period, medium range includes a five to 10-year planning period, and long range indicates goals to be achieved over a 20-year time frame, or policies which represent ongoing City policies and programs.

REVITALIZE THE CITY

A complex combination of local, regional, and national economic and demographic trends in the decades of the 1960s, '70s and '80s has contributed to the deterioration and decline of Compton's physical condition and economic support base. The City has attempted to reverse the decline through housing programs and redevelopment plans, but has had limited success, due in part to a very depressed local economy and a somewhat negative City image.

The City realizes that to turn the tide and revitalize the community economically and physically, rehabilitation efforts will need to be focused first on target neighborhoods and districts. The City will need to provide additional market rate housing and attract a mix of commercial businesses which serve local residents. Through pilot projects, the City will show that Compton can be an attractive, viable community.

GOAL 1.0: Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses and residents of all income ranges.

Policy 1.1 (L): Prevent the further physical and economic decline of the City's residential neighborhoods and commercial business districts.

Policy 1.2 (S,L): Adopt redevelopment plans for the City's commercial and industrial areas; limit the use of eminent domain in carrying out redevelopment programs.

Policy 1.3 (S): Focus housing program resources and efforts on stabilizing and rehabilitating the City's existing single-family housing stock.

Policy 1.4 (S): Establish and implement a comprehensive economic development strategy which works in concert with redevelopment, housing, and land use goals.

Policy 1.5 (S): Work to obtain a state enterprise zone designation.

Policy 1.6 (L): Promote quality design in new development projects.

Policy 1.7 (M): Implement a comprehensive program to improve the condition of City streets.

Policy 1.8 (M): Use specific plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.

Policy 1.9 (L): Use code enforcement efforts vigorously to identify properties requiring rehabilitation; inform cited residents and business people of City programs available to assist with property renovation.

Policy 1.10 (S): Maintain an active and effective program to remove non-conforming signs.

Policy 1.11 (S,L): Work with the Compton Unified School District to remove any blighting influences which may be associated with school properties.

Policy 1.12 (M): Eliminate land use compatibility problems in the Belle Vernon Acres area by encouraging redevelopment of properties supporting residential uses.

Policy 1.13 (L): Maintain a strong, effective police force.

VARIED LAND USE

A varied community is one which offers its residents a broad range of housing and business opportunities, as well as equal access to parks, libraries, police and fire protection, and social services. By allowing for a mix of uses, the City can achieve a more stable economic base, reduce traffic congestion, and create a better living environment.

GOAL 2.0: Maintain a balanced and diversified distribution of land use in Compton.

Policy 2.1 (M): Provide increased market rate housing opportunities.

Policy 2.2 (S,L): Provide incentives to attract retail commercial businesses which serve both the local and regional markets.

Policy 2.3 (L): Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.

Policy 2.4 (M): Create an identifiable Central Business District around the existing government center.

Policy 2.5 (L): Focus industrial development in the southern, westernmost, and north-central portions of the City's planning area, as identified on the Land Use Policy Map, to minimize industrial/residential land use conflicts.

Policy 2.6 (L): Avoid an over-concentration of heavy industrial uses, and discourage industrial activities which have the potential to harm the environment and/or produce adverse health effects (eg., metal plating and processing, dye manufacturers, slaughter houses, petroleum product

manufacturers, and industrial operations which use extensive amounts of volatile solvents).

Policy 2.7 (L): Provide sufficient park land and open space resources to meet the community's diverse needs.

Policy 2.8 (L): Review carefully proposals to convert public school properties to alternative uses to ensure that new uses are compatible with and meet the needs of surrounding residential neighborhoods.

Policy 2.9 (S,L): Ensure that zoning designations citywide correspond to General Plan land use policy as shown on the General Plan Land Use Policy Map.

Policy 2.10(S): Work with the Los Angeles County Airport Land Use Commission to establish an appropriate airport land use plan for properties affected by Compton Airport operations.

Policy 2.11(S): Recognize the importance of the Richland Farms residential neighborhood through the continuance of zoning provisions which reflect single-family development on large lots with allowance for keeping animals.

STRONG ECONOMIC BASE

A strong business presence in Compton will provide job opportunities for community residents, create increased access to retail and service commercial uses, and provide a broader tax base for the City. The following goals and supporting policies outline the City's aim to attract and maintain commercial and industrial enterprises. Additional, more directed goals and policies are contained in the Economic Development Element.

GOAL 3.0: Provide a wide range of business opportunities, and establish a strong commercial and industrial base.

Policy 3.1 (L): Vigorously implement the City's redevelopment plans.

Policy 3.2 (L): In efforts to attract new businesses, emphasize Compton's accessibility via passenger rail, freeways, and arterial highways.

Policy 3.3 (L): Recognize the important role that small, local businesses play in the local economy through their provision of jobs, as a source of sales tax revenue, and by providing a sense of identity to the City.

Policy 3.4 (M): Encourage businesses to employ local residents.

Policy 3.5 (S): Encourage regional-serving development at the auto mall site.

Policy 3.6 (L): Work together with Compton College and area businesses to establish job training programs for local residents.

Policy 3.7 (M): Establish centralized parking facilities to serve and encourage use of commercial businesses located along major roadways.

Policy 3.8 (S,L): Coordinate efforts of the Compton Chamber of Commerce and the Redevelopment Agency to actively market the City to prospective businesses.

Policy 3.9 (S): Encourage City of Compton employees to reside in Compton through a variety of incentive programs including bonuses, real estate loan assistance, and job training/school allowances.

ADEQUATE INFRASTRUCTURE AND PUBLIC SERVICES TO SUPPORT LAND USE

Over the long-range planning period covered by this General Plan, properties citywide can be expected to redevelop to higher density residential uses and new/more intense commercial and industrial projects. Land use policy allows for this reuse and recycling. New development will place increased demands on the City's aging infrastructure (roads, water system, sewer lines, storm drains) and its public services, such as fire protection, law enforcement, and libraries. In

order to provide residents and business people with adequate service levels, the City will need to tie development approvals to the ability of infrastructure and public service systems to meet increased demands. These goals and policies, and the supporting goals and policies contained in the Public Facilities Element, emphasize Compton's desire to balance land use and the systems that support land use.

Goal 4.0: Provide infrastructure systems and public services that adequately meet the demands created by land use policy.

Policy 4.1 (L): Limit development of new Medium and High Density Residential projects to those areas where water, sewer, and street systems can support more dense development. Require systems to be upgraded as necessary to support higher residential densities.

Policy 4.2 (L): Include necessary infrastructure improvements in project plans and funding arrangements in areas targeted for redevelopment and revitalization.

Policy 4.3 (L): Involve the Fire and Police Departments in the review of development proposals to ensure that these agencies' needs and concerns are accounted for in project design.

Policy 4.4 (S): Require whenever possible childcare facilities for all residential development projects of 50 or more dwelling units and all businesses with 150 or more employees.

Policy 4.5 (S): Encourage and support to the extent possible childcare programs provided by the Compton School District, other public agencies, and non-profit organizations.

Policy 4.6 (S): Prepare a "Development Impact Handbook" detailing the utility and service needs and costs to the City of various development types. The handbook is to be used by City staff in assessing the relative environmental and fiscal costs and benefits of proposed development projects.

THE LAND USE PLAN

This section of the Land Use Element identifies the location and extent of future development in Compton and describes the standards for that development. The Land Use Policy Map (Figure LU-2) visually illustrates land use distribution, and the text indicates the types and intensities of use permitted within each land use category depicted on the map. This section also outlines the programs and strategies Compton will undertake to move toward Vision 2010.

LAND USE POLICY MAP

The General Plan Land Use Policy Map presented on the following page illustrates the City's vision for its future. The plan shows a community with diverse residential neighborhoods and broad opportunities for commercial and industrial business enterprises, especially businesses which meet the employment and shopping needs of community residents.

The map displays land uses for the entire General Plan planning area, which encompasses the City limits and surrounding unincorporated lands within Compton's sphere of influence. The map divides the City into various land use districts and assigns each district a name, or land use designation. Land use designations provide necessary information about the type and nature of development permitted at a given location. While the terms "residential," "commercial," and "industrial" generally are well understood, more unique designations like "Mixed Use" require explanation. Equally important, State law requires that the General Plan provide clear and concise definitions of the land use categories indicated on the Land Use Policy Map. These definitions are provided below under the heading "Land Use Designations."

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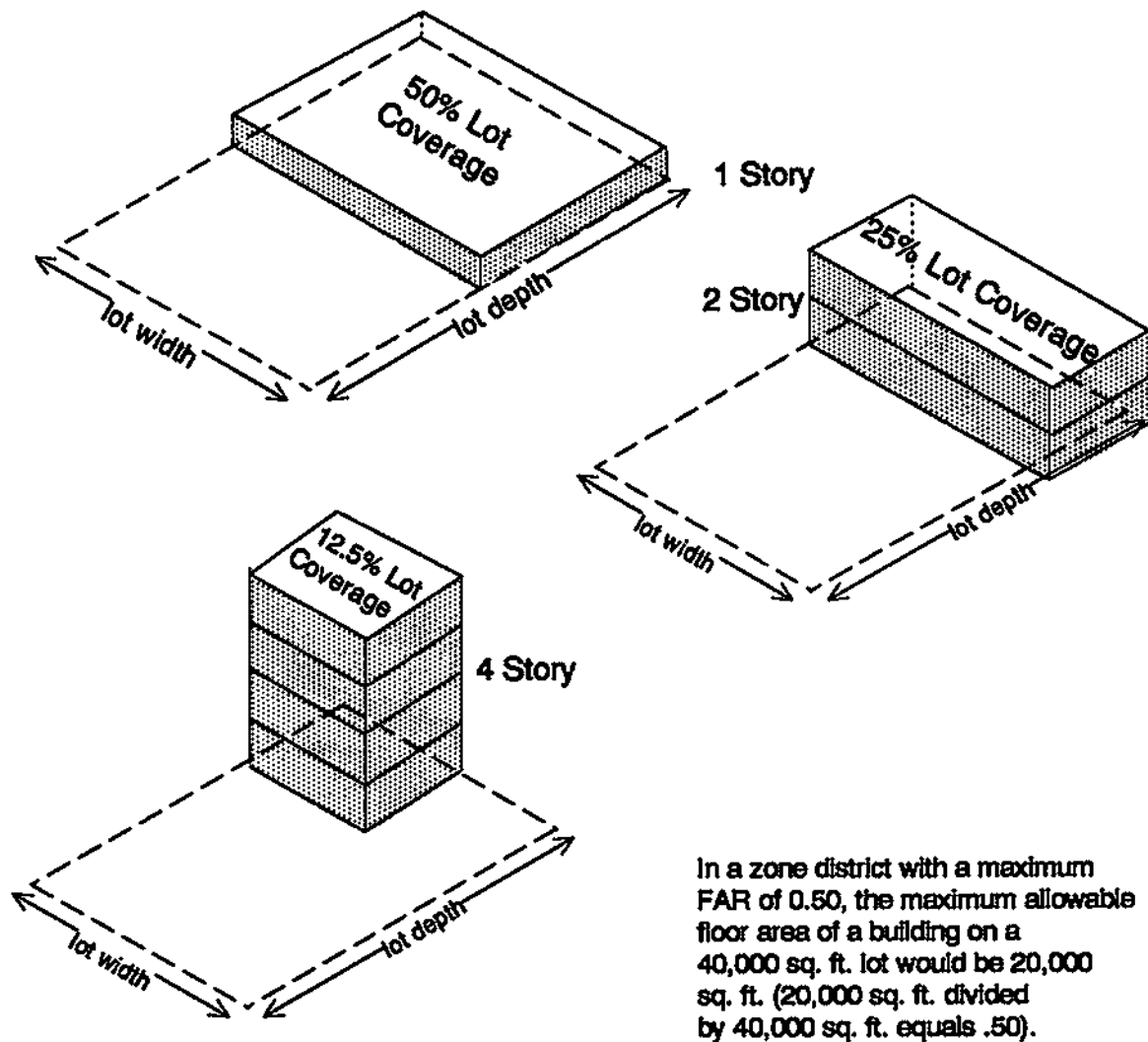
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The Compton General Plan establishes 9 land use categories. The three residential categories allow for a range of housing types for all income ranges. A provision in the Development Code for all residentially designated areas allows for a single-family residence on any existing lot of record. One commercial designation and one industrial designation are provided to accommodate and encourage a range of income-generating businesses. To allow for creative reuse of vacant and underutilized properties, a Mixed Use designation is established. The Public/Quasi- Public and Open Space/Parks categories are intended, respectively, to protect public lands for necessary public service and open space uses. Finally, the Transportation designation applies to major transportation corridors which facilitate the movement of people and goods through and within Compton.

This element uses specific urban planning terms to define the 9 land use categories. For residential uses, the term "density" means the population and development capacity of land. Density ranges are expressed in persons per acre or dwelling units (the individual residential living spaces) per acre. Development "intensity," which applies to non-residential uses, refers to the extent of development on a lot - the total building square footage, building height, the floor area ratio, and/or the percent of lot coverage. In Compton, allowable building intensity for the non-residential land use designations is expressed in terms of floor area ratio.

Simply stated, the floor area ratio, or FAR, represents the ratio between the total gross floor area of all buildings on a lot and the total area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot yields an FAR of 0.50, as illustrated in Figure LU-3. As the figure shows, the FAR controls use intensity on a lot and not actual building height or bulk. A 0.50 FAR allows a low-rise building which covers most of the lot, a mid-size structure with reduced lot coverage, or a tall building with ample surrounding open space.

Possible Building Configurations for 0.50 FAR



NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

Compton General Plan



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Figure LU-3
Definition of FAR

LAND USE DESIGNATIONS

The General Plan land use designations are defined as follows:

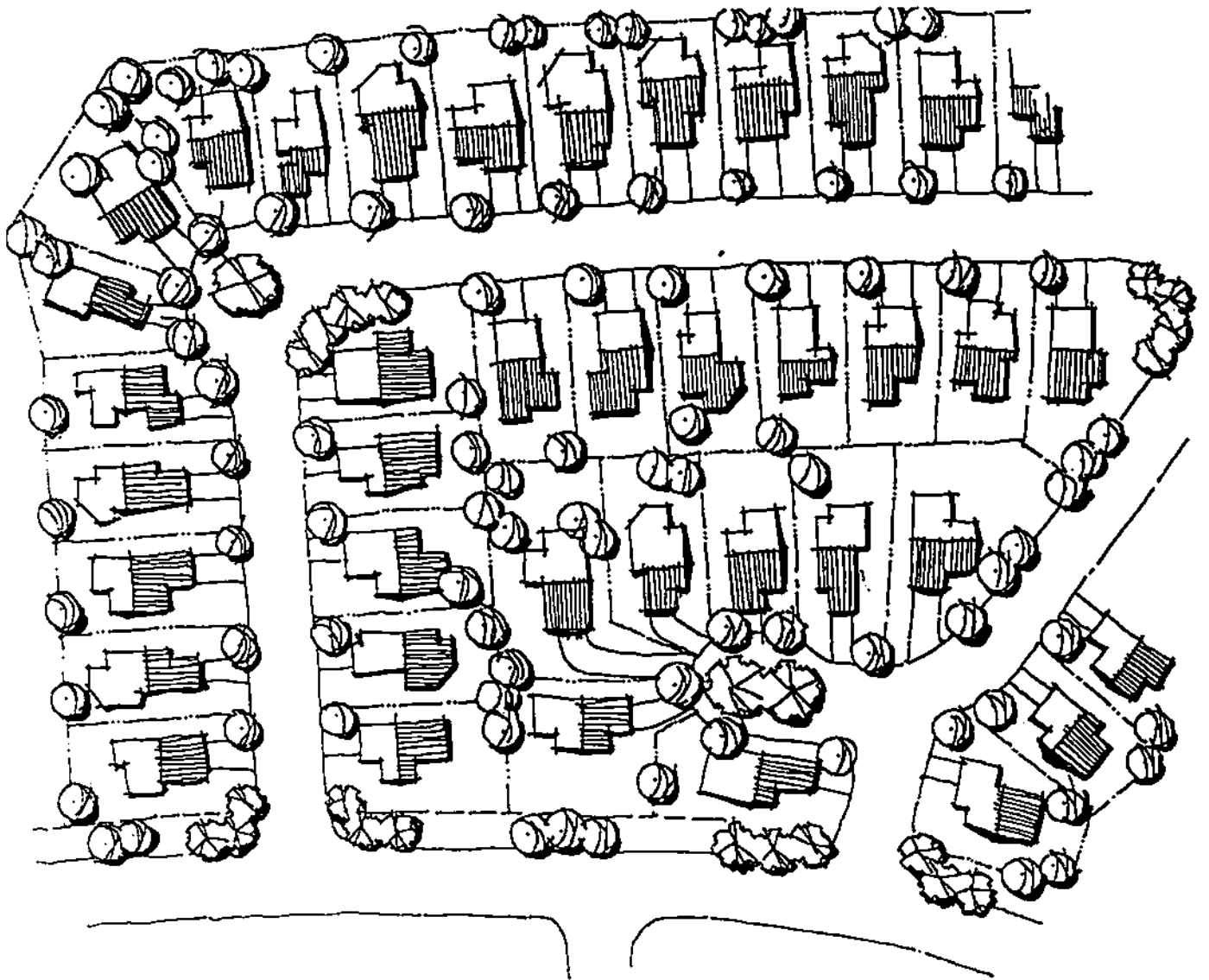
Low Density Residential (0 to 8 du/acre net): The Low Density Residential category permits low scale residential development at densities of up to eight units per acre. Based on an average household size of 3.89 persons per dwelling, the maximum population density is 31 persons per acre.

Development consists typically of detached, single-family houses with private yards (see Figure LU-4), although attached units within the allowable density range are also allowed. 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 large lot developments (10,000 square feet and larger lot sizes), as well as more conventional subdivisions. 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 eight units per acre.

Medium Density Residential (8.1 to 17 du/acre net): This designation allows for residential development at up to 17 units per net acre and a population density up to 66 persons per acre. Development typically consists of low-rise apartments, townhomes and condominiums, and single-family patio homes on small lots (see Figure LU-5). Uses and development densities permitted in the Low Density Residential category are also appropriate for Medium Density Residential areas.

High Density Residential (17.1 to 34 du/acre net): This category represents the most intense residential development allowed in Compton. High Density Residential development includes apartment complexes, more intense condominium projects (see Figure LU-6), and any of the uses permitted in the lower density residential categories. The maximum population density is 132 persons per acre.

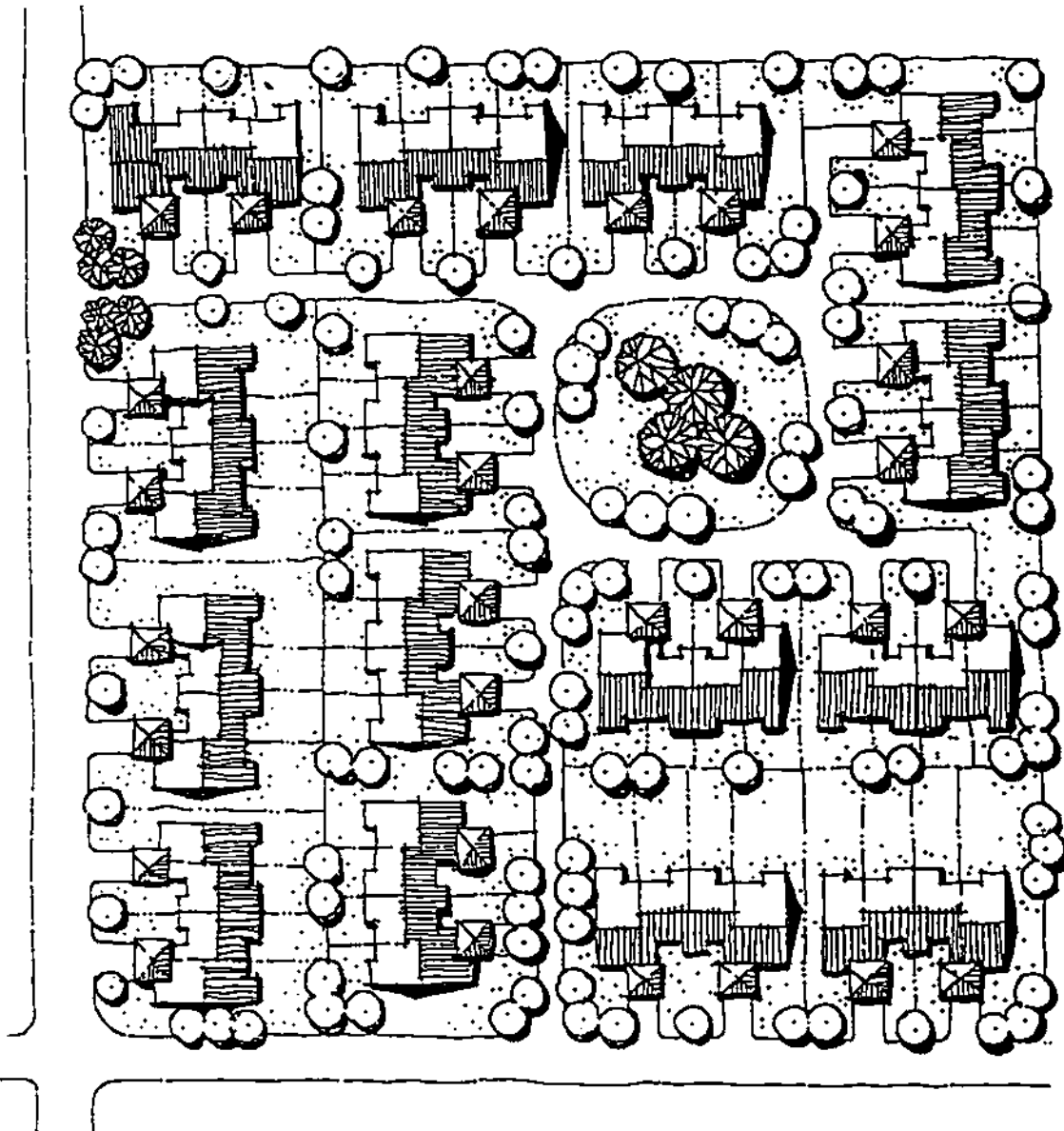


Compton General Plan



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Figure LU-4
Low Density Residential

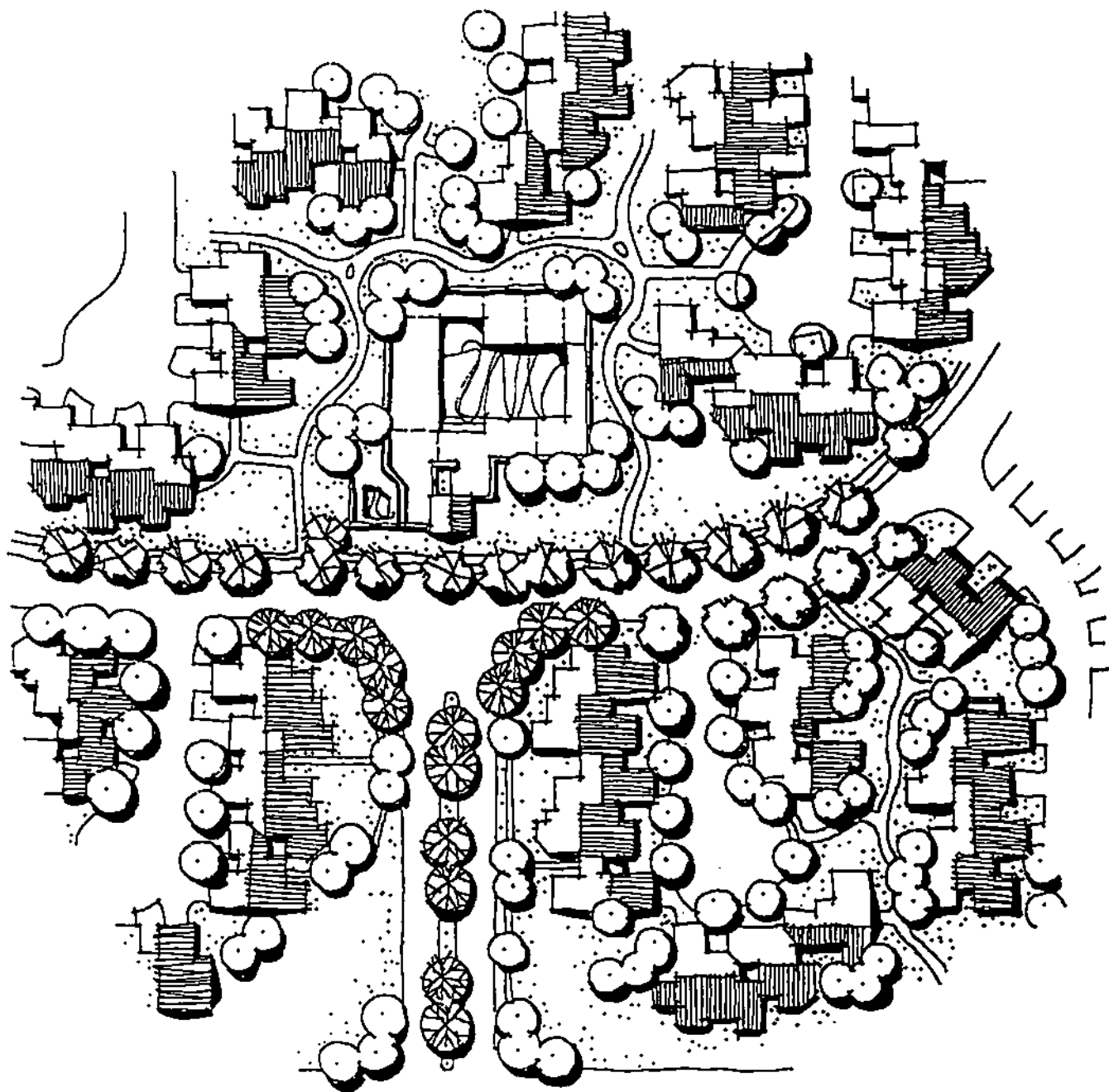


Compton General Plan



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Figure LU-5
Medium Density Residential



Compton General Plan



12/3/91

Figure LU-6
High Density Residential

Only those development projects which 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 near the high end of the density range. Also, developments proposing housing for senior citizens or other City-identified special needs groups may achieve higher densities. Density bonuses above the 34 unit per acre maximum are permitted if a housing development meets the requirements set forth in Section 65915 of the State Government Code.

General Commercial (1.00 FAR maximum): The General Commercial category allows for a wide range of retail and service commercial uses designed to meet communitywide and sub-regional shopping and service needs. Typical permitted uses include retail businesses, personal service establishments, food and beverage sales, hotels and motels, automotive sales and repair businesses, as well as low intensity professional offices and financial institutions. Any use permitted in the Medium Density and High Density Residential categories are also allowed in General Commercial.

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 two retail/service commercial districts - one for neighborhood-oriented uses and the second for larger scale commercial developments. The neighborhood commercial district will allow only those uses needed to meet the immediate shopping and service needs of a local population. The developments should be pedestrian oriented and limited to sites 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: The Mixed Use designation provides opportunities for the development of integrated, pedestrian-oriented, urban scale residential, commercial, and low intensity industrial projects. Two types of mixed used developments are envisioned:

- A combination of Medium Density Residential uses with retail and service commercial businesses along arterial highways (maximum residential density of 17 units per acre, maximum commercial intensity of 0.50 FAR); and
- An integrated development of professional office, retail and service commercial, and light industrial land uses in a business park setting (maximum overall FAR of 0.75). Industrial uses are limited to businesses conducted wholly within enclosed buildings and which do not generate significant volumes of truck traffic. Warehousing operations are prohibited except under special conditions as recommended by the Planning Commission.

Properties designated for Mixed Use require a minimum project area of two net acres. Projects of less than two acres will be considered based on a recommendation from the Planning Commission. The development shall be regulated by a special overlay zone district.

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

Industrial (0.50 FAR maximum): The Industrial 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/Quasi-Public (1.00 FAR maximum): This 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. Permitted uses in this category include County courts, City Hall, public schools, fire stations, flood control facilities, Compton Airport, and the like.

Open Space/Parks (0.10 FAR maximum): All public parks and City-owned recreational facilities, as well as permanent open space features such as Los Angeles River and cemeteries, are designated Parks/Open Space. The only structures permitted include community facility buildings within parks, appurtenant maintenance facilities, and buildings housing uses typically associated with cemeteries.

Transportation (0.00 FAR): The Transportation designation applies to the major transportation features in Compton - the freeways and railroad rights-of-way. No development is allowed on any parcel designated Transportation on the Land Use Policy Map.

IMPLICATIONS OF LAND USE POLICY

The maximum permitted development intensities assigned to each of the General Plan land use categories enable the City to anticipate the future level of development citywide and to plan public service and infrastructure needs accordingly. It is important to note that the maximum intensities permitted by land use policy will not be achieved on every parcel of land. Existing, sound construction at existing lower densities and intensities probably will not recycle to more intense uses. Also, lot size constraints and configurations, individual development objectives, unique project designs, and other factors will lead to varying intensities throughout the City.

For the purpose of forecasting growth, certain assumptions must be made about the average level of development expected within each of the nine General Plan land use designations which allow development. Table LU-1 outlines density/intensity assumptions and indicates the number of residential units, square footage of commercial and industrial developments, and other anticipated development, as well as forecasts for Compton's resident population at build out.

**TABLE LU-1
LAND USE POLICY IMPLICATIONS**

LAND USE CATEGORY AND MAXIMUM PERMITTED DENSITY/INTENSITY	TYPICAL DENSITY OR INTENSITY FACTOR	INCORPORATED CITY AREA (ACRES)	TOTAL UNITS OR THOUSAND SQUARE FEET	TOTAL PLANNING AREA (ACRES)	TOTAL UNITS OR THOUSAND SQUARE FEET
RESIDENTIAL					
Low Density (0-8 du/ac)	8 du/ac	2,278	18,222 du	3,208	25,658 du
Medium Density (8.1-17 du/ac)	15 du/ac	381	5,718 du	794	11,918 du
High Density (17.1-34 du/ac)	30 du/ac	24	711 du	67	2,001 du
		2,683			
MIXED USE					
Residential (15%)	15 du/ac	250	3,749 du	287	4,302 ksf
Commercial (45%)	0.30 FAR	250	3,266 ksf	287	3,748 ksf
Industrial (40%)	0.40 FAR	125	2,177 ksf	143	2,499 ksf
		625			
GENERAL COMMERCIAL	0.30 FAR	120	1,564 ksf	216	2,820 ksf
INDUSTRIAL	0.40 FAR	954	16,617 ksf	954	16,617 ksf
PUBLIC/QUASI-PUBLIC	0.20 FAR	614	5,352 ksf	743	6,470 ksf
OPEN SPACE/PARKS	0.00 FAR	123	0 ksf	254	0 ksf
TRANSPORTATION	0.00 FAR	1,397	0 ksf	1,977	0 ksf
		2,114			
TOTALS					
Acreage		6,514		8,928	
Residential Units					
Units			28,399 du		43,879 du
Population			110,472 persons		170,689 persons
Commercial Businesses			4,830 ksf		6,568 ksf
Industrial Businesses			18,795 ksf		19,116 ksf

Abbreviations: du=dwelling units; ac=acres; FAR=floor area ratio; ksf=thousand square feet.

Note: Numbers may not add due to rounding.

Population based on average household size of 3.89

DEVELOPMENT STRATEGIES AND IMPLEMENTATION OF LAND USE PLAN

This element provides definitive statements of Compton's land use goals and the vision the City has established for a revitalized community. But how does the City achieve these goals? What approaches and resources can be used in the short, medium, and long terms to create a strong, viable City?

The City recognizes that change necessarily will be incremental and gradual, and that revitalization efforts will require cooperation and coordination among all City departments, as well as City interface with County, State, and Federal agencies.

Short-Term Strategies and Programs

Compton will undertake the following strategies in the short term (five years) to implement land use policy.

Identify and Revitalize Pilot Project Areas: In order to demonstrate that revitalization efforts can work, the City will initiate pilot projects at a small scale for individual residential neighborhoods and focused commercial and/or industrial areas. For the residential neighborhoods, improvements will include:

- Repaving street surfaces, and repairing cracked sidewalks and curbs.
- Rehabilitating houses and apartments to meet building code requirements and to improve exterior appearances. The City will identify households and property owners qualified to participate in grant and loan programs, and will work to obtain funding assistance for those qualified. (The Housing Element expands on housing programs.).
- Removing graffiti and similar blighting influences.
- Planting street trees, and assisting residents with landscape maintenance.

- Providing street lighting fixtures which serve as crime deterrents.
- Establishing neighborhood watch and similar programs coordinated with the Police Department.
- Putting mechanisms and programs in place to maintain the conditions achieved through the revitalization efforts.

Funding for the residential pilot programs will include the City's Community Development Block Grant (CDBG), redevelopment tax increment, and State and Federal grants.

Pilot projects in commercial and industrial areas will require both public and private efforts. The City has the mechanism in place to facilitate localized revitalization efforts (redevelopment plans) and has succeeded in encouraging site-specific revitalization. Through the pilot program, however, the City will identify a block or a corridor commercial segment where more widespread results can be achieved. Improvements and strategies will include:

- Repaving street surfaces, and repairing cracked sidewalks and curbs.
- Replacing aging water and sewer lines with larger capacity, adequate systems.
- Relocating electric power lines from street frontages to alleys or underground.
- Providing adequate off-street parking facilities.
- Removing graffiti and similar blighting influences.
- Rehabilitating existing, functional structures, or redeveloping a block with a more comprehensive, cohesive development project.
- Attracting businesses which meet residents' shopping and service needs.

Enterprise Zone: To encourage private investment in communities with depressed or declining economies, the California legislature has established an enterprise zone

program. Enterprise zones offer special programs and incentives, such as tax credits and interest deductions, to assist an area's existing companies and to attract new businesses. Jurisdictions must qualify and compete for an enterprise zone designation. The State plans to designate seven new zones by the end of 1992.

Compton will apply for an enterprise zone designation for the 1992 cycle. If selected to participate, the Compton Redevelopment Agency will work closely with the enterprise zone executive director to combine efforts and resources to attract new business to the City.

Create Central Business District: Compton has no identifiable downtown. Government services are centrally located at the County complex/City Hall, but very few support uses - restaurants, shops, open space features, higher density residential developments - have been built around the government center. The location of a Blue Line passenger rail station and multi-modal transit center within walking distance of the government center create a unique opportunity to create a more diversified Central Business District, or CBD.

A successful CBD combines business activities with support services, and encourages pedestrian activity with attractive, safe sidewalks and passageways and shopping opportunities. Figure LU-7 identifies an approximate 12-block area, centered around the government complex, which could comprise a viable CBD for Compton. The land use policy map allows for a balanced mix of land uses within this delineated area. The City will prepare a specific plan to more clearly identify permitted uses and preferred development approaches. The plan will provide for safe pedestrian ways from the multi-modal center to key employment centers within the CBD.

Auto Plaza Site: The 1980s saw the emergence of the freeway-oriented auto mall as a new development and marketing approach for increasing car sales. In an effort to capture a subregional market share of car sales and the associated sales tax revenues, Compton facilitated development of the Compton Auto Plaza. However, a nationwide slump in auto sales, coupled with fierce competition from other nearby auto malls, prevented the



- Planning Area
- City Boundary
- Sphere of Influence

- OPPORTUNITY AREA
- PARKWAY BUFFER
- POTENTIAL SPECIFIC PLAN AREAS
- RICHLAND FARM NEIGHBORHOOD (See Policy 2.11 (g))

Figure LU-7
Opportunity Areas

Compton facility from being fully utilized despite the level of improvements provided and the site's prime location adjacent to the Artesia Freeway.

The site offers opportunities for regional-serving development. As indicated on the land use policy map, the City plans for commercial businesses on the site. However, a "highest and best use" determination lies outside of the scope of the General Plan. Thus, the City will complete an economic and market analysis by 1992 to define the best use. Recommendations will be implemented through the redevelopment plan applicable to the site.

Development Code: The land use designations shown on the land use policy map describe in general terms the land uses and maximum intensities and densities permitted within each of the categories. The City's development code contains more definitive use regulations and development standards. Table LU-2 shows the relationship between the General Plan land use categories and zone districts. This table will be used to implement land use policy by indicating how properties citywide should be zoned to be consistent with the land use policy map. The City will undertake systematic examination of zoning/General Plan relationships to determine which properties will need to be rezoned, and will accomplish the rezoning.

Specific Plan: The use of specific plans can greatly facilitate planning and development within special target areas. A Specific Plan Area designation will be utilized for those areas where a specific plan, as provided for by State Law and defined by the City's Development Code, has been adopted. Specific Plans may be prepared for any area in the City, but typically should be prepared for land with environmental constraints or unique land use concerns which require site particular land use and design control. Specific plans must be consistent with all elements of the General Plan.

Amendment to the Land Use Policy Map shall be required for projects which exceed the parameters of the existing land use designation for the property. The Specific Plan Area designation shall be applied to the Land Use Policy Map and be accompanied by an identifier that will correspond to the adopted Specific Plan. Specific Plans will contain the types

General Plan Land Use Designations

Zoning District

	Residential			Mixed Use		General Commercial	Industrial	Public/Quasi-Public	Parks/Open Space	Transportation
	Low Density	Medium Density	High Density	Medium and High Density/Commercial	Commercial/Office/Light Industrial					
Residential										
R-A	◆							◆	◆	
R-L	◆							◆	◆	
R-M		◆		◆				◆	◆	
R-H			◆					◆	◆	
Commercial										
C-L				◆		◆		◆	◆	
C-M						◆	◆	◆	◆	
C-O						◆			◆	
Industrial										
M-L						◆	◆	◆	◆	
M-H							◆	◆	◆	
New Zone Recommended				N	N				N	
No Zoning Required										●

- ◆ Zone Compatible with General Plan Designation
- ◆ Zone City May Find Compatible Under Certain Circumstances
- Zones That Are Not Compatible
- N New Zoning District Should Be Created
- No Zoning Required

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Compton General Plan

Table LU-2
General Plan/Zoning Relationship

and intensities of land uses, special standards, and other provisions as appropriate.

Areas within Compton to be considered for the development of Specific Plans (see Figure LU-7) include:

1. The Long Beach Boulevard corridor;
2. The Quarry Site;
3. The Airport;
4. Auto Plaza;
5. Central Business District (CBD);
6. Alondra Dump Site; and
7. All other areas that need special attention.

Medium-Term Strategies and Programs

The following programs and projects will be undertaken in the medium range (within 10 years) planning period.

Alameda Corridor: Compton is a member of the joint planning authority responsible for formulating and approving options for development of the Alameda Corridor. The corridor is to be converted to a limited access, dual purpose truck and rail freight travelway. The Circulation Element discusses the corridor in greater detail. The City will continue to be involved in selecting a development option which best serves Compton's interests.

With completion of the corridor, rail and truck traffic along the route will increase, creating additional noise concerns for land uses lying along the right-of-way. Of particular concern are residential structures. To mitigate future noise problems, the City will encourage development of a landscaped parkway buffer between the route and abutting residences. A sound wall may also be necessary to shield residences from train and truck traffic noise. The tier of units along Alameda Street may need to be removed to facilitate parkway development (Figure LU-4). Through streets may then be converted to

cul-de-sacs to create distinct neighborhoods along, but protected from, the corridor.

Eliminate Land Use Incompatibilities: Throughout Compton, isolated properties support land uses inconsistent with their zoning and/or the General Plan land use designations. Over the long term, the City will resolve these inconsistencies through redevelopment activity and ongoing enforcement of zoning regulations. However, in the Belle Vernon area (see Figure LU-7), land use inconsistency and incompatibility problems are widespread and require more focused efforts, particularly with respect to the residential uses existing amid heavy industrial activity.

The land use policy map provides for industrial uses, with a small commercial center, for the entire Belle Vernon area. Thus, nonconforming residential uses will need to relocate from the area. Due to the potential hazards facing residences living within Belle Vernon, the City will initiate programs to relocate residents and to recycle properties to permitted uses ahead of amortization schedules established by zoning regulations. Redevelopment authority will be the primary means used to implement this program.

Joint Use of School Sites: The Conservation/Open Space/Parks and Recreation Element identifies a deficiency in public park lands in Compton, with limited vacant properties and funding sources available to correct the deficiency. However, the land use policy map does show extensive public school district land holdings. School properties, particularly the playing fields and playgrounds, represent opportunities for joint use. In the medium range planning period, the City will work with the Compton Unified School District to reach a joint use agreement and to identify joint use sites and City properties covered by the agreement.

Mixed Use: Land use policy provides opportunities for Mixed Use developments on large, well-located properties. The intent of the designation is to encourage integrated, well designed projects compatible with their surrounding neighborhoods. The major properties planned for Mixed Use development include the drive-in theatre site on Rosecrans Boulevard and the clay mining operation between Rosecrans Boulevard and 135th Street.

Because the drive-in site abuts low density residential neighborhoods, Mixed Use will consist of commercial and residential uses. The clay mine site is more appropriate as a Mixed Use business park. For both of these sites, specific plans or similar detailed development plans will be prepared.

Long-Term Strategies and Programs

The following paragraphs describe ongoing programs and approaches the City will employ over the long term (20 years) to implement land use goals and policies.

Interface with Compton College: Compton College, located near the City's major industrial park along the Artesia Freeway, offers a potential resource to area businesses through its technical and other training and education programs. Redevelopment projects around the college could attract businesses which would employ students and graduates from programs offered by the college. The City and college will together develop a strategic plan which defines programs and businesses to be targeted and which identifies specific actions to be undertaken to implement the plan. The City's primary responsibility will be to accommodate land uses identified as necessary for plan implementation.

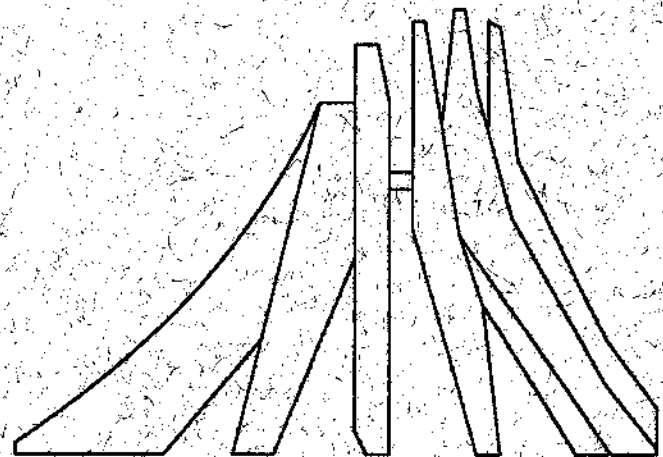
Redevelopment Efforts: In the past, Compton has had varied success with redevelopment plans to revitalize specific areas of the City. The planned adoption and implementation of a single redevelopment plan incorporating all commercial and industrial areas will enable the City to manage redevelopment programs more effectively. Redevelopment efforts will continue to play a major role in rehabilitating infrastructure, attracting new businesses to Compton, and providing aesthetic improvements within the City's business districts.

Zoning Ordinance and Code Enforcement: On a daily basis, City staff will be using the Development Code to review development proposals to ensure consistency with zoning requirements and, by relationship, General Plan policy. Code enforcement efforts will allow the City to identify blight and unsafe conditions and thus implement City revitalization goals. The City will continue to maintain a strong code enforcement program, allocating adequate personnel and resources to meet identified needs.

Annexations: The planning area covered by the General Plan land use policy map includes "islands" of unincorporated County lands, as well as unincorporated properties located west and north of Compton. In order to fully accomplish and sustain revitalization goals, the City should be better able to control land use on properties affecting its own residential neighborhoods and business districts. Compton will establish timetables for annexing lands within its sphere of influence which would benefit from and provide benefits to the City's revitalization efforts. In the interim, the City will cooperate with the County in County redevelopment programs.

HOUSING

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
HOUSING ELEMENT

December 3, 1991

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INTRODUCTION TO THE HOUSING ELEMENT

The Housing Element represents an official municipal response to a growing awareness of the need to provide housing for all economic segments of the community, as well as to legal requirements that housing policy be made a part of the planning process. The Compton Housing Element has been prepared in compliance with the 1989-1994 five-year update cycle for cities in the Southern California Association of Governments (SCAG) jurisdiction.

PURPOSE OF THE HOUSING ELEMENT

The Land Use Element addresses housing in a spatial context by indicating the location and densities of various housing types citywide. The Housing Element, however, is concerned with specifically identifying ways in which the City will meet the housing needs of Compton's resident population. This element outlines strategies and programs that focus on: 1) rehabilitating substandard housing; 2) conserving the current housing stock; 3) providing opportunities for home ownership; and 4) maintaining the current level of affordable housing.

Housing issues in Compton include the following:

- Compton is an older, built-out community with virtually no vacant land available for new residential development.
- Past land use policies and practices have created land use compatibility problems, with industrial activities encroaching into residential neighborhoods.
- More than 80 percent of the City's housing stock is over 30 years old, meaning that rehabilitation and maintenance efforts will need to be stepped up to preserve existing housing stock.

- Compton contains a significant number of substandard and/or declining dwelling units, particularly among rental properties with absentee landlords.
- A significant proportion of the City's households are lower income, over half of which spend greater than 30 percent of their income on rent or mortgage costs.
- The 1990 census identifies approximately 35 percent of the City's housing stock as overcrowded. City officials believe unit overcrowding increased during the 1980s primarily as a result of substantial immigration of large-family households, with no significant increase in the housing stock.
- Special needs groups in the City--large families, female-headed households, the elderly, disabled persons, and the homeless--face increasing difficulties in locating decent, affordable, safe housing.

The Housing Element establishes goals, policies, and implementation programs to address these housing issues. The focus of housing policy and programs is to rehabilitate the existing housing stock and to renovate neighborhoods. The efforts will be aimed toward stopping the physical decline of the residential neighborhoods through housing rehabilitation programs, infrastructure improvement projects, crime prevention, and community awareness. The other General Plan elements address goals and policies which support neighborhood revitalization objectives.

SCOPE AND CONTENT OF ELEMENT

The Housing Element consists of two components which together meet the requirements of applicable State statutes--this element and the Housing Technical Appendix. The Technical Appendix, bound under a separate cover, contains the background demographic and housing statistics which provide the foundation for housing policy direction. This element focuses on housing policy and the programs Compton will undertake in pursuit of housing goals. These goals and policies are clearly defined in the Goals and Policies section which follows.

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 with regard to the preparation of housing elements are:

- Recognition by local governments of their responsibility in contributing to the attainment of State housing goals;
- Preparation and implementation of City and County housing element which coordinate with State and Federal efforts in achieving State housing goals;
- Participation by local jurisdictions in efforts required to attain State housing goals; and
- Cooperation between local governments to address regional housing needs.

The State Department of Housing and Community Development sets forth specifics regarding the scope and content of housing elements prepared by cities and counties. Table H-1 summarizes State Housing Element requirements and identifies the applicable sections of the Compton Housing Element and Technical Report where these requirements are addressed.

RELATED PLANS AND PROGRAMS

The provision of housing is a regional issue, and regional government agencies at the County, State, and Federal levels have developed housing policies and programs which affect Compton. The following paragraphs describe these related planning efforts.

SCAG Programs: Most significantly, SCAG has prepared two policy documents which influence the City's housing policy formulation--the 1988 *Regional Housing Needs Assessment* (RHNA) and the 1989 *Growth Management Plan*. The RHNA outlines anticipated housing needs for all cities in the six-county SCAG region. The RHNA and its relationship to

**TABLE H-1
STATE HOUSING ELEMENT REQUIREMENTS**

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
<p>A. <u>Housing Needs Assessment</u></p> <ol style="list-style-type: none"> 1. Analysis of population trends in Compton in relation to regional trends 2. Projection and quantification of Compton's existing and projected housing needs for all income groups 3. Analysis and documentation of Compton's housing characteristics including the following: <ol style="list-style-type: none"> a. level of housing cost compared to ability to pay; b. overcrowding; c. housing stock condition. 4. An inventory of land suitable for residential development including vacant sites and sites having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites 5. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income groups 	<p>Housing Technical Appendix - Demographic Trends</p> <p>Housing Technical Appendix - Household Characteristics</p> <p>Housing Technical Appendix - Household Characteristics</p> <p>Housing Technical Appendix - Characteristics</p> <p>Housing Technical Appendix - Characteristics</p> <p>Housing Technical Appendix - Housing Unit Characteristics</p> <p>Housing Element - Housing Issues</p> <p>Housing Technical Appendix - Housing Constraints</p>

TABLE H-1
STATE HOUSING ELEMENT REQUIREMENTS
(Continued)

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
6. Analysis of existing and potential nongovernmental and market constraints upon maintenance, improvement, and/or development of housing for all income levels	Housing Technical Appendix - Housing Constraints
7. Analysis of special housing needs; handicapped, elderly, large families, female-headed households, and homeless	Housing Technical Appendix - Household Characteristics
8. Analysis of opportunities for energy conservation with respect to residential development	Housing Technical Appendix - Housing Constraints
B. <u>Goals and Policies</u>	
1. Identification of Compton's community goals relative to maintenance, improvement, and development of housing	Housing Element - Goals and Policies
2. Quantified objectives and policies relative to the maintenance, improvement, and development of housing in Compton	Housing Element - Housing Plan
C. <u>Implementation Program</u>	
An implementation program should do the following:	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	Housing Element - Housing Plan

TABLE H-1
STATE HOUSING ELEMENT REQUIREMENTS
 (Continued)

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
2. Assist in the development of adequate housing to meet the needs of low- and moderate-income households	Housing Element - Housing Plan
3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Compton	Housing Element - Housing Plan
4. Conserve and improve the condition of the existing affordable housing stock in Compton	Housing Element - Housing Plan
5. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color	Housing Element - Housing Plan

Compton housing policy are discussed in the section of this element titled "Housing Issues".

The *Growth Management Plan* represents SCAG's efforts to better balance the housing and jobs distribution throughout the SCAG region and thus reduce traffic congestion and air pollutant emissions. In the plan, Compton is identified as lying within the Central Los Angeles subregion. This subregion is "jobs rich," meaning that the subregion provides jobs for persons living within and outside of its boundaries. People commute into the subregion, which may be considered an employment center, rather than a "bedroom community," as are many cities in western Riverside and San Bernardino counties. Cities within "jobs rich" subregions are encouraged to increase housing opportunities.

State Programs: As described above, the State Department of Housing and Community Development (HCD) oversees jurisdictions' efforts to comply with State housing law. HCD also administers programs which support construction and rehabilitation of housing for low and moderate income households; which provide rental assistance; and the like.

Federal Programs: The U.S. Department of Housing and Urban Development (HUD) sponsors many programs to assist lower income housing development. The Community Development Block Grant (CDBG) program provides direct grants to Compton and gives the City latitude in expenditure of funds. Loan and grant programs, such as the Section 202 program, are available to private organizations wishing to construct housing for low and moderate income and elderly households. New programs made available under the 1990 National Housing Affordability Act include HOPE and HOME. Information about the various HUD programs can be obtained from the local HUD field office.

In 1991, federal legislation became effective requiring "entitlement" jurisdictions to prepare a five-year Comprehensive Housing Affordability Strategy (CHAS). The Compton CHAS defines the City's approach and priorities for meeting the housing needs of very low and low income households. The CHAS focuses on these income categories and other special needs groups (for example, the elderly and the homeless) since federal grants and subsidies are aimed toward these groups.

CITIZEN PARTICIPATION

Compton has conducted various public outreach programs to involve citizens and citizen groups in Housing Element preparation. During the initial data-gathering phase of the update program, community meetings were held to solicit comments regarding housing needs and concerns. Once a draft element was prepared, additional public meetings occurred as part of the "Visioning for Compton 2010" goal and policy refinement process. All members of the public were invited to attend the Vision 2010 community workshops. The meetings were advertised in local papers, notices were posted in the library and other public places, ads aired on the local cable television station, and the City sent notices to churches and other large community groups. Public review of proposed housing policy also took place in conjunction with the federal CHAS 60-day public review period (fall of 1991). Finally, both the Planning Commission and City Council will conduct formal public hearings prior to adoption of the Housing Element.

HOUSING ISSUES

This section of the Housing Element identifies Compton's housing needs using definitions contained in State housing law. Much of this material has been summarized from the Housing Element Technical Report.

SUMMARY OF HOUSING NEEDS

Several factors will influence the degree of demand, or "need," for new housing in Compton in coming years. The four major "needs" categories considered in this element include:

- Housing needs resulting from population growth, both in the City and the surrounding region;
- Housing needs resulting from the deterioration or demolition of existing units;
- Housing needs that result when households are paying more than they can afford for housing; and
- Housing needs of "special needs groups" such as the elderly, large families, female-headed households, households with a disabled person, and the homeless.

Population Growth

The 1990 population of Compton is reported by the U.S. Census to be 90,454, ranking it 15th among the 85 cities in Los Angeles County. However, based on evidence of unit overcrowding and illegal garage conversions, the actual count of persons in the City may likely be higher.

Estimates of population growth can be made using a variety of methods. To estimate the City's population at build-out, (assuming that build-out means less than 100 percent of the maximum possible number of dwelling units permitted under

land use policy),¹ the number of permitted units can be multiplied by the average household size reported by the 1990 U.S. Census. This method yields a build-out population in the City of 112,445 persons, assuming 28,906 total dwelling units and an average household size of 3.89 people.

Similar to many central Los Angeles jurisdictions, Compton has virtually no vacant land available for future residential development. Thus, housing growth will result primarily from Redevelopment Agency involvement providing housing, from recycling of lower density residential uses in neighborhoods zoned for higher densities, and from very limited infill development.

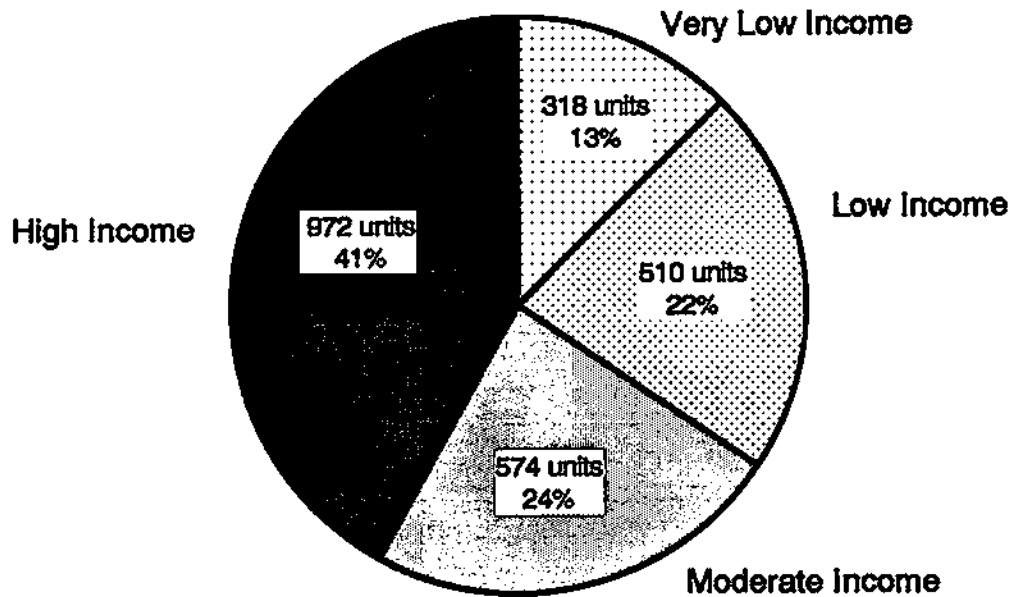
Between 1980 and 1990, Compton's population increased 11.3 percent even though the City did not increase in size or experience significant growth in the housing stock (only 3.5 percent). The increase was due to changing demographics. Between 1980 and 1990, the City's Afro-American population dropped 20 percent while the Hispanic population increased by 125 percent. If this trend continues, Compton will see its population rise even if relatively little new housing construction occurs.

Regional Housing Needs

As described under "Related Plans and Programs," SCAG is responsible for defining regional housing needs by income category and assigning each jurisdiction its "fair share" allocation. The 1988 SCAG RHNA (Southern California Association of Governments, Regional Housing Need Assessment) proposes that Compton provide a total of 2,374 new housing units in the 1989-1994 planning period. These units would be distributed by income category as illustrated in Figure H-1.

¹Maximum possible buildout assumes that all residential lots are developed to the maximum intensity allowed under land use policy. In Compton, this scenario is not considered a credible build out scenario since most residential lots are already developed, many at densities below the maximum permitted densities, and the City does not expect all lots will be redeveloped.

Figure H-1
1988 RHNA Compton



The City asserts that these figures do not reflect actual conditions in Compton and run counter to the City's primary housing goal of upgrading its existing housing stock to revitalize declining neighborhoods. Compton did not take the opportunity to examine and readjust the RHNA numbers during SCAG's review period in 1988. However, through this Housing Element update, the City shows that limited land resources prevent construction of the quantity of new housing SCAG indicates is needed, and that provision of additional low and very low income housing will exacerbate problems associated with the current concentration of low cost housing.

Section 65584(a) of the Government Code states that regional housing needs distributions "shall seek to avoid further impaction of localities with relatively high proportions of lower income households." Compton is considered a "negative fair share" jurisdiction, meaning that the City currently provides more housing for very low and low income households than do other jurisdictions in the region. Thus, the RHNA assignment of 318 new, very low income units and 510 low income dwellings would add further to a disproportionately large concentration of housing units in Compton for economically disadvantaged households.

As indicated in the Housing Element Technical Report, 52 percent of Compton's households are categorized as very low or low income, compared to 42 percent in Los Angeles County as a whole. These groups may be attracted to Compton due to the abundance of low cost housing. The City recognizes the importance of providing affordable housing and will maintain existing affordable units. This element indicates the City's plans to preserve "affordable" units. (Refer to the programs discussion in the "Housing Plan" section of this element.) However, Compton can not augment the supply of low cost housing without contravening State law goals which favor the dispersal of such units throughout the region and without over-straining already overburdened infrastructure.

The RHNA numbers also do not recognize that Compton is a built-out city with very little land available for new housing development. The City anticipates lot consolidation and recycling will create new housing opportunities. However, such efforts will largely be privately initiated. The City's primary housing goal is to preserve and rehabilitate the extensive single-family housing stock and thus prevent the further decline of formerly stable neighborhoods. This strategy is intended to increase home ownership opportunities and improve the housing stock for all income groups.

In addition to land limitations, the City's infrastructure also limits the amount of new housing which can be constructed. The aging sewer and water mains serving single-family neighborhoods are sized to accommodate existing low density development. Recycling to higher densities will require reconstruction of these critical infrastructure components. Also, the street system suffers from lack of maintenance due to limited available funds for street repair. Additional housing units will strain all infrastructure systems and contribute to further decline in neighborhood vitality. Thus, the City chooses to first deal with existing problems and upgrade the existing housing stock before creating opportunities for new development.

Substandard Units

Compton developed as a residential community early in this century. Consequently, many of the housing units are quite old, and over 80 percent of the units are more than 30 years old. This fact is important because 30 years serves as a standard for the initial life of a house. After 30 years, most units require major rehabilitation (e.g. a new roof, some re-plumbing) to maintain appearance and proper function. The age of Compton's housing stock points toward an ongoing need to rehabilitate units Citywide.

The City's 1988 Housing Assistance Plan (HAP) identifies the number of housing units in Compton in substandard condition. The 1988 HAP reports 36 percent, or 4,045 dwelling units as substandard. Of this total, roughly half are renter-occupied units, and 1,997 of the units are occupied by lower income households. Although dilapidated units can be found citywide, high concentrations exist in certain neighborhoods, like Santa Fe Gardens, Park Village, and Pear Street.

Data extrapolated from the 1988 HAP shows that 1,089 units are in need of replacement rather than rehabilitation. City programs can provide grants and loans for home improvements, but funding is scarcer for major reconstruction or replacement. Thus, efforts to rehabilitate substandard units before they deteriorate completely can prove effective in maintaining the existing housing stock, which in Compton represents a significant resource.

Affordability

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

The SCAG RHNA identifies housing overpayment for the City's lower income households based on data from the 1980 census. (Lower income households are defined as households

whose total gross income is less than 80 percent of the County median.) According to the RHNA, an estimated 43 percent of Compton's lower income households paid more than 30 percent of their income on rent or mortgage payments as of January 1, 1988. If the 1988 percentages are applied to 1990 Census household counts, the number of lower income renters overpaying for housing can be estimated at 7,659. As estimated 18 percent of homeowners (2,026 households) are overpaying.

The distinction between renter and owner housing overpayment is important because, while homeowners may overextend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. The discrepancy between renter and owner households cited above is largely reflective of the tendency of renter households to have lower incomes than owner households.

Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances. In Compton, these "special needs" households include the elderly, disabled persons, large families, female-headed households, and the homeless.

Elderly: The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. Approximately 4.7 percent of the City's householders in 1980 were elderly 65 years of age or older. Applying this proportion to the City's households in 1990 equates to an estimated 4,287 elderly households in Compton. The proportion of elderly can be expected to increase as those persons between the age of 35 and 64 grow older. Escalating housing costs, particularly in the rental market, severely impact housing affordability for the elderly, who are usually on fixed incomes.

The City currently is working with three non-profit groups to build a 75-unit, Section 202 apartment complex for low and very low income elderly residents.

Disabled Persons: Physical handicaps can hinder access to housing units of traditional design, as well as potentially limit a person's ability to earn adequate income. Compton's HAP estimates that a total of 2,841 City residents have work and/or transportation disabilities. Special housing needs of disabled individuals include accessibility for wheelchairs, railings, ramps, and special construction for interior living spaces. The Housing Element sets forth policies to encourage the development of housing more accessible to disabled persons. Such housing also meets the need of some elderly residents.

Large Families: Large families (five or more persons) are identified as a group with special housing needs due to the limited availability of adequately sized, affordable housing units. Large families sometimes have lower levels of discretionary income and thus rent more affordable, yet overcrowded, smaller dwelling units. This overcrowding in turn accelerates unit deterioration. In 1990, an estimated 20 percent, or 4,948 of Compton's households were comprised of large families. Of this total, 1,267 of the households were defined as lower income. The high percentage of large families indicates a real need for spacious, affordable housing.

Female-Headed Households: Female-headed households tend to have lower incomes, thus limiting housing availability for this group. In 1990, an estimated 28 percent of Compton's households were headed by a woman. About 74 percent of the City's female-headed households have dependent children under 18 years of age. Thus, providing housing opportunities for female-headed households relates both to housing affordability and services for the care of children. Two transitional shelters for women and women with children currently exist in the City.

To address the housing affordability needs of female-headed households, the Housing Element proposes the expansion of existing affordability programs, and sets forth new programs, such as shared equity, to increase the supply of affordable units in Compton.

Farmworkers: The special housing needs of many farmworkers stem from their low wages and the seasonal nature of their employment. Those persons working in the farm industry accounted for 0.6 percent of the City's total 1990 population. The demand for housing generated by farmworkers in the City is considered to be nominal and can

be adequately addressed by overall housing affordability programs.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homeless include the general lack of housing affordable to low and moderate income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill.

According to Compton's Comprehensive Homeless Assistance Plan, homelessness has become an increasingly acute problem among families with children, the mentally ill, substance abusers, and people without employable skills. The number of homeless persons and families in the City is difficult to determine due to the transient nature of the homeless, but the Salvation Army estimates a population of 100. According to the Salvation Army, alcoholism and drug abuse are chronic problems among these homeless, with an estimated 60 percent of the population classified as alcoholics and 20 percent as serious drug abusers.

To address emergency shelter and support services for the homeless, two HUD-sponsored shelters have been established in Compton--the House of the Redeemed and the Compton Welfare Rights Organization. Both shelters serve persons in Compton and from surrounding communities. The House of the Redeemed assists single women and women with children by providing overnight shelter, job referral, and psychological and drug counseling. Stays of up to 90 days are permitted. The second facility also serves women and women with children, providing stays up to 60 days. Since opening, both shelters have been operating at capacity. A third shelter has been proposed. The Salvation Army also meets the homeless's needs with meal service and transportation to an emergency shelter located in the nearby community of Bell.

The Housing Element calls for the City to coordinate with local social service providers, especially the Salvation Army and County Department of Public Social Services, to address the needs of the area's homeless population. In particular, programs call for a shelter to meet the needs of homeless men. The element also establishes a program to identify zones for emergency and transitional housing and to amend

the zoning ordinance to better address the demand for transitional housing.

Units at Risk

This section analyzes the potential threat to housing affordability that is presented by the expiration of government rent restrictions and rent subsidies.

During the 1960s and 1970s, and continuing through the 1980s, many government-assisted housing developments were constructed in Compton. These projects were built both by non-profit and for-profit developers using Federal subsidies and low-interest loans obtained through the Department of Housing and Urban Development (HUD). The HUD programs providing assistance include Section 236, Section 221, Section 202, and Section 8. Also, the State and County governments have provided similar assistance through bond programs and other financing strategies.

In return for receiving a loan or subsidy, the property owner usually signed an agreement with HUD (or other responsible government agency) requiring the owner to ensure the units would remain affordable for a specified period of time. HUD assistance typically required a 40-year affordability period. However, to stimulate investment and use of its programs, HUD often provided clauses in the agreements which allow the owner to terminate the contract and pre-pay the loan prior to its maturity date. Typically, the pre-payment option occurs 20 years after loan issuance. If a property owner opts to pre-pay, the housing units can be converted to market rate units, thereby displacing tenants who may not be able to afford non-restricted housing. Conversion of these units to market rates can also deplete the supply affordable housing in the City.

The Housing Plan section of this element contains a discussion of programs aimed at preserving these units as affordable to the City's lower income population. Together, these two section are intended to satisfy the requirements of California Government Code Section 65583, which requires both an evaluation of low income units subject to conversion to market rate housing between 1989 and 1999 and proposals to preserve or replace those units. This analysis covers only units which are covered by at least one restriction that is

subject to possible expiration within the next 10 years. Units with expiration dates beyond this time frame will be analyzed in subsequent Housing Element updates. Many of the units covered in this analysis are subject to more than one type and source of restriction. For such units, this analysis covers only the loss that is expected within the 10 year time frame.

Similarly, rental properties which provide affordable housing under HUD's Section 8 certificate program are subject to contract sunset clauses which allow a property owner to discontinue participation in the program and convert the units to market rate housing. Section 8 contracts generally run five years so that every five years affordable units in this program face possible conversion.

The following discussion inventories all restricted units potentially at risk of converting to non-low income housing before 2001. By law, this inventory must include all multi-family units which are currently rent restricted under federal, state and/or local programs, including HUD programs, State and local bond programs, redevelopment programs, and local in-lieu fee, inclusionary, density bonus, or direct assistance programs. Expiration of rent restrictions may result from loan amortization or prepayment, termination of subsidy contracts or expiring use restrictions. There are no housing units in Compton that are subject to state or local rent restrictions due to expire prior to 2001.

The list identifies several HUD Section 8 projects for which renewal contracts will be up for review. Many of the developments with Section 8 contracts also have applicable restrictions established by Section 236 loans (see notes in Table H-2). If an owner chooses not to renew a Section 8 contract, the tenants living in the Section 8 assisted units (units with rent subsidies) will be required to pay higher rents regulated by the underlying FHA-insured mortgage. Such rents will be lower than market rate rents but in many cases higher than the subsidized rents.

TABLE H-2
CITY OF COMPTON
HOUSING UNITS AT RISK

Project Name, Address	Owner	Ownership Type	Type(s) of Project Based Government Assistance	Type/Length of Affordability Controls (Including Section 8)	Earliest Potential Conversion Date(s)	# of Units	Tenant Type (ie. elderly, family)	Bedroom Mix	Date Built (if known)	Reported Condition
St. Timothy's Tower 425 S. Oleander Av. Compton 90220	St. Timothy's Episcopal 312 S. Oleander Av. Compton 90220	Nonprofit	Section 236 (J)(L) Section 8 Contract	40-year mortgage	April 26, 2012 June 29, 1991	114 68	114 elderly 68 elderly	mixed	--	good
St. Timothy's Manor 415 S. Oleander Av. Compton 90220	St. Timothy's Episcopal 312 S. Oleander Av. Compton 90220	Nonprofit	Section 202 Section 8 Section 8	40-year mortgage	April 1, 2004 June 29, 1991 Sept. 24, 1992 (+5)	21 17 4	21 elderly 17 elderly 4 elderly	21 one- bedroom	approx. 1964	good
New Wilmington Area 700 W. Laurel St. Compton 90221	Goldrich & Keat 5150 Overland Av. Culver City 90230	For profit	Section 236 (J)(1)	40-year mortgage with 20-year prepayment option	May 23, 1994	164	Family	9 one- bedroom 27 two- bedroom 116 three- bedroom 12 four- bedroom		fair

HOUSING ELEMENT
DECEMBER 3, 1991

COMPTON
GENERAL PLAN

**TABLE H-2
CITY OF COMPTON
HOUSING UNITS AT RISK
(continued)**

Project Name, Address	Owner	Ownership Type	Type(s) of Project Based Government Assistance	Type/Length of Affordability Controls (including Section 8)	Earliest Potential Conversion Date(s)	# of Units	Tenant Type (ie. elderly, family)	Bedroom Mix	Date Built (if known)	Reported Condition
New Wilmington Arms (continued)			Section 8		Apr. 28, 1993	164		9 one- bedroom 27 two- bedroom 116 three- bedroom 12 four- bedroom		
39 Santa Fe Apts. 1912-2010 Santa Fe Ave. Compton 90058	Santa Fe Apartment Corp. c/o National Housing Ministry 415 E. Harvard St. Glendale, CA 91205	Nonprofit	Section 236 (J)(1) Section 8	40 year mortgage	Nov. 25, 2014 June 10, 1993	57 22	Family	1 - 0 33 one- bedroom 23 two- bedroom		fair

Source: 1991 Compton Comprehensive Housing Assistance Strategy

Note: Rent restricted buildings that are not included in this inventory because their rent restrictions are not subject to termination before 1999 include:
Keith Village (Century Freeway Housing), Compton Manor (Century Freeway Housing), Douglas Park Apartments (HUD Section 8, 221), and Rosecrans Manor (HUD
Section 8, 202).

**COMPTON
GENERAL PLAN**

**HOUSING ELEMENT
DECEMBER 3, 1991**

Buildings in Compton that are at risk of conversion during the next 10 years are shown in Table H-2. Not all of the restrictions listed in Table H-2 are subject to expiration in the next 10 years because many of the buildings are subject to multiple restrictions, not all of which will expire prior to 2001.

Saint Timothy's Tower, a 114-unit building housing elderly persons, has 68 units with Section 8 contracts that expire on June 29, 1991 and an additional 44 units with Section 8 contracts due to expire on 1993. The latter 44 contracts may be renewed for an additional five years upon their expiration. Saint Timothy's Tower is also restricted by a Section 236 Loan that is not eligible for pre-payment and that will amortize in the year 2012.

Saint Timothy's Manor, a 21-unit, all elderly building has 17 units with Section 8 contracts expiring in June 1991 and an additional four units with Section 8 contracts expiring in 1992. The second set of Section 8 contracts have a five-year renewal option. Saint Timothy's Manor is also secured with a Section 202 mortgage that does not have a prepayment option and that is due to expire in 2004.

New Wilmington Arms has Section 8 contracts for all of its 164 units. These Section 8 contracts are scheduled to expire on April 28, 1994. New Wilmington Arms is also subject to a 40-year Section 236 loan eligible for 20-year prepayment on May 23, 1994.

Santa Fe Apartments has 22 Section 8 contracts scheduled to expire on June 10, 1993 with a five-year renewal option. The building is also secured by a 40-year Section 236 loan that will amortize on November 25, 2014.

Conversion Potential: Most of the housing units in Compton that are at risk of losing rent restrictions over the next 10 years are subject to both loan restrictions and Section 8 contracts and are only at risk of losing Section 8 contract subsidies. Although it is anticipated that funding will be available for owners wishing to enter into new Section 8 contracts as theirs expire, owners will have the option of giving up the subsidy at that time. It is unlikely that owners of buildings that are otherwise restricted through HUD loan restrictions would chose not to re-enter into Section 8 contracts because in those situations Section 8 contracts would

not increase restrictions and would provide owners with an additional subsidy.

Despite lack of short-term incentives to chose not to renew Section 8 contracts, owners participating in both Section 8 and loan programs might chose not to renew Section 8 contracts in anticipation of the expiration or prepayment of the HUD loan and plans to discontinue use of the building for low income renters. Nevertheless, there is limited incentive to pursue such a strategy in Compton because a relatively weak rental market limits the amount that owners could receive absent rent restrictions. Additionally, there is not a strong enough demand for land in Compton to warrant converting the building or land to nonresidential uses.

Some of the Section 8 contracts due to expire contain renewal clauses, while others do not. Owners of properties with renewal clauses will have a definite right to renew those contracts upon expiration. It is anticipated that those contracts without renewal provisions will be renewable upon expiration as well. Therefore, for the purpose of this analysis, it is assumed that all owners of properties subject to Section 8 contracts will have the option of renewing those contracts.

Five-Year Analysis: The following discusses the conversion potential of units that are at risk of converting over before 1996.

Saint Timothy's Tower is owned by Saint Timothy's Episcopal Church in Compton. A manager of Saint Timothy's Tower who was contacted for this analysis indicated that the church plans to continue the current use of the building. He also said that the church had either renewed, or was planning to renew, all of its Section 8 contracts. The Section 236 loan on this property is not subject to termination until 2012. Units in this building therefore have a very low potential to convert prior to 2001.

Saint Timothy's Manor is also owned by Saint Timothy's Episcopal Church. The Manor has renewed the Section 8 contracts that expired on June 29, 1991 and plans to renew the four Section 8 contracts that will expire on September 24, 1992. The mortgage is not subject to termination until 2004, and the manager indicated that the owners planned to continue the present use of the building. The units in Saint

Timothy's Manor therefore also have a very low potential to convert.

New Wilmington Arms is owned by a for-profit entity, Goldrich and Krest. A representative of Goldrich and Krest indicated that the firm plans to continue ownership and use of the building as low income housing. She also indicated that extensions on the Section 8 contracts on the building have been requested, and that Goldrich and Krest does not plan to prepay the Section 236 loan when it is eligible for prepayment in 1994. Consequently, this building is also deemed to have a very low potential to convert. New Wilmington Arms is, however, the only assisted building in Compton where prepayment within the next 10 years is possible.

Santa Fe Apartments is owned by Santa Fe Apartment Corporation, an affiliate of National Housing Ministry, a nonprofit group which manages the building. A representative of National Housing Ministry indicated that the Ministry hopes to renew the Section 8 contracts due to expire in 1993 and plans to continue use of the building as low income housing. This building is considered to have a very low risk of conversion.

Ten-Year Analysis: There are no restricted buildings in Compton that are at risk of loan termination or prepayment before 2001. Buildings subject to potential loss of Section 8 contracts in that timeframe are all also subject to loss of those contracts prior to 1996.

Cost Analysis: The following discussion examines both the cost of preserving the units at risk and the cost of producing new rental housing comparable in size and rent levels to replace the units which could convert. The discussion also includes a comparison of these respective costs.

As discussed above, conversion of units covered by Section 8 contracts as well as loan rent restrictions is very unlikely. This is because by converting these buildings, owners would forego a direct HUD subsidy. Under the Section 8 program, HUD pays owners the difference between what tenants can pay (estimated at 30 percent of household income) and what HUD estimates to be Fair Market Rent on the unit. These units are at low risk of converting because the subsidy is of significant benefit to the owners and because there is little to

be gained by losing the subsidy, since the units are otherwise restricted.

It is not possible to arrive at an exact figure of costs involved in replacing the Section 8 subsidies without knowing how much of a subsidy is provided on each unit. Such a survey was deemed unnecessary for the purpose of this analysis.

New Wilmington Arms is the only assisted building at risk of converting through prepayment prior to 1996. Prepayment on this building is unlikely. The owners have requested extensions on the Section 8 contracts on all units in the building. Additionally, as discussed above, there is very little market pressure to convert to non-low income housing uses. Nevertheless, the building is technically at risk of conversion through prepayment.

If Wilmington Arms were to convert, 164 units of assisted low income housing would be lost. Nine of those units would be one-bedroom units, 27 two-bedroom units, 116 three-bedroom units, and 12 four-bedroom units. Discussions with nonprofit housing developers in the Los Angeles area indicate that the per unit cost of constructing new units, including land is roughly \$100,000 for new one-bedroom units, \$140,000 for two-bedroom units, \$150,000 for three-bedroom units and \$160,000 for four-bedroom units. Applying these estimates to the number of units and bedroom mix of the Wilmington Arms yields an estimate of \$24 million to replace all of the units in Wilmington Arms that could be lost through prepayment.

Not all of the above costs would have to be upfront costs. Monthly rents would support financing. Assuming that rents would equal the maximum monthly rent for low income households of \$840 month, then deducting \$250 per month from this for maintenance, yields \$590 per unit per month that could be used to amortize a loan on the property. This amount would be sufficient to amortize a 30-year loan at an interest rate of 10 percent of a principal amount of \$67,000. If each unit supported an average of \$67,000 of financing, an \$11 million loan could possibly be obtained on the property. This would still leave \$13 million that would need to be paid up front or through alternative financing.

The costs of preserving units include purchase costs and rehabilitation costs. Older buildings may additionally be more

costly to maintain. However, because this analysis is intended only to provide rough estimates of preserving and acquiring units at risk, differences in maintenance costs were not taken into account.

City staff estimated that market value for New Wilmington Arms would be in the range of \$35,000 to \$45,000 per unit. Because the building is reported to be in only fair condition, a \$20,000 per unit rehabilitation cost was also assumed. Calculated together, these estimates yield a total cost of preservation as approximately \$9.1 to \$10.7 million.

Under LIHPRHA, HUD will provide mortgage loan insurance on acquisition loans for up to 95 percent of the equity for priority purchases. Assuming purchasers of New Wilmington Arms secure a 95 percent loan, they will then have a down payment of between of between \$288,000 ($\$35,000 \times 165 \times .05$) and \$271,000 ($\$45,000 \times 165 \times .05$) and rehabilitation costs totalling as high as \$3,300,000. Together, these two costs total roughly \$3.6 million.²

Comparing the replacement cost estimate of \$13 million with the preservation cost estimate of \$3.6 million reveals that although both options are very expensive, preservation of the existing building is a much less expensive option.

HOUSING CONSTRAINTS

Market constraints, as well as constraints posed by governmental and environmental regulations and infrastructure costs, strongly affect the type and rate of new housing construction.

Market Constraints

High construction costs, labor costs, land costs, and market financing constraints all contribute to a decrease in the availability of affordable housing.

²This analysis assumes that HUD Section 8 subsidies combined with rental income will defray monthly mortgage maintenance costs.

Construction Costs: The single largest cost associated with new home construction is the cost of building materials. Materials comprise between 40 and 50 percent of the sales price of a dwelling. Overall construction costs rose over 30 percent during the 1980s, with the rising costs of energy a significant contributor. Construction costs for wood frame, single-family construction of average to good quality range from \$40 to \$55 per square foot; custom homes and units with extra amenities running somewhat higher. Costs for wood frame, multi-family construction average around \$42 per square foot, exclusive of parking.

A reduction in amenities and quality of building materials could result in lower sales prices. Additionally, pre-fabricated, factory-built housing may provide for lower priced housing by reducing construction and labor costs. An additional factor affecting construction costs is the number of units built simultaneously. As the number of units developed increases, per unit construction costs for the entire development are generally reduced due to economies of scale. This cost reduction is particularly significant when density bonuses are used to provide affordable housing.

Land: In Compton, vacant land is a scarce resource. According to local realtors, residential land in the City is valued at \$8 to \$10 per square foot on parcels zoned for single-family development, \$10 to \$13 per square foot for medium density multi-family properties, and \$11 to \$15 per square foot for parcels with high density multi-family zoning. These land costs are significantly below that commanded in much of metropolitan Los Angeles.

Financing: Although interest rates have fallen more than 10 points off the near 20 percent high of the early 1980s, they still have a substantial impact on housing costs for renters, purchasers and developers. Mortgage financing can be obtained at a variable rate, which offers an initial lower interest rate than fixed financing. The ability of lending institutions to raise rates to adjust for inflation, however, causes many existing households to overextend themselves financially. An additional obstacle for the first-time homebuyer continues to be the 10 to 20 percent downpayment required by lending institutions.

Interest rates are determined by national policies and economic conditions, and there is little that local governments

can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements.

Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose the number, amount, and location (by census tract) of mortgage and rehabilitation loans originated or purchased. Annual HMDA reports for Security Pacific Bank (the only institution with available HMDA reports) were reviewed to evaluate whether residential financing is generally available in Compton's lowest income census tracts, consisting of tracts 5411, 5413, 5416.01, 5416.02, 5421.01, 5421.02, 5422, 5425, 5427, and 5432. (For purposes of this analysis, census tracts which had a 1980 median income below \$11,000 were considered.) HMDA reports for the years 1986 to 1989 indicated modest mortgage loan activity, with a total of 28 home purchase loans and 40 home improvement loans approved by Security Pacific. This level of loan activity may be a reflection of the nominal amount of new residential development, rather than the availability of financing. The home improvement loan activity indicates some efforts to upgrade existing units.

The City expects that new federal and state programs will increase access to financing. Federal programs include HOPE II (Home Ownership for Multi-Family Units) and HOPE III, which provides grants for several activities intended to encourage home ownership. Additional funding sources are discussed in the "Housing Plan" section of this element.

Governmental Constraints

Housing affordability is affected by both private and public sector factors. City actions in the form of land use controls, site improvement requirements, building codes, and fees which are intended to improve the overall quality of housing may also constrain housing development.

Land Use Controls: Government agencies may place administrative constraints on growth through the adoption and implementation of land use plans and ordinances. The General Plan may restrict growth if only limited areas are set aside for residential land uses and if higher residential

densities are not accommodated. The zoning ordinance may impose further restrictions if development standards are too rigid, or if zoning designations do not conform to existing land uses.

In Compton, land use policy accommodates residential growth. Maximum allowable densities are as follows:

- R-L (Low Density Residential) - up to eight units per acre;
- R-M (Medium Density Residential - up to 17 units per acre; and
- R-H (High Density Residential) - up to 34 units per acre.

The zoning code does not have specific requirements for minimum usable open space; only yard setback provisions govern the amount of open space required. However, parking regulations do require 1.5 enclosed parking spaces per unit for multi-family developments. Reduction of the City's parking requirements is not appropriate due to the shortage of street parking.

Zoning regulations allow two single-family residences to be constructed on lots zoned R-L, provided at least 5,000 square feet is available for each unit and further provided that the units are constructed to allow for a future legal division of the R-L lot. This provision can encourage new unit construction.

The general development standard for the residential zones (setbacks, lot sizes, heights) are not overly restrictive. Side yard setbacks range from three to five feet, and rear yard requirements are 10 to 20 feet. Building height limits are 35 feet in all except the R-H zone, where buildings can be as tall as 75 feet. The zoning ordinance also provides a Planned Development zone, which allows for developers to deviate from standard requirements in efforts to encourage unique residential projects.

Fees and Improvements: Various fees and assessments are charged by the City to cover costs of processing permits and providing services and facilities, such as utilities, schools and infrastructure. Table 24 in the Housing Technical Appendix lists City Planning fees as of 1991. Fees are charged on a flat rate basis and are not pro-rated per project size.

Because Compton is highly urbanized, most of the necessary infrastructure, such as streets, sewer and water facilities, are in place. Thus, the cost of land improvement is less than in undeveloped suburban or rural areas. However, in areas where existing infrastructure is insufficient (inadequate road width, overburdened sewer lines, etc.), developers must pay to upgrade the infrastructure to meet project needs. Such improvements can add significantly to development costs.

Building Codes and Enforcement: The City of Compton has adopted the 1988 Uniform Building Code (UBC), which establishes minimum construction standards as applied to all residential buildings. The City's building code is considered to be the minimum necessary to protect the public health, safety and welfare, and the local enforcement of this code does not unduly constrain the development of housing.

Local Processing and Permit Procedures: The project review process required by the City contributes to costs since holding costs incurred by developers ultimately are manifested in the unit's selling price. The City has several review processes and bodies, including the Environmental Review Committee, the Architectural Review Board, the Planning Commission, and the City Council. Environmental review occurs prior to submission of applications to the Planning Commission. Design review follows final discretionary action.

The zoning ordinance establishes time limits for review procedures to ensure development review is conducted fairly and in a timely manner. The ordinance requires discretionary actions to be heard by the Planning Commission within 45 days of the filing of a complete application. For actions not requiring final City Council action (use permits, variances), the Commission must issue a decision within 35 days of the hearing. Items requiring final action by the Council are scheduled immediately. However, Complex projects without associated environmental impact reports (EIRs) may require three to six months for development review. The EIR process imposes mandatory public review periods which can extend the total review time up to one year.

To further expedite development review, the City has initiated a fast-track review process. Most projects can be reviewed rather quickly. This process can speed the review of priority projects, such as housing developments which allow for increased home ownership.

Based on past experience of processing low income development projects through the fast track system, permit processing procedures do not appear to block the development of low income housing.

Environmental and Infrastructure Constraints

Environmental constraints may be classified as either naturally occurring or man-made.

Environmental Hazards: Compton lies within a seismically active region. Several active regional faults are considered capable of affecting property within the City, including the Cherry Hill branch of the Newport-Inglewood fault, which passes through the southwest edge of Compton. As an older city, Compton has a high concentration of pre-1934 unreinforced masonry structures which are particularly vulnerable in an earthquake. The majority of these unreinforced structures are, however, non-residential structures.

Flooding, in the event of a major 100-year storm, is also of concern in Compton. Recent information released by the federal government indicates that nearly two-thirds of the City, between the Los Angeles River and Compton Creek, could experience flooding. The problem stems from inadequate regional flood control facilities, which are not designed for the 100-year storm (a major storm event which has a one percent chance of occurring any year in a 100-year period). Without proper mitigation, extensive property damage could result during a significant storm.

With regard to man-made hazards, the dust, noise, odors, and congestion generated by circulation routes and industrial operations within and adjacent the City represent potential health hazards, and residential land uses should be protected from these irritants. Another related health risk involves the presence of hazardous materials and dangerous chemicals utilized in many of the City's industrial operations. The largest waste oil recycling facility is located in Compton. Residents living in the vicinity have in the past complained of noxious odors and dust associated with facility operations. New residential projects should not be located near such sites, nor should they be situated downwind from any potentially lethal substances. Also, trucks and railcars transporting those products should not travel near residential developments.

Infrastructure Constraints: Water facilities, sewerage facilities, streets, sidewalks, and curbs are of critical importance in the urban environment. The provision and maintenance of these facilities enhance the safety character of the neighborhood and serve as an incentive to homeowners to maintain their homes. Alternatively, when these public improvements are left to deteriorate or their use is overextended, neighborhoods can become neglected and show early signs of deterioration.

Compton has identified many deficiencies in its sewage collection system. Substantial improvements are needed to service existing development and to support any intensification which may occur through redevelopment and recycling. The water system does not display the same inadequacies. Of greater concern is water supply and water storage capacity. Additional imported, more expensive water will be needed to accommodate residential growth.

The City recognizes that many streets suffer from lack of maintenance. Safe neighborhoods require safe streets and sidewalks. Neighborhoods along 155th Street have no curb and gutter improvement. Extensive focus will need to be placed on upgrading the residential street system.

HOUSING OPPORTUNITIES

Availability of Sites for Housing

Compton is an older, highly urbanized community with virtually no vacant land available for residential development. As a result, new development has for the past several decades consisted of infill and replacement construction in existing residential neighborhoods. Within recent years, the Compton Redevelopment Agency has sponsored a limited number of housing projects in which older units have been removed and replaced with more dense, modern housing.

An inventory of vacant lands with residential land use designations reveals the scarcity of vacant land. Of the 6,514 acres of land within the corporate City limits, only 12.6 vacant acres (0.20 percent) are designated Low Density Residential, 14.6 acres (0.22 percent) for Medium Density Residential, and 1.5 acres (0.02 percent) for High Density Residential (see

Figure H-2). If all of these parcels are developed to their maximum allowed densities, a total of 400 new units will result. Thus, the City will rely primarily upon recycling for new housing construction, consistent with previous trends.

Residential buildout at the densities permitted under the City's General Plan would result in a total of 28,909 dwelling units, as illustrated in Table H-3, or 5,670 more units than existed in 1990, as reported by the U.S. Bureau of the Census. (This total indicates build-out within the incorporated City limits. Compton's General Plan planning area also covers surrounding unincorporated sphere of influence lands. Build-out in the planning area is 44,389 units. However, at this time the City does not have jurisdiction over the entire planning area. Thus, housing policy and programs focus on the incorporated City limits.) A map of U.S. Census tracts within Compton is attached as Figure H-3. A discussion of housing opportunities by census tract is located in the Technical Appendices.

The greatest percentage of residentially designated land is planned for low density, single-family housing (78 percent of residential lands, 35 percent of Citywide total). This acreage can support approximately 18,224 units, or 1,946 more single-family homes than currently exist. By accommodating additional single-family housing, the City plans to increase home ownership opportunities for all income groups.

Many opportunities for new multi-family housing exist along the City's major arterial streets, which are designated Mixed Use on the General Plan land use policy map. The City expects that aging and underused commercial properties will be recycled to residential uses. As Table H-3 indicates, over 4,000 new units could be provided in areas designated for Mixed Use. Housing types will consist of rental units as well as for-sale condominiums and townhomes.

Compton's housing policy also will focus on rehabilitating its existing housing stock and thereby create additional opportunities for home ownership among moderate income households. An abundance of low income housing currently exists. As stated previously in this element, City housing policy focuses on providing housing for moderate and higher income groups. The City sees tremendous opportunities for improving the stock and encouraging home ownership and private investment throughout the community.

**TABLE H-3
GENERAL PLAN BUILD-OUT - RESIDENTIAL POTENTIAL**

LAND USE DESIGNATION	ACRES	AVERAGE DENSITY	DEVELOPMENT POTENTIAL	
			UNITS	POPULATION
Low Density Residential (0 to 8 du/ac net)	2,278	8 du/ac	18,224	70,891
Medium Density Residential (8.1 to 17 du/ac net)	381	15 du/ac	5,715	22,231
High Density Residential (17.1 to 34 du/ac net)	24	30 du/ac	720	2,801
Mixed Use (up to 17 du/ac net)	250	15 du/ac	4,250	16,533
TOTALS	2,933		28,909	112,456

Abbreviations: du = dwelling unit; ac = acre

Source: Cotton/Beland/Associates, Inc., 1991.

HOUSING ELEMENT GOALS AND POLICIES

This section of the Housing Element presents the goals and policies the City plans to implement to address housing issues. Five major issue areas are of concern: 1) ensuring that a broad range of housing types is available to meet the needs of existing and future residents; 2) upgrading and preserving the existing housing stock; 3) eliminating blighting influences created by lack of maintenance and incompatible land uses; 4) increasing opportunities for home ownership; and 5) promoting equal housing opportunities.

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.

GOAL 1.0: Achieve and maintain a high degree of quality and safety in the City's older housing stock.

Policy 1.1: Strengthen existing rehabilitation programs which provide financial and technical assistance and incentives to property owners/tenants to correct housing deficiencies.

Policy 1.2: Use the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing conditions in Compton. Inform cited residents/owners of available City grant and loan programs.

Policy 1.3: Replace severely deteriorated units with sound, quality housing which meets the needs of residents displaced by unit demolition.

Policy 1.4: Establish a priority list of neighborhoods targeted for rehabilitation, and focus efforts on the top priority areas.

Include in the rehabilitation efforts funds to repair infrastructure, upgrade landscaping, and perform other physical and aesthetic improvements within the target areas.

Policy 1.5: Increase awareness among property owners and residents of City rehabilitation and maintenance programs.

Policy 1.6: Preserve residential neighborhoods which are economically and physically sound.

Policy 1.7: Enforce health and safety and building code regulations applicable to mobile home parks.

Policy 1.8: Work with federal housing authorities to facilitate resale and reoccupancy of FHA foreclosed units, and investigate ways in which vacant units may be occupied until resale occurs.

REHABILITATION AND PRESERVATION

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.

GOAL 2.0: Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.

Policy 2.1: Focus housing program efforts toward increasing the availability of market rate housing for both homeowners and renters.

Policy 2.2: Implement land use policies which allow for a range of residential densities, including low density single-family uses, moderate density townhomes, and higher density apartments and condominiums.

Policy 2.3: Encourage private sector production of housing for special needs groups--lower income households, the elderly, disabled persons, large families, female-headed households, and the homeless.

Policy 2.4: Promote the development of low and moderate income housing by providing density bonuses and other incentives described in Section 65915 of the California Government Code.

Policy 2.5: Assist residential developers in identifying land suitable for new housing development.

Policy 2.6: Avoid concentration of low and very low income housing in any single portion of the City, as well as in established single-family neighborhoods.

Policy 2.7: Encourage development of housing for the elderly by offering density bonus and other zoning incentives, such as reduced parking, reflective of the elderly's specific needs.

Policy 2.8: Target a portion of future Redevelopment Agency housing set-aside funds toward large family households; provide zoning incentives, such as reduced lot sizes and density bonuses, to facilitate large family housing development.

Policy 2.9: Encourage development of residential units accessible to disabled persons or adaptable for conversion to residential use by disabled persons.

Policy 2.10: Locate higher density residential development in close proximity to public transportation, services, and recreation.

Policy 2.11: Coordinate with local social service providers to address the needs of the City's homeless population, and homeless men in particular.

Policy 2.12: Work with owners of identified "units at risk" to maintain the units as affordable beyond the lifetime of the units' loan provisions.

Policy 2.13: Create comprehensive density bonus provisions which allow for bonuses in accordance with the State's 25 percent density bonus requirement.

ELIMINATION OF BLIGHT AND LAND USE CONFLICTS

Blighting influences created by deteriorating units, and intrusion of industrial uses into residential areas can lead to a decline in property values and neighborhood pride. As discussed above, Compton has many areas where manufacturing activities are located immediately 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.

GOAL 3.0: Eliminate conflicts between residential and non-residential uses.

Policy 3.1: Relocate non-conforming residential uses from redevelopment project areas to appropriate sites within residential neighborhoods.

Policy 3.2: Require new residential projects adjacent to commercially and industrially zoned properties to incorporate adequate buffers into site plan design.

Policy 3.3: Perform thorough environmental review of all industrial development proposals planned near residentially zoned land.

Policy 3.4: Replace Santa Fe Gardens structures with single-family homes or townhomes and park space.

INCREASED HOME OWNERSHIP

SkYROCKETING home prices in Southern California have priced many potential homeowners out of the housing market. In Compton, the median home sales price is notably lower than that in Los Angeles County as a whole, yet many low and moderate income households and first-time homebuyers still cannot afford to purchase a house. Compton recognizes that increased home ownership can revitalize neighborhoods by creating a greater sense of pride and care about house and neighborhood aesthetics. Thus, the City plans to facilitate home ownership for all income groups.

GOAL 4.0: Increase opportunities for home ownership.

Policy 4.1: Rehabilitate FHA foreclosed units with the intent of reselling the units to first-time homebuyers and moderate income owner/occupants.

Policy 4.2: Provide favorable house purchasing options to moderate income households, such as interest rate write-downs, downpayment assistance, and mortgage revenue bond financing.

Policy 4.3: Encourage alternative home ownership options, such as shared equity and limited equity cooperatives.

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.

GOAL 5.0: Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 5.1: Continue to cooperate with the Fair Housing Congress of Southern California through the Long Beach Fair Housing Council to enforce fair housing laws.

Policy 5.2: Inform the Long Beach Fair Housing Council of any known violations of applicable Federal and State laws.

Policy 5.3: Establish a City Reinvestment Task Force to quantify and assess lender compliance with the Community Reinvestment Act of 1977.

Policy 5.4: Link the deposit of City funds in local banks and financial institutions to those businesses' fair lending practices in Compton.

PRESERVATION OF AT-RISK HOUSING UNITS

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

GOAL 6.0: Preserve at-risk housing for use as affordable housing for lower income City residents.

Policy 6.1: Attempt to preserve restricted low income housing in the City that is at risk of converting to non-low income housing by identifying and assisting interested agencies in gaining access to financial and technical resources.

Policy 6.2: Assist current tenants of rent restricted buildings that are converting. Work with tenants to explore ownership and management options and provide relocation assistance if necessary.

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.

GOAL 7.0: Reduce overall housing costs through programs to reduce energy costs.

Policy 7.1: Require new residential construction to comply with State and local building code insulation and energy conservation standards.

Policy 7.2: Through the residential re-sale inspection program, identify opportunities to improve energy conservation in older, existing housing units.

Policy 7.3: Inform City residents of the benefits of energy conservation.

Policy 7.4: Encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.

THE HOUSING PLAN

This section of the Housing Element describes in detail existing and future programs Compton will implement to meet its stated housing goals. A summary of past housing goal performance is also provided.

HOUSING PROGRAMS

Compton's overall strategy for addressing its housing needs has been organized according to the following issue areas:

- Providing adequate sites to achieve a variety and diversity of housing, particularly housing for moderate and upper income categories;
- Conserving and improving the condition of the existing housing stock;
- Cooperating with private entities in their efforts to build affordable housing;
- Removing governmental constraints if necessary; and
- Promoting equal housing opportunity.

The following housing programs include both existing programs currently in use in Compton and new programs which will be pursued to address the City's housing goals and needs. This section provides a description of each housing program, previous program accomplishments, and future program goals. The Housing Program Summary (Table H-4) located at the end of this section summarizes the future five-year goals of each housing program and identifies the program funding source, responsible agency, and time frame for implementation.

The City does not have the resources to address all of the construction conservation and rehabilitation needs identified in the Housing Element. The quantified objectives contained

in this element are the maximum amount of units that the City can address during this period. The City's objectives emphasize rehabilitation because of past successes of these rehabilitation programs, the need to address an older housing stock, and the ability of conservation and rehabilitation programs to help the greatest number of people with limited available resources.

Under the various discussions of previous program accomplishments, the City describes the number of units or households which have participated in the programs in the past five years. The discussion does not compare the accomplishments to past goals since the City did not clearly define goals in the most recently adopted prior element (1983). The City believes it has provided substantial housing assistance and has implemented several unique programs during the past five years.

Therefore, the City has concluded that it has made substantial progress in implementing its housing goals, that the Housing Element has been effective, and that the goals, objectives and policies of the Housing Element have been appropriate. The progress and effectiveness of the City's program is summarized below.

<u>Program</u>	<u>Five-Year Accomplishments</u>
Mortgage Revenue Bonds	203 units
Unit Rehabilitation - Owners	300 units
Unit Rehabilitation - Renters	89 units (26 loans)
Code Enforcement	1,440 citations annually
Neighborhood Beautification	\$1,688,738 spent
Section 8	742 units annually
Section 202	10 units

The goals put forth in this element build upon past experience by continuing strong programs - primarily those which address unit rehabilitation. Examination of past accomplishments

shows that the City needs to provide programs which increase homeownership opportunities. Thus, new programs will be established toward this end (acquiring foreclosed properties, shared equity).

1.0 Increasing Housing Opportunities

In light of its current position as a "negative fair share" community, Compton seeks to increase housing opportunities for moderate and upper income households. These opportunities may exist in the form of new housing (new construction) and rehabilitated units made available for sale to these target income groups. Compton will use the following programs to attract new homeowners and renters. The City anticipates that programs described under the heading "Conserving and Improving Existing Affordable Housing" will attract moderate and upper income households by improving existing single-family neighborhoods, thereby encouraging investment by parties previously hesitant to invest in aging neighborhoods. Compton seeks to encourage "gentrification."

- 1-A. Land Use Element:** The Compton Land Use Element establishes a range of residential densities and accommodates residential uses on approximately 45 percent of the City's total 6,514 acres. Densities of up to eight units per acre are permitted in areas designated Low Density Residential, from 8.1 to 17 dwellings per unit in Medium Density Residential areas, and between 17.1 and 34 units per acre in areas designated High Density Residential.

Land use policy will allow for new residential development via redevelopment and recycling. Previous Table H-3 identifies the potential maximum buildout, as permitted by land use policy. As discussed previously, the City expects actual build out will be somewhat less than maximum possible development. Thus, land use policy allows for 28,909 total residential units in Compton, or 5,670 more units than existed in 1990, as reported by the U.S. Bureau of the Census.

In reviewing development proposals for new housing, the City will encourage larger lot, detached single-family residences in the R-L zone.

- 1-B. Mortgage Revenue Bond Financing:** Mortgage revenue bonds can be issued by cities or counties to support the development of multi-family or single-family housing for low and moderate income households. Los Angeles County has established two revenue bond housing programs to increase the supply of affordable housing in the County: the Multi-Family Revenue Bond Program and the Single-Family Residential Mortgage Revenue Bond Program. Under these programs, tax-exempt bonds are issued to provide funds for construction and mortgage loans to encourage developers to provide both rental and for-sale housing which is affordable to lower income families and individuals.

The Multi-Family Revenue Bond Program is designed to make financing available to developers for the construction of multi-family residential rental units in the County. In order to receive financing through the bond program, developers must reserve for 10 years, 20 percent of the units for rental by families or individuals who earn 80 percent or less than the median family income in Los Angeles County. In addition, for recent projects, half of the lower income units must be reserved for occupancy on a priority basis for tenants who generally earn 50 percent or less of the median income. Projects financed after the passage of the 1986 Tax Reform Act must commit their 20 percent designated units for a period of 15 years.

The Single-Family Residential Mortgage Revenue Bond Program is designed to provide mortgage loans to first-time homebuyers whose incomes do not exceed maximum federal limits. Buyers must also intend to live in the homes as their principal residence. Mortgage loans offered under the bond program generally have lower interest rates than conventional loans. Loans are made available for attached and detached single-family residences in eligible developments at various locations throughout the County. A smaller portion of funds are available for existing or resale units Countywide.

Previous Accomplishments: The City has used Mortgage Revenue Bond funds to create several new single-family units (attached and detached). During the 1989-90 HAP reporting period, Compton facilitated construction of two townhome developments (totaling 106 units) and a 97-lot

single-family subdivision relying primarily upon the bond funds.

Program Goals: Bonds provide a cost-effective mechanism the City can utilize to promote affordable ownership and/or rental opportunities. The City's emphasis will be upon creating ownership opportunities for moderate income households. The City's participation in bond financing can be limited to sponsoring programs and funding administrative costs. The City will sell bonds to assist at least one project before 1994.

2.0 Conserving and Improving Existing Affordable Housing

Housing rehabilitation includes major efforts to improve property and alterations aimed at converting the type or number of units. The goal of housing preservation is to protect the existing quality and investment in housing and thus avoid physical decline that will require a larger, later rehabilitation effort to restore quality and value. Through rehabilitation efforts, the City also hopes to encourage reinvestment in the neighborhoods and to attract moderate and upper income home buyers.

Compton qualifies as an entitlement City for the Federal Community Development Block Grant program; thus, the City has discretion of expenditure of CDBG funds. Compton's 1991-92 fiscal year CDBG allotment is \$3,342,283. CDBG resources will be used for residential rehabilitation programs. These programs, combined with code enforcement activities, will work towards improving Compton's existing housing stock.

2-A. Residential Rehabilitation Program: Through the CDBG program, HUD provides monies to local governments for a wide range of community development activities which benefit lower income households. The City uses a portion of its CDBG monies to implement the following residential rehabilitation programs for owner-occupied units.

1. Deferred Equity Loans: The Deferred Equity Loan Program provides loans of up to \$30,000 to allow very low income owner-occupants to make necessary improvements to their homes. The loan is designed to bring existing structures into compliance with City codes.

A homeowner's income must be below 50 percent of the County median to participate in the program. The loan is a simple interest loan of five percent per year, due and payable upon sale, transfer of title, and/or foreclosure. Loan amounts are based upon the amount of equity in the structure, and a loan plus other encumbrances normally do not exceed 75 percent of the existing equity.

2. Compensating Balance Loan: This program provides below market interest rates for homeowners based upon their income and the percentage of loan balance held as compensation. The following schedule is used:

<u>Income Category</u> <u>(% of County Median Income)</u>	<u>Loan Terms/Maximum</u> <u>Loan Amount</u>
51% - 80%	4% for 15 yrs./ \$25,000 maximum
81% - 100%	6% for 15 yrs./\$25,000 maximum
101% - 120%	8% for 15 yrs./\$25,000 maximum

Previous Accomplishments: In the past five years, approximately 300 homeowners have participated in the loan programs.

Program Goals: The City's 1989-1990 Housing Assistance Plan establishes an annual assistance goal of at least 30 units to be rehabilitated through rebates, loans, and grants. The Housing Element establishes a more aggressive goal of 40 units annually. The City will augment CDBG monies with and other available monies as necessary to meet this goal (see "Funding Sources" discussion).

2-B. Rental Rehabilitation Program: The City maintains a Rental Rehabilitation Program to encourage rehabilitation of rental housing stock, both apartment buildings and single-family homes. Through the

program, the City offers below market rate loans to be used on rental projects for low and moderate income households. The loans are used in conjunction with rental subsidies to encourage owner participation. The City's efforts focus on units containing three or more bedrooms to address housing needs of large families.

Previous Accomplishments: A total of 26 loans on 89 units) Rental Rehabilitations loans has been made since 1986.

Program Goals: This housing program offers much needed rehabilitation assistance for the City's rental housing stock. Based on the substantial need in Compton for rehabilitation of the stock of rental housing, the Housing Element establishes a five-year assistance goal of 160 units.

- 2-C. Code Enforcement/Operation Clean Sweep:** The objective of the City's code enforcement program is to bring substandard housing units into compliance with City codes. Potential code violations are identified based on visual exterior surveys by the City's code enforcement officers, as well as complaints reported to the City. Interior inspections are then usually performed and, if necessary, code citations are issued to the property owner. The owner is also informed of any rehabilitation loans or grants he/she may be eligible for to assist in correcting code violations. The property owner has ten days to correct violations, at which time a follow up inspection is conducted. If code violations are still present, the property owner is given another fourteen days to correct the deficiency before the case is transferred to the City Attorney's office. Approximately 10 percent of code violators in Compton are referred to the City Attorney. If the property owner fails to make the necessary corrections, the Municipal Court can fine the owner and order the work to be completed.

A second approach to code enforcement involves requiring home inspection prior to any sale or transfer. In 1973, the City adopted an ordinance which requires inspection by the Department of Building and Safety prior to sale or transfer. The ordinance requires that prospective owners be given a report listing all existing

code violations, as well as the authorized use, occupancy, and zoning designation of the property.

The third approach involves an inter-agency effort to identify and correct code violations within target neighborhoods. The City's Operation Clean Sweep, which has been used on a limited but very effective basis, uses personnel from the Housing, Code Enforcement, Police, Fire, and Special Services divisions to inspect as a group substandard structures within specific neighborhoods. Rehabilitation efforts are "fast-tracked" to allow for quick remediation at a neighborhood scale.

Previous Accomplishments: With five full-time code enforcement officers, the City operates a very proactive code enforcement program. An average of 120 residential properties are cited on a monthly basis, with rentals run by absentee landlords comprising 40 percent of the properties cited. Code enforcement officers report a high incidence of unit overcrowding, as evidenced by illegal garage conversions and subdivisions of single-family homes into numerous rental units. Tenants displaced as a result of the correction of such illegal conditions are referred to the Fair Housing Authority.

With regard to Operation Clean Sweep, the City succeeded in rehabilitating 40 units within a nine-month time frame.

Program Goals: Compton's code enforcement program has been effective in reducing substandard housing conditions in the City. The City will continue to employ five code enforcement officers to maintain this program. Also, the pre-transfer home inspection reporting program will continue to be in effect. Operation Clean Sweep will be targeted at a minimum of two neighborhoods.

2-D. Neighborhood Beautification: To complement NIPP efforts, the City in the past ran a Neighborhood Beautification Program, a quasi-self help program aimed at low income families, the elderly, and disabled residents. The City provided paint at nominal cost to residents in target neighborhoods for exterior house painting. The program also provided resources for graffiti clean up and landscape maintenance. Block clubs

and community groups were encouraged to provide labor to supplement City resources.

Previous Accomplishments: Since 1986, the City has spent \$1,688,738 on the Neighborhood Beautification Program. Approximately 131 residents and neighborhood groups and organizations have participated in the program annually.

Program Goals: The City expects the Neighborhood Beautification Program can be implemented for a one-year period.

- 2-E. Conservation of Units at Risk:** A community's existing affordable housing stock is a valuable resource which should be conserved, and as necessary, improved to meet habitability requirements.

Because none of the currently rent-restricted housing units in Compton that technically are at risk of converting to non-low income housing are expected to convert during the next five years (see the discussion in the "Summary of Housing Needs" section), Compton's objective is to conserve all at risk units.

Program Goals: The goal of this program is to conserve existing and future units developed specifically for low and moderate income households. This will be accomplished by the following actions.

- a) The City will monitor at-risk housing units to ensure that those units will not be lost as low income housing, and to work with nonprofits in the community to explore possible nonprofit acquisition of the units if the buildings are sold.
- b) The City plans to inform the owner of the only at risk project, the New Wilmington Arms, of the City's desire to work with the owner in the event of a sale under LIHPRHA. The City will keep in contact with the owner as the prepayment date is approaching.
- c) If it does appear that the owners of New Wilmington Arms will prepay their loan so as to terminate their current use of the building, the City

plans to work with tenants of the building to inform them of their rights and ownership possibilities under LIHPRHA.

- d) The City has identified and spoken with three nonprofit organizations currently involved in housing projects in the Compton area interested in the possibility of participating in the acquisition of New Wilmington Arms were it to become available.

The National Housing Ministry currently manages the Santa Fe Apartments in Compton and also owns and/or manages 15 low income housing projects in Southern California. The primary source of funding for the Ministry has been Section 8. The Ministry has two full-time staff members. The National Housing Ministry was contacted and expressed interest in acquisition and management of at risk units.

The Los Angeles Community Design Center also expressed interest in the possible acquisition of at risk units in Compton. Operating primarily through joint venture arrangements with local community groups, the Design Center has participated in the development or rehabilitation of over 100 apartment units in the Los Angeles area. The Design Center employs a staff of 14 people and is funded primarily through architecture and development fees.

Curry Temple is a church affiliated organization that has also expressed interest in acquiring and/or managing at risk units. Curry Temple is currently in the process of developing a 42-unit senior housing facility and is actively involved in other community social service projects.

If New Wilmington Arms is to be sold, the Compton Redevelopment Agency (CRA) will initiate discussions with interested nonprofits. CRA will act as a go between the owner and nonprofits and provide technical assistance to the nonprofits as needed, and as time permits. Technical assistance will include help finding additional sources of financing.

It is unlikely that the City will be able to provide direct financial support towards the acquisition of at risk units. Budget cuts and the need to focus resources on fighting the deterioration of the existing housing stock and blight have already stretched the housing budget in the City to its limit.

Compton's CDBG funds may be available as a funding source for acquisition of or subsidizing at risk units in the future. Currently however, these monies are targeted towards other programs aimed at preserving and rehabilitating housing in the City.

Redevelopment set-aside funds have been identified by the State as a potential funding source for the preservation of at risk units. In Compton there are currently no set-aside funds available for preservation of at risk units because all of the tax increment money that the City is receiving is needed to pay bond indebtedness.

The Compton Housing Authority is similarly unable to provide financial assistance for the preservation of at risk units. The Compton Housing Authority's function is limited to the administration of the HUD Section 8 program, and the Authority has no funds for acquisition or development.

- e) The City will consider using CDBG funds to provide relocation assistance to low income households in the event that units are lost through prepayment or if loss of Section 8 subsidies results in displacement.

2-F. Foreclosed Properties: Compton contains many FHA-loan units which have been abandoned, boarded up, and/or foreclosed. These units, if properly rehabilitated, offer opportunities for providing low-cost housing. The City can facilitate unit rehabilitation and return the units to the market. Funding to purchase and rehabilitate the units may be obtained through HUD and State programs.

Previous Accomplishments: This represents a new program for Compton.

Program Goals: Since this program serves two important purposes - providing affordable housing and renovating substandard units with HUD assistance - the City will work to obtain funding for FHA home acquisition. A total of 10 FHA units will be rehabilitated and resold/rented each year.

3.0 Maintain Affordable Housing for Special Needs Groups

As stated throughout this element, Compton will focus on rehabilitating its existing housing stock. The City currently has an ample supply of affordable housing compared to Los Angeles County as a whole. However, the City will cooperate with developers wishing to build quality subsidized units, particularly for the elderly, disabled, and large families.

3-A. Land Assemblage and Write-Down: The City can utilize both CDBG and redevelopment funds to write down the cost of land for the development of new housing for special needs groups and moderate income households. The intent of this program is to reduce land costs to the point where it becomes economically feasible for a private developer to build units which are affordable to targeted households. As part of the land write-down program, the City may also assist in acquiring and assembling property and in subsidizing on-site and off-site improvements.

Previous Accomplishments: Due to existing debt service obligations for redevelopment bonds, the City has not put any monies into redevelopment set-aside (tax increment) programs and thus has not had this resource to use for new housing development. However, through other funding sources, the City has helped build three for-sale developments totaling over 213 units.

Program Goals: Through the Redevelopment Agency, the City will make every reasonable effort to provide land write downs for residential projects which set aside at least 20 percent of the units for moderate income households. The City does not expect to make extensive use of this program during the planning period since no redevelopment set-aside resources are anticipated. However, CDBG and other funding sources will be used to assist non-profit and for-profit developers in building affordable units for the elderly, disabled, and large

families. At least one 75-unit senior citizen development will be assisted. The City will locate a site for such a project and will contact known groups interested in participating in such a program.

3-B. Section 8 Rental Assistance Payments/Housing

Vouchers: The Federal Section 8 rental assistance program extends rental subsidies to low income families and the elderly who spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent. The voucher program is similar to the Section 8 program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing. Unlike the certificate program, participants are permitted to rent units beyond the federally determined fair market rent in an area, provided the tenant pays the extra rent increment. The Reagan administration proposed converting the Section 8 certificate program to a voucher system; this proposal is expected to be implemented under the Bush administration by the HUD Secretary.

Previous Accomplishments: Compton has its own Housing Authority to administer the Section 8 Certificate/Voucher Program. As of 1991, a total of 742 households in Compton were receiving rent certificates.

Program Goals: The City finds it difficult to project the number of additional housing vouchers the City will actually receive from HUD. However, based on previous allocation levels, the City expects to maintain 742 rental subsidies per year. No increases in Section 8 vouchers/certificates will be encouraged.

3-C. Density Bonus: Pursuant to State density bonus law, if a housing developer allocates at least 20 percent of the units in a housing project for lower income households, 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. senior citizens), the City must either a) grant the developer a density bonus of 25 percent, along with one additional regulatory concession to ensure that the housing development will be produced at a reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to

and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30-year period.

Previous Accomplishments: Only one density bonus project has been approved in Compton in the past, but to date the project has not been constructed. The City relies upon developer initiative for such projects.

Program Goals: The City has had limited previous success with this program since it relies entirely upon private developer initiative. The City does not have a policy of actively seeking participation in this program, but the City will continue to willingly work with any developer proposing a density bonus project. By the end of 1992, the City will revise its zoning code to reflect current State density bonus requirements. Density bonus applications will be reviewed as they are submitted.

- 3-D. Sites for Homeless Shelters/Transitional Housing:** Compton has an estimated homeless population of 100 persons. Many of these individuals are people with alcohol and drug problems. Compton has two emergency shelters within its boundaries for women and single mothers. Additional shelters are located in the adjacent cities.

Program Goals: An identified need exists for transitional housing for men. The City will assist a private organization in providing a facility or facilities of minimum 20-bed capacity. Also, the City will cooperate with the Welfare Rights Organization in its efforts to expand its existing shelter for women. The City will continue to coordinate with the Salvation Army to provide assistance to the homeless. In addition, the City will amend its zoning ordinance to permit development of transitional housing in multi-family residential zones in locations close to services, and to permit emergency shelters in commercial and industrial zones, subject to a Conditional Use Permit.

- 3-E. Shared Equity Program/Downpayment Assistance:** Equity sharing allows lower income households to purchase a home by sharing the costs of home ownership with a sponsor, such as a local Housing Authority or Redevelopment Agency. The sponsor and the buyer

would then together provide the downpayment and purchase costs to buy a house. When the house is sold, the equity earned through appreciation is split between the occupant and the sponsor according to an agreement made prior to purchase.

The structure of a shared equity program depends on the co-investors, the source of funds, and community needs. A program can be as simple as a partnership, whereby the occupant and sponsor purchase the home together and share the proceeds upon sale of the property in the same ratio as purchase costs were shared. In order to prevent the shared equity program from being used for speculative purposes, the buyer is required to occupy the home to be purchased. The City can reserve the right of first refusal when the home is sold, providing a mechanism to maintain the long-term affordability of the unit. Recent case law (*Oceanside vs. McKenna*) validates the right of the City/Agency to require owner occupancy with no transfer.

Previous Accomplishments: This is a new program to be implemented for the 1989-1994 planning period.

Program Goals: This program serves as a financing tool to provide homeownership opportunities to low and moderate income households. While shared equity financing does occur in the market, purchase terms are often not in the best interest of the occupant. It is therefore recommended that the City work with the Housing Authority or through the Redevelopment Agency to offer shared equity as a homeownership option to low and moderate income households, and particularly to large family households. The program will be established such that the City will be the equity partner. Funding sources will include the CDBG, HOME, and redevelopment set-aside, if it is available. The goal of this program is to offer downpayment assistance to 10 households during the period of this Housing Element.

- 3-F. Federal Housing Program Section 202 Assistance:** Federal programs provide avenues for non-profit and for-profit developers to build housing for disadvantaged households. The Section 202 program makes loans available for development of rental or cooperative

housing for the elderly and disabled. Public agencies are specifically prohibited from participating in Section 202 programs. However, Compton does assist interested parties in submitting Section 202 applications to HUD. The City has its own Housing Authority; thus, the City can closely coordinate with HUD while assisting interested developers. Also, the City can help by acquiring properties and providing land cost write downs to non-profit organizations interested in developing Section 202 housing.

Previous Accomplishments: Since 1986, the City has provided assistance to allow for construction of one Section 202 development totaling 100 units. Two additional Section 202 developments are currently being developed to provide an additional 123 units.

Program Goals: Because the Section 202 program requires initiative other than the City's, the City will continue to provide Section 202 assistance on a case-by-case basis. The City will cooperate with interested non-profit developers. One 75-unit senior citizen development will be built under this program.

4.0 Equal Housing Opportunity

To truly meet the community's housing needs, Compton must ensure that housing is accessible to all persons regardless of race, religion, family size, marital status, national origin, age, or physical disability. The changing demographics in Compton underscore the need to promote equal housing opportunities.

4-A. Equal Housing Opportunity Services: As a participating City in the CDBG Program, Compton contributes monies and cooperates with the Fair Housing Congress of Southern California through the Long Beach Fair Housing Foundation to enforce fair housing laws. The City periodically advertises services offered by the Fair Housing Foundation which include housing discrimination response, landlord-tenant relations, housing information and counseling, and community education programs.

4-B. Reinvestment Task Force: Compton is aware that lending practices of financial institutions historically have denied community residents homeownership

opportunities. To mitigate housing disinvestment in the City, Compton will form a Reinvestment Task Force by early 1992 to investigate lender compliance with the Community Reinvestment Act of 1977. Based upon its findings, the Task Force will recommend measures to be undertaken to increase loan activity.

5.0 Remove Governmental Constraints

As described above, the City has developed a fast-track development process to move applications more quickly through review procedures. Thus, the most obvious local government development constraints are zoning ordinance requirements. (The City does not consider its development review fees to be at a level which discourages residential housing applications.)

5-A. Zoning Ordinance: The zoning ordinance serves as the primary tool to implement the General Plan. The following regulations affect the conservation and development of housing in Compton:

- Provisions for 5,000 square foot lots in single-family zones, including provisions allowing more than one unit on a lot (although 5,000 square feet must be provided for each unit);
- Provisions allowing manufactured housing in all residential zones;
- The Planned Development and Specific Development zones, which allow for flexibility in the layout and design of residential projects;
- Provisions allowing attached garage conversions to residential uses; and
- Liberal non-conforming regulations which allow for extended continuance of non-conforming residential uses.

Program Goals: This Housing Element is part of an overall update to the City of Compton General Plan completed in 1991. Upon adoption of the Plan update, the City will revise its zoning ordinance as necessary to provide compliance with the General Plan. The

following provisions will be among those added to the City's zoning ordinance:

- Allowances for transitional housing and emergency shelters in specified locations subject to a Conditional Use Permit;
- Density bonus provisions for senior citizen and other qualifying housing developments; and
- Variance procedures for review of parking requirements for multi-family projects.

The goal of this program is to revise the City's zoning ordinance by the end of 1992 to provide consistency with the updated General Plan.

FUNDING SOURCES

Compton will rely upon local (tax increment), state, and federal resources to fund its housing programs.

Local Resources

As discussed above, the City currently allocates none of its tax increment income for housing; all income is used to service existing bond debts. However, by the end of 1991, the City anticipates consolidation of its two redevelopment plans, plus expanding the project area boundaries to include virtually all commercial and industrial development in Compton. The new project area should generate income for the housing set-aside account. The potential resources cannot be estimated at this time and will depend upon the Redevelopment Agency's success in attracting new income-generating businesses.

State Resources

As of this writing, no State housing programs have been applied for in Compton in recent years. As part of the CHAS, the City is researching available State housing funding sources. The following State housing programs have been identified for evaluation:

- California Homeownership Assistance Program (equity sharing mortgage participation loans);
- California Housing Rehabilitation Program - Owner Component;
- California Housing Rehabilitation Program - Rental Component;
- Proposition 84 Housing Funds;
- Proposition 77 Housing Funds;
- California Housing Finance Agency - New Construction; and
- Emergency Shelter Grant Program.

The following two state funding sources will be actively pursued in Compton:

California Housing Finance Agency (CHFA): CHFA raises funds for mortgage financing through the sale of tax-exempt revenue bonds. CHFA uses proceeds from the sale of these bonds to provide below-market interest mortgage loans for the purchase, purchase and rehabilitation, and rehabilitation-related mortgage refinancing in selected areas. Through CHFA's mortgage assistance programs, individual borrowers are able to obtain very favorable mortgage interest rates.

Builders and developers apply for CHFA financing through approved mortgage lenders. CHFA also makes loans on single-family resale homes.

The City's Housing Division will conduct a public outreach program (through fliers or similar methods) to let potential new homeowners (existing renters in the City) know that such financing is available in Compton. The City will work with private lenders in Compton to gain State approval.

Emergency Shelter Grant Program: HCD administers the Federally-funded Emergency Shelter Grant Program (ESGP). Each County receives a grant allocation for distribution to local government agencies and nonprofit corporations for the rehabilitation or conversion of buildings for use as emergency

shelter for the homeless, for the payment of certain operating and social service expenses in connection with emergency shelter for the homeless, and for homeless prevention activities. The City of Compton will apply to HCD before 1994 for an ESG to provide funding for existing homeless services in the community, and to assist in the development of a rehabilitative transitional housing facility.

Federal Resources

The following paragraphs describe available federal funding sources.

Community Development Block Grant (CDBG): CDBG monies are Compton's primary source of funds for low and moderate income housing assistance. CDBG funds have been used for a variety of eligible purposes, and will continue to be used to stabilize neighborhoods and preserve and upgrade the existing housing stock. Funds will be focused on owner and renter housing rehabilitation, and upgrading of deteriorated infrastructure in low income neighborhoods. In order to create substantive neighborhood improvement and stimulate additional, unassisted improvement efforts, the City will focus a portion of its rehabilitation assistance in targeted neighborhoods.

Compton's CDBG allotment from HUD for the 1991/92 fiscal year, including reallocation funds, is \$3,342,283. This allotment represents a small increase over the previous fiscal year, and fits a trend of small yearly increases when reallocation amounts are included.

Section 8 Certificates/Vouchers: The City's Housing Department utilizes the Section 8 Existing Rental Subsidy/Voucher program to provide rent subsidies to very low income tenants. The rent subsidy represents the difference between the excess of 30 percent of the monthly household income and the actual rent. Including both project and tenant based subsidies, a total of 742 Section 8 certificates/vouchers are currently provided in Compton. The City will focus its efforts on securing additional rent subsidies from HUD only when combined with the City's rental rehabilitation program. The provision of rent subsidies has proven a key factor in attracting property owners to utilize the rental rehabilitation program.

HOME Program: The HOME program was created under the National Housing Affordability Act of 1990. Under HOME, HUD will award funds to localities on the basis of a formula which takes into account tightness of the local housing market, inadequate housing, poverty, and housing production costs. Localities must qualify for at least \$500,000, based on HUD's distribution formula, to receive direct allocation of funds, or can apply to the State or combine with adjacent jurisdictions.

HOME funding is provided to jurisdictions to assist either rental housing or homeownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. Also possible is tenant-based rental assistance, property acquisition, site improvements, and other expenses related to the provision of affordable housing and for projects that serve a group identified as having special needs related to housing. The local jurisdiction must make matching contributions to affordable housing under HOME on the following sliding scale: 25 percent local share for rental assistance or rehabilitation, 33 percent for substantial rehabilitation, and 50 percent for new construction.

The City's current annual allocation under the HOME program is \$317,000.

HOPE for Homeownership of Multifamily Units (HOPE II): Eligible applicants for this program include resident management corporations, resident councils, cooperative associations, public or private nonprofit corporations, and public bodies, including public housing authorities. This program has two parts.

Planning grants are intended to help applicants develop homeownership programs, such as development of resident management corporations, tenant and homebuyer counseling, job training, planning for economic development, self sufficiency activities, and others.

Implementation grants may be used for activities to carry out homeownership programs in rental properties. Activities include architectural work, acquisition of eligible properties, rehabilitation of any property covered by the program, relocation of tenants who elect to move, implementation of a replacement housing plan, and others.

Matching funds of 33 percent are required from non-federal sources, and income eligibility and resale restrictions apply.

The Compton Housing Authority will pursue HOPE II funding to facilitate tenant purchase of low income rental projects.

HOPE for Homeownership of Single Family Homes (HOPE III): Eligible applicants for this program include private nonprofit organizations, cooperative associations, and public agencies. Similar to HOPE II, this program has two parts.

Planning grants are intended to help applicants to develop homeownership programs, including the identification of eligible properties, feasibility studies, homebuyer counseling, planning for economic development, job training, and self-sufficiency activities and others.

Implementation grants may be used for activities to carry out homeownership programs related to government single family homes. Activities include acquisition of properties, rehabilitation of properties, relocation costs, and others.

Matching funds of 33 percent are required from non-federal sources, and income eligibility and resale restrictions apply.

The Compton Housing Authority will pursue HOPE III funding to encourage increased home ownership among lower income households.

Low Income Housing Preservation and Resident Homeownership Act (LIHPRHA): Subject to funding appropriations, LIHPRHA will provide the following financial incentives necessary for acquisition of federally subsidized, at-risk projects by non-profit organizations, tenants, and local governments:

- Project-based Section 8 contracts;
- Grants to non-profit purchasers to fill the gap between market and allowable rents; and
- Mortgage insurance for equity take-out loans and acquisition loans.

In addition, the following represents a significant new source of private funds the City of Compton can pursue for implementation of its affordable homeownership goals:

Federal Home Loan Bank (FHLB): The affordable housing programs mandated by the Financial Institutions Reform, Recovery and Enforcement Act (FIRREA) of 1989 and the Community Reinvestment Act are now being implemented through the 12 Federal Home Loan Banks. By law, the affordable housing provisions call for, among other things, a requirement for interest-subsidized loans to be extended to low income homebuyers, as well as a variety of lending activities that fall under the "community investment" heading.

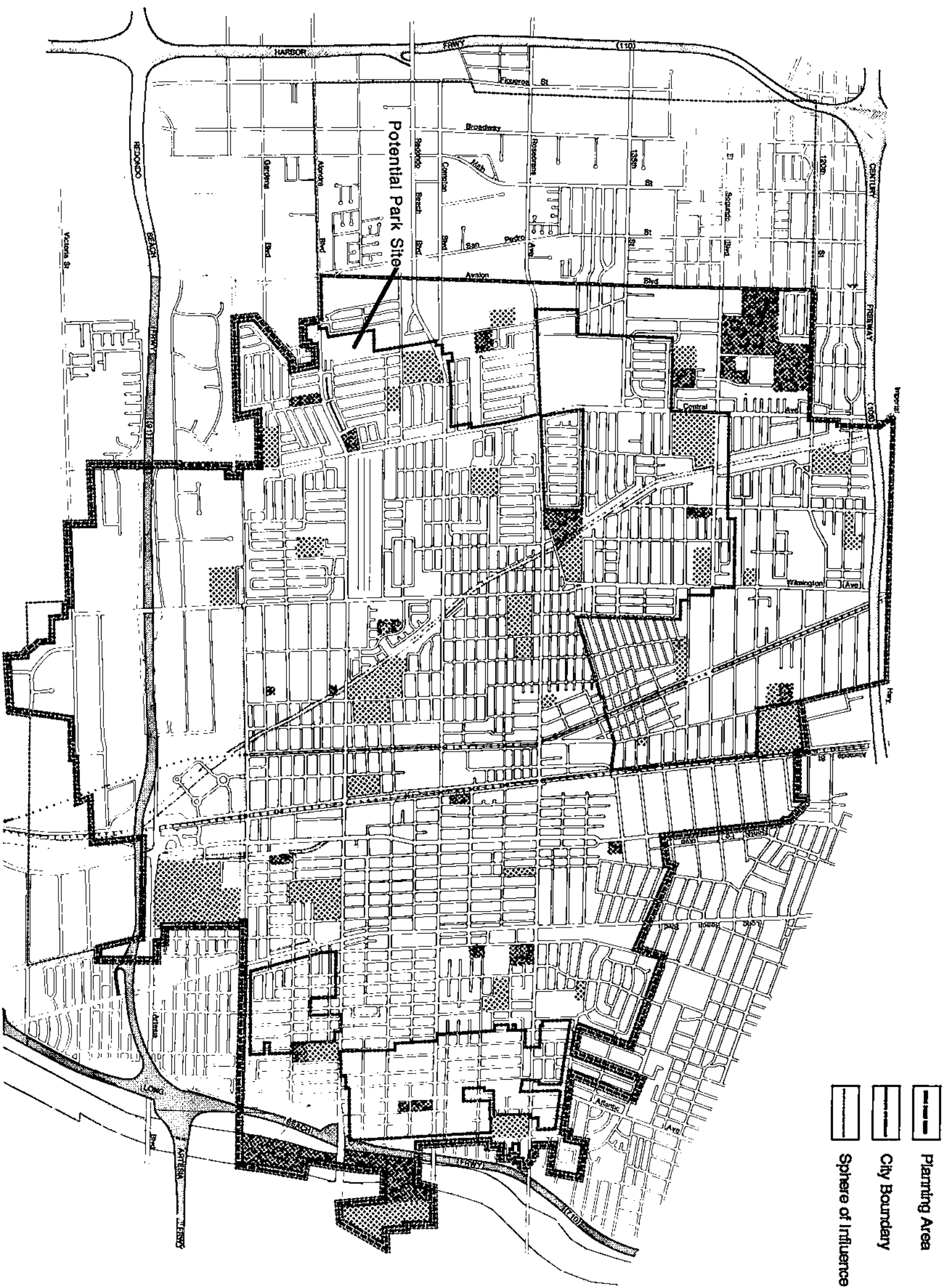
The FHLB of San Francisco (Eleventh District - California, Arizona, and Nevada) initiated its Affordable Housing Program in early 1990. In the first 18 months of operation, the program provided \$8.9 million in subsidies to 1,342 affordable housing units. Subsidies ranged from \$5,100 - \$18,000 per single-family mortgage, to \$1,200 - \$17,500 per multi-family rental over the life of the loan.

Through the Affordable Housing Program, the FHLB provides interest rate subsidies on advances to member banks that engage in lending for long-term, low to moderate income owner-occupied or affordable rental housing. Loans that qualify for the program include those used to finance homeownership by low income families, and loans which finance the purchase, construction or rehabilitation of rental housing, of which at least 20 percent will be occupied by very low income households.

In addition to the Affordable Housing Program, the FHLB also implements a Community Investment Program. Through this program, each district bank appoints a community investment officer and provides "community-oriented" mortgage loans to members at its own cost of funds. Loans that qualify for the program include those used to finance the purchase or rehabilitation of homes by borrowers earning 115 percent or less of the area median income, and those that finance commercial or economic development projects that benefit low and moderate income families.

**TABLE H-4
HOUSING PROGRAM SUMMARY**

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
1.0 INCREASING HOUSING OPPORTUNITIES					
1-A Land Use Element	Provide a range of residential development opportunities through appropriate land use designations.	Update General Plan to accommodate 5,667 additional housing units.	Department Budget	Community Planning and Development Department	Complete Land Use Element Update by end of 1991.
1-B Mortgage Revenue Bond Financing	Increase supply of rental and ownership units affordable to low and moderate income households.	Encourage developers to take advantage of affordable housing bond financing with a five-year goal to achieve one bond financed projects.	Revenue Bonds	Compton Redevelopment Agency	As available
2.0 CONSERVING & IMPROVING EXISTING AFFORDABLE HOUSING					
2-A Deferred Equity Loan; Compensating Balance Loan	Provide loans to lower income owner-occupied households, including room additions to alleviate overcrowding.	Increase loan amount to achieve necessary level of rehabilitation. Provide assistance to 40 units annually.	CDBG; Redevelopment and other available funds as necessary.	Compton Redevelopment Agency	Program ongoing. Increase funding by end of 1991.
2-B Rental Rehabilitation Program	Provide rehabilitation assistance to rental properties.	Actively market program to achieve rehabilitation of 160 units.	HUD	Compton Redevelopment Agency	Ongoing
2-C Code Enforcement/ Operation Clean Sweep	Enforce City codes pertaining to property maintenance, building and zoning.	Target two neighborhoods with Operation Clean Sweep; maintain 5 code enforcement personnel.	Department Budget	Community Planning and Development Department; others for Clean Sweep	Ongoing
2-D Neighborhood Beautification	Provide materials to encourage cosmetic improvements to residential units.	Operate program for one year.	CDBG	Community Planning and Development Department	Ongoing



SOURCE: City of Compton

Figure OS - 1
Conservation/
Open Space/Parks
and Recreation Plan



Compton General Plan

TABLE H-4
HOUSING PROGRAM SUMMARY
(Continued)

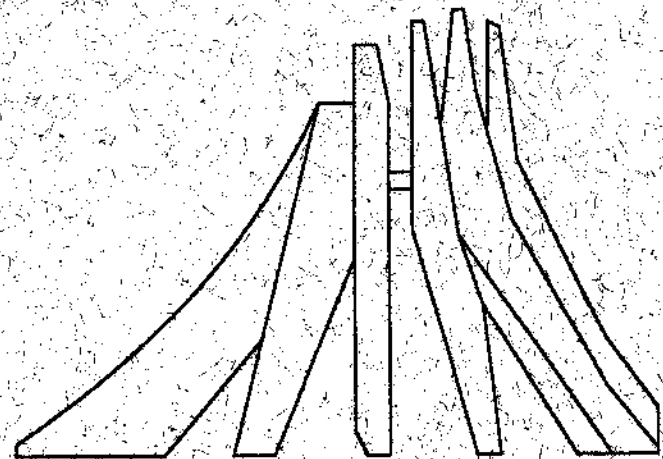
HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
2-E Conservation of Existing and Future Affordable Units	Provide for the continued affordability of the City's low and moderate income housing stock.	Unknown, dependant on status of mortgage prepayment.	Redevelopment and other available funds as necessary, including CDBG, new HUD	Compton Redevelopment Agency	As required.
2-F Foreclosed Properties	Acquire FHA foreclosure, abandoned properties for rehabilitation and re-entry into housing market.	Acquire and facilitate rehabilitation of 10 units annually.	Redevelopment; Private investment, mortgage revenue bonds	Compton Redevelopment Agency	Ongoing
3. MAINTAIN AFFORDABLE HOUSING FOR SPECIAL NEEDS GROUPS					
3-A Land Assemblage and Write-Down	Assemble property and extend write-down grants for the provision of low and moderate income housing.	Facilitate development of at least 75 dwellings, with a minimum of 20% affordable to low and moderate income households.	Redevelopment; CDBG	Compton Redevelopment Agency	By 1994.
3-B Section 8 Assistance Payment/ Housing Vouchers	Extend rental subsidies to lower income families and elderly.	Continued subsidy of 724 households.	HUD-Section 8 Cert. and Housing Vouchers	Compton Redevelopment Agency	Ongoing
3-C Density Bonus Program	Encourage development of housing for seniors households through provision of density bonus/ other equivalent incentives.	Incorporate density bonus program into City's Zoning Ordinance.	Department budget as necessary	Community Planning and Development Department	Revise Zone Code by end of 1992

**TABLE H-4
HOUSING PROGRAM SUMMARY
(Continued)**

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# UNITS) TO BE ASSISTED	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
3-D Sites for Homeless Shelters/ Transitional Housing	Provide for sites for the development of housing for the homeless.	Amend Zoning Ordinance to allow for emergency shelters and transitional housing; build one transitional shelter.	Department Budget; private resources; State grant	Community Planning and Development Department	By end of 1992.
3-E Shared Equity/Down payment Assistance	Expand homeownership opportunities through creation of equity partnerships.	Ten households.	Redevelopment and other available State funds.	Compton Redevelopment Agency	By 1994.
3-F Federal Section 202 Assistance	Assist qualifying developers to find sites for Section 202 projects.	At least two senior projects totaling 123 units.	Redevelopment; CDBG	Compton Redevelopment Agency	By 1993.
4. EQUAL HOUSING OPPORTUNITY					
4-A Equal Housing Opportunity Services	Affirm a positive action posture which will assure unrestricted access to housing.	Provide tenant/ landlord counseling, housing discrimination response, and related housing services.	HUD-CDBG	Community Development Department; Long Beach Fair Housing Foundation.	Ongoing
4-B Reinvestment Task Force	Investigate discriminatory lending practices.	Recommend mitigation.	Department Budget	City Manager	By 1994
5. REMOVE GOVERNMENTAL CONSTRAINTS					
5-A Zoning Ordinance	Expand zoning ordinance to allow for mixed use, transitional housing, density bonuses.	Revise ordinance by end of 1992.	Department Budget	Community Planning and Development Department	By end of 1992

CIRCULATION

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
CIRCULATION ELEMENT

December 3, 1991

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INTRODUCTION TO THE CIRCULATION ELEMENT

Compton's circulation and transportation systems play important roles in shaping the overall structure and form of the City. These systems define land use patterns and determine how goods and people move through and within Compton most efficiently to serve those uses. The capacities of the various systems - the roadways, rail lines, and airport - may limit development potential through established service level goals. Land use and circulation must be closely tied to ensure that the overall circulation system enables people to move in and around the City to locations where they live, work, shop, and spend leisure hours.

PURPOSE OF THE CIRCULATION ELEMENT

The Circulation Element identifies and describes the components of the City's circulation system and outlines long-term strategies for optimizing the use and function of the system. These components include freeways and surface streets, railroad lines, the Compton Airport, multi-modal transit routes like the Alameda Corridor, and pedestrian and bike ways. Through goals and policies statements (contained in the second part of this element) and implementing programs (in the third section), this element sets forth the City's overall aim to minimize traffic congestion and enjoy associated benefits - improved traffic safety, reduced air pollutant emissions, and a better living environment for Compton residents.

As stated in the General Plan Introduction, State law requires internal consistency and compatibility among the various General Plan elements. In particular, the Circulation Element must relate closely to the Land Use and Noise Elements since land use policy directly affects the number of people using the circulation network, and the traffic levels on various transportation routes influence the local noise environment. Also, circulation patterns should recognize land use patterns, delivering the most people to the more densely populated employment centers, and diverting high traffic volumes around less intensely developed residential neighborhoods.

RELATED PLANS AND PROGRAMS

Like the freeways which pass through the City, transportation issues extend far beyond the Compton city limits. Several regional agencies are responsible for planning and implementing transportation and congestion management programs which affect Compton and the greater Los Angeles area. The City must consider other transportation system planning efforts as it pursues its own agenda. The following paragraphs describe transportation agencies and their responsibilities.

Southern California Association of Government (SCAG)

In ongoing efforts to mitigate anticipated long-term traffic congestion throughout the six-County SCAG region (Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties), SCAG has prepared a series of regional plans. The 1989 *Regional Mobility Plan*, which is tied closely to SCAG's *Growth Management Plan* and the South Coast Air Quality Management District's *Air Quality Management Plan*, describes long-term programs to be implemented toward the goal of recapturing and retaining the regional transportation mobility levels of 1984. The plan outlines physical improvements and comprehensive transportation systems management techniques which cities will be expected to implement through their own long-range planning efforts.

Los Angeles County General Plan

The Circulation Element of the Los Angeles County General Plan contains several policies which affect Compton. In particular, the element's Highway Plan designates El Segundo Boulevard, Rosecrans Avenue, Alondra Boulevard, Artesia Boulevard, Avalon Boulevard, Central Avenue, Wilmington Avenue, Santa Fe Avenue, Long Beach Boulevard, and Atlantic Avenue as Major Highways (100-foot right-of-way), and 135th Street, Compton Boulevard, Greenleaf Drive, Walnut Street, Alameda Street, Willowbrook Avenue, Tamarind Avenue, Mona Boulevard, Temple Avenue, Bullis Road, and Compton Avenue as Secondary Highways (80-foot

right-of-way). Compton Airport is identified as a transportation facility.

Los Angeles County Transportation Commission (LACTC)

The LACTC is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. In particular, LACTC oversees Los Angeles' Metro-Rail project.

The LACTC also prepares the regional *Congestion Management Plan* (CMP) mandated by State law. The CMP identifies the Los Angeles County transportation network, establishes service level standards for network travelways, and identifies strategies to reduce congestion. Individual cities within Los Angeles County are responsible for implementing the CMP.

Alameda Corridor Transportation Authority (ACTA)

Formed in 1989, the ACTA is a joint powers authority comprised of Compton and the cities of Los Angeles, Vernon, Huntington Park, South Gate, Lynwood, Carson, and Long Beach; the County of Los Angeles; Caltrans; and the ports of Long Beach and Los Angeles. The ACTA's charge is to develop and implement major roadway and railway improvements along the 18-mile Alameda Corridor, connecting the port areas to regional rail facilities near downtown Los Angeles. Plans call for the corridor to be completed by 1998. The corridor is discussed in detail in the Circulation Plan section of this element.

Southern California Rapid Transit District

The Southern California Rapid Transit District, or RTD, operates an extensive bus system throughout Los Angeles County, with several stops in Compton. Since Compton does not operate its own municipal bus service, RTD routes provide the primary intra-city service. Municipal lines from the cities of Gardena and Long Beach supplement local RTD routes. In addition, the RTD operates the light rail lines providing service to downtown Los Angeles, including the Blue Line which passes through Compton.

CIRCULATION ISSUES

A comprehensive network of freeways, regional highways, local roadways, passenger and freight rail lines, and public transit routes serve the transportation needs of Compton and surrounding jurisdictions. Completion of the Century Freeway (Interstate 105) will surround the City on all four sides with freeways. Access to Compton is excellent. However, circulation system constraints prevent the City from taking full advantage of the potential benefits available from the four freeways and the arterial roadways. The following paragraphs identify circulation issues and opportunities of concern to Compton. The "Goals and Policies" section of this element outlines the City's long-term aims and strategies for addressing these issues, and the "Circulation Plan" section details programs the City will undertake toward fulfilling its goals.

DEFICIENT ROADWAY CAPACITY

In early 1991, a Citywide traffic conditions survey was performed to identify deficiencies in the City's street network. The survey focused on defining service levels based on existing (1991) traffic volumes and anticipating future problems associated with continued development in accordance with General Plan land use policy. The study showed that in general, the street network provides adequate service levels, with only the following street segments experiencing unacceptable operating conditions:

- Rosecrans Avenue between Santa Fe Avenue and Long Beach Boulevard; and
- Wilmington Avenue south of the Artesia freeway (State Route 91).

Detailed analysis of major intersections revealed that two intersections could be considered severely congested during the evening rush hour: Alondra Boulevard/Central Avenue and Alondra Boulevard/Santa Fe Avenue.

General Plan land use policy will allow for additional development within Compton. New development will add vehicles to City streets. The traffic analysis found that if no improvements are made to the street system, the following road sections will have significant traffic problems over time:

- Rosecrans Avenue between Santa Fe Avenue and Long Beach Boulevard;
- Greenleaf Boulevard between Wilmington Avenue and Santa Fe Avenue;
- Central Avenue between Rosecrans Avenue and Compton Boulevard;
- Wilmington Boulevard, its entire length between Compton Boulevard and Victoria Street; and
- Long Beach Boulevard between El Segundo Avenue and Compton Boulevard.

Intersections expected to experience poor operating conditions include Central/Alondra, Santa Fe/Alondra, Long Beach/Alondra, Long Beach/Rosecrans, and Atlantic/Rosecrans.

As major travel routes become congested, traffic often detours through residential neighborhoods in search of parallel streets with excess capacity. Such traffic can create hazards within the neighborhoods.

DISCONTINUOUS GRID NETWORK

Compton's street network consists of a grid pattern. In its pure form, the classic grid network functions efficiently by allowing parallel streets to absorb excess traffic from congested roadways. In Compton, however, the grid pattern is interrupted by physical barriers such as Compton Creek and north-south rail lines. Thus, cross-town and through traffic have limited travel options whenever major east-west streets are crowded.

The at-grade rail crossings present particular problems because the heavy freight trains travel at slow speeds and

often contain 100 or more rail cars. Traffic at rail crossings can be delayed several minutes. Crossings of special concern include the Compton, Alondra, and Greenleaf intersections because these roadways experience heavy use throughout the day.

AGING INFRASTRUCTURE

Throughout the City, road surfaces, curbs, and sidewalks show signs of age and wear. High volumes of through traffic - especially truck traffic - create cracks, chinks, and potholes which prevent traffic from flowing smoothly and which present hazards to pedestrians and motor vehicles alike.

Comprehensive maintenance programs could eliminate the traffic safety hazards associated with older infrastructure. In addition, programs to enhance pedestrian safety (clearly marked crossings, repaired sidewalks, corner curb cuts) may encourage pedestrian activity.

TRANSIT USE

Compton residents use public transit a great deal for both intra-City and inter-City trips. In 1990, initiation of the Blue Line light rail service between Long Beach and downtown Los Angeles, with two stops in Compton, expanded opportunities for transit use. As regional planning agencies implement programs to reduce regional traffic congestion and air pollutant emissions, public transit options and patronage should continue to increase as long as transit access is easy and convenient for City residents and employers. Development of the multi-modal center at the Blue Line stop will encourage transit use.

Compton relies upon non-City agencies to provide bus and other transit services. These other agencies establish the bus stops, many of which consist only of sign poles at unsightly or unsafe locations. To better serve Compton residents, the stops should be well-lighted and safely located, and should contain amenities such as benches or even weather shelters. Also, bus stops and routes should serve inner parts of the City, rather than limiting routes to major arterial and heavily traveled secondary roadways.

ALAMEDA CORRIDOR

Construction of the Alameda Corridor will directly affect surface street and rail traffic through Compton. The corridor is planned as a combination road/rail travel route between the ports and regional rail facilities near downtown Los Angeles, and is intended to consolidate rail traffic onto a single line and to remove through truck traffic from city surface streets. Passing through Compton, the corridor presents regional and sub-regional opportunities to reduce at-grade rail crossing conflicts, to minimize the number of heavy trucks, to lessen train noise impacts on sensitive land uses, and to improve air quality.

However, potential negative aspects of the corridor project, which projects over 106 freight trains per day, include localized increases in noise, air pollution, vibration, and traffic disruption.

CONGESTION MANAGEMENT

State law requires individual cities in Los Angeles County to implement the Congestion Management Plan prepared by the LACTC. Specifically, Compton must: 1) conform to the established level of service standards; 2) adopt and implement a trip reduction and travel demand ordinance; 3) implement a program to analyze land use decisions on the regional transportation system; 4) prepare annual deficiency plans for portions of the CMP system failing to meet the established service level standards; and 5) if desired, adopt its own sub-County traffic model.

The 1991 Los Angeles County CMP system includes the following roads and freeways through Compton: Alameda Street, Interstate 710, State Route 91, Interstate 110, and Interstate 105 (upon completion). All of these travelways must operate no worse than Level of Service E during peak hours, although specific sections with F service levels are not required to be improved to Level of Service E.

PEDESTRIAN MOVEMENT

Compton's wide major arterial streets can create an unfriendly pedestrian environment, particularly during morning and evening rush hours. The wide streets can be difficult to cross. Also, few buffers exist between curb-side travel lanes and the sidewalks serving commercial development along primary travel routes such as Rosecrans Avenue or Long Beach Boulevard.

Regional air quality and congestion management goals encourage increased pedestrian activity to reduce short automobile trips (home-school, home-shopping), especially during peak travel periods. Pedestrians require convenient, safe sidewalks and road crossings if they are to decrease reliance on the car for short trips.

LACK OF ADEQUATE OFF-STREET PARKING

Many of Compton's residential subdivisions and strip commercial corridors were developed at a time when many families owned only one - or at the most, two - automobiles. Residential streets were built to standards which assumed cars would be parked in garages or driveways; thus, road widths needed only to accommodate two travel lanes, plus a little extra for limited on-street parking. In the commercial areas, parking was provided behind buildings.

Over time, however, the number of vehicles per household has increased beyond two, and many garages have been converted to additional bedrooms or storage areas. In several residential neighborhoods throughout Compton, the removal of onsite parking spaces has forced parked cars onto both sides of the street, thereby effectively eliminating a travel lane. These conditions are hazardous both for motorists and residents, and create unsightly neighborhoods.

The increase in cars in commercial areas, and perhaps patrons' desire to park safely while shopping, has also created on-street parking problems along Compton's major commercial/through traffic roadways such as Rosecrans Avenue, Compton Boulevard, Central Avenue, and Long Beach Boulevard. During rush hour, cars parked on the street

and cars attempting to enter the traffic flow from curbside disrupt the smooth movement of traffic. Parked cars also prevent the use of a curbside lane to increase roadway capacity.

CITY ACCESSIBILITY

Four freeways and numerous arterial highways readily link Compton to cities and business centers throughout the Los Angeles metropolitan area. Access to Compton is excellent by road routes and rail, as well as via the Compton Airport. Opportunities offered by this centralized urban location include access to international port trade, numerous transit routes to Compton's employment areas and shopping districts, commuter rail access to the downtown Los Angeles financial and government centers, convenient travel to Los Angeles Airport via the Century freeway, and freeway and passenger rail service to Long Beach's entertainment attractions. Business people and residents alike can benefit from the City's accessibility.

CIRCULATION ELEMENT GOALS AND POLICIES

Circulation Element goals and policies define the City's vision for a balanced, efficient circulation system which incorporates many modes of travel and which allows for the safe movement of people and goods in and around Compton. These goals recognize the constraints posed by the existing built environment but also capitalize upon the opportunities created by established transportation routes. Through these goal statements, the City also lends its support to regional, long-range efforts to manage congestion and reduce pollutant emissions within the South Coast Air Basin.

The following goals and policies are identified as either short-term (S), medium range (M), or long-range (L). Short-term covers a five-year period, medium range includes a five to 10-year planning period, and long-range indicates goals to be achieved over a 20-year time frame, or policies which represent ongoing City policies and programs.

BALANCED, FUNCTIONAL, AND EFFICIENT STREET SYSTEM

Regional circulation planning agencies encourage reduced reliance on the private automobile as the principal form of transit in the greater Los Angeles region. However, cities throughout the region - Compton among them - have significant investment in local street systems. Automobiles and transit vehicles will continue to use the street network well into the 21st century. In order for street traffic to move efficiently over time, the network must be well planned, functional, and properly maintained. In addition to congestion relief, a well-designed system offers other inherent benefits such as cleaner air, time savings, and reduced motorist anxiety.

GOAL 1.0 (L): Provide a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton.

Policy 1.1 (L): Develop the street system in accordance with the Circulation Element Master Plan of Roadways.

Policy 1.2 (S): Undertake a comprehensive study to determine which streets should be established as collector streets.

Policy 1.3 (L): Adhere to established development standards and street cross section standards for all roadway improvements.

Policy 1.4 (L): Require developers to provide full public road improvements, or bond for the required improvements, at the time of new project construction. Condition the issuance of occupancy permits on the completion of required improvements. Establish bonding policies which require cash bonds and allow bonding only for limited, small-scale improvements.

Policy 1.5 (L): Use redevelopment funding sources to provide necessary road improvements within redevelopment project areas.

Policy 1.6 (S): Examine the use of assessment districts to retrofit existing neighborhoods with full public road improvements.

Policy 1.7 (L): Coordinate ongoing street system master plan efforts with the Los Angeles County Department of Public Works.

Policy 1.8 (L): Provide a street system that allows for the safe and efficient movement of traffic.

Policy 1.9 (M): Continue to work with the railroads, the Public Utilities Commission, Los Angeles County Department of Public Works, the Los Angeles County Transportation Commission, and other responsible agencies to establish grade separations between major rail routes and Major Highways.

Policy 1.10 (L): Minimize curb cuts from new developments onto Major and Secondary Highways.

Policy 1.11 (L): Establish and keep in place a comprehensive street maintenance and rehabilitation program. Prioritize the improvements in City Capital Improvement Plans.

Policy 1.12 (M): Support the construction of the Alameda Corridor as a multi-modal transit route.

Policy 1.13 (S): Prohibit peak hour on-street parking along major roadways as a means of obtaining increased road capacity.

Policy 1.14 (S): Minimize the impact of Major and Secondary street "spill over" traffic on residential neighborhoods by installing traffic diverters, restrictive channelizations, additional signals, and other features which will discourage through traffic.

Policy 1.15 (S): Consider a program to designate one-way streets as a method to control traffic.

PUBLIC TRANSPORTATION

Many Compton residents rely upon public transportation as their primary mode of transport to work, school, and shopping. Although the City does not maintain its own municipal bus system, Compton is well served by regional transit agencies and various forms of public transit. The City's interests lie in ensuring a high level of transit service to meet residents' demands and also reduce congestion, to work toward regional air quality goals, and to attract non-residents to Compton for shopping and business.

GOAL 2.0 (L): Provide Compton residents and business people with convenient and viable access to public transportation.

Policy 2.1 (L): Work with the Southern California Rapid Transit District to maintain RTD bus routes and regular bus schedules citywide for both local and regional trips.

Policy 2.2 (S): Encourage the RTD to establish bus spur routes which better serve residential neighborhoods that are removed from major bus lines.

Policy 2.3 (S): Investigate the feasibility of establishing a local bus system.

Policy 2.3 (S): Continue to expand the Compton Transit Center as a multi-modal transit stop.

Policy 2.4 (M): Support the efforts of the Southern California Rapid Transit District to expand light rail service along the Blue Line route.

Policy 2.5 (L): Continue to cooperate with the cities of Gardena and Long Beach to allow Gardena Municipal Bus lines and Long Beach Transit to serve stops in Compton.

GOAL 3.0 (L): Encourage increased use of public transportation.

Policy 3.1 (S): Work with the RTD to provide sheltered, clearly marked, and safely located bus stops.

Policy 3.2 (S): Examine the need to require new large scale commercial, industrial, and residential projects to incorporate bus bays, bus shelters, transit stops, and other similar features into project design.

Policy 3.3 (S): Encourage major employers to keep local transit information at places of employment.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management, or TDM, involves using incentives and programs to reduce the number of vehicles on roadways, particularly during peak travel periods. The *Air Quality Management Plan* for the South Coast Air Basin requires such TDM programs for major employers. The City will support regional goals for congestion relief and cleaner air through the following goals and policies.

GOAL 4.0 (L): Use Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

Policy 4.1 (S): Support the South Coast Air Quality Management District's TDM program requirements.

Policy 4.2 (S): Establish programs for City employees which allow telecommuting and flexible work schedules.

Policy 4.3 (S): Provide preferential parking for City employees who use car pools or other ride-sharing means of getting to work.

Policy 4.4 (S): Adopt and implement a trip reduction and travel demand ordinance.

Policy 4.5 (S): Encourage major employers to establish flex-time and alternative work week schedules.

Policy 4.6 (L): Allow for integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.

Policy 4.7 (S): Consider enacting an ordinance which prohibits truck deliveries during peak traffic periods.

Policy 4.8 (L): Encourage employers to use the local employment base to fill available positions.

MOVEMENT OF GOODS

In Compton, rail traffic represents an integral part of the circulation system, moving people and goods along major rail routes. Also, the Alameda Corridor is planned as the principal truck route between the ports of Los Angeles and Long Beach to manufacturing and distribution centers near downtown Los Angeles. Compton recognizes the regional importance of these routes but also realizes that goods movement should not disrupt the quality of life for Compton residents.

GOAL 5.0 (L): Balance the use of regional freight routes with the need to protect community welfare.

Policy 5.1 (S): Continue to support consolidation of freight rail operations along the Alameda Corridor rail line.

Policy 5.2 (M): Support the use of the Alameda Corridor as a major road freight route, provided the interests of Compton are incorporated into planning and development of the corridor.

Policy 5.3 (M): Continue active participation in the Alameda Corridor Transportation Authority.

Policy 5.4 (L): Continue to enforce the ordinance establishing truck routes and limiting through truck traffic to those routes.

PEDESTRIAN AND BICYCLE TRAFFIC

Compton's grid street pattern and heavily used major roadways do not encourage pedestrian and bicycle traffic. However, if safe and convenient routes are provided between residential neighborhoods and nearby commercial or employment areas, these forms of travel may become more common.

GOAL 6.0 (L): Encourage bicycle and pedestrian travel as an alternative to motorized transportation.

Policy 6.1 (L): Provide safe bicycle and pedestrian routes between residential neighborhoods and the schools, local commercial areas, and other uses serving the immediate neighborhood.

Policy 6.2 (L): Allow for mixed use developments which integrate residential and compatible non-residential uses, and ensure such developments incorporate features which facilitate bike use and pedestrian travel.

Policy 6.3 (M): Provide bicycle racks and storage areas at public buildings, and encourage private developments to do the same.

Policy 6.4 (M): Establish landscaping or similar buffers along major road/commercial corridors to better protect pedestrians from vehicle traffic.

Policy 6.5 (S): Consider development of a pedestrian bridge across rail lines to link the civic center with nearby shopping centers.

AIR TRAFFIC

Developed land surrounding Compton Airport limits the airport's ability to physically expand or to generate aircraft activity beyond 1991 operational levels. Historically, the airport has not created any significant problems for its neighbors. The City recognizes the benefits the airport provides in terms of revenues and services to local business and resident populations.

GOAL 7.0 (L): Balance the interests and needs of properties surrounding Compton Airport with the airport's operational goals.

Policy 7.1 (S): Cooperate with the Los Angeles County Airport Land Use Commission in its preparation of an airport land use plan for Compton Airport.

PARKING FACILITIES

Adequate off-street parking facilities in commercial and industrial developments can help traffic move smoothly by removing parked vehicles from major travel ways. In residential neighborhoods, adequate off-street parking creates safer, better looking environments for residents. The following goal and supporting policies are designed to allow some on-street parking while assuring that adequate off-street parking is available to allow for smooth traffic flow during peak travel times.

GOAL 8.0 (L): Provide adequate, properly designed off-street parking facilities for all types of development.

Policy 8.1 (L): Require new development projects to provide parking facilities consistent with zoning code requirements.

Policy 8.2 (L): Support joint use parking arrangements where it can be shown that such arrangements will not create on-street parking problems.

Policy 8.3 (L): Allow businesses to meet zoning code parking requirements with off-site parking facilities, provided such facilities are convenient and safe for the persons using them.

Policy 8.4 (S): Examine ways to provide consolidated parking facilities within the City's business and employment districts.

Policy 8.5 (S): Examine the feasibility of establishing overnight parking restrictions in residential neighborhoods as a means of reducing on-street parking.

CIRCULATION PLAN

The "Circulation Issues" discussion in this element identifies the long-term transportation and circulation concerns in Compton. This section describes the programs and strategies the City will pursue to address these issues and to move towards a balanced transportation system that meets the future mobility needs of Compton residents, as well as the business sector's demand to move goods most efficiently and effectively.

MASTER PLAN OF STREETS AND HIGHWAYS

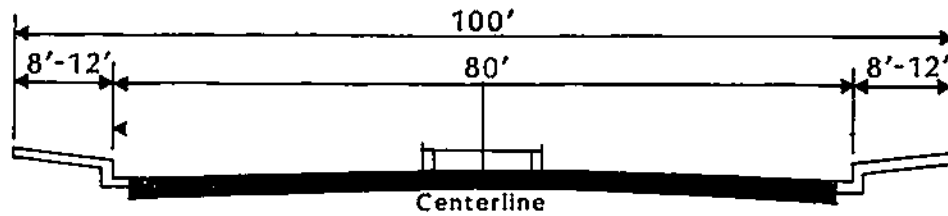
Streets and highways in Compton are described and classified according to their primary function. This hierarchical system of roadways consists of the following four basic classifications:

- Major Highway;
- Secondary Highway;
- Collector; and
- Local Street.

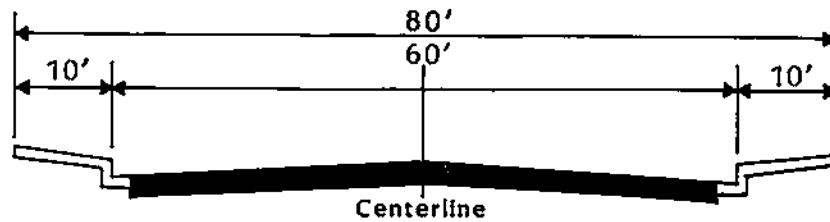
Figure C-1 illustrates the roadway cross-section standards (geometrics) for these five classifications. Roadway functions and standards may be described as follows.

Major Highway

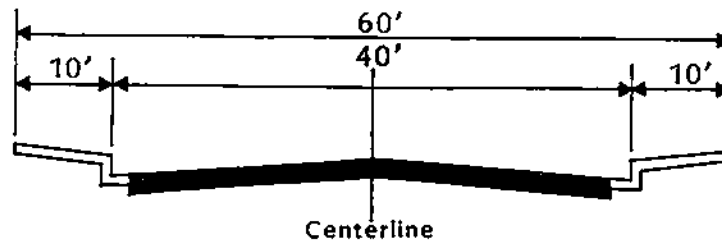
A Major Highway is the highest capacity street within the City's street system. Major Highways are designed to carry high volumes of traffic, primarily for through trips. They serve as the principal connectors from lower classification streets to the freeway system and other regional routes. The standard calls for 100 feet of right-of-way and four to six travel lanes within a minimum 80-foot wide, curb-to-curb paved street section. The right-of-way and paved road width can be increased at and near intersections to allow for median strips and extra turn lanes.



Major Highway (a)

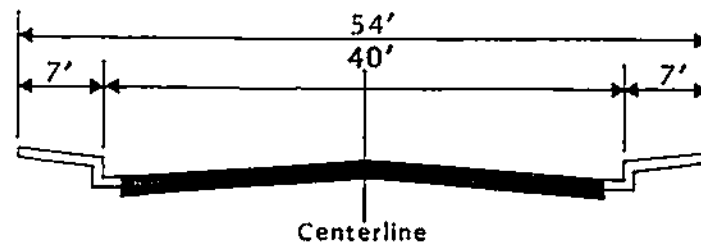


Secondary Highway



Standard Collector

4' minimum sidewalk
on both sides



Residential Collector

4' minimum sidewalk
on both sides

Compton General Plan



12/3/91

- (a) Major Highway right-of-way may be increased to accommodate center median or extra turn lanes at intersections.
- (b) All roadbed widths shown are minimums.

Figure C - 1
Standard Street
Cross Sections

Major Highways in the Compton planning area include El Segundo Boulevard (west of Santa Fe Avenue), Rosecrans Avenue, Alondra Boulevard, Artesia Boulevard (east of Alameda), Victoria/Apra Street, Avalon Boulevard, Central Avenue, Wilmington Avenue, Santa Fe Avenue, Long Beach Boulevard, and Atlantic Avenue.

Secondary Highway

Secondary Highways connect Major Highways to collector and local streets and are intended to carry relatively high traffic volumes for both through and local trips. A Secondary Highway consists of 80 feet of right-of-way and four travel lanes within a 60-foot, curb-to-curb paved section.

The Secondary Highways in Compton are 135th Street, Compton Boulevard, Greenleaf Boulevard, Walnut Street, Willowbrook Avenue, Tamarind Avenue, Mona Boulevard, Temple Avenue, Bullis Road, Compton Avenue, and Artesia Boulevard (west of Alameda).

Collectors

Two Collector classifications are included within the street system - the Standard Collector and the Residential Collector. Standard Collectors serve the City's major industrial and commercial areas and high density residential developments and are designed to carry moderate to relatively high volumes of traffic to the Secondary and Major Highways, while avoiding lower density residential neighborhoods. The Residential Collector accommodates moderate traffic volumes and is intended to carry residential traffic from the neighborhoods to schools, parks, and shopping areas.

Standard Collectors contain slightly more right-of-way than Residential Collectors, consisting of 40 feet of paving within a 60-foot right-of-way width. The Residential Collector has a 40-foot paved section and a minimum 54-foot right-of-way. Collector streets will be designated as part of a special study.

Local Streets

Local Streets are designed to carry low volumes of local (non-through) traffic. Locals connect to Collectors and Highways for through trips. Standards for Local Streets are variable, given the variety of residential subdivisions which have been developed since Compton incorporated as a City.

Study Street

Alameda Street is designated as a Study Street since street width and configuration will be determined as part of the Alameda Corridor design study.

Critical Intersections

Figure C-2 identifies several intersections as "critical intersections." These are locations where, over time, right-of-way beyond the standard rights-of-way illustrated in Figure C-1 may be needed to accommodate additional turn lanes. Traffic volumes may be more easily managed if a dedicated right-turn lane, dual left-turn lanes, or other non-standard configurations are provided.

Master Plan

Figure C-2 presents the Master Plan of Streets and Highways for Compton. This plan shows the ultimate circulation system needed to move people and goods within and through the City while maintaining roadway service levels of Level of Service D or better. The system incorporates regional infrastructure and public transit improvements and plans, and accommodates the City's specific transportation needs. Physical road improvements will be necessary to achieve this system, including road widenings, roadway reconfiguration, construction of the Alameda Corridor, and grade separations at railroad crossings.

Road Widenings: Several Major and Secondary Highways will require widening and restriping to provide consistent widths and to accommodate future traffic volumes. In particular, the following improvements will be made.

- Central Avenue between Rosecrans Avenue and Compton Boulevard will be widened and restriped to provide a six-lane divided highway.
- Wilmington Avenue between the Artesia Freeway and Victoria Street will be widened and restriped to provide a six-lane divided highway.
- Greenleaf Boulevard between Wilmington Avenue and Santa Fe Avenue will be widened to provide a four-lane divided roadway.
- Long Beach Boulevard, from the north City limit to Rosecrans Avenue, will be widened and restriped to provide a six-lane divided roadway.

To accomplish street widenings, the City will undertake a comprehensive approach. This requires that the City schedule the improvement in a Capital Improvement Plan (CIP) and acquire right-of-way through eminent domain or permanent on-street parking restrictions.

These identified widenings will be performed over the 20-year General Plan planning period (before the year 2010). The City will monitor roadway volumes over time to determine the timing and approach for the improvements.

Roadway Reconfiguration: Along many road sections, right-of-way width exists consistent with the Master Plan. However, efficient traffic movement is hindered by uncontrolled access from feeder streets and from development fronting on Highways and Collectors. To allow for better flow, the City may provide raised medians (divided roadways) along the following street segments:

- Wilmington Avenue between Compton Boulevard and the Artesia Freeway;
- Long Beach Boulevard between the north City limits and the Artesia Freeway (virtually its entire length through Compton); and
- Rosecrans Avenue between Santa Fe Avenue and Long Beach Boulevard.

If studies indicate these improvements can significantly improve traffic flow, improvements will be completed before the year 2005.

Alameda Corridor: As described previously in this element, the Alameda Corridor represents a major improvement to the regional transportation system (Figure C-2). The corridor, planned to connect the ports of Los Angeles and Long Beach to multi-modal goods distribution facilities near downtown Los Angeles, is described as "a critical link for the movement of local and international cargo."¹ This road and rail freight route is intended to reduce through truck traffic on parallel streets and freeways, especially heavily-traveled Interstate 710, and to consolidate freight rail traffic to a single corridor, thus reducing rail/surface street conflicts.

As a member of the Alameda Corridor Transportation Authority, Compton will participate in the selection of the corridor design. Primary options include: 1) a four-lane road with parallel, multi-track rail lines; 2) a six-lane, one-way road couplet with at-grade rail tracks between the one-way routes; and 3) the six-lane road couplet separated by a depressed rail way. Grade separations are contemplated at principal east-west streets. Compton will encourage grade separations at several locations in the City, as described below.

Grade Separations: Construction of new rail and surface street grade separations involves tremendous costs. However, traffic congestion can be greatly mitigated by removing hindrances to free east-west traffic flow. Thus, the City strongly supports efforts to consolidate freight rail traffic along a single corridor and to provide grade separations in the design of the Alameda Corridor. Priority streets in Compton for grade separation include Compton Boulevard, Alondra Boulevard, and Greenleaf Boulevard.

Compton will work to include these streets in the design of the Alameda Corridor. In the event the Alameda Corridor is not built or construction is significantly delayed, Compton will seek other funding sources and establish accelerated time schedules for construction of grade separations.

¹Project Memorandum, "The Alameda Corridor Project," Alameda Corridor Transportation Authority.

The City will continue construction efforts to complete the Mealy Street rail line relocation, which involves completion of the Rosecrans Avenue overpass at Alameda Street and depression of West Alameda Street below the relocated Wilmington Branch rail line, among other improvements.

Traffic Signal Synchronization: The City will complete its program to computerize traffic signals Citywide so that traffic flow can be synchronized and better managed. Complete synchronization will be accomplished by 1995.

ROADWAY MAINTENANCE AND REHABILITATION

Potholed streets, crumbling curbs, and cracked sidewalks citywide contribute to traffic safety problems and a general unkempt appearance. By implementing stronger roadway rehabilitation and maintenance programs, the City will achieve two important goals -- reducing congestion and enhancing the visual character of Compton.

Additional funds for infrastructure improvements will be available from State gas tax revenues increased via legislation passed in 1990. The legislation ties a jurisdiction's eligibility for funds to that jurisdiction's compliance with adopted Congestion Management Plans. Compton will comply with the provisions of the Los Angeles County CMP, as discussed in this element, to ensure the City receives its share of the revenues. A Capital Improvement Plan (CIP) will be submitted to the LACTC as required.

The City will place priority on rehabilitating residential streets within target neighborhoods, as discussed in the Housing Element, toward the end of improving overall neighborhood quality. General Fund, Community Development Block Grant (CDBG), and tax increment resources will be used for this program. Tax increment and CMP funds will be the primary resources used to finance roadway improvements within the commercial and industrial districts.

PUBLIC TRANSPORTATION

As growth throughout Southern California adds vehicles to the region's overburdened freeway and arterial highway systems, people will rely more heavily upon public transportation, especially for commute trips. Compton's ready access to RTD and other bus lines and to the Blue Line passenger rail will continue to offer Compton residents and persons working in the City alternatives to the private automobile.

Bus Service

To encourage use of public transit, the City will pursue several programs. Foremost, City officials will work with the RTD to monitor bus transit demands and service levels, and to adjust schedules and routes to best serve residents and commuters into the City. Figure C-3 illustrates preferred bus routes. Bus stops will be clearly identified with signs and benches or bus shelters. The City will cooperate with the RTD in funding these necessities.

In reviewing new development proposals, the City will consider the need for bus turnouts for projects abutting Major and Secondary Highways and Collector streets. If such improvements are necessary, the City will rely largely upon developer financing of the improvements.

Passenger Rail

To maximize use of passenger rail, Compton's multi-modal transit center at the Blue Line station will be expanded to accommodate shuttle bus and vanpool service to and from major employment centers. The center may have designated parking and loading areas for shuttle vehicles. Figure C-3 shows potential destination for shuttle services.

The City will support RTD's and other bus service providers' use of the transit center by providing adequate park-and-ride lots. The City, together with RTD, will monitor uses of the lots and will expand lots as necessary to support increased

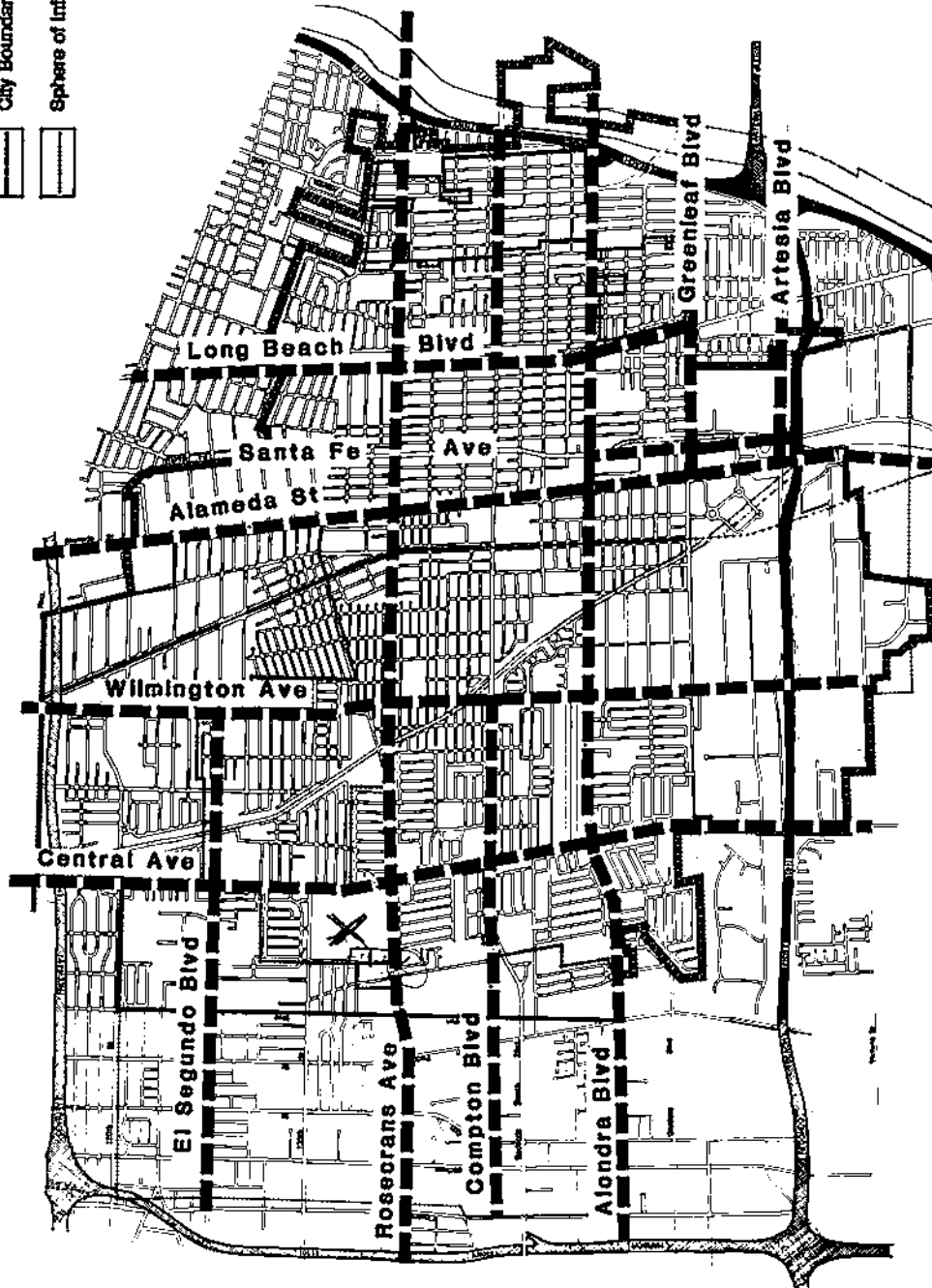
DESIGNATED TRUCK
ROUTE



SOURCE: City of Compton

Figure C - 4
Truck Routes
Compton General Plan

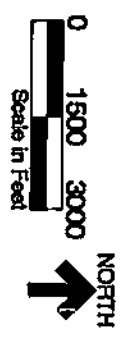
- Planning Area
- City Boundary
- Sphere of Influence



12/3/91



12/3/91



- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR*
- SPECIAL STUDY CORRIDOR
- CRITICAL INTERSECTION

* The designation of Collector streets will be the subject of a separate, special study.

SOURCE: City of Compton

Figure C-2
Master Plan of Streets
and Highways

transit use. All lots will incorporate safety features such as adequate lighting, visibility, access, and law enforcement patrols.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM), as described earlier, relies upon incentives and regulatory programs to reduce the number of vehicles using the streets and highways, particularly during peak commute hours. The South Coast Air Quality Management District has established mandatory regulations (Regulation XV) which require major employers, both public and private, to reduce the number of trips generated by a business.

The City will adopt a TDM ordinance by late 1992 to address work sites not covered by Regulation XV. The following trip reduction approaches may be included in a TDM program.

Flex-Time: Flex-time allows employers to stagger employee work hours, thus reducing peak hour congestion by distributing commuter traffic over an extended period of time. Flex-time may also involve establishing shorter work weeks with longer than eight-hour work days.

Telecommuting: Telecommuting transports information rather than the employee to the work place. This TDM strategy works well for service industry jobs. SCAG has identified telecommuting as a key trip reduction strategy during the decade of the 1990s.

Ride Sharing: Car pools and vanpools offer employees greater flexibility than public transit for getting to and from work. To encourage car pooling, employers can provide preferential parking for car poolers, or offer free ride-share parking where employees pay for parking. Use of vanpools can be facilitated through a company's purchase of commuter vans, which may be leased to participating employees.

TRUCK TRAFFIC

Completion of the Alameda Corridor is expected to reduce through truck traffic on north-south streets. However, delivery vehicles and east-west, cross town truck movement will continue. To reduce conflicts between trucks and automobiles, and to prevent truck traffic intrusion into residential neighborhoods, the City will restrict truck travel to the routes identified on Figure C-4. The City may also consider adopting an ordinance which limits truck deliveries to off-peak travel hours, thereby allowing for easier traffic flow during the morning and evening commute periods.

CONGESTION MANAGEMENT

As described under "Circulation Issues," State law requires that jurisdictions implement the regional Congestion Management Plan prepared by a regional lead agency. In Los Angeles County, the LACTC serves as the lead agency. Non-compliance with the CMP will prevent the City from receiving additional gasoline tax revenues authorized under the law which established the CMP requirement.

A key strategy for plan implementation will involve developing an on-going program for evaluating intersection service levels and improving capacity at problem locations using Transportation System Management (TSM) techniques and the TDM programs described previously. TSM strategies focus on physical improvements to the circulation system. Traffic signal synchronization, described above, represents one such technique. Another common approach involves use of "critical" intersections or street segments. This approach allows for spot widening at midblock locations and intersections to provide additional through, right-turn, and left-turn lanes.

The City will require traffic studies and appropriate TSM improvements for all major development projects. Also, TDM plans will be required consistent with the provisions established by City ordinance (see Policy 4.4).

PARKING FACILITIES

Long-term implementation of the Master Plan of Streets and Highways will require elimination of on-street parking along some Major and Secondary Highways (either peak hour or permanent restrictions) to obtain required travel lanes. In areas where businesses and residences have inadequate off-street parking, on-street parking restrictions will exacerbate parking problems. Thus, all proposals to eliminate or otherwise regulate on-street parking will include an analysis of demand for off-street parking and recommendations for providing needed parking. The City will identify sites for consolidated parking lots or structures.

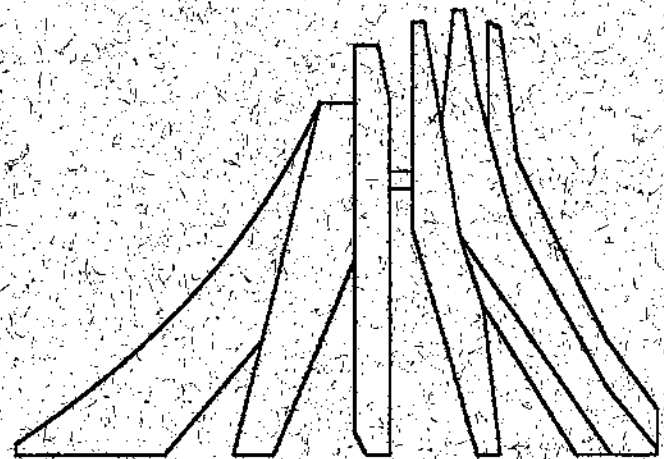
Policy 8.5 addresses the need to alleviate the overcrowding on residential streets created by parked vehicles. An effective approach to solving the overcrowding involves prohibiting on-street parking in residential neighborhoods during late night hours (typically 2:00 a.m. to 5:00 or 6:00 a.m.). Residents who cannot provide adequate off-street parking in existing garages or carports or on driveways would be required to obtain a special on-street parking permit. By 1993, the City will investigate the need and the community's desire to establish such a program. If a decision is made to implement this program or a similar program, such program will be in place by 1996.

Parking Prohibition

On highways with a roadway width of 80-feet or more, restriction of curb parking during peak-hour periods will be undertaken whenever possible. Elimination of curb parking can change a four-lane highway into a six-lane highway and thereby reduce the need and extend the timing of road widenings.

CONSERVATION/ OPEN SPACE/PARKS AND RECREATION

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
CONSERVATION/OPEN SPACE/PARKS AND RECREATION
ELEMENT

December 3, 1991

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INTRODUCTION TO THE CONSERVATION/OPEN SPACE/PARKS AND RECREATION ELEMENT

California planning law requires that every general plan include a conservation element (Government Code Section 65302(d)) and an open space element (Section 65302(e)). The conservation element serves to protect and maintain California's natural resources and to prevent their wasteful use and destruction. The open space element must identify goals, policies, and specific measures for managing the community's open space and recreational areas.

California law also permits the adoption of optional elements (Government Code Section 65303). Compton has chosen to add a Parks and Recreation Element to the General Plan in order to emphasize the importance of parks and recreation to conservation and open space issues in an urbanized environment.

The City of Compton Conservation/Open Space/Parks and Recreation Element incorporates in one document the required components of both the conservation and open space elements and the optional component of a parks and recreation element. In an urban environment such as Compton, natural and recreational resources are usually closely linked because the most visible concentrations of these resources are located in public parks.

The issues analyzed in this element include air quality, groundwater, energy conservation, open space, parks, and recreation. Flood control, which is related to both conservation and public safety, is discussed in the Public Safety Element. Urban design issues related to citywide landscaping and private open space are included primarily in the Land Use Element. As required by state law, all the General Plan elements comprise an integrated and internally consistent set of goals and policies. Therefore, many issues are interrelated and discussed or referenced in various General Plan elements.

The City of Compton General Plan *Annotated Bibliography and Technical Appendix* (ABTA) describes existing conditions that may change in the future. In fact, the element discusses some ongoing and potential recreational improvements in the City to help define Conservation/Open Space/

Parks and Recreation goals and policies. Periodic updating of the ABTA can record new improvements as they are completed in response to the element's goals and policies without requiring alterations to the element itself. If new Conservation/Open Space/Parks and Recreation goals or policies are required, the element is formatted to allow for easy updating.

PURPOSE OF THE CONSERVATION/OPEN SPACE/PARKS AND RECREATION ELEMENT

In addition to this Introduction, the Conservation/Open Space/Parks and Recreation Element includes three sections: 1) Issues Identification; 2) Conservation/Open Space/Parks and Recreation Goals and Policies; and 3) the Conservation/Open Space/Parks and Recreation Plan.

The Issues Identification Section presents the issues which affect the City and will be addressed by the goals and policies. The goals and policies address those issues relevant to Compton: air quality, water resources, energy conservation, open space, parks, and recreation. The Plan directs the City to conserve and protect natural resources and energy. The Plan also guides the preservation, improvement, maintenance, and creation of open space and recreational areas in the City.

As a means of guiding the conservation of natural resources and the creation and maintenance of open space in Compton, the City intends to implement the goals and policies contained in this Conservation/Open Space/Parks and Recreation Element. The objectives listed below provide the foundation for the element's goals and policies:

- Implement the Conservation/Open Space/Parks and Recreation goals and policies consistent with the other General Plan Elements and the Land Use Policy Map.
- Improve regional and local air quality by implementing transportation programs and strategies identified in the Circulation Element.
- Conserve and protect groundwater and imported water resources.

- Conserve energy resources through the use of available technology and conservation practices.
- Enhance Compton's environmental quality through the preservation, improvement, maintenance, and creation of open space areas.
- Create new open space through design guidelines requiring private and common usable open space in new multi-family development.

RELATED PLANS, PROGRAMS, AND OTHER PUBLIC POLICIES

There are several existing plans and programs which apply directly to the goals and policies of the Conservation/Open Space/Parks and Recreation Element. These plans and programs were enacted through federal, state, and local legislation and are administered by agencies or special districts authorized to enforce applicable laws. The following plans and programs are directly related to the Conservation/Open Space/Parks and Recreation Element:

California Environmental Quality Act (CEQA) Law and Guidelines

CEQA was adopted by the State legislature in response to a public mandate calling for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedures, and analysis of effects are described in the CEQA Law and Guidelines.

Proposed projects subject to CEQA must be evaluated for their potential effects on air quality, groundwater, water use, plant and animal life, energy consumption, and recreation. Other areas of environmental concern under CEQA, such as traffic and circulation, are closely linked with conservation issues (e.g., air quality). Goals and policies in this Element will be applied on a project-by-project basis in accordance with CEQA.

Air Quality Management Plan

A regional plan that applies to conservation in Compton is the South Coast Air Basin *Air Quality Management Plan* (AQMP), which was adopted on August 15, 1989 and updated in 1991 by the California Air Resources Board (CARB). Regionally, the AQMP is administered by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD). This plan includes several specific measures regarding trip reduction and traffic flow improvements to meet its goals of reducing vehicle-related emissions and improving regional air quality.

County of Los Angeles Parks Master Plan

The Los Angeles County General Plan contains a county parks component which describes countywide parks and trails systems. Three County parks exist within the Planning Area. Additionally, the Master Plan shows the Willowbrook State Recreation Area and Los Angeles River as open space. The Newport/Inglewood Alquist-Priolo Zone is identified as a Special Management Area. The County's Bike Trails Plan also identifies routes within the planning area. The trails include two off-road trails along Los Angeles River and the Southern California Edison right-of-way, and two on-road trails along Alameda Street and Central Avenue.

City of Compton Land Use Element

The Open Space land use designation includes all the public parks in Compton, including their structures and facilities. The Public/Quasi-Public category comprises all the City's public schools, including their playground areas. The Public/Quasi-Public designation also contains all federal, state, and local government properties in the City. The Conservation/Open Space/Parks and Recreation Element encourages use of portions of the easement for public open space.

CONSERVATION/OPEN SPACE/ PARKS AND RECREATION ELEMENT ISSUES IDENTIFICATION

Compton is an urban environment that is almost completely built out. Existing and potential natural resources and open space are limited. Many of the conservation concerns relevant in less developed cities are not applicable to Compton. The City does not contain any forests, bodies of water, or agricultural land, nor is it home to substantial plant or wildlife habitats. Urbanization and construction have over time replaced and disturbed soils. Mineral deposits are limited to clay deposits used for bricks. Therefore, conservation issues are restricted primarily to air quality, water resources, and energy conservation.

Open space issues focus on improving and maintaining what is already present. The public parks in Compton are heavily used. Opportunities for providing new public open space are limited but might be realized as properties - including school sites, vacant lots, and railroad rights-of-way - are redeveloped. Also, as described in the Urban Design Element, design guidelines requiring private and common usable open space in multi-family courtyards and complexes can lessen the burden on the City's public parks. Private open space, however, cannot completely substitute for the communal amenities of City and neighborhood parks.

This section defines the issues facing the City of Compton relative to conservation, open space, parks and recreation. As an urban environment, Compton's resources are limited and must serve an ever-increasing population. These issues set the basis for the City's goals and policies.

AIR QUALITY

Air pollution is one of Southern California's most visible and pressing problems. Federal and state standards are regularly exceeded, especially for ozone and nitrogen dioxide concentrations. While Compton is not solely responsible for this problem, it experiences the effects just as much as the whole region.

The potential for high air contaminant values within the Greater Los Angeles area varies seasonally for many pollutants. During late spring, summer, and early fall, the light winds, low mixing heights, and brilliant sunshine combine to produce conditions favorable for the maximum production of oxidants, mainly ozone. During summer, when fairly deep marine layers are found throughout the basin, sulfate concentrations achieve yearly peak concentrations. During winter mornings, higher cold-weather emission factors and calm winds tend to result in higher concentrations of carbon monoxide.

The primary contaminants that contribute to local air pollution include carbon monoxide (CO), oxides of nitrogen (NO_x), sulfur dioxide (SO₂), photochemical oxidants (O_x), particulates, and reactive organic gases. Each contaminant is defined in terms of components, sources, and adverse effects in Table OS-1.

The entire South Coast Air Basin has repeatedly failed to meet State and Federal air quality standards and is considered a "non-attainment" area. A non-attainment area is considered any area that exceeds national ambient air quality standards for those pollutants for which national standards have been set. Historic data show that air quality in Compton is chronically bad. However, the past two decades have shown slow but steady improvement.

WATER RESOURCES

As the drought of the late 1980s and early 1990s has shown, water is a very limited resource in Southern California. Compton pumps 50 percent of its water requirements from deep wells. The balance of the water demands are purchased from the Metropolitan Water District of Southern California at a significant cost. Conservation is essential for the stability of water availability in the City of Compton.

**TABLE OS-1
AIR POLLUTION EFFECTS**

POLLUTANT TYPE	DESCRIPTION	EFFECTS	SOURCES
Carbon Monoxide (CO)	Colorless, odorless, toxic gas produced by incomplete combustion of carbon-containing substances.	Passes through lungs into bloodstream. Deprives sensitive tissue of oxygen. Not known to have adverse effects on vegetation, visibility or material objects.	Gasoline-powered motor vehicles
Oxides of Nitrogen (NOx)	Two types, Nitric Oxide (NO), and Nitrogen Dioxide (NO ₂). NO is a colorless, odorless gas formed when combustion takes place under high pressure and/or temperature. NO ₂ forms by combustion of NO and oxygen. Participants in photochemical smog reactions.	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles primary source. Other sources: petroleum refining operations, industrial sources, ships, railroads, aircraft.
Sulfur Oxides (SO _x)	Colorless, pungent gas formed by combustion of sulfur-containing fossil fuels.	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron and steel. Limits visibility and reduces sunlight.	Fuel combustion primary source. Other sources: chemical plants, sulfur recovery plants, and metal processing.
Photochemical Oxidant	Consists primarily of ozone. Created in atmosphere, not emitted directly, during photochemical process. Ozone is a pungent, colorless toxic gas.	Common effects are damage to vegetation and cracking of untreated rubber. High concentrations can directly affect lungs, causing irritation.	Motor vehicles major source of emission of oxidants of nitrogen and reactive hydrocarbons, which are ozone precursors.
Particulates	Made up of finely-divided solids or liquids such as soot, dust, aerosols, fumes, and mists.	May irritate eyes and respiratory tract. Absorbs sunlight, reducing amount of solar energy reaching the earth. Produces haze and limits visibility. Can damage materials.	Dust and fume-producing industrial and agricultural operations, construction, combustion products including exhaust, atmospheric photo-chemical reactions. Natural activities such as wind-raised dust and ocean spray.
Hydrocarbons and Other Organic Gases	Includes the many compounds consisting of hydrogen and carbon, found especially in fossil fuels. Some highly photochemically reactive.	Not known to cause adverse effects in humans. May damage plants.	Motor vehicles major source. Other sources: petroleum refining, petroleum marketing operations, and evaporation of organic solvents.

Source: South Coast Air Quality Management District, "Air Quality Handbook for Preparing Environmental Impact Reports," Revised April, 1987

ENERGY RESOURCES

Conventional energy sources, especially fossil fuels, are limited. They also must be shared by very large geographic populations and can also be sources of air pollution. Conservation of these resources and development of alternative energy forms are important to the country's future and to the quality of the environment.

PARKS AND OPEN SPACE

As with many Southern California cities, Compton's growth surpassed its ability to provide adequate park space. This problem is aggravated by the lack of available land for parks and a continuing population increase and intensification.

Based upon National Recreation and Parks Association (NRPA) standards, Compton has a shortfall of approximately 330 acres of public open space. The NRPA standard for local parkland is 6.25 acres per thousand population. Compton's 1990 population was 90,454, but only 235 acres of local parkland (this includes County parks and Willowbrook State Recreation Area) existed in the planning area. The NRPA is quick to point out that adopted standards must reflect local conditions.

Los Angeles County provides substantial recreational resources which are not available in other parts of the country. Los Angeles County contains 902,700 acres of existing open space. Included in this acreage are the Angeles National Forest, most of Santa Catalina Island, and some of the country's most popular beaches. All of these resources are within 15 minutes to one and one-half hour travelling time. The closest resources are the beaches in Long Beach and Redondo Beach.

While regional resources are beneficial, local park space is still very important. With little available land, new methods of approaching this problem of insufficient open space are necessary. Therefore, the design, maintenance, facilities and

activities of Compton's public open space are vital to future planning. School playgrounds of the Compton Unified School District contribute some playing fields and facilities; however, these facilities are limited.

CONSERVATION/OPEN SPACE/PARKS AND RECREATION GOALS AND POLICIES

Compton is an urban environment that is almost completely built out. Conservation issues are restricted primarily to air quality, water resources, and energy conservation. Open space, parks and recreation concerns focus on improving and maintaining existing parks and facilities while recognizing the potential for new open spaces. The goals and policies discussed below address existing and potential conservation/open space/parks and recreation issues in Compton.

The following goals and policies are identified as either short-term (S), medium-range (M), or long-range (L). Short-term covers a five-year period, medium-range includes a five to 10-year planning period, and long-range indicates goals to be achieved over a 20-year time frame, or policies which represent ongoing City policies and programs.

IMPROVED AIR QUALITY

Air pollution is a major regional problem in Southern California. Regional efforts to control air pollution, such as those under the jurisdiction of the SCAQMD and SCAG, will be supported by the City of Compton. Through effective land use and transportation planning, air pollution can be reduced. Also, the City will reduce vehicular travel and emissions (the primary source of air pollution) by encouraging alternative modes of circulation, such as walking, bicycling, and public transit. For example, bike paths might result from the reuse of portions of abandoned railroad rights-of-way or the Los Angeles Department of Water and Power easement. The goals and policies of the Land Use and Circulation Elements, in coordination with those listed below, will reduce air pollution.

GOAL 1.0(L): Reduce air pollution through land use, transportation, and energy use planning.

Policy 1.1(S): Endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips.

Policy 1.2(M): Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.3(L): Develop a balance of land uses within the City to promote a reduction of distance between residence and workplace.

Policy 1.4(S): Encourage neighborhood parks close to concentrations of residents to encourage pedestrian travel to public recreation facilities.

Policy 1.5(M): Provide commercial areas that are conducive to pedestrian and bicycle circulation.

Policy 1.6(M): Encourage bike paths and lanes to reduce vehicular travel and air pollution. On-street bike lanes are encouraged in accordance with national standards and uniform practices. Cooperate and coordinate such efforts with the property owners and responsible jurisdictions.

Policy 1.7(M): Encourage the use and improvement of existing, and the development of new, shuttle and transit systems to reduce vehicular trips and air pollution.

Policy 1.8(S): Encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from off-site electrical power plants and on-site natural gas use.

CONSERVATION AND PROTECTION OF WATER RESOURCES

Compton is an urbanized community with little land available for new development. Future development opportunities in the City will be primarily related to commercial and industrial redevelopment and the recycling of existing residential uses to higher densities in identified areas where substantial changes have already taken place. Local water sources supply 50 percent of the City's water; water is also purchased from the Metropolitan Water District (MWD). New development must not deplete the supplies nor endanger the quality of Compton's water.

GOAL 2.0(L): Conserve and protect groundwater and imported water resources.

Policy 2.1(L): Protect groundwater resources from depletion and contamination.

Policy 2.2(M): Conserve imported water by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible.

CONSERVATION OF ENERGY RESOURCES

As with many communities in Southern California, Compton is facing increased energy impacts, both economically and environmentally. New development in the City will consume electricity and natural gas. The City will consider requirements to include solar energy systems in new developments. Development standards regarding building design and siting can also provide for efficient use of the sun.

GOAL 3.0(S): Conserve energy resources through the use of available technology and conservation practices.

Policy 3.1(S): Encourage innovative site planning and building designs which minimize energy consumption by taking

advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Policy 3.2(S): Maintain local legislation to establish, update, and implement energy performance building code requirements in accordance with State Title 24 energy regulations.

ADEQUATE AND BALANCED PARK SYSTEM

Compton is a densely developed urban environment with no sizable undeveloped lands. The public parks are heavily used, yet the City does not have the space or the funds available to create new, large public parks. The City's multi-family neighborhoods exhibit the most critical need for open space. Although new full-scale parks are not anticipated, the potential exists for new pocket parks or small playgrounds on vacant lots, corners of school sites, and in redevelopment areas where older buildings are removed.

Considering both existing and potential conditions, the most vital open space concerns in Compton focus on the design, maintenance, and activities of its public parks. With a limited total of approximately 103 acres of public parks (as of 1991), recreational space and facilities must be designed efficiently, continually maintained in good working order, and provide activities for all segments of the population.

GOAL 4.0(L): Develop and maintain a balanced system of open space, public parks, and recreational facilities.

Policy 4.1(L): Provide active and passive park and recreational facilities, based on the distribution of population within the City, to serve the needs of residents of all ages, economic levels, and physical conditions.

Policy 4.2(S): Update the City's Quimby Ordinance, and increase the required dedication or in-lieu fee to 3.0 acres per thousand persons.

Policy 4.3(L)(M): Upgrade existing park facilities to improve park use and appearance.

Policy 4.4(S): Create opportunities for joint use of public facilities for recreational purposes, such as schools, utility easements, and abandoned railroad rights-of-way.

- **Policy 4.5(M):** Pursue opportunities for the creation of additional open space and parkland whenever available.

Policy 4.6(S): Actively pursue all available sources of financing for parkland acquisition and maintenance.

Policy 4.7(S): Encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities.

Policy 4.8(S): Develop and maintain a public parkland master plan which identifies City open space and recreational needs.

Policy 4.9(S): Increase access to all City open space and recreational areas, including for the disabled and those who depend on public transit.

- **Policy 4.10(S):** Coordinate local open space development with regional open space opportunities to satisfy a wide range of recreational demands.

Policy 4.11(M): Continue to locate new police stations on the periphery of public parks, and increase police patrols of other parks.

THE CONSERVATION/OPEN SPACE/ PARKS AND RECREATION PLAN

The Conservation/Open Space/Parks and Recreation Plan sets forth policy direction to implement the goals and policies in the element. Figure OS-1 presents those areas identified as existing and potential future resources in Compton's natural and open space recreation environments.

CONSERVATION CONSIDERATIONS

Conservation of air, water, and energy resources is important at all levels (e.g., individual, citywide, regional) because these resources are shared by all, not just the residents of Compton. The preservation and protection activities of individual localities and jurisdictions can combine to benefit an entire region. Regional plans and policies offer realistic means for achieving far-reaching conservation goals. Compton should continue to cooperate with state and regional agencies in efforts to improve the environment and to prolong the life of vital, nonrenewable resources.

Air Quality

The SCAQMD continues to design and implement plans and programs for improving air quality. Several strategies rely on technologically advanced methods and instruments to reduce point source emissions. In order to utilize advanced technology and comply with stricter emissions regulations, many industries will need to install new pollution control devices. Other industries will be encouraged to use cleaner burning fuels, such as natural gas and methanol. Through zoning regulations and development standards, Compton can help ensure that industries comply with SCAQMD regulations.

Motor vehicles account for the highest proportion of emissions throughout the South Coast Air Basin. A reduction in total

vehicle miles traveled will benefit local and regional air quality. Regional air quality plans, such as the AQMP adopted in 1989 and updated in 1991, recommend several means for eliminating some vehicle trips. Some of these measures include public transportation (including Metro Rail), transportation management systems, staggered work hours for large employers, and efficient, sensible land use planning. In December 1987, SCAQMD adopted Regulation XV which requires trip reduction and ridesharing programs for all employers who employ 100 or more persons. SCAQMD is designing programs that will strengthen even more the mandate of Regulation XV and significantly reduce the number of commuting vehicles in the region.

Goals and policies in the Compton Conservation/Open Space/Parks and Recreation, Land Use, and Circulation Elements are intended to ensure the City's cooperation and compliance with air quality plans and programs.

Water Resources

Even without a water shortage emergency, water conservation should be a continual effort. Water purveyors recommend the use of drought-resistant landscaping and water-saving irrigation, and the City encourages water conservation measures for new construction. Suggested measures include, among others, low-flow shower heads and toilets, flow restrictors, and drip irrigation. The City will continue to implement local programs consistent with regional water conservation programs, including requirements for low-flow plumbing fixtures and drought-resistant landscaping.

As for groundwater quality control, Compton will continue to work, along with other water purveyors and other responsible agencies, to ensure a clean, safe supply of water to all residents.

Energy Conservation

Energy sources (electricity and natural gas) are provided by regional suppliers (Southern California Edison and Southern California Gas). Existing and future development in the City should be committed to preserving and protecting the energy resources which are utilized as part of their operations. Requirements under Title 24 of the California State Code pertain to building insulation (such as caulking, double-glazed windows, and weather stripping) to conserve energy. The City will continue to implement these requirements and other state and federal energy conservation standards.

OPEN SPACE/PARKS AND RECREATION CONSIDERATIONS

The public parks and recreational facilities in Compton are vital to the community, especially since the City has no vast open space areas, and much of the high-density residential development does not provide adequate play areas. The objectives, goals, and policies in the Conservation/Open Space/Parks and Recreation Element recognize the importance of maintaining and upgrading existing facilities, as well as continually investigating new open space possibilities.

Park Functions

The various functions of parks are largely determined by physical factors such as acreage, facilities, and location. However, the manner in which residents use a park, regardless of its physical description, will help define that park for the community. For example, is the park usually used by families for picnics? Is it used primarily by teenagers after school, or by workers on their lunch break? Over time, parks establish these patterns of activity that are not necessarily directly related to their physical characteristics. It is equally important to consider the human factors in both describing a park's functions and analyzing the need for improvements.

Park Space

The lack of adequate public park space near multi-family neighborhoods has resulted in the City encouraging the development of common and private open space and recreational facilities within multi-family developments. Common open space could include gardens, courtyards, patios, open landscaped areas, and playgrounds. Private open space could be comprised of individual gardens, courtyards, terraces, or roof decks.

Parkland Acquisition

The Quimby Act (Government Code Section 66477) states that a city may require the dedication of land or impose fees for the purpose of acquiring new neighborhood and community parkland as a condition of approval for a tentative map or parcel map. Although the potential for new parkland is limited in Compton, the Quimby Act is one viable method for creating new recreational opportunities.

The City's current "Quimby" ordinance needs to be revised to require a commitment of dedications or fees within the time-frame currently required by law. The ordinance also requires very low dedications. The amount of land required for dedication shall be increased to 3.0 acres per thousand population. Also, credit for open spaces designed into development projects will be more specifically set forth.

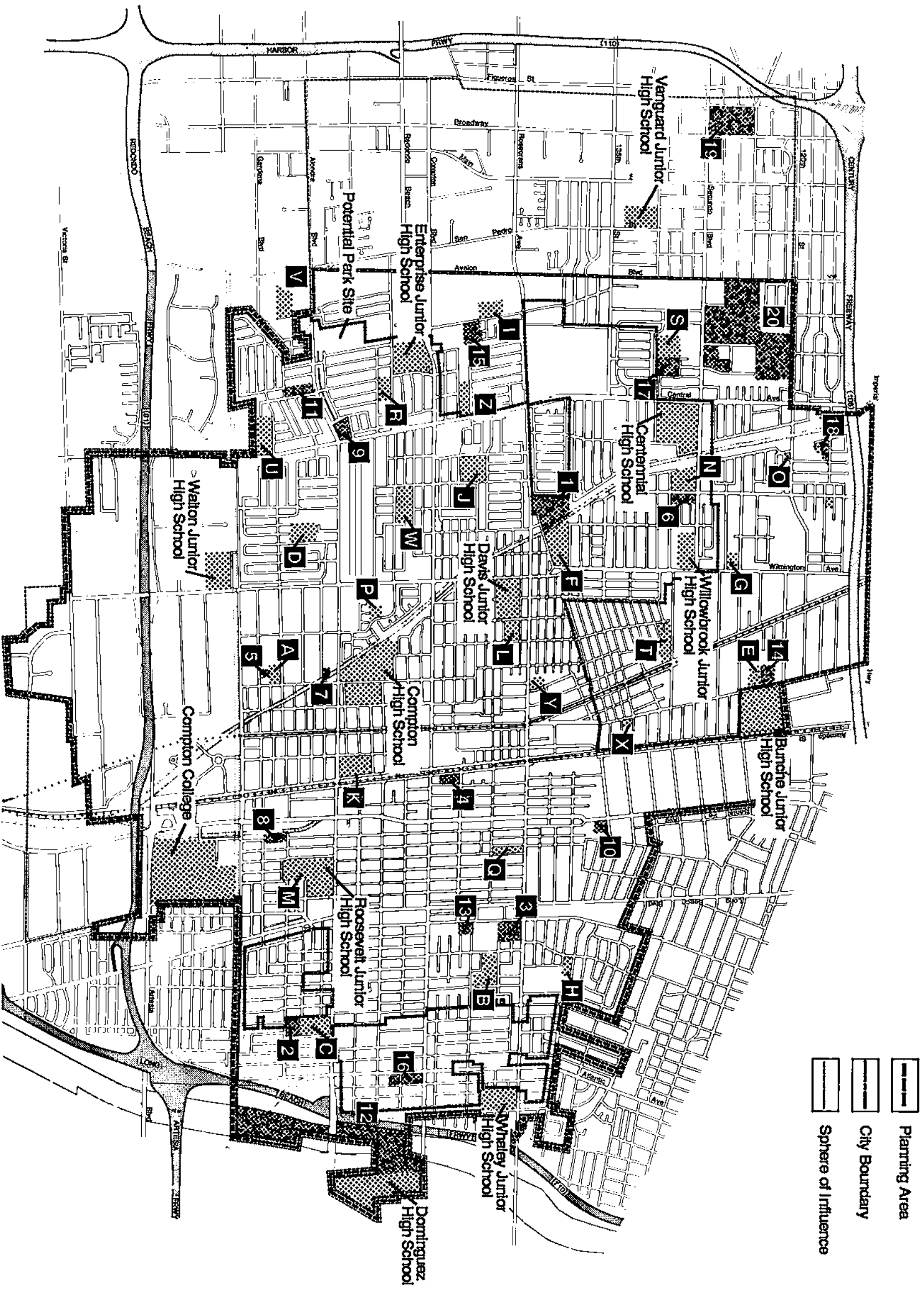
Another area where the City will take a more aggressive role is opening up school facilities for non-school-hour recreation. The City contains many large school sites which could significantly augment recreation resources. The City will work to establish agreements with the Compton Unified School District to increase availability of these facilities.

Finally, many Compton parks experience lack of use because of perceived safety problems. The placement of police stations within some public parks has resulted in increased use of those parks. The continuation of this practice by the Police Department and increased patrols of other parks should increase general park usage.

Table OS-2 describes public parks and playgrounds in Compton. Figure OS-1 identifies these areas on a map keyed to the table. The maintenance and improvement of these open space resources and the creation of new or expanded recreation opportunities are the focus of the City of Compton Open Space and Conservation Element. An illustration of park standards is presented as Figure OS-2.

**TABLE OS-2
PUBLIC PARKS AND PLAYGROUNDS
IN COMPTON**

NAME	LOCATION	ACREAGE
City Parks:		
1. Gonzales Park	1101 W. Cressey St.	14.6
2. Kelly Park	2319 East Caldwell St.	3.8
3. Lueders Park	1500 E. Rosecrans Ave.	6.0
4. Wilson Park	123 N. Rose Ave.	3.0
5. Ellerman Park	400 W. Bennett St.	1.8
6. Harrie O. Sibley (El Segundo) Park	1300 W. El Segundo Blvd.	3.8
7. Raymond Street Playground	400 W. Raymond St.	2.5
8. South Park	Chester and Caldwell Streets	4.8
9. Tragniew Park	Alondra Blvd. and Central Ave.	4.5
10. Oaks Avenue Playground	1812 N. Santa Fe Avenue	2.4
11. West Park	2516 W. Alondra Blvd.	5.0
12. Compton Par 3 Golf Course	6400 E. Compton Blvd.	14.0
13. Walter R. Tucker Park	650 W. Laurel Street	4.3
County Parks:		
14. Mona Park	2291 E. 121st St.	12.0
15. Campanella Park	14812 Stanford Ave.	13.0
16. East Compton Park	15116 S. Atlantic Ave.	9.0
State Parks:		
17. Willowbrook State Recreation Area		96.0
TOTAL		234.7



- Planning Area
- City Boundary
- Sphere of Influence

- OPEN SPACE/PARK
- SCHOOL

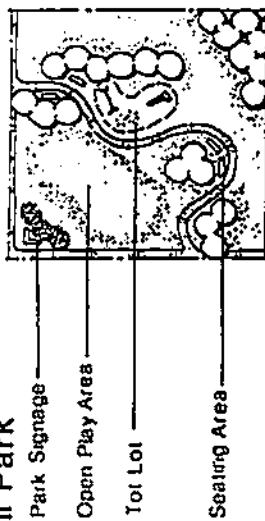
- CITY PARKS:
- Gonzales Park
 - Kelly Park
 - Luedens Park
 - Wilson Park
 - Ellerman Park
 - Harrie O. Skirle (E Segundo) Park
 - Raymond Street Playground
 - South Park
 - Tregliew Park
 - Oaks Avenue Playground
 - West Park
 - Compton Per 3 Golf Course
 - Walter R. Tucker Park
- COUNTY PARKS:
- Mona Park
 - Campbell Park
 - East Compton Park
 - Enterprise Park
 - George Washington Carver Park
 - Athens Park
 - Willowbrook State Recreation Area

- ELEMENTARY SCHOOLS
- | | |
|---------------|-----------------|
| A. Kennedy | N. McNair |
| B. Roosevelt | O. Carver |
| C. Kelly | P. Victory Park |
| D. Longfellow | Q. Mayo |
| E. King | R. Burck |
| F. Washington | S. Twinn |
| G. Fikes | T. Anderson |
| H. Foster | U. Caldwell |
| I. McKinley | V. Bunchie |
| J. Tibby | W. Laurel |
| K. Lincoln | X. Jefferson |
| L. Dickinson | Y. Rosecrans |
| M. Emerson | Z. Pioneer |

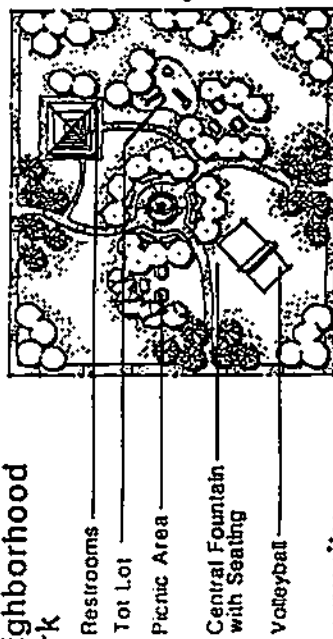
SOURCE: City of Compton

Figure OS - 1
Conservation/
Open Space/Parks
and Recreation Plan

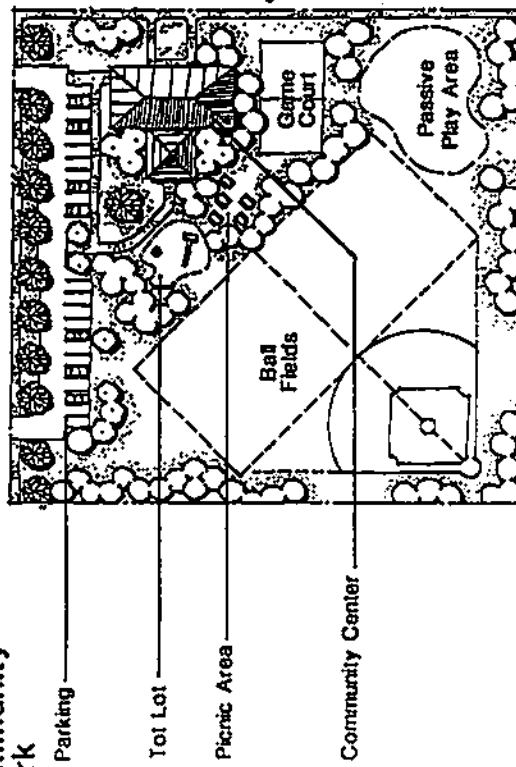
Mini Park



Neighborhood Park



Community Park



Facilities and Standards

Primary Function	Space Standard	Service Area	Tot Lot	Picnic Area	Restrooms	Volleyball	Baseball	Soccer	Swimming
Passive	Up to 1 AC.	1/4 mi.	○	○	○	○	○	○	○
Passive/Active	5-20 AC.	1/2 mi.	○	○	○	○	○	○	○
Active	20-40 AC.	1-2 mi.	○	○	○	○	○	○	○

○ Facility Should be Included in All Parks

□ Facility May be Included in Park

◇ Facility Will be Limited to a Few Parks

Compton General Plan

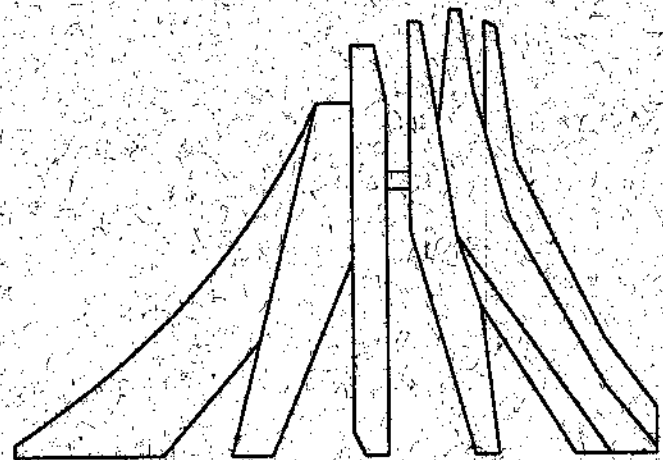


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Figure OS-2
Park Standards

PUBLIC SAFETY

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
PUBLIC SAFETY ELEMENT

December 3, 1991

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INTRODUCTION TO THE PUBLIC SAFETY ELEMENT

A city cannot fully serve its residents unless it ensures their safety. The urban environment of Compton contains a number of hazards, both natural and man-made, which require special consideration in the land use planning and development process.

PURPOSE OF THE PUBLIC SAFETY ELEMENT

The purpose of the Public Safety Element is to describe potential safety hazards and their severity, and to establish policies to minimize the danger to residents, workers, and visitors. In addition, the element identifies actions needed to deal with a crisis, and the manner in which Compton's emergency response agencies cooperate with one another and with other jurisdictions.

Much of the background information necessary to formulate public safety goals and policies is included in the *General Plan Annotated Bibliography and Technical Appendix* (ABTA). This report describes in detail the hazards that might affect Compton, as well as the resources that are available to respond in the event of an emergency.

All potential safety issues were researched and documented for preparation of the ABTA. Because the ABTA found that the potential danger in Compton from tsunamis, seiches, slope instability, dam failures, and wildland fires is low or non-existent, these issues are not covered in the Public Safety Element.

This element contains three additional sections: Issues Identification, Public Safety Element Goals and Policies, and The Public Safety Plan. The Issues Identification section presents major safety-related issues facing the City. The Goals and Policies define objectives for Compton in protecting its citizens, and establish a decision-making framework for City leaders in evaluating land use issues for their safety impact. Building upon the element's goals and

policies and on the detailed description of local hazards from the ABTA, the Safety Plan provides more detailed recommendations for hazard mitigation and ensures that adequate emergency response to identified hazards can be provided when needed.

PUBLIC SAFETY ELEMENT ISSUES IDENTIFICATION





The safety issues affecting Compton are similar to those of any industrialized and urbanized city in Southern California. The potential for earthquakes, crime, fire, and hazardous materials accidents affect all City residents. The issues identified here establish the need for Compton's Public Safety goals and policies.

SEISMIC HAZARDS

Southern California is a seismically active region. Seismic activity occurring along a number of active faults in the region, including the San Andreas, San Jacinto, Whittier-Elsinore, Newport-Inglewood, San Fernando, and Sierra Madre faults, would be felt in the City. A significant earthquake originating along any of these faults, shown in Figure PS-1, could cause injury, as well as damage, to buildings and infrastructure in Compton. The greatest potential threats to the City from seismic activity are surface rupture, groundshaking, and liquefaction.




Surface Rupture

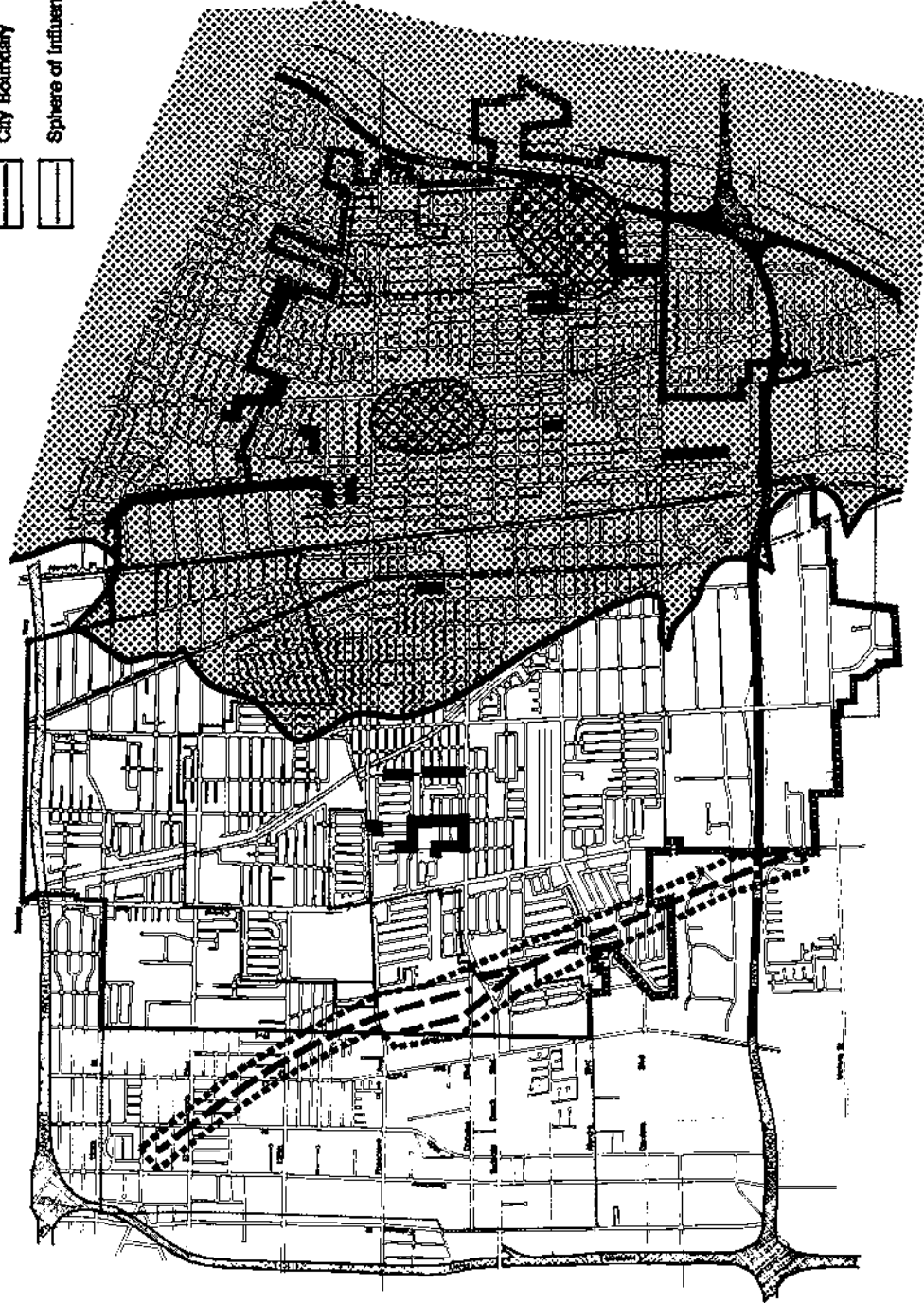
Surface rupture is possible within the City of Compton. The Alquist-Priolo Special Studies Zone Act of 1972 requires the State Geologist to establish regulatory zones for those faults considered "sufficiently active and well-defined as to constitute a potential hazard to structures from surface faulting or fault creep." One such Special Study Zone passes through the western edge of Compton. Figure PS-2 shows the Special Study Zone for the Newport-Inglewood Fault Zone. Within a Special Study Zone, no new construction can take place without special geologic investigations first taking place.

-  DRAFT FEMA
100 YEAR FLOOD ZONE
-  DEFICIENT DRAINAGE
-  ALQUIST PRILO
SPECIAL STUDY ZONE
-  POTENTIAL
LIQUIFACTION AREA

SOURCE: Mines and Geology, 1988.
Los Angeles County Flood
Control District, 1986.

Figure PS-2 Hazards Summary Compton General Plan

-  Planning Area
-  City Boundary
-  Sphere of Influence



0 2500 5000
Scale in Feet
NORTH

12/3/91

Groundshaking

Movement along a fault releases seismic shock waves that move through the earth and result in groundshaking at the surface. Although they are most intense near the epicenter, these waves can generate significant groundshaking damage miles away. Examples of groundshaking damage include fallen chimneys, cracked foundations, and broken pipes.

Older, unreinforced masonry buildings are the most vulnerable. Compton will initiate an earthquake hazard abatement program for such buildings. A preliminary list of structures to be targeted by the program is given below.

317 W. Compton Blvd.	515 E. Compton Blvd.
327 W. Compton Blvd.	607-09 E. Compton Blvd.
329 W. Compton Blvd.	1045 E. Compton Blvd.
341 W. Compton Blvd.	1210 E. Compton Blvd.
345 W. Compton Blvd.	1339 E. Compton Blvd.
363 W. Compton Blvd.	144 E. Compton Blvd.
373 W. Compton Blvd.	1830 E. Compton Blvd.
407 W. Compton Blvd.	1202 N. Alameda Street
2008 W. Compton Blvd.	1721 N. Alameda Street
1800 N. Long Beach Blvd.	2420 N. Alameda Street
1003 S. Long Beach Blvd.	1900 E. Alameda Street
1323 S. Long Beach Blvd.	1707 E. Alameda Street
931-933 E. Rosecrans Ave.	348 W. Rosecrans Ave.
500 E. Palmer	1301 N. Willowbrook Ave.

Liquefaction

Liquefaction is a phenomenon associated with groundshaking in which water-saturated, sandy soils mix with shallow groundwater, causing soils to develop a consistency similar to quicksand. Under such conditions, these soils lose their ability to support any structures. As a result, buildings constructed on top of them collapse. The most vivid recent example of seismically-induced liquefaction damage is the collapse of apartment buildings built on bay fill in the Marina District of San Francisco during the October, 1989 Loma Prieta earthquake.

Liquefaction risk is greatest in areas where groundwater lies less than 50 feet below the surface. The water table underlying most of Compton is at least 100 feet underground. Consequently, liquefaction potential in the City is generally low, with the exception of the central eastern area where the groundwater level is higher. The Division of Mines and Geology's Planning Scenario for a major earthquake on the Newport-Inglewood Fault Zone identifies the eastern part of the City as an area with medium potential for liquefaction. These areas are shown in Figure PS-2. If new construction is undertaken in these areas, special foundation design will be required.

FLOODING

Background data pertaining to flood hazards are contained in the Public Safety Technical Appendix to this Element.

The City contains three major flood control facilities: Compton Creek's east and west forks, which are improved as concrete-lined channels, and a portion of Los Angeles River, a regional flood control facility which passes along the City's eastern boundary. Flooding potential within Compton extends from Compton Creek to the Los Angeles River. The primary source of significant flood hazard to the City would be a 100-year flood event caused by overflow of the Los Angeles River Channel. If this were to occur, the eastern two-thirds of Compton would be subject to shallow flooding (one to three feet). However, life-threatening waters would not be expected.

The City opposes the current flood zone designation and, in conjunction with other local jurisdictions, continues to document factors supportive of a change in the designation.

The Army Corps of Engineers is studying a proposed capacity increase for both the Rio Hondo and Los Angeles River Channels. If capacity improvements to these channels are constructed, flood hazard within the City would be further reduced. These areas are shown on Figure PS-2, the Hazards Summary Map.

URBAN FIRES

With the large numbers of industrial uses and vacant and deteriorated buildings in Compton, fires have a high potential for occurring. The Insurance Services Office (ISO) Commercial Risk Services rates fire protection in Compton a 2 on a scale of 1 to 10, with 1 being best. While fire protection is generally very good, lack of building or property maintenance aggravates the potential for fires to occur. Also, only one fire station serves the east half of the City. With train traffic blocking east-west access, the need for an additional station in east Compton has been identified; however, the City does have a mutual aid agreement with the cities of Lynwood, Downey, Montebello, Santa Fe Springs, and Vernon. The City also maintains an agreement with the County of Los Angeles as part of the Consolidated Fire Protection District of Los Angeles County.

HAZARDOUS MATERIALS

Hazardous materials can be classified into four basic categories: toxics, corrosives, reactives, and ignitables. Toxics include a broad range of industrial chemicals and agricultural pesticides whose ingestion can cause serious illness or death. Through body contact rather than ingestion, corrosives can cause inflammation or destruction of living tissue. When mixed with other substances, reactives can cause damage from blast and flash fire. Ignitables pose the threat of combustion at low ignition temperatures and rapid burning.

Household cleaning products, dry cleaning, film processing, industrial solvents, and auto servicing all involve substances and waste materials which are hazardous to some degree. The manufacture of such common items as television sets, newspapers, plastic cups, and computers generates hazardous wastes. Business establishments using and handling these materials are located throughout Compton. One such use which is particularly controversial is DeMenno/Kerdoon, the State's largest oil recycling facility.

Hazardous materials are also moved through Compton along the Southern Pacific rail line and on major arterial streets. The City has extremely limited authority to deal with

hazardous materials transport. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department regulates haulers of hazardous waste, but not of all hazardous materials.

Increased use in recent years of hazardous materials in manufacturing processes, as well as in the home, has created new problems related to hazardous waste disposal. More waste is being generated, and fewer remote sites are available for waste treatment and disposal. In the interest of public safety, treatment and disposal sites should be distanced from urban centers in general and residential development in particular.

In response to these concerns and State legislation requiring that these issues be addressed by all jurisdictions (State Assembly Bill 2948), the Los Angeles County Department of Public Works, Waste Management Division, has coordinated preparation of the *Los Angeles County Hazardous Waste Management Plan*. The plan, which was adopted in November of 1989, contains policies and objectives as well as recommendations for hazardous waste minimization, recycling and reclaiming, treatment, and disposal. The plan identifies future hazardous waste treatment and disposal needs and establishes County wide policy for waste treatment, transportation, and disposal. The plan also outlines criteria for choosing appropriate treatment and disposal sites. These criteria are discussed briefly in the "Safety Plan" section of this element.

UNDERGROUND HAZARDS (PIPELINES)

The presence of underground pipelines presents the potential for accidents involving the stored or transported materials. Natural gas, crude petroleum, and petroleum product pipelines pass through the Compton area. Figure PS-3 shows the approximate locations of pipelines within the City.

While the local Fire Department is aware of these facilities, the City has no control over them. Federal and State agencies control pipelines. Several acts of the federal

government control natural gas or other liquid pipelines. These include the Natural Gas Pipeline Safety Act of 1968, the Transportation of Explosives Act of 1970, and the Hazardous Liquid Pipeline Safety Act of 1979.

The 1979 Act extended federal authority to intrastate as well as interstate pipelines. The federal government extends some authority over pipelines to state government. The State of California accepts the most authority of any state. The State enforces regulations for and inspects both intrastate and interstate pipelines. Additionally, Section 66436 of the Government Code ensures notice of pipeline owners and operators in the subdivision review process.

EMERGENCY PREPAREDNESS

Emergency preparedness is important in urban areas to protect lives and prevent panic. Education of emergency procedures, especially for new residents, is always important to increase successful emergency response. The City's current Emergency Plan was prepared in March, 1981.




LAW ENFORCEMENT

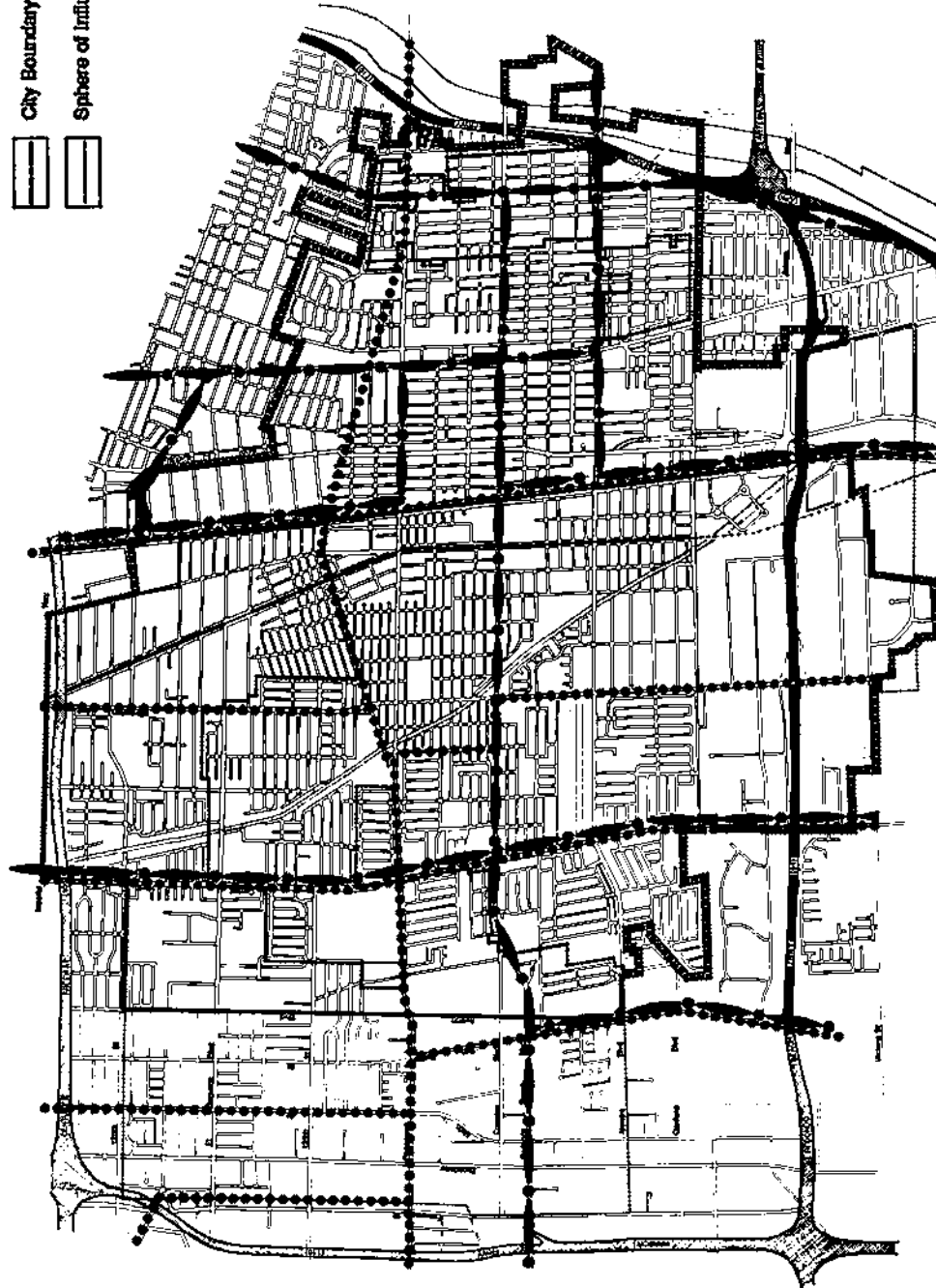
Compton is located in a region seriously affected by crime. The Compton Police Department and City residents have created successful programs in the past to deal with localized crime. Creation of such programs and community involvement are important parts of the overall effort to increase safety in Compton. Crime has steadily decreased during the late 1980s and early 1990s. Overall crime rates decreased as much as 16 percent from one year to the next. The most dramatic decrease was in violent crimes - homicide, rape, and aggravated assault - which decreased as much as 43 percent. Much of these dramatic decreases have been credited to doubling the volunteer force and increasing patrols. Another very significant statistic is that since 1989, the Compton Police Department has ranked in Los Angeles County's top five for the percentage of resolved crimes.

 NATURAL GAS FACILITIES
 PETROLEUM FUELS

SOURCE: Mines and Geology, 1888

Figure PS-3
Pipeline
Locations
Compton General Plan

 Planning Area
 City Boundary
 Sphere of Influence



0 2500 5000
 Scale in Feet
 NORTH ↑

12/3/91

PUBLIC SAFETY ELEMENT GOALS AND POLICIES

This section sets forth Compton's objectives for addressing safety issues. Goals and policies are grouped by issue areas affecting the City. All goals and related policies are preceded by a brief description of the issue to be addressed, summarized from the ABTA. Implementation will be further explored in the following section, The Public Safety Plan.

The following goals and policies are identified as either short-term (S), medium range (M), or long-range (L). Short-term covers a five-year period, medium range includes a five to 10-year planning period, and long-range indicates goals to be achieved over a 20-year time frame, or policies which represent ongoing City policies and programs.

SEISMIC HAZARDS

Because seismic emergencies in California are an eventual certainty, goals and policies must promote careful planning, quality construction, and sound response strategies. The existence of an Alquist-Priolo Zone in the City (Newport-Inglewood Fault) produces special requirements for planning and development standards. The following goals and policies guide the City in planning for seismic hazards and maintaining as safe an environment as possible.

GOAL 1.0(L): Protect the community from seismic hazards.

Policy 1.1(S): Adopt and maintain high standards for seismic performance of new buildings.

Policy 1.2(S): Continue to implement the City's seismic hazard abatement program for existing unreinforced buildings. Ensure that retrofit plans are carried out.

Policy 1.3(S): Consider the cultural and historic significance of buildings to be upgraded for seismic safety; avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic safety.

Policy 1.4(S): In Alquist-Priolo Zones, require geologic review to determine surface rupture potential, and regulate development as appropriate.

Policy 1.5(S): In areas with liquefaction potential, require review of soils and geologic conditions, and if necessary on-site borings, to determine liquefaction susceptibility of the proposed site.

Policy 1.6(L): Maintain and periodically review emergency procedures for earthquakes in the City's Disaster Response Plan.

Policy 1.7(S): Promote earthquake preparedness within the community by participation in periodic earthquake awareness programs. Encourage property owners to anchor buildings to their foundations, bolt water heaters to walls, etc.

FLOODING

Compton's flood hazards are infrequent; however, shallow flooding is possible over the eastern half of the planning area. The following goals and policies guide the City in reducing flood hazards.

GOAL 2.0(L): Protect Compton inhabitants, workers, and visitors from flood hazard.

Policy 2.1(M): Work with the Los Angeles County Department of Public Works to identify and construct needed local and regional storm drain improvements to prevent local flooding problems in Compton.

Policy 2.2(L): Support the Army Corps of Engineers and other regional authorities in programs to expand the capacity of the Rio Hondo and Los Angeles River Channels.

Policy 2.3(M): Using the information from studies in progress, develop and maintain a master drainage plan.

Policy 2.4(S): Require local drainage-related improvements as part of new development approvals.

Policy 2.5(S): Work with other affected jurisdictions in preparation of challenges to current (1991) flood plain designations.

URBAN FIRES

The City of Compton maintains its own Fire Department for fire protection. In highly urbanized areas like Compton, certain types of development pose more difficult fire protection problems than others, among them multi-story, wood frame, high density apartments; multi-story office buildings; large, continuous developed areas with combustible roofing materials; and structures involved in the storing, handling, and use of hazardous materials. Also, the railroad tracks running through the City carry many trains with hazardous materials on board. Due to increasing rail traffic and current lack of grade separations, the area east of Alameda Street has been identified as needing an additional fire station.

GOAL 3.0(L): Protect life and property in Compton from urban fires.

Policy 3.1(M): Establish an additional fire station in the area east of Alameda Street.

Policy 3.2(L): Maintain building code requirements for new construction that ensure provision of adequate fire protection.

Policy 3.3(L): Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Policy 3.4(L): Maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, industrial buildings, and commercial buildings.

Policy 3.5(L): Maintain and periodically review procedures for dealing with fire emergencies in the City's Emergency Plan.

Policy 3.6(S): The City will support a Fire Reserve Program sponsored by the Compton Fire Department to supplement full-time firefighting staff.

HAZARDOUS MATERIALS

Compton contains many industrial uses, and many freight trains to or from the Long Beach and San Pedro Harbors pass through Compton each day. The presence of these activities greatly increase the amounts of hazardous materials stored in or transported through Compton. The following goals and policies seek to protect Compton residents from such uses.

GOAL 4.0(L): Minimize risks to life and property associated with handling, transporting, treating, generating, and storing hazardous materials.

Policy 4.1(S): Locate new and relocate existing land uses involved in the production, storage, transportation, handling, recycling, and/or disposal of hazardous materials a safe distance from other land uses that may be adversely affected by such activities.

Policy 4.2(S): Encourage and support the proper disposal of household waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Policy 4.3(S): Sponsor regular household hazardous waste disposal programs to enable residents to bring backyard pesticides, cleaning fluids, paint cans, and other common household toxics to a centralized collection center for proper disposal.

Policy 4.4(S): Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Compton. Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.

Policy 4.5(S): Cooperate with the County in local implementation of applicable portions of the *Hazardous Waste Management Plan*.

Policy 4.6(S): Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

Policy 4.7(S): Require businesses to submit listings to the Compton Fire Department of types of materials stored.

Policy 4.8 (S): Adopt the *Los Angeles County Hazardous Waste Management Plan* as official City policy.

UNDERGROUND HAZARDS (PIPELINES)

Compton is crisscrossed by numerous high pressure natural gas and petroleum pipelines. Figure PS-2 shows the approximate location of these pipelines. Although these pipelines are generally well-constructed and maintained, construction and excavation in the vicinity of these lines creates a potential hazard if the lines are ruptured. Hazards include explosion and fire, or spillage and earth and groundwater contamination. The Office of Pipeline Safety of the U.S. Department of Transportation is the primary agency responsible for inspection and maintenance of pipelines running through the City. Although Compton does not have regulatory control over these pipelines, it can control land use within the areas most affected by them.

GOAL 5.0(L): Minimize risks to life and property from underground hazards.

Policy 5.1(S): Consult with companies operating underground pipelines, as well as the Public Utilities Commission and Office of Pipeline Safety, to determine likelihood of explosion or rupture in case of accident or earthquake.

Policy 5.2(S): Ensure that the Fire Department and other disaster response agencies have access to route, depth, and shut-off information about each line.

Policy 5.3(S): Ensure that the Disaster Response Plan includes procedures to deal with a pipeline accident.

Policy 5.4(L): Avoid locating new residential development or other sensitive land uses in close proximity to major pipelines with a significant potential for explosion or fire.

EMERGENCY PREPAREDNESS

The City of Compton maintains an Emergency Plan which documents City policies to respond to major emergencies which 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. It is further discussed in the following section.

GOAL 6.0(L): Protect residents, visitors, and workers, and ensure the continuity of vital services and functions in an emergency.

Policy 6.1(L): Maintain and regularly update the City's Emergency Plan.

Policy 6.2(L): Maintain implementing actions or procedures within the Plan for rescue efforts, medical efforts, emergency shelters and provision of supplies.

Policy 6.3(M): Periodically inspect emergency shelters to ensure that equipment and supplies are available and operational.

Policy 6.4(S): Sponsor and support bilingual public education programs on emergency preparedness and disaster response. Distribute information about emergency planning to community groups, schools, churches and business associations. Hold emergency drills to test the effectiveness of emergency preparedness plans.

LAW ENFORCEMENT

Compton has the highest crime index among surrounding South Bay cities. In 1988, the Crime Index per 1,000 population was 94.5. Several successful community based programs have been initiated to reduce localized crime. The City will continue to implement such programs and other crime reduction efforts.

GOAL 7.0(L): Decrease crime within Compton to increase the safety of citizens and the image of the community.

Policy 7.1(S): Take a proactive approach to crime prevention by initiating youth programs, neighborhood watches, and other community-based approaches to crime prevention.

Policy 7.2(S): Consider methods of coordinating crime prevention activities with other jurisdictions.

Policy 7.3(S): Seek alternative funding through state and federal sources for increased law enforcement services to City residents.

Policy 7.4(S): Promote land use planning, urban design, and architecture that enhance individual safety. Such measures include Police Department approved alarm systems, security lighting, lighting of alleys (especially at the rear of commercial developments), and building designs which allow for clear visibility of exterior entrances/exits, walkways and parking areas.

Policy 7.5 (S): Prepare and initiate a program to address crime problems associated with alleys, including consideration of measures to privatize alleys, pave alleys, provide front lot access where possible, and provide regular maintenance of alleys.

THE PUBLIC SAFETY PLAN

This section of the Safety Element discusses hazard mitigation and emergency preparedness planning needed both to provide everyday safety and emergency services, and to respond to major disasters.

HAZARD MITIGATION

Actions resulting from the goals and policies are necessary to reduce hazards within Compton. Each hazard issue is addressed below with proposed City actions.

Seismic

The City will continue to implement the hazard abatement program to correct deficiencies in unreinforced masonry buildings. 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 of identified storm drainage inadequacy 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 states 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 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 aerial equipment; and
- Twenty-six feet for a linear distance of 25 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 20 pounds per square inch for a five hour duration.

The City will act to ensure that inadequate water systems are retrofitted.

Hazardous Materials

The Compton Fire Department will implement programs to protect residents and properties from accidents involving hazardous materials. Such programs will include documenting all storage and usage of hazardous materials. Education programs will 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 shall be 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 residential development, schools, and other sensitive land uses.

The *Los Angeles County Hazardous Waste Management Plan* establishes siting criteria for hazardous waste treatment, transfer, and disposal sites. The criteria outlined in the County plan will be used to review all proposals for such treatment and disposal facilities in Compton. A general description of the County's siting factors, objectives, and criteria is presented in Table PS-1.

**TABLE PS-1
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS**

OBJECTIVE	SITING CRITERIA
1. Protect residents	<ul style="list-style-type: none"> ◦ Consider proximity to populations (minimum distance from residences of 2,000 feet).
2. Ensure the structural stability and safety of the facility	<ul style="list-style-type: none"> ◦ Consider proximity to immobile populations. <p>Avoid locating facility near:</p> <ul style="list-style-type: none"> ◦ Floor hazard areas/floodplains; ◦ Areas subject to tsunamis, seiches and storm surges; ◦ Dam failure inundation areas; and ◦ Active or potentially active faults (minimum distance of 200 feet). <p>Require engineered design safety features for:</p> <ul style="list-style-type: none"> ◦ Slope stability (unstable soils); and ◦ Subsidence/liquefaction.
3. Protect surface water	<p>Avoid locations near aqueducts and reservoirs.</p> <ul style="list-style-type: none"> ◦ Proximity to supply wells and well fields should be outside the cone of depression created by pumping a well or well field.
4. Protect groundwater	<ul style="list-style-type: none"> ◦ Avoid facility location near major aquifer recharge areas. ◦ Consider avoiding PSD air areas. ◦ Consider avoiding nonattainment air areas.
5. Protect air quality	

**TABLE PS-1
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS
(Continued)**

OBJECTIVE	SITING CRITERIA
6. Protect environmentally sensitive areas	<p>Avoid facility location in:</p> <ul style="list-style-type: none"> ◦ Wetlands; ◦ Close proximity to habitats of threatened and endangered species; ◦ Prime agricultural areas; ◦ Recreational, cultural, and aesthetic resource areas; ◦ Close proximity to public facilities; and ◦ Areas of potential mineral deposits/resources. <p>Permitted on case-by-case basis:</p> <ul style="list-style-type: none"> ◦ Federal and State lands.
7. Ensure safe transportation of hazardous waste	<ul style="list-style-type: none"> ◦ Consider proximity to areas of waste generation (waste generation stream). ◦ Locate close distance to waste generation source, except for residuals repositories. ◦ Road networks should not utilize local residential streets. ◦ Follow highways with low to average AADT and accident rates. ◦ Consider capacity vs. AADT of access route.

**TABLE PS-1
LOS ANGELES COUNTY
HAZARDOUS WASTE MANAGEMENT SITING FACTORS
(Continued)**

OBJECTIVE	SITING CRITERIA
8. Protect social and economic development goals of the community	<ul style="list-style-type: none"> ◦ Facilities should locate in industrial, commercial and specially zoned lands. ◦ Potential changes in real property values require independent study. ◦ Potential changes in employment require independent study.

Source: Los Angeles County Hazardous Waste Management Plan, 1989
Abbreviations: PSD = Prevention of Significant Deterioration
AADT = Average Annual Daily Traffic

Underground Hazards (Pipelines)

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.

Emergency Preparedness

The City will continue to maintain an adequate Emergency 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.

Law Enforcement

The Police Department will continue to implement community-based programs to help reduce crime throughout the City. Community facilities and other development will be designed to limit "hidden spots" and to create open safe spaces.

EMERGENCY PLAN

Compton maintains an Emergency Plan (EP) which was last updated in 1981. The EP 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 EP will be the guidebook which City officials will use to restore normal conditions as quickly as possible.

AGENCY RESPONSIBILITIES AND COORDINATION

The City of Compton maintains its own Fire and Police Departments. The EP sets forth the assignments to be carried out by City Departments in time of emergency. In addition to their normal law enforcement assignment, the Police

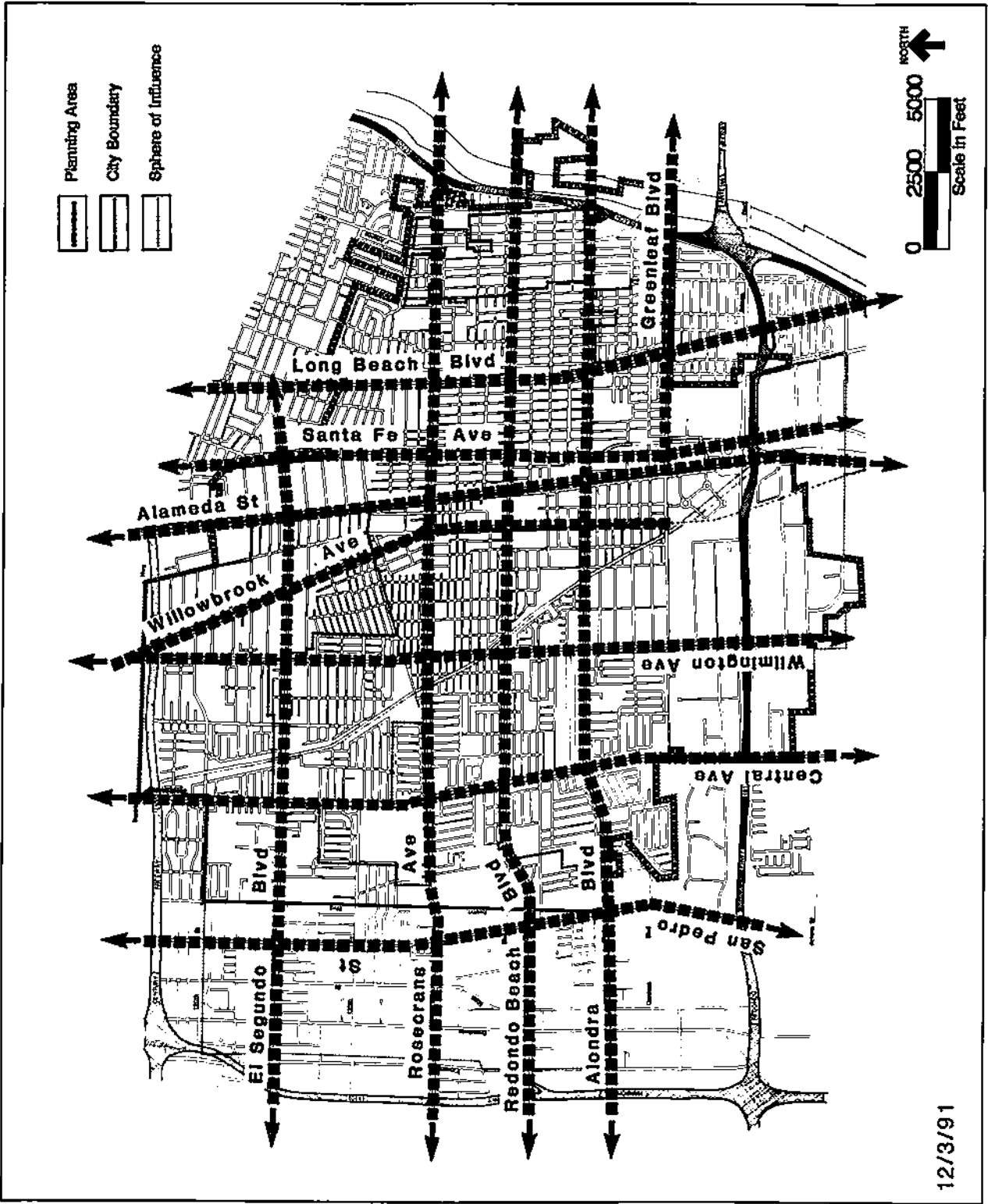
Department has primary responsibility for warning the population and for emergency communications. The Fire Department, over and above its fire prevention and communications roles, is responsible for rescue operations. The Parks and Recreation Department is assigned the task of establishing shelters. The American Red Cross will support Parks and Recreation staff at shelters, and will have primary responsibility for emergency medical services, supported by paramedic units from the Fire Department. 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.

EMERGENCY SHELTERS IN TIME OF DISASTER

Responsibility for emergency care and shelter has been assigned to the City Recreation Department. The Department's role will be to assist the Red Cross, supporting it with personnel and facilities if needed. One or more mass care centers will be activated by the Red Cross as soon as possible after disaster strikes. Mass care centers will be located at local parks and, if necessary, schools, as shown on Figure PS-3.

EVACUATION ROUTES

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 Figure PS-4. 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.



EVACUATION ROUTE

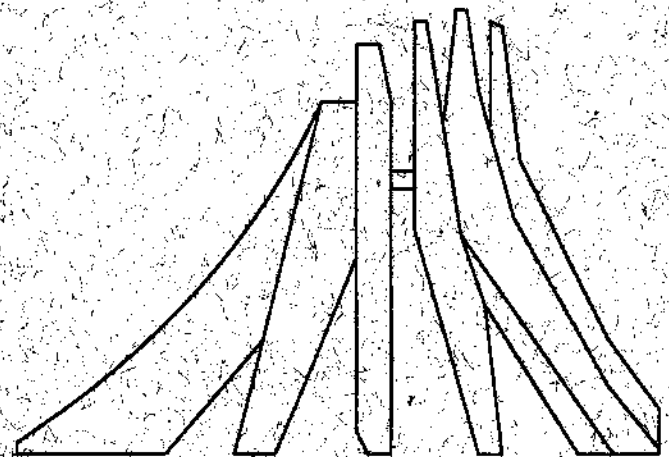
SOURCE: City of Compton
Emergency Plan, 1981

**Figure PS-4
Emergency
Evacuation
Routes**

Compton General Plan

NOISE

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
NOISE ELEMENT

December 3, 1991

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INTRODUCTION TO THE NOISE ELEMENT

The control of noise plays an important part in preserving the quality of a community. The development of effective strategies to reduce excessive noise is essential to creating safe and compatible living and working environments. Since 1971, the Noise Element has been one of the mandatory elements of a California General Plan. Due to California's rapid growth, noise elements are required to enable cities to limit exposure of city residents to excessive and potentially harmful noise levels.

PURPOSE OF THE NOISE ELEMENT

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact. This element establishes goals, policies, and programs to ensure that Compton residents will be protected from excessive noise.

The Noise Element follows guidelines in the State Government Code Section 65301(f) and Section 46050.1 of the Health and Safety Code. It quantifies the community noise environment by establishing noise exposure contours for both near- and long-term levels of growth and noise-generating activity. The information will become a guideline for the development of goals and policies to achieve noise compatible land uses. This information also identifies baseline noise levels and sources for the identification of local noise ordinance enforcement.

The element is divided into three remaining sections. The Issues Identification section describes current and projected noise conditions and presents the noise issues in the City that are to be addressed within the Noise Element. The Goals and Policies section defines the goals of the Noise Element and the City's general approach to achieve stated goals. The

Noise Plan defines strategies that the City will implement to achieve the goals of the element.

RELATED PLANS AND PROGRAMS

Several local, state, and federal laws regulate point source noise and establish standards to protect community residents from excessive noise.

Compton Municipal Code

Section 7-12 of the City's Municipal Code sets standards for noise levels Citywide and provides the means to enforce the reduction of obnoxious or offensive noises.

Caltrans Sound Walls

The California Department of Transportation (Caltrans), pursuant to Section 215.5 of the State Streets and Highways Code, has established a priority system for erecting noise barriers in the form of sound walls along freeway routes. The program is designed to protect residential uses from excessive freeway noise. In order for a residential neighborhood adjacent to a freeway to qualify for the program, the neighborhood must meet four eligibility criteria as follows:

- The housing units must have been constructed prior to freeway construction or widening of the freeway;
- The housing units must be exposed to noise levels equal to or greater than 67 Leq;
- Construction of the sound walls must be cost effective. Generally, a cost of \$30,000 per housing unit protected is considered reasonable (in 1988 dollars); and
- Reduction of minimum five dBA must be achieved through noise barrier.

Any units not meeting all four criteria cannot receive funding from Caltrans.

State Noise Insulation Standards

Title 25, Section 1092 of the California Administrative Code sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL.

NOISE ELEMENT ISSUES IDENTIFICATION

Noise is generally defined as unwanted or intrusive sound. The characteristics of noise are difficult to describe by a single unit of measurement because noise has many components, such as loudness, pitch, and duration.

The urban environment contains a variety of noise sources which can affect the way people live and work. Some types of noise are only short-term irritants. Other noises, such as train noise, may be permanent sources of annoyance, even to the point of producing health hazards to the surrounding community.

The following issues affect the City of Compton's noise environment. Identification of these issues leads to the basis for the City's Noise Element goals and policies.

CURRENT AND PROJECTED NOISE CONDITIONS

This section describes the baseline (1991) and projected noise environments within the City of Compton. These descriptions are based on an identification of noise sources and noise-sensitive land uses, a survey of existing noise in the community, noise contour maps, and projections of the noise environment at full implementation of the General Plan.

Sources of Noise

The sources of noise in Compton fall into four basic categories. These are:

- Motorized vehicles on major and minor arterial roadways and freeways;
- Trains (from the freight lines and passenger rail lines);
- Aircraft overflights; and
- Stationary sources.

Each of these sources and their impacts on the noise environment of Compton are summarized in the following paragraphs.

Motorized Vehicles: Traffic noise on surface streets is a significant source of noise within the community. The major roadways in the City include: El Segundo Boulevard, Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, the Artesia Freeway, Central Avenue, Wilmington Avenue, Alameda Street, Santa Fe Avenue, Long Beach Boulevard, Atlantic Avenue, and the Long Beach Freeway.

Noise levels along roadways are a function of several traffic characteristics. Most important is the average daily traffic (ADT) levels. Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic, and gradient of the roadway. In general, most of the land use along the major roadways is commercial, open space, and industrial. However, there are some single-family and multi-family areas, as well as public facilities, that are located along many of these roadways.

The two freeways travelling through the City cause the highest noise levels. Within Compton, land use along the Artesia Freeway is almost exclusively industrial. However, land use along the Long Beach Freeway includes much more residential land use, including an unprotected mobile home park at Alondra Boulevard.

Train Operations: The City is crossed by two major railroad lines. Train traffic on the two Southern Pacific Rail Lines that run north-south through the middle of the City is a significant source of noise within the community. Freight trains and the Los Angeles Metro Rail Blue Line (passenger trains) use these tracks.

The railroad lines traverse both commercial and residential property, and generate significant noise levels. The horn of the Blue Line Train, when signaling at the approach to grade crossing, is especially objectionable. Any residential developments located along these railroad lines will require substantial sound insulation to mitigate noise to an acceptable level.

Aircraft Operations: The Compton Airport is located in the west central area of the City. The airport's traffic is

composed of smaller private aircraft with no regularly scheduled service. The Federal Aviation Administration (FAA) prepares a National Plan of Integrated Airport Systems (NPIAS). The NPIAS estimates that by the end of 1991, approximately 160,000 operations will have taken place at the Compton Airport. By 1996, the number is anticipated to rise to 212,000.

Stationary Sources: Major causes of noise due to stationary sources are the industrial areas that are located along the two Southern Pacific Rail Lines and the Artesia Freeway. Commercial and industrial land uses located near residential areas create occasional noise impacts. The primary noise associated with these facilities is caused by truck traffic, air compressors, generators, outdoor loudspeakers, and gas venting.

Noise Sensitive Receptors

Housing is the most predominant and noise sensitive land use in Compton. This land use is considered especially noise sensitive because (1) people spend considerable time at home, (2) significant activities occur outdoors, and (3) sleep disturbance is most likely to occur in a residential area.

Additionally, the City of Compton has a number of educational facilities, churches, medical facilities, a library, senior housing, and park and recreation facilities that are considered to be noise sensitive. The location of residential areas, schools and parks are shown on the General Plan Land Use Policy Map in the Land Use Element.

Community Noise Measurement Survey

To establish baseline noise conditions in Compton, a community wide noise measurement survey was conducted in 1991. The survey determined existing noise levels at noise sensitive land uses and provided an accurate description of the ambient noise levels in various areas throughout the City.

The methodology used to conduct the survey is summarized in the *Annotated Bibliography and Technical Appendix (ABTA)*, which is a technical background supplement to this General Plan. The actual noise levels, the primary noise sources at

each site, and other pertinent data are also presented in the ABTA.

Community Noise Contours

The noise environment of Compton can be described using noise contours developed for the major noise sources within the City. These contours represent lines of equal noise exposure, just as the contour lines on a topographic map show locations of equal elevation. The contours shown are the 60 and 65 dB CNEL contours. Noise contours for Compton were developed based on baseline (1991) traffic levels, train operations, and other assumptions and methods explained in the ABTA.

Compton noise contours are presented in Figures N-1 through N-4. Figures N-1 and N-2 show the baseline noise environment for 1991 land uses and traffic on major streets and the Compton Airport. Figures N-3 and N-4 illustrate future noise conditions, assuming full implementation of the General Plan.

The inclusion of an area within a 60 or 65 CNEL contour on Figures N-1 through N-4 indicates that noise levels are high enough to be of potential concern, but does not imply that excessive noise levels are uniformly present on all sites within the area. Buildings, walls, berms, and changes in topography affect noise levels. Some locations may be screened from noise impact by the presence of one or more of these features.

60 CNEL: The 60 CNEL contour defines the Noise Study Zone. The noise environment for any proposed noise-sensitive land use (for example, single- or multi-family residences, hospitals, schools or churches) within this zone should be evaluated on a project specific basis. The project may require mitigation to meet City and/or State (Title 24) standards. A site- and project-specific study will be necessary to determine what kinds of mitigation will make the interior building environment acceptable for the given type of land use. Some sites may already be sufficiently protected by existing walls or berms and no further mitigation measures are required.

65 CNEL: The 65 CNEL contour defines the Noise Mitigation Zone. Within this contour, new or expanded noise-sensitive developments will be permitted only if

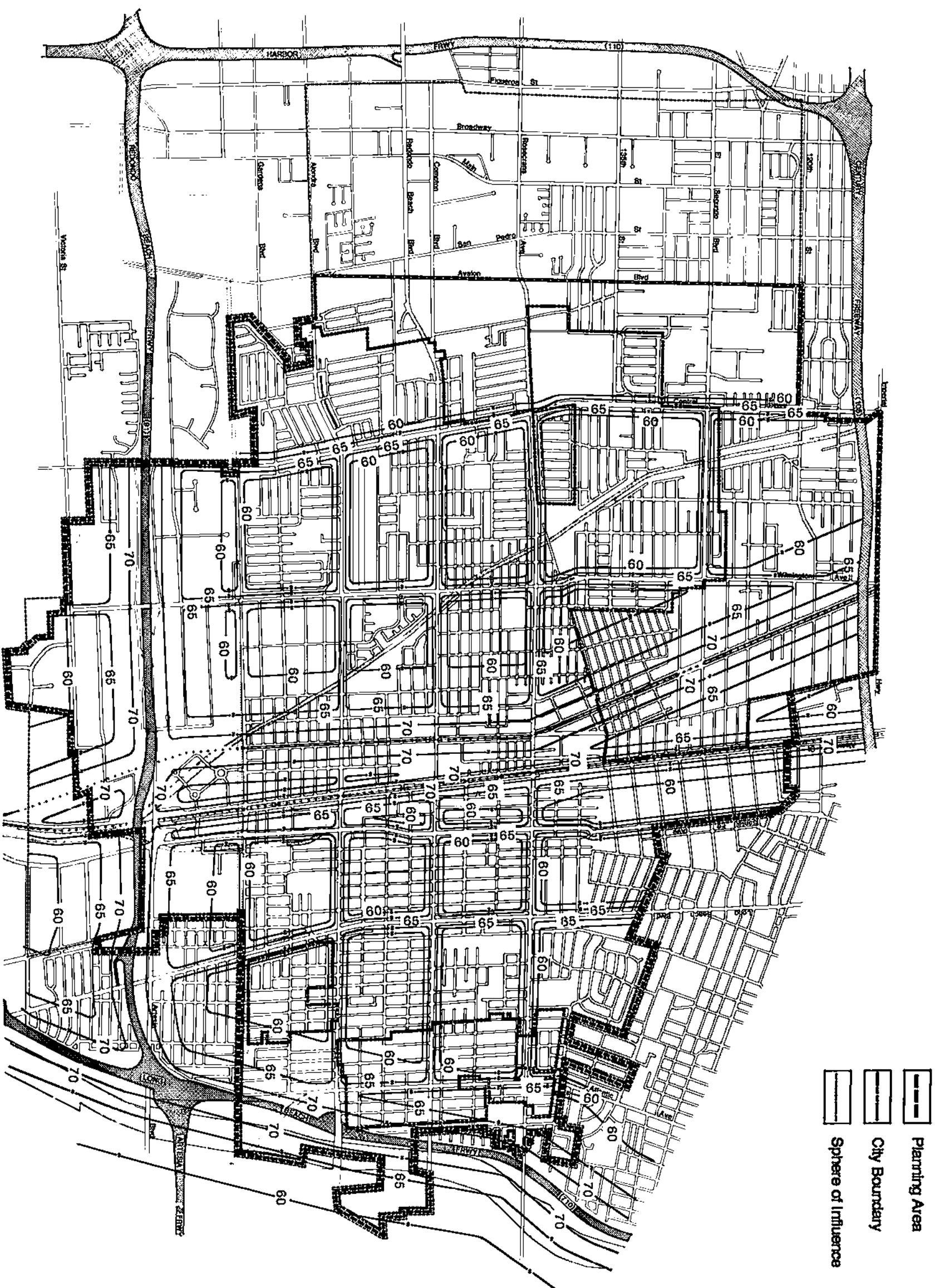
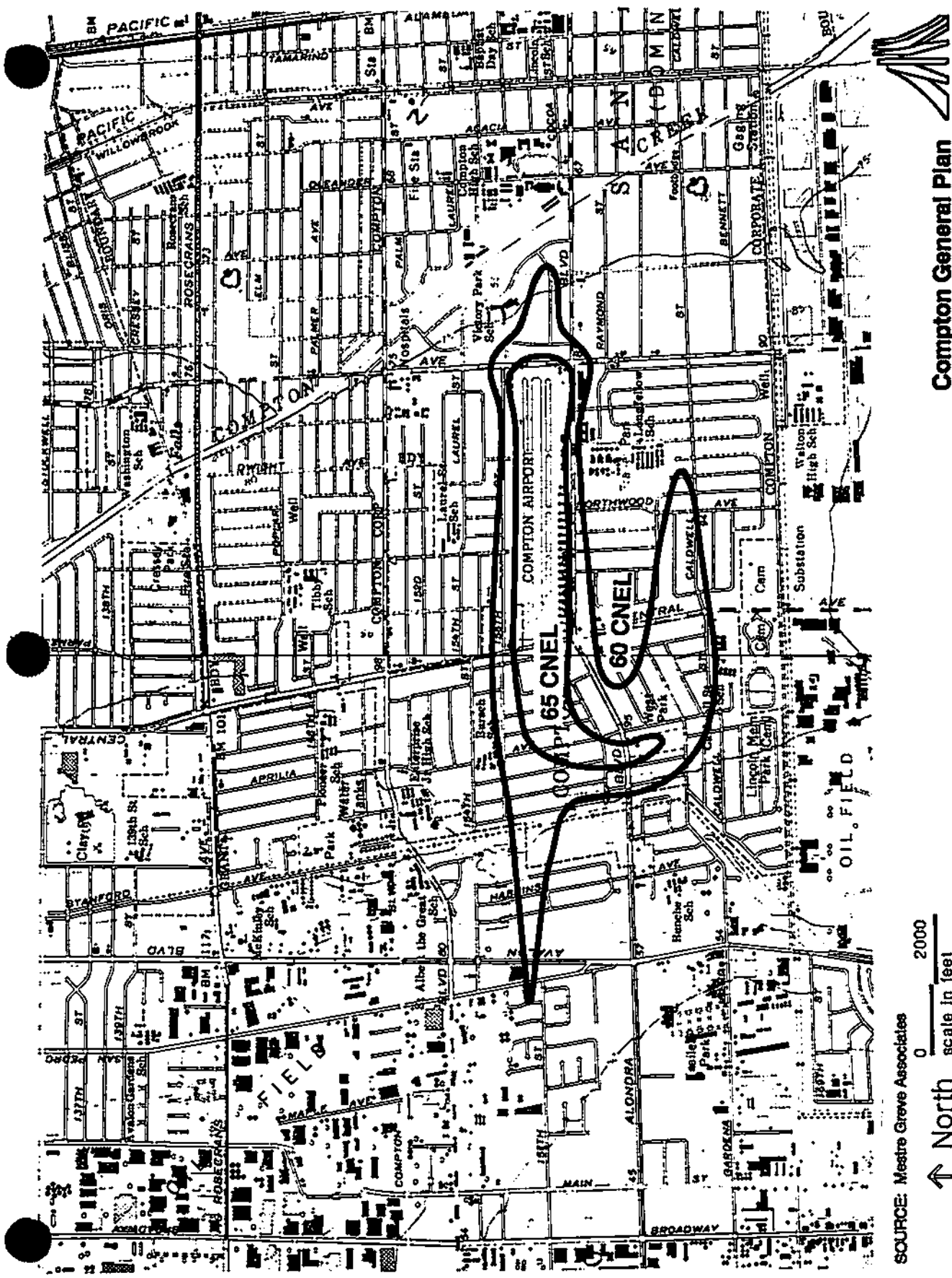


Figure N-1
Existing CNEL Noise
Contours





SOURCE: Mestres Greve Associates

0 2000
 ↑ North scale in feet

Compton General Plan

12/3/91

Figure N-2
 Existing Airport Noise Contours

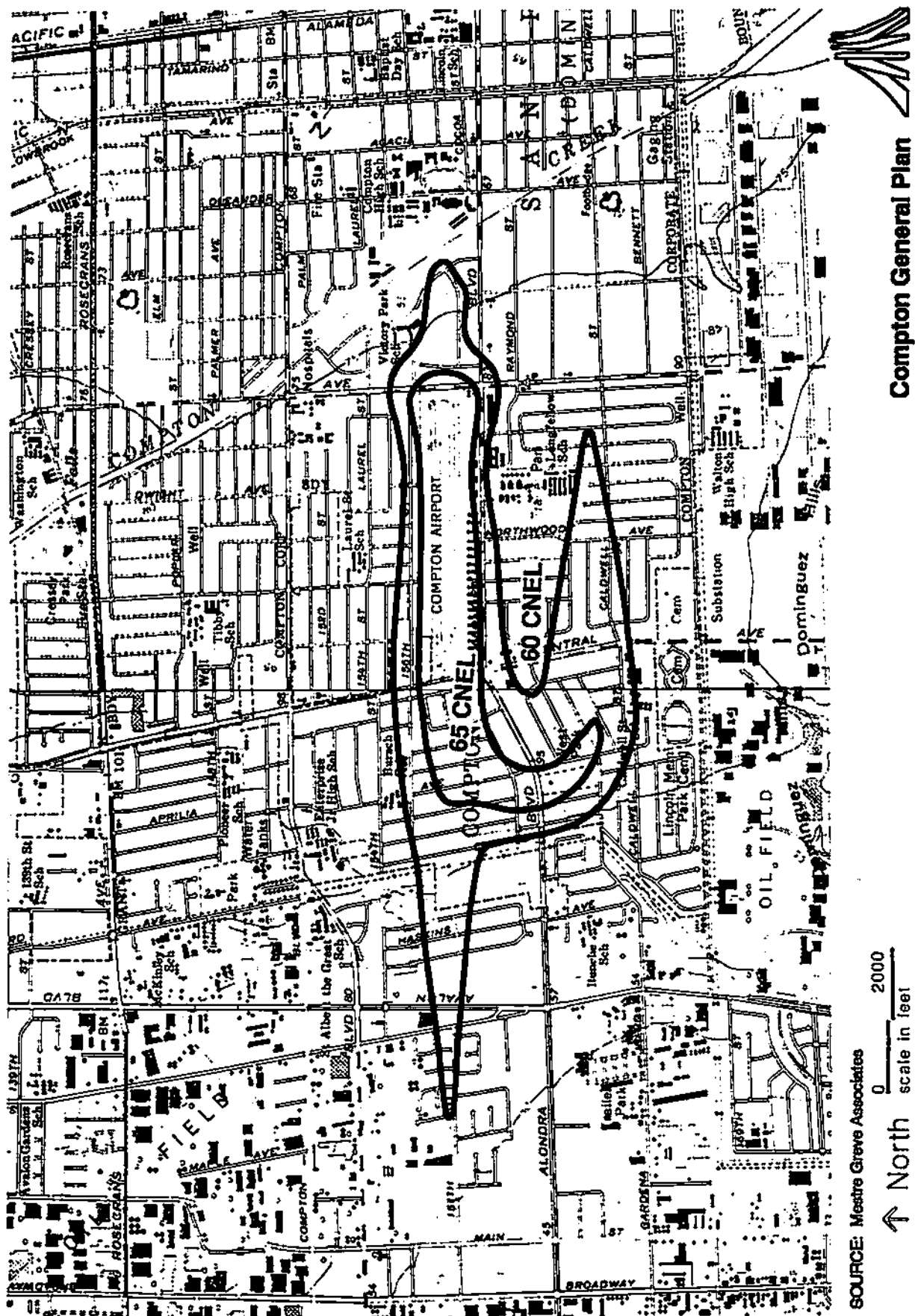


Figure N-4
Future Airport Noise Contours



Figure N-3
Future CNEL Noise
Contours



appropriate mitigation measures, such as barriers or additional sound insulation, are included and City and/or State noise standards are achieved. In some instances it may be possible to show that existing walls, berms, or screening provide adequate mitigation.

Through implementation of noise/land use compatibility standards in this element, the City may choose to discourage some types of noise-sensitive land uses in these areas, including hospitals, libraries, schools, auditoriums, and concert halls, rather than to require mitigation measures.

Areas of Special Concern

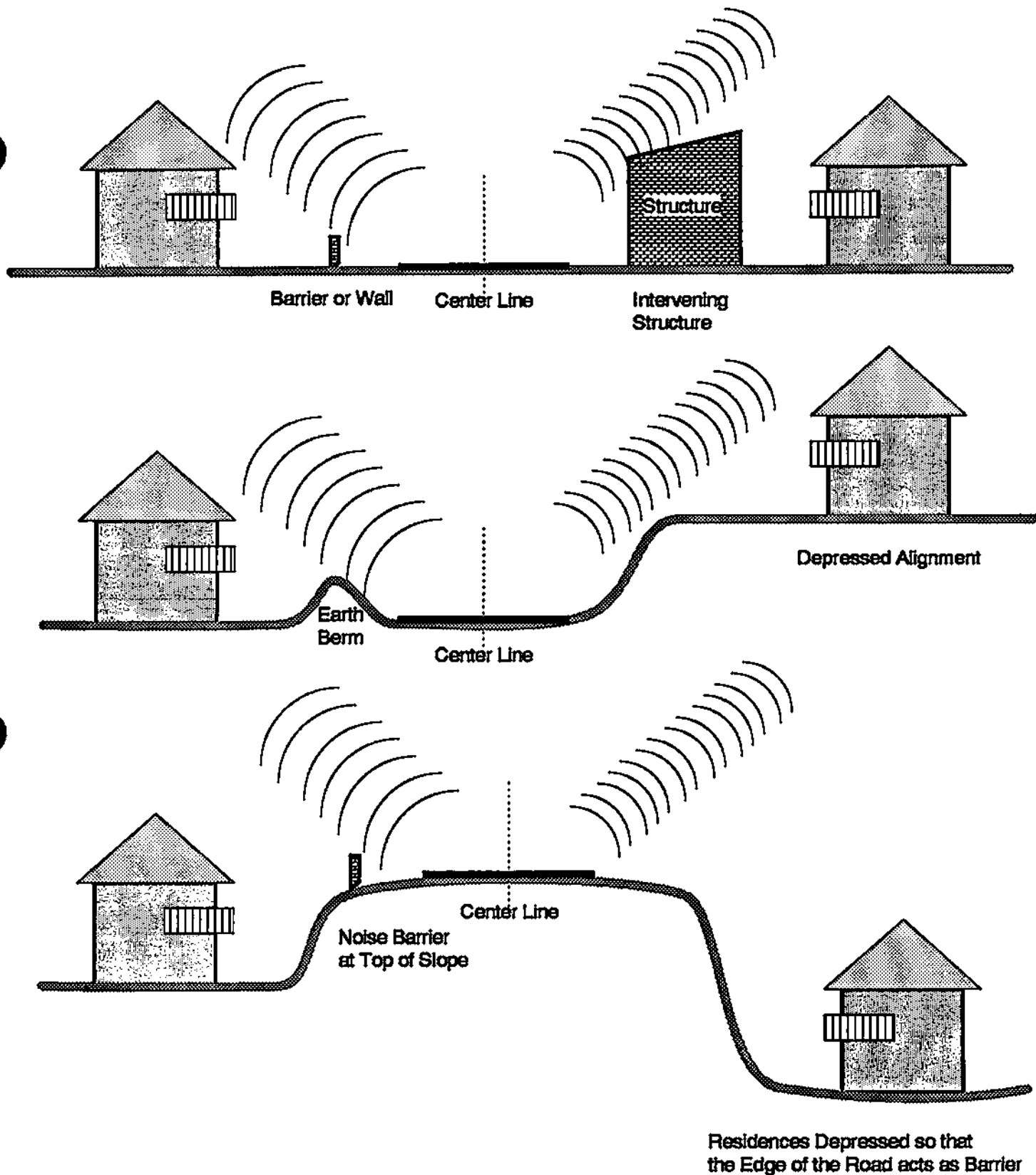
Unshielded areas directly along Willowbrook Avenue and Alameda Street will be subjected to noise levels in excess of 70 CNEL. Unshielded areas adjacent to most other arterial roadways throughout the City will experience noise levels in excess of 65 CNEL.

Significant levels such as these are of most concern when residential and other noise sensitive uses are impacted. The exterior environment in single- and multi-family residential neighborhoods, particularly along the Willowbrook and Alameda corridors, will become increasingly unpleasant as sound levels increase.

Residential development in areas with a CNEL exceeding 70 dB is considered normally unacceptable, and new construction or development should generally be discouraged.

Noise Control

Transportation noise is the most serious noise problem in Compton. However, local government has little direct control of transportation noise at the source. State and Federal agencies have the responsibility to control vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is by reducing noise impact on the community. Mitigation through site planning and the design and construction of a noise barrier (generally a wall or berm) are the most common ways of alleviating traffic noise impacts in existing urban environments. Figure N-5 illustrates some of these ways.



Compton General Plan



12/3/91

Figure N-5
Noise Barrier Effect

Tables N-1 and N-2 show standards and criteria that specify acceptable limits of noise for various land uses throughout Compton. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. Table N-1 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of the specific Noise Standards presented in Table N-2, and represent City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The noise levels presented in Table N-1 represent exterior noise levels. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. The noise standards, Table N-2, should be consulted for determination of noise compatibility with existing developments.

**TABLE N-1
NOISE/LAND USE COMPATIBILITY MATRIX**

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	60	65	70	75	80>	
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Homes	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Co-cart Track; Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile, Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

ZONE A
CLEARLY COMPATIBLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B
NORMALLY COMPATIBLE New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C
NORMALLY INCOMPATIBLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D
CLEARLY INCOMPATIBLE New construction or development should generally not be undertaken.

Source: Mestre Greve Associates

**TABLE N-2
INTERIOR AND EXTERIOR NOISE STANDARDS**

LAND USE CATEGORIES		CNEL	
CATEGORIES	USES	INTERIOR ¹	EXTERIOR ²
RESIDENTIAL	Single Family Duplex, Multiple Family	45 ³	65
	Mobile Home	—	65 ⁴
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	—
	Commercial Retail, Bank, Restaurant	55	—
	Office Building, Research and Development, Professional Offices, City Office Building	50	—
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, Warehousing, Wholesale, Utilities	65	—
	Movie Theatres	45	—
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	—
OPEN SPACE	Parks	—	65

- Indoor environment including: Bathrooms, toilets, closets, corridors
- Outdoor environment limited to: Private yard of single family
Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
Balconies 6 feet deep or less are exempt
Mobile home park
Park's picnic area
School's playground
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise levels should be such that interior noise levels will not exceed 45 CNEL.

NOISE ELEMENT GOALS AND POLICIES

The overall goal of the City of Compton is to provide a sound environment that is as free from noise as possible. While noise cannot be completely eliminated, it can be reduced. The following goals and policies provide the primary directions for the City of Compton for the effective control of community noise.

The following goals and policies are identified as either short-term (S), medium range (M), or long-range (L). Short-term covers a five-year period, medium range includes a five to 10-year planning period, and long-range indicates goals to be achieved over a 20-year time frame, or policies which represent ongoing City policies and programs.

TRANSPORTATION NOISE CONTROL

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 feasible and practical within the limits imposed by conflicting objectives.

GOAL 1.0: Reduce noise impacts from transportation noise sources.

Policy 1.1(L): Require construction of barriers along freeways, railroads, and the Alameda Corridor when necessary to shield noise-sensitive uses from excessive noise.

Policy 1.2(L): Include noise mitigation measures in the design of new roadway projects in Compton.

Policy 1.3(L): Reduce transportation noise through proper design and coordination of new or remodeled transportation and circulation facilities.

Policy 1.4(L): Enforce City, State, and Federal noise standards, especially those for mufflers and modified exhaust systems.

Policy 1.5(S): Monitor noise from buses and other heavy vehicles in residential areas. If necessary, consider alternate circulation routes for those types of vehicles.

Policy 1.6(M): Discourage through-traffic in residential neighborhoods by use of speed humps.

Policy 1.7(L): Require that new transportation equipment purchased by the City of Compton comply with noise performance standards.

Policy 1.8(S): Ensure that noise mitigation considerations are incorporated into the design of the Alameda Corridor.

Policy 1.9(S): Encourage the SCRTD to implement measures to reduce impact of Blue Line horn.

Policy 1.10(L): Encourage Compton Airport to implement noise reduction methods for aircraft, especially at landing and take-off.

NOISE AND LAND USE PLANNING INTEGRATION

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.

GOAL 2.0: Incorporate noise considerations into land use planning decisions.

Policy 2.1(S): Establish acceptable limits of noise for various land uses throughout the community, in accordance with Table N-2.

Policy 2.2(L): Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas, in accordance with Table N-1.

Policy 2.3(S): Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.

Policy 2.4(L): Require noise reduction techniques in site and architectural design and construction where noise reduction is necessary.

Policy 2.5(L): Discourage and, if necessary, prohibit location of noise-sensitive land uses in noisy environments, including near railroad tracks, freeways, and Compton Airport.

GOAL 3.0: Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.

Policy 3.1(L): Enforce the 65 db(A) State standard for exterior noise levels for all commercial uses.

Policy 3.2(S): Require that a minimum 15-foot landscaped buffer be provided between a commercial or mixed use structure and an adjoining residential parcel.

Policy 3.3(S): Require that automobile and truck access to commercial or industrial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

Policy 3.4(L): Prohibit truck deliveries to commercial and industrial properties abutting residential uses before 7 a.m. and after 9 p.m., unless there is no feasible alternative.

GOAL 4.0: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed-use developments.

Policy 4.1(S): Require that commercial uses developed as part of a mixed-use project (with residential uses) not be noise intensive.

Policy 4.2(S): Require that mixed-use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.

Policy 4.3(L): Orient mixed-use residential units away from major noise sources.

Policy 4.4(L): Locate balconies and openable windows of residential units in mixed-use projects away from the primary street and other major noise sources.

NON-TRANSPORTATION NOISE CONTROL

The adoption of an updated comprehensive noise ordinance will improve control of non-transportation noise impacts, and will also assist the City in preserving the quality noise environment which exists in some residential areas.

GOAL 5.0: Develop measures to control non-transportation noise impacts.

Policy 5.1(S): Adopt an updated comprehensive City Noise Ordinance to control excessive noise from lawn blowers, trimmers, machinery, or other disturbances.

Policy 5.2(L): Reduce noise generated by construction activities by requiring sound attenuation devices on construction equipment.

Policy 5.3(L): Establish and maintain coordination among the agencies involved in noise abatement.

THE NOISE PLAN

In order to achieve the goals and objectives of the Noise Element, an effective implementation program, developed within the constraints of the City's financial and staffing capabilities, is necessary. The underlying purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City. The following are the actions that the City will consider implementing to control the impacts of noise in Compton.

TRANSPORTATION NOISE CONTROL

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, since the City has little direct control over source noise levels because of State and Federal preemption (for example, State Motor Vehicle Noise Standards and Federal Air Regulations), policies should be focused on reducing the impact of the noise on the community.

Compton has a number of transportation related noise sources including railroad operations, major arterials, collector roadways, freeways and the airport. These sources are the major contributors of noise in Compton.

Strategy 1

Ensure the employment of noise mitigation measures in the design of roadway improvement projects consistent with funding capability. Support efforts by the California Department of Transportation and others to provide for acoustical protection of existing noise sensitive land uses affected by these projects.

Strategy 2

Require the use of walls and berms in the design of residential and other noise sensitive land uses that are adjacent to major roads, commercial, or industrial areas.

Strategy 3

Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Strategy 4

Enforce the State Motor Vehicle noise standards for cars, trucks, and motorcycles.

NOISE AND LAND USE PLANNING INTEGRATION

Information relative to the existing and future noise environments within Compton should be integrated into future land use planning decisions. The element presents the existing and future noise environments so that the City will include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments. Community noise considerations are to be incorporated into land use planning. These measures are intended to prevent future noise and land use incompatibilities.

Strategy 5

Enforce standards that specify acceptable noise limits for various land uses throughout the City. Table N-1 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases of specific Noise Standards. These standards, presented in Table N-2, define City policy related to land uses and acceptable noise levels.

Strategy 6

Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. New development will be permitted only if appropriate mitigation measures are included such that the standards contained in this element are met.

Strategy 7

Enforce the provisions of the State of California Uniform Building Code, which specifies that the indoor noise levels for multi-family residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The Noise Referral Zones (the 60 dB CNEL contour) can be used to determine when this standard needs to be addressed. The Code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City will also, as a matter of policy, apply this standard to single family dwellings.

NON-TRANSPORTATION NOISE CONTROL

People, must be protected from excessive non-transportation noise sources, including commercial and industrial centers. These impacts are most effectively controlled through the application of a City Noise Ordinance.

Strategy 8

Adopt and enforce a comprehensive City Noise Ordinance. The ordinance protects people from non-transportation related noise sources such as music, machinery, pumps, and air conditioners.

Strategy 9

Require that any proposed development projects demonstrate compliance with the City Noise Element and Ordinance prior to approval.

Strategy 10

Require construction activity to comply with noise limits established in the City Noise Ordinance.

Strategy 11

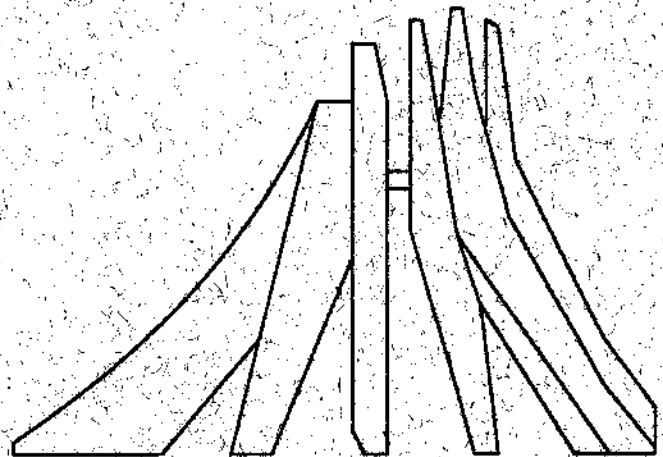
Designate the Community Planning and Development Department to act as the noise control coordinator. This will ensure the continued operation of City noise enforcement efforts.

Strategy 12

Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering or gaining access on driveways adjacent to noise-sensitive areas. Exemption from this restriction shall be based solely on attaining full compliance with the night-time noise limits of the Noise Ordinance.

PUBLIC FACILITIES

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
PUBLIC FACILITIES ELEMENT

December 3, 1991

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INTRODUCTION TO THE PUBLIC FACILITIES ELEMENT

Public facilities are divided into two components: public services and infrastructure. The public service component includes law enforcement, fire protection, and educational, civic, institutional and cultural facilities. Infrastructure refers to the systems which distribute power (natural gas and electricity), provide water service (wastewater and potable water), and allow telecommunications. Infrastructure also includes flood control facilities, water and wastewater treatment facilities, and solid waste facilities such as landfills, but does not include circulation infrastructure (streets and highways), which is addressed in the Circulation Element.

The background information used to formulate the goals and policies contained in this element is included in the *Annotated Bibliography and Technical Appendix* (ABTA). The ABTA addresses many issues, including public services and utilities. The ABTA also identifies the organizations responsible for providing the public facilities within the City and the level of services provided.

PURPOSE OF THE PUBLIC FACILITIES ELEMENT

The Public Facilities Element establishes guidelines for providing adequate public services and infrastructure systems to serve the community. This element also outlines provisions for reducing demand on certain facilities and maintaining adequate service levels.

The Public Facilities Element is an optional element of the General Plan. However, once adopted, this element carries the same force and effect as mandatory elements and must be internally consistent with other elements of the General Plan.

This element is comprised of three additional sections: Public Facilities Issues Identification, Public Facilities Goals and Policies, and the Public Facilities Plan. The Issues Identification section discusses issues which affect the City's public facilities and services, and establishes the basis for Plan goals and policies. The Goals and Policies section contains the City's goals for providing adequate public facilities to

serve City residences and businesses. The Plan identifies the public facilities Compton will need to support a growing residential population and anticipated expansion of commercial and industrial business enterprises.

RELATED PLANS AND PROGRAMS

To monitor and plan for the ongoing operation of public facilities, public agencies prepare and adopt facility master plans. In Compton, public facilities are provided by City and County agencies, as well as by private companies and service districts. The following plans are relevant to the General Plan long-range vision.

City of Compton Capital Improvement Program

The Compton Municipal Water Department participates in the preparation of the City's Capital Improvement Program. The program covers six-year periods and describes scheduled improvements to occur each year during the six-year planning time frame. The program addresses several components of the Citywide infrastructure system, including roadways, domestic water service, and storm water collection.

Compton Sewer Master Plan

The 1990 Compton Sewer Master Plan identifies the location of Compton sewer lines. The plan also identifies areas which need expanded service. Areas needing expanded service are identified by the size of the needed facility and the phasing program anticipated for the improvements.

Compton Redevelopment Plans

Compton has adopted a redevelopment plan which covers all commercial and industrial properties in the City. A major focus of the plan is to upgrade and maintain infrastructure and public services at levels which support increased business activity.

The County of Los Angeles also has one redevelopment project within the Planning Area. The East Compton Plan includes properties along Compton Boulevard and Atlantic Avenue.

Los Angeles County Public Facilities Element

The Public Facilities Element contained in Los Angeles County's Comprehensive General Plan establishes goals and policies for water service, solid waste management, sewer service, and flood protection. Facilities are identified in Compton for all but solid waste management.

Los Angeles County Solid Waste Management Plan and California Integrated Waste Management Act of 1989

The County's Solid Waste Management Plan was adopted in 1984 and revised in 1985. The Plan establishes policy for the County in managing diminishing landfill resources. The Plan also guides programs to reduce solid waste within the County. This Plan will be closely related to plans of individual jurisdictions which respond to state legislation requiring reduction of the waste stream.

The City of Compton has prepared a Source Reduction and Recycling (SRR) Element in response to Assembly Bill 939, the California Integrated Waste Management Act of 1989 (AB 939). AB 939 requires every city and county in the State of California to prepare an SRR element that identifies how each jurisdiction will meet the mandatory waste diversion goals set by the State of 25 percent by 1995 and 50 percent by 2000.

The Compton SRR element was prepared consistent with Public Resources Code Section 40000 et seq., and the regulations developed by the California Integrated Waste Management Board (CIWMB) entitled *Planning Guidelines for Preparing, Revising and Amending Countywide Integrated Waste Management Plans*. These regulations amended the emergency regulations that were in effect during the development of this SRR element. The emergency regulations are found in Title 14 of the California Code of Regulations (CCR), Chapter 9.

PUBLIC FACILITIES ISSUES IDENTIFICATION

This section identifies issues that affect public facilities and services provided by public and quasi-public agencies. These issues establish the basis for the element's goals and policies.

EMERGENCY SERVICES

Due to Compton's intense urbanization, emergency services experience a high level of use. Part of the City's quality of life depends upon the ability of residents and business owners to receive adequate protection during emergencies such as fires or accidents. This section identifies current emergency services available to the City's residents.

Law Enforcement

The City of Compton operates its own Police Department. Since 1986, crime has dropped steadily. However, crime rates are still very high. With one of the higher crime rates in the southeast Los Angeles region, it is essential that the City maintain a strong police force to ensure community safety.

Fire Protection

The Compton Fire Department provides fire protection services to the City. There are four fire stations with primary responsibility for providing fire protection services.

The Insurance Services Office (ISO) Commercial Risk Services, Inc. rates communities by a fire insurance classification for insurance purposes. The rating system is based on the level of service provided to a community. Compton has an ISO protection classification of 2, where 1 is optimum and 10 is unprotected. The absence of woodland fire hazards, combined with adequate fire protection facilities and prompt response times, result in a very good ISO rating.

Specific fire hazards in the City are related to urban land uses. The City's older building stock is particularly susceptible to fire hazard due to the potential for substandard wiring or faulty heating. Unreinforced masonry buildings present added danger to firefighters based on the increased potential for the structure to collapse. Industrial uses in the City which use and/or store petroleum, chemicals, and explosive products present another type of urban fire hazard.

Levels of service for fire and paramedic services are very good and meet the local criteria established. However, limited vehicular access to City areas east of Alameda Street and the parallel railroad tracks, combined with increasing train traffic, strain the service capabilities of the single fire station located in eastern Compton.

QUALITY EDUCATION

Public schools in Compton are operated by the Compton Unified School District. Educational facilities include three high schools, one special education center, eight junior high schools, and 24 elementary schools. Table PF-1 identifies these facilities.

Most schools attended by Compton residents are operating near capacity or slightly above design capacity. Elementary schools on the City's east side experience the most overcrowding. The trend toward larger family size is expected to continue; thus, overcrowding is expected to increase. Portable classrooms have been added to many sites to expand capacity. Schools on the east side bus children to schools on the west side to relieve overcrowding.

As the City's population and average household size increase, school facilities will be challenged to effectively manage physical facilities. No new school facilities are planned, so management of facilities may focus on the less crowded west side schools.

**TABLE PF-1
COMPTON UNIFIED SCHOOL DISTRICT
EXISTING SCHOOLS IN COMPTON**

ELEMENTARY SCHOOLS		JUNIOR HIGH SCHOOLS	HIGH SCHOOLS
1. Anderson	14. Lincoln	1J. Bunche	1H. Centennial
2. Bunche	15. Longfellow	2J. Davis	2H. Compton
3. Bursch	16. Mayo	3J. Enterprise	3H. Dominguez
4. Caldwell	17. McKinley	4J. Roosevelt	
5. Carver	18. McNair	5J. Vanguard	
6. Dickinson	19. Riles	6J. Walton	
7. Emerson	20. Roosevelt	7J. Whaley	
8. Foster	21. Rosecrans	8J. Willowbrook	
9. Jefferson	22. Tibby		
10. Kelly	23. Twain		
11. Kennedy	24. Washington		
12. King	25. Victory Park		
13. Laurel	26. Pioneer		

Note: Numbers adjacent to schools are location references for Figure PF-1, Public Facilities Plan.

QUALITY LIBRARY SERVICE

Library services are provided in the City as part of the Los Angeles County Public Library System, which comprises a regionwide library system. Two County libraries are located in Compton.

With a growing Latino-American population, some library services will need to be oriented to a non-English speaking population. However, this must be accomplished without sacrificing service to the African-American community.

QUALITY WATER SERVICE

Potable water is provided to the City through a complex water distribution system directed by several agencies. This system is described in the ABTA. Three water agencies have facilities within the City; the City of Compton Municipal Water Department serves approximately 85 percent of the City.

The infrastructure which supplies the City's water services is aging. Most of the infrastructure is over 50 years old. Upgrading of the water delivery system is in process; however, substantial improvements are necessary.

QUALITY SEWER SERVICE

The entire City of Compton is located within the Los Angeles County Sanitation District. Fifteen of the County Sanitation Districts have pooled their investments in wastewater treatment facilities. These 15 districts, known as the Joint Outfall Districts (JOD), are located in the central Los Angeles Basin and serve primarily the eastern and southern portions of Los Angeles County. The JOD have constructed an integrated network of facilities known as the Joint Outfall System (JOS). The system consists of six treatment plants, over 1,000 miles of trunk sewers, 48 pumping plants, and four submarine outfalls.

Wastewater generated in Compton is treated at the Joint Water Pollution Control Plant (JWPCP) in Carson. The JWPCP has a design capacity of 385 million gallons per day (mgd) and in 1991 was treating an average daily flow of 382 mgd. The San Jose Creek Water Reclamation Plant, which is part of the JOS, has been expanded to accommodate an additional 37.5 mgd by the year 1993; this expansion increased the plant's total capacity to 100 mgd. The San Jose Plant is upstream from JWPCP and intercepts flows when necessary to prevent JWPCP from operating over capacity.

The local sewer system which feeds into the District's trunk network in Compton is maintained by the City. Over time, the overall system operated by the City deteriorates. Line reconstruction and manhole replacement is considered

necessary system-wide. The policies in this element serve to ensure that wastewater facilities will be maintained or replaced as necessary.

Background data and sewage generation factors are contained in the Public Facilities Technical Appendix.

STORM DRAINAGE CONTROL

The County of Los Angeles Department of Public Works is responsible for flood control in Compton. Local flooding has almost been eliminated in the District by the installation of flood control channels, storm drains, dams, debris basins, and pumping plants.

Storm drainage facilities within the City of Compton are generally in good condition and adequate to meet existing and projected needs. However, portions of the City may be exposed to shallow flooding during a 100-year flood event if the Los Angeles River Channel is unable to contain flood water. Life threatening waters would not be expected. Flooding issues are discussed in the Public Safety Element.

CONTROL OF SOLID WASTE

The rapidly diminishing landfill space is one of California's most pressing current problems. AB 939, enacted by the State Legislature in 1989, mandates source reduction of solid wastes to prolong the life of existing landfills. The law requires each jurisdiction to prepare a comprehensive solid waste reduction plan. A draft element was completed by Compton in July 1991. The plan must enable the jurisdiction to reduce solid waste 25 percent by 1995 and 50 percent by 2000. The plan must incorporate a number of methods including source reduction, recycling, and composting. Compton must complete, adopt, and implement a source reduction element.

Los Angeles County solid waste policies and programs are detailed in the *Los Angeles County Solid Waste Management Plan, Volume I*. Compton cooperates with the County's Plan in reducing the amount of waste produced in the City by establishing goals and policies that complement the plan's

provisions. The Southeast Area Integrated Waste Management Working Group, which includes Compton, anticipates completing the AB 939 mandated Solid Waste Reduction Program before the end of 1991.

INTERAGENCY COORDINATION AND COOPERATION

Many of Compton's services are provided by agencies other than the City. Also, in emergency situations, assistance from other agencies may be required. To facilitate adequate and efficient services, interagency coordination and cooperation are very important.

Existing agreements include those with surrounding fire protection, sewer, and water districts. These include Los Angeles County and surrounding cities. Services provided solely by another district include schools, libraries, and flood protection. These services are provided by The Compton Unified School District and Los Angeles County respectively.

PUBLIC FACILITIES ELEMENT GOALS AND POLICIES

The goals and policies contained in this Element focus on ensuring that adequate public services and facilities are available to City residents. Providing strong goals and policy statements is necessary for Compton so that essential services and facilities can be maintained or improved. Many of Compton's facilities are quite old and in need of replacement. The City's public services have shown recent signs of significant improvement. Clear and concise goals and policies will help continue improvement of facilities and services.

The following goals and policies are identified as either short-term (S), medium range (M), or long-range (L). Short-term covers a five-year period, medium range includes a five to 10-year planning period, and long-range indicates goals to be achieved over a 20-year time frame, or policies which represent ongoing City policies and programs.

EMERGENCY SERVICES

The provision of safety and emergency services is vitally important to the City and its residents. Compton's police and fire services have improved in recent years, and the City will continue to strive for improved service. The following goals and policies work to achieve that goal.

GOAL 1.0: Maintain improved levels of police, fire, and other emergency services in the City.

Policy 1.1(L): Periodically evaluate services and service criteria to ensure the City has adequate police, fire, and other emergency services.

Policy 1.2(S): Pursue state and federal monies to offset the cost of emergency services as available.

Policy 1.3(M): 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 reduced emergency services below acceptable levels.

Policy 1.4(M): Establish an additional fire station east of Alameda Street.

Policy 1.5(S): Continue to cooperate with the Los Angeles County Sheriff's Department, along with other nearby police departments, to provide back-up police assistance in emergency situations.

Policy 1.6(S): 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.

Policy 1.7(S): Require all new commercial and multiple-unit residential development to install fire protection systems, and encourage the use of automatic sprinkler systems.

Policy 1.8(S): Enhance public awareness and participation in crime prevention. Develop new and expand existing educational programs dealing with personal safety awareness, such as neighborhood watch and commercial association watch/protection programs.

QUALITY EDUCATION

Compton is a family-oriented community with a large proportion of ethnically diverse school-aged children who are served by the Compton Unified School District. While overcrowding affects many of the schools which serve Compton, no new facilities are planned. Improving and maintaining services must be done through management of existing facilities.

GOAL 2.0: Provide opportunities for a quality education to all residents.

Policy 2.1(S): Encourage the Compton Unified School District to provide improved services to an ethnically diverse City.

Policy 2.2(S): Cooperate with the Compton Unified School District when it expands or upgrades existing educational facilities.

Policy 2.3(S): Coordinate with the Compton Unified School District in the development and utilization of joint school/park facilities.

Policy 2.4(S): Encourage school district employees to live in Compton.

QUALITY LIBRARY SERVICE

Library service is provided to the City by the Los Angeles County Public Library system. The provision of adequate library facilities to City residents is important to the overall quality of education. The City will work to maintain library services appropriate to adequately serve the City's population.

GOAL 3.0: Cooperate with the County of Los Angeles in maintaining adequate library facilities to serve City residents.

Policy 3.1(S): Identify library service needs for the City.

Policy 3.2(S): Encourage services oriented to the ethnic populations who live in Compton.

QUALITY WATER AND SEWER SERVICE

As Southern California's demand for imported water grows, the conservation of water has become an important issue, particularly during drought conditions. Water conservation can be accomplished at local and regional levels. The following goal and policies are directed toward maintaining the level of quality water and wastewater service in the City.

GOAL 4.0: Maintain a consistent level of quality water and sewer services.

Policy 4.1(S): Work closely with local water agencies in determining future area needs.

Policy 4.2(S): Identify and implement water conservation programs.

- Policy 4.3(L):** Utilize reclaimed wastewater for irrigating public and private lands wherever possible.

Policy 4.4(S): Encourage the use of drought-resistant landscaping to reduce overall City water use.

Policy 4.5(S): Coordinate with local water agencies the replacement of water and sewer facilities with other City capital improvement projects.

Policy 4.6(S): Ensure that adequate water and sewer service is available as redevelopment occurs.

STORM DRAINAGE CONTROL

Storm drainage facilities are provided by the City and the Los Angeles County Flood Control District. The City is a member of the Los Angeles County Flood Control Assessment District, which is responsible for the maintenance of County flood control facilities. As the City ages, the replacement of the storm drainage facilities will be necessary. The following policies are incorporated into this element to ensure that local facilities are maintained and replaced as needed.

GOAL 5.0: Provide necessary storm drainage control.

Policy 5.1(S): Coordinate flood control planning with Los Angeles County Flood Control District.

Policy 5.2(M): Improve the existing storm drainage system by correcting identified deficiencies.

Policy 5.3(S): Develop a long-range program for replacing aging drainage system components.

Policy 5.4(S): Develop, adopt, and administer stormwater management regulations which have the overall goal of

maintaining stormwater runoff to a level no greater than that associated with increases in base flood elevations.

CONTROL OF SOLID WASTE

As landfills in Los Angeles County rapidly reach their capacities and new landfills become increasingly more difficult to establish, the need to reduce the solid waste generation rate has become critical. Local jurisdictions are now required by State law to reduce waste generated within their boundaries to decrease the rate at which local landfills are being filled. The City completed a draft Source Reduction and Recycling Element in July 1991. The following goals and policies direct the City in reduction, control, and management of solid wastes.

GOAL 6.0: Provide necessary control of solid waste generation and disposal.

Policy 6.1(S): Complete, adopt, and implement a solid waste recycling program as required by State legislation to delay the need for development of new landfill sites.

Policy 6.2(S): Work closely with the County of Los Angeles in developing strategies and programs to reduce the volumes of solid waste generated in the City.

Policy 6.3(S): Encourage waste reduction, recycling, and use of recycled materials within City government.

Policy 6.4(S): Encourage composting as an alternative to disposal for organic wastes.

Policy 6.5(S): Encourage public education on litter control and indiscriminate dumping.

Policy 6.6(S): Encourage community involvement in litter clean up.

Policy 6.7(S): Assure public notification of legal disposal locations and collection service.

INTERAGENCY COORDINATION AND COOPERATION

Compton's public facilities are provided by the City, County, other public agencies, public utilities, and private companies. Coordination among these diverse entities is important to provide the highest level of public services in an efficient manner which does not duplicate efforts.

GOAL 7.0: Provide efficient public services and utilities through interagency coordination and cooperation.

Policy 7.1(S): Notify other agencies of proposed actions and programs to permit coordination and cooperation.

Policy 7.2(S): Coordinate provision of related services and utilities with other agencies.

Policy 7.3(S): Avoid duplicating services or utilities which are provided by another agency.

PUBLIC FACILITIES PLAN

The Public Facilities Plan contains measures to ensure that an adequate level of service for public facilities is provided to meet the City's needs. In addition to providing adequate services and facilities, the City is also concerned with the long-term maintenance of the infrastructure. An important focus of this Public Facilities Plan is resource conservation as a means of reducing the City's wastewater and solid waste generation.

The policies contained in this element emphasize coordination with service providers so that new infrastructure is installed as development occurs. The City's facility plans provide the technical information and master plans to insure the adequate provision of these facilities. The maintenance of existing infrastructure is also emphasized as an important City goal.

The City's Land Use Element provides for public facilities under the Public Facilities land use designation. Figure PF-1 illustrates the locations of public services in the City; Figure PF-2 identifies infrastructure needs. The provision of these public facilities are a result of coordination with the County and the local service providers (e.g., school and water agencies, etc.) to designate lands for the provision of needed facilities.

EMERGENCY SERVICES

Emergency services are vital to a city's well being and reputation. Compton's image has suffered in the past, especially because of the City's high crime rate. Recent improvements to emergency services have been dramatic. The City wishes to maintain its current high levels of service.

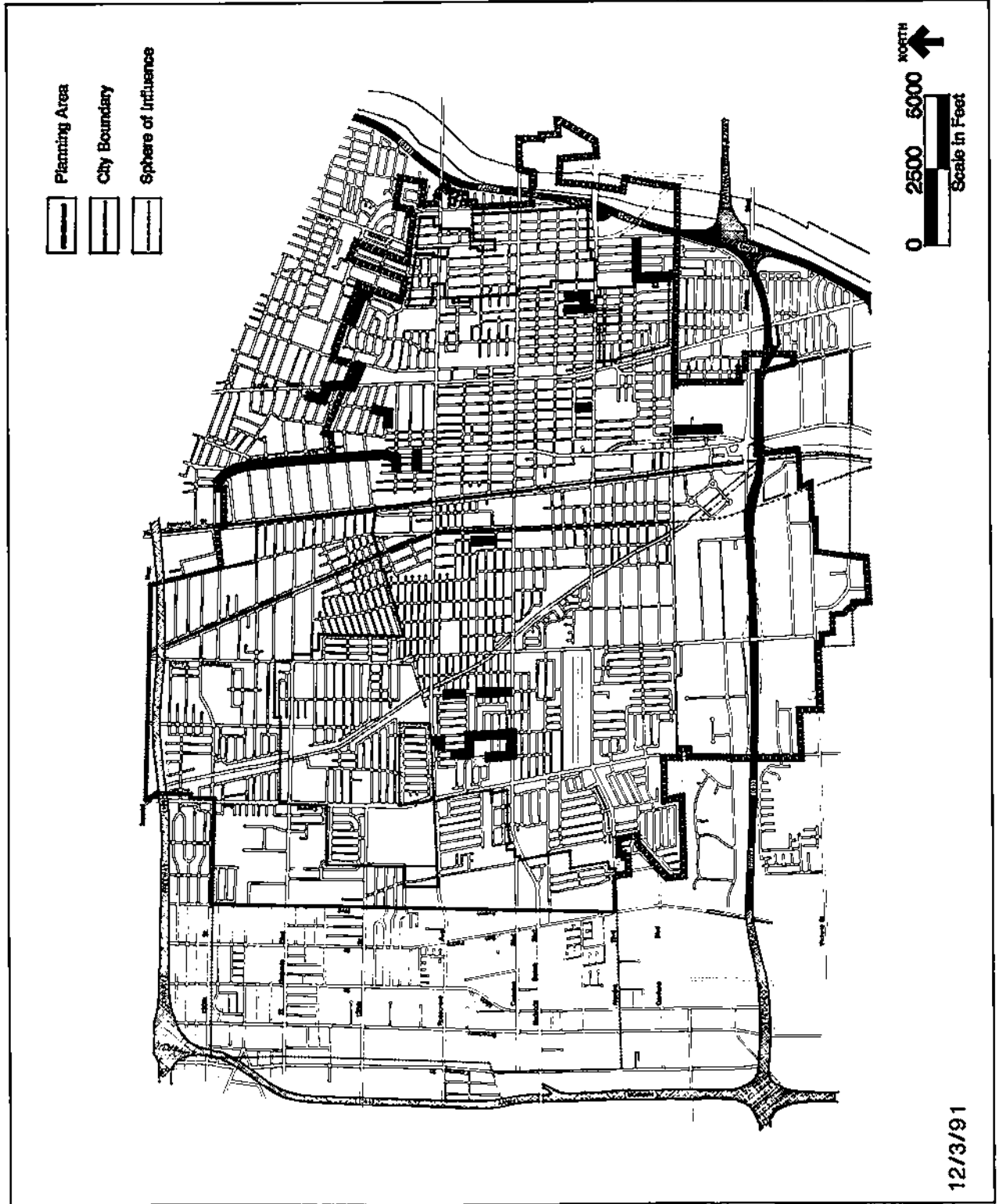
Law Enforcement

The policies of this element call for the following measures to address crime in Compton: monitoring levels of police service, continued cooperation with Los Angeles County Sheriff's Department, attainment of outside funding, use of defensible space concepts in project design, and expanded community outreach/education in crime prevention.



Figure PF-1
Public Facilities





**Figure PF-2
Infrastructure
Needs**

Compton General Plan

As with all public services, police protection depends upon adequate funding. To continue the successful programs which have been initiated recently, the City will commit adequate funds and seek all possible sources of funds.

Fire Protection

Standards necessary for ensuring maximum fire protection include peakload water supply requirements, minimum road widths and clearances around structures. City codes ensure proper road widths and clearance for all types of fire fighting equipment. While the Compton Fire Department has indicated that there is adequate water pressure throughout the City, in certain areas of the City, fire flows are below current fire department standards. Hydrant upgrades and additional hydrants for larger scale projects will continue to be provided as necessary.

The policies of this element call for ongoing coordination with the Fire Department to ensure the continued provision of adequate fire protection in the City. Because existing levels of fire service are adequate, the City will maintain the existing level of service standards identified in the Public Safety Element.

QUALITY EDUCATION

Compton's schools are maintained and operated by the Compton Unified School District. Because the City has no direct control over educational services, the City's goals and policies stress coordination and cooperation with the school district rather than direct action. The City will continue to support the school district in providing quality educational services to an ethnically diverse community.

One program which will benefit both schools and community is the joint use of school facilities for public recreation. A program under which the City will assist with security and upkeep of facilities will provide the City with much needed recreational facilities and assist the school district with facilities maintenance.

QUALITY LIBRARY SERVICE

Library services are also provided by another agency, the County of Los Angeles Public Library system. The City will cooperate with the County in providing library services and assist when possible. The City's Parks and Recreation Department in particular will look for opportunities to work with the County in providing recreational services. Programs for the City's youth will be especially encouraged.

The City will enhance library services and programs by offering City facilities for use by library programs. The City will also encourage joint use of school facilities for library programs.

QUALITY WATER SERVICE

Most of the water distribution facilities in Compton were installed long ago and are limited in capacity to serve the intensified redevelopment which has occurred within the community. Most of the City's aging pipelines are in the process of being replaced. Water distribution facilities must be adequate to provide water pressure suitable for fire protection. The City's fire flow requirements are the following:

1. For residential projects, 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration and up to 3,000 gallons per minute at 20 pounds per square inch for a three hour duration.
2. For commercial and industrial projects, 5,000 gallons per minute at 20 pounds per square inch for a five hour duration.

The policies contained in this element emphasize support for coordination between the water agencies, upgrading of aging and undersized water distribution systems, and water conservation. The following programs will be pursued to implement the goals and policies.

As conditions of development, the City will require developers, including the redevelopment agency, to upgrade

lines which serve the development and contribute to the upgrading of lines which are impacted by the development. Additionally, the City will schedule all improvements to the system in a capital improvement program. The City will also encourage the consolidation of the various water agencies in the City. When feasible, the City will incorporate other agencies into the Compton Municipal Water District.

QUALITY SEWER SERVICE

The City's Sewer Master Plan plans for improvements to the City's sewer system. The City will improve and expand sewer facilities in conformance with the Sewer Master Plan.

STORM DRAINAGE CONTROL

The 1985 Plan for Flood Control and Water Conservation prepared by the County of Los Angeles Department of Public Works shows existing County drainage facilities, existing systems maintained by others, and areas where additional drainage is needed within Compton, illustrated in Figure PF-2.

Drainage needs have been identified primarily in the central and northern portion of the City. The City contains no dams, debris basins, or spreading grounds.

Policies in the Public Facilities Element call for the development of a long-range program for replacing aging system components, and for adoption of stormwater management regulations. This would be done as a cooperative effort between the City and County. Where capital improvements are required, the respective agencies will improve their own facilities.

The City will implement several specific programs to encourage improved storm drainage in Compton. Developers will be required to coordinate with the County Flood Control District and contribute to drainage improvements which are impacted by their project. The City will also encourage, and require when feasible, the use of permeable materials for driveways, street paving, and other uses that require paved surfaces. Large areas of unpaved land will also be

encouraged, and required when feasible, to permit more percolation of water into the ground. This includes Compton Creek and Los Angeles River to provide better drainage, more groundwater recharge, and more open space.

CONTROL OF SOLID WASTE

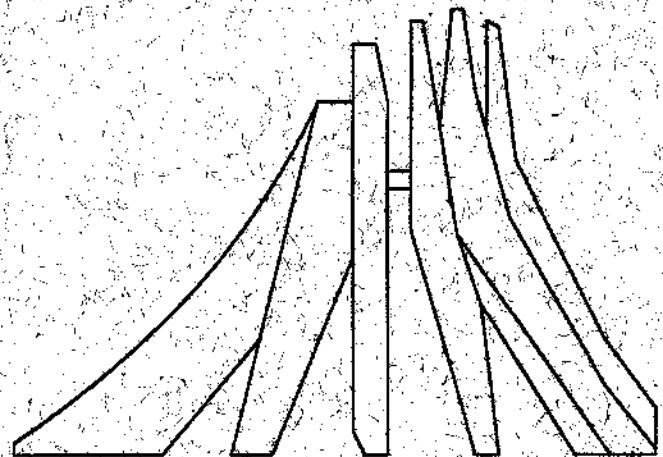
The City will implement the County's Solid Waste Management Plan. In order to fully participate in this countywide effort, the City will coordinate with the County to allow for the provision of recycling disposal facilities that are convenient to the City's residents and provide for the donation of all recyclable materials. The City will also adopt and implement a Source Reduction and Recycling Element (SRR). Some of the programs featured by the County Solid Waste Management Plan and the Draft SRR Element (July 1991) are summarized below.

One program which is expected to divert over 12 percent of the City's solid waste is a curbside recycling program. The City will encourage its current waste haulers to implement such a program. If they do not, the City will request bids for such service. For multi-family, commercial, and industrial areas that do not receive curbside collection, the City will place drop-off stations for recyclable material in convenient locations throughout the City. The City will also encourage building designs which foster the collection and storage of recyclable materials.

In addition to these programs, the City will promote education of conservation practices and needs including those practices and policies contained in the SRR Element. The SRR Element prescribes policies and programs that include source reduction, recycling, composting, and public education.

URBAN DESIGN

Element



City of Compton

CITY OF COMPTON GENERAL PLAN
URBAN DESIGN ELEMENT

December 3, 1991

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INTRODUCTION TO THE URBAN DESIGN ELEMENT

The Urban Design Element provides policy statements and guidelines directed toward improving the appearance of Compton. Inclusion of this element in the General Plan represents a strong commitment on the part of City decision makers to enhancing Compton's quality of life and overall image.

An Urban Design Element is discretionary in that it is not required by State law. Unlike the required elements of a general plan, the City is free to define the scope and content of discretionary elements.

The City's built-out condition does not require overly-ambitious urban design plans to alter the City's character or change the basic nature of existing districts. The challenge is to work with existing assets, and focus on the positive aspects of the City's identity. Information presented in this element is derived in part from an urban design study prepared in 1990 by Rai Okamoto, Architecture and Planning.

PURPOSE AND FOCUS OF THE URBAN DESIGN ELEMENT

The purpose of this element is to preserve and enhance the positive aspects of the City (for example, established neighborhoods and landscaped streets), and to eliminate less desirable aspects of the City, such as trash-filled vacant lots and the monotonous facades of strip commercial areas. Urban design policies and standards are intended to work in concert with Compton's overall land use, zoning, and economic development planning processes.

This element focuses on two aspects of the community:

1. *Improving Existing Conditions* - Specific policies are directed at trash cleanup, removal of signage not meeting City codes, redirection of graffiti painters from vandalism to artistic expression, and filling in potholes in the streets. Also included are policies focused on improving residential neighborhoods through active parkway and street tree programs, and giving priority to housing

programs which result in the repair and improvement of existing housing units.

2. *Establishment of Guidelines for New Development* - Specific aspects of the element include site planning and design criteria, landscaping, parking and signage, and design theme concepts. The Urban Design Technical Appendix contains several design theme concepts appropriate to Compton. These themes are intended to serve as a source of inspiration for developers.

RELATED PLANS AND PROGRAMS

As privately initiated and publicly sponsored redevelopment activities occur over the course of time, focused development plans, such as specific plans or planned developments approved via the rezoning process, will define specific design features to be incorporated into a new development. These special plans will regulate urban design on a project by project basis. The City's redevelopment plans in particular will define the architectural, landscaping, and other design features which will be used in projects within redevelopment project areas.

URBAN DESIGN ELEMENT ISSUES IDENTIFICATION

Major issues relative to urban design are as follows:

DETERIORATED STRIP COMMERCIAL CORRIDORS

Much of Compton's commercial development is organized along major thoroughfares. These commercial streets are the most visible part to the City's environment, and as a result are a critical aspect of the City's image and character.

The older commercial buildings are most often built up to the front sidewalks, and are oriented to both pedestrians and automobile traffic. Many of the older developments lack parking, while others provide parking to the side or rear of the building.

The City's newer commercial developments are built in the pattern of suburban shopping facilities, with parking lots placed in the front of buildings, between the building and the street. This pattern, when adjacent to older development, often produces a disjointed effect that creates an incompatibility between new and old.

Regional and national social and economic trends have eroded the spending power of local residents. These factors, coupled with changes in shopping patterns favoring "one stop shopping," have reduced the viability of retail shopping streets. The result is vacant store fronts, empty trash filled lots, marginal uses, and retail space used for non-retail purposes.

NEED FOR IMPROVED LANDSCAPING

A number of the established neighborhoods in Compton have extensive, mature street trees. However, the City lacks a comprehensive and coordinated program for public landscaping. The need for a landscaping program is

important given the City's built-out condition and the lack of opportunities for new public open space. Trees can help provide a feeling of open space, as well as a psychological benefit to reduce the impacts of urban density, traffic, and noise.

SINGLE-FAMILY NEIGHBORHOOD ENHANCEMENT

The Land Use Element designates single-family neighborhoods for improvement. Land use policy for these areas serve to protect the neighborhoods from encroachment of higher density development, as well as from commercial and industrial uses. Strict enforcement of land use controls, regular street and sidewalk maintenance, quality public services, and utilization of housing rehabilitation programs are needed to stabilize and improve single-family neighborhoods.

URBAN DESIGN ELEMENT GOALS AND POLICIES

The goals and policies listed below focus on improving existing conditions and providing guidance for future development. They are identified as either short-term (S) one to five years, medium range (M) five to 10 years, or long-range (L), indicating a goal to be achieved over a 20-year period, or ongoing policies and programs.

PROMOTE QUALITY URBAN DESIGN

Recognizable, unified urban design elements can work to improve the City's visual character and to create a sense of identity and "place" in the community. City decision makers have expressed a strong desire to enhance Compton's image and appearance. Specific policies are intended to promote quality design in construction projects, provide public improvements which strengthen community focus, as well as enhance and stabilize residential neighborhoods.

GOAL 1.0 (S): Improve the City's image and appearance through a combination of design guidelines and regulations, public investment, and private incentives.

Policy 1.1 (S): Prepare a comprehensive urban design plan for Compton. At a minimum, the plan will include the following elements:

- A detailed street tree program which establishes tree themes for major roadways and residential streets.
- A series of detailed entry treatments for major roadways entering the City.
- Street median treatment for major arterials.
- Design and landscaping guidelines for key commercial and industrial business centers.

- Sign programs for major arterial streets.

Policy 1.2 (L): Vigorously implement the design provisions of the Compton Redevelopment Plan, other redevelopment project areas, and associated land use regulations.

Policy 1.3 (S): Revise zoning ordinance provisions related to on-premises and off-premises signs to better regulate the number, placement, size, and type of signage permitted. The regulations should encourage low-profile, non-intrusive signs.

Policy 1.4 (S): Establish new zoning regulations for residential districts which encourage new projects to incorporate quality architectural design, increased open space, special landscape treatment, and similar amenities and design features.

Policy 1.5 (S): Revise the zoning regulations to require increased landscaping for all new development projects. Emphasize street frontage landscaping as an important design element.

Policy 1.6 (M): Work with the railroad to screen railroad rights-of-way from residential neighborhoods with a combination of decorative sound walls and complementary landscaping.

Policy 1.7 (L): Establish pedestrian-friendly commercial districts by requiring, where appropriate, new commercial developments to build along street frontages, placing surface parking lots behind the buildings.

Policy 1.8 (L): Require commercial and industrial loading areas to be screened from street view and adjacent non-commercial and industrial uses.

Policy 1.9 (L): Improve and upgrade freeway landscaping and sound walls.

Policy 1.10 (M): Work with the Southern California Rapid Transit District to improve landscaping and buffering along the Blue Line corridor.

GOAL 2.0(M): Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.

Policy 2.1(M): Focus attention on rebuilding and revitalizing older sections of the community.

Policy 2.2(L): Continue to implement existing redevelopment plans, and adopt new plans as necessary to facilitate revitalization.

Policy 2.3(L): Use Community Development Block Grant, redevelopment set-aside, and other funding sources outlined in the Housing Element to finance housing rehabilitation programs.

Policy 2.4(L): Maintain a strong code enforcement program, and provide code enforcement staff with adequate resources to ensure code violations are corrected Citywide.

Policy 2.5(S): Establish strong graffiti clean-up programs for all areas of the City, and develop programs to redirect the activities of graffiti painters.

Policy 2.6(M): Maintain a strong effort to abate non-conforming on-site signage.

Policy 2.7(M): Remove poorly located or designed billboards as a method to reduce visual blight.

THE URBAN DESIGN PLAN

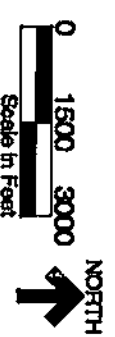
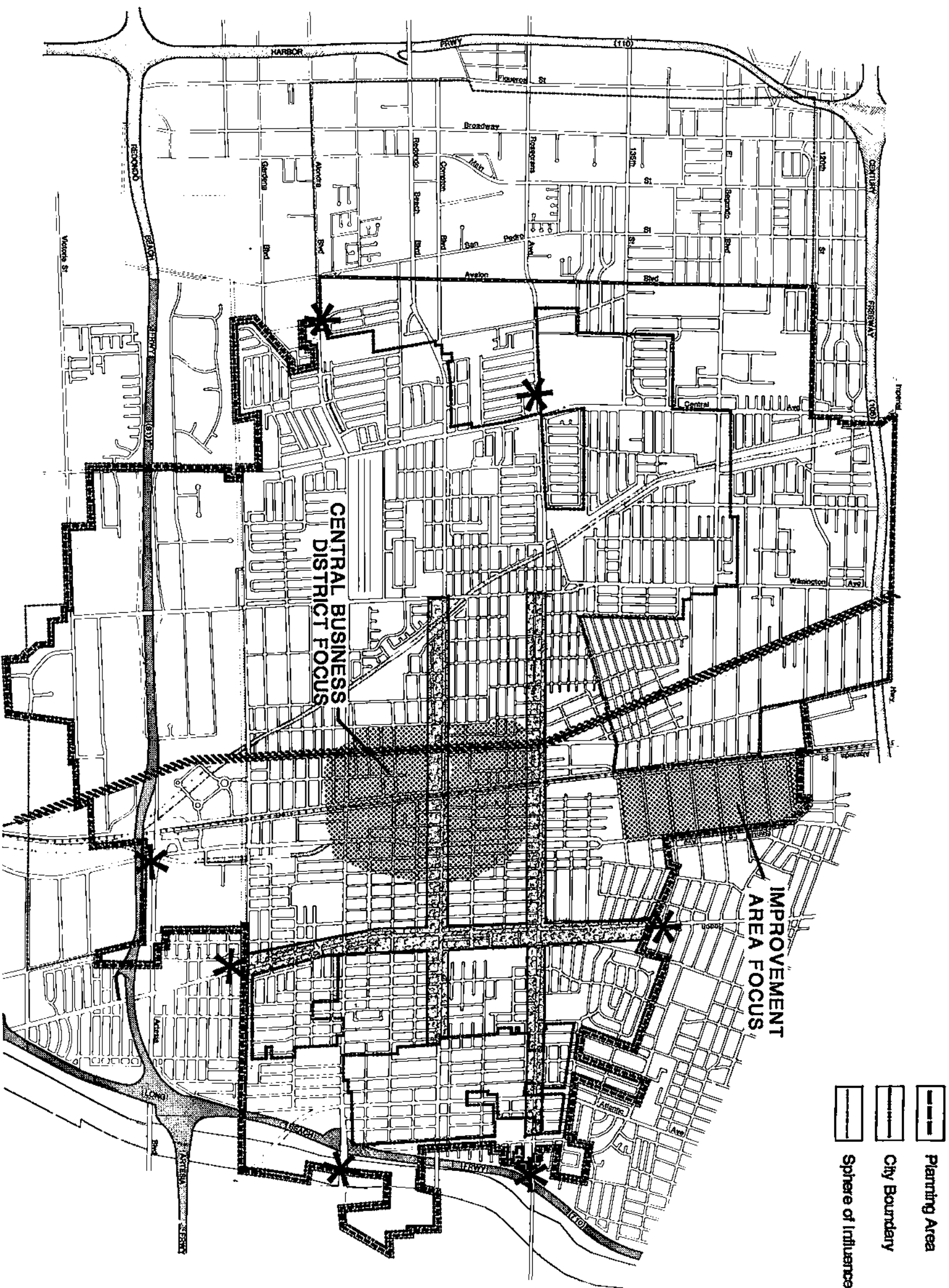
Compton has identified a real need to improve the physical appearance of its commercial strip corridors (Rosecrans Boulevard, Compton Boulevard, Alondra Boulevard, Long Beach Boulevard, and portions of Wilmington Avenue), as well as Belle Vernon Acres. Redevelopment programs and code enforcement efforts will work to correct code violations for signage, landscape maintenance, and buildings in disrepair Citywide. However, if comprehensive aesthetic improvements are to be achieved, stronger measures in the form of design guidelines may be required.

The City will establish design guidelines or an urban design plan for portions or all of Rosecrans Boulevard, Compton Boulevard, Alondra Boulevard, and Long Beach Boulevard, particularly in the City gateway areas. The guidelines will describe public and private efforts necessary to improve the appearance and function of these important commercial areas. The guidelines may be separate from or incorporated into a Citywide urban design plan or redevelopment plan.

Because Compton is largely built out, with a well-defined circulation system, urban design improvements need not be of a grand scale nor overly ambitious to achieve a change in the City's visual character. Simple, yet effective, improvements can include clearly identifiable entry statements; use of street tree programs to unify residential neighborhoods and business districts; provision of coordinated, thematic lighting, landscaping and street furniture improvements in pedestrian districts; and sign and design controls along commercial corridors. Figure UD-1 illustrates where urban design improvements will be used to strengthen community identity and enhance Compton's overall appearance.

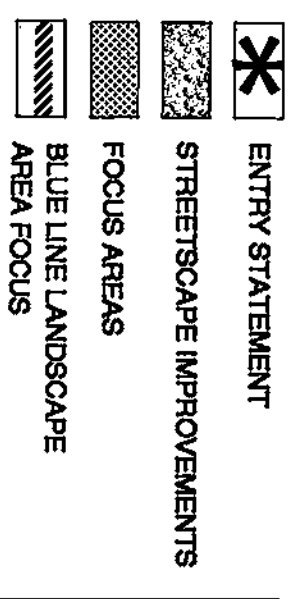
Major entry statements will be established and maintained. These statements may take the form of monument signs (Figure UD-2), wall signs incorporated into buildings, pylons and/or special landscape treatments. On less traveled streets, smaller "Welcome to Compton" signs may be placed. All entry treatments should be linked thematically, tying into an overall urban design plan or image statement for Compton.

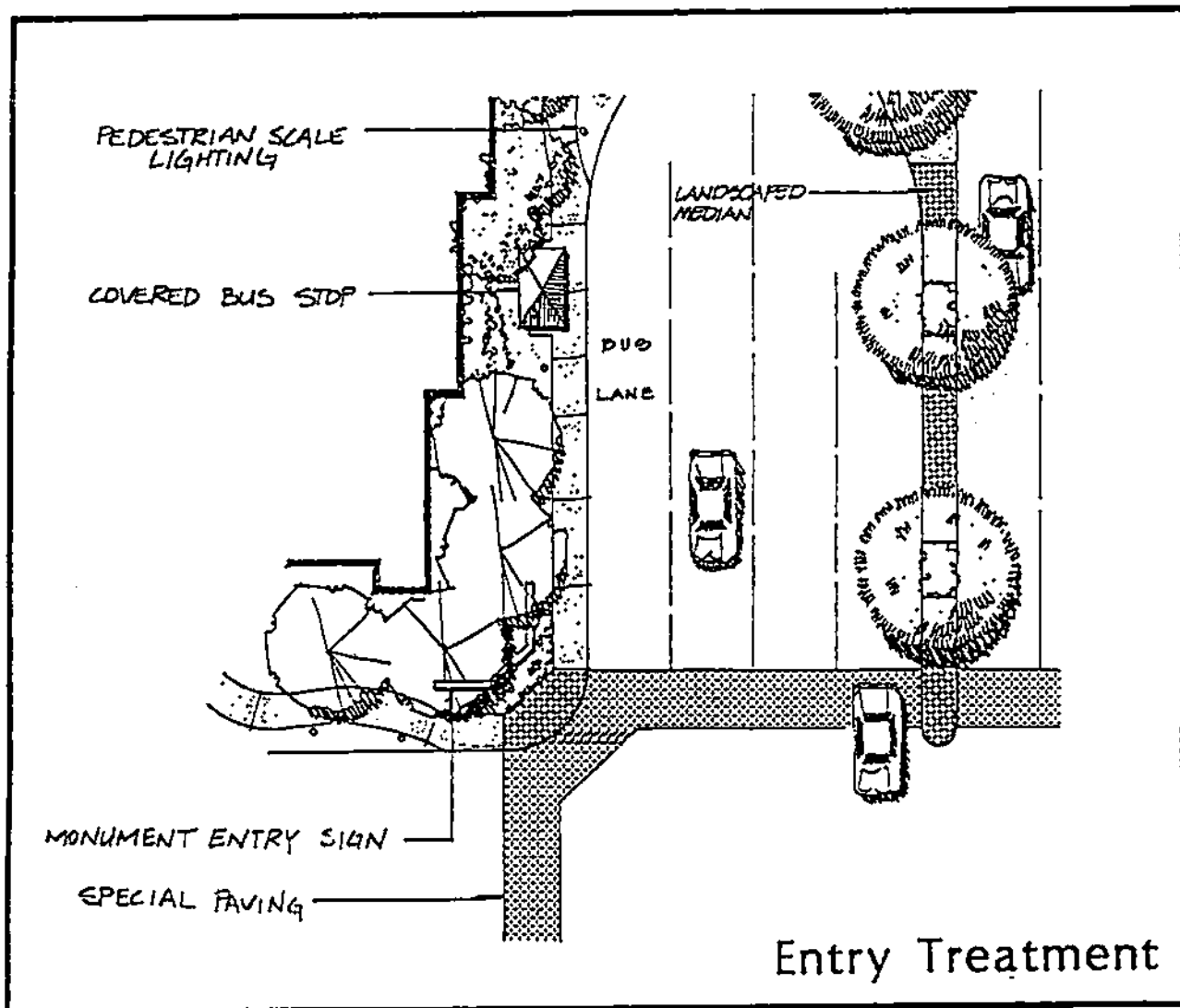
Street trees have been planted along the major arterials, both at curbside and within median strips, but a comprehensive plan is required to promote uniform spacing, use of appropriate tree species, and street tree planting strategies in residential neighborhoods.



Compton General Plan

Figure UD-1
Urban Design Issue Areas





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Figure UD-2
Typical Entry Treatment

To increase landscaping within private development, the City will develop detailed landscaping requirements for all new projects. In particular, interior parking lot landscaping and landscape buffers between parking areas and street rights-of-way will be integrated into development projects.

The area fronting the Blue Line corridor has been identified on Figure UD-1 as a "landscape focus area." The Rapid Transit District, which operates the Blue Line, is in the process of developing landscaping and buffering measures to improve the appearance of the Blue Line and shield it from adjacent residents.

A VISUAL THEME FOR COMPTON

The Issues Report on Alternative Urban Design Themes (Rai Okamoto, Architecture & Planning, 1989) identified three cultural sources as potential visual styles appropriate to Compton. These were African, Egyptian, and Hispanic design. The concept of a futurist theme was also identified during the course of a public workshop. Review and discussion by community leaders resulted in the following recommendations for implementing the Urban Design Element. Illustrations of conceptual adaptations of the following themes are included in the Urban Design Technical Appendix.

The Futurist Theme

The industrial area of Compton has undergone recent growth and promises to continue growing. The new buildings are generally expressive of contemporary industries such as electronics, aerospace, biochemical, and research and development. While not futurist in the theatrical sense, the architecture of such buildings is in sharp contrast to the traditional forms and materials used in the construction of earlier industrial buildings. Adopting a futurist theme for projects in the emerging industrial area is highly appropriate as Compton nears the 21st century.

The Hispanic Theme

The impact of Hispanic European culture in the shape and form of surviving buildings and art should be seen in relation

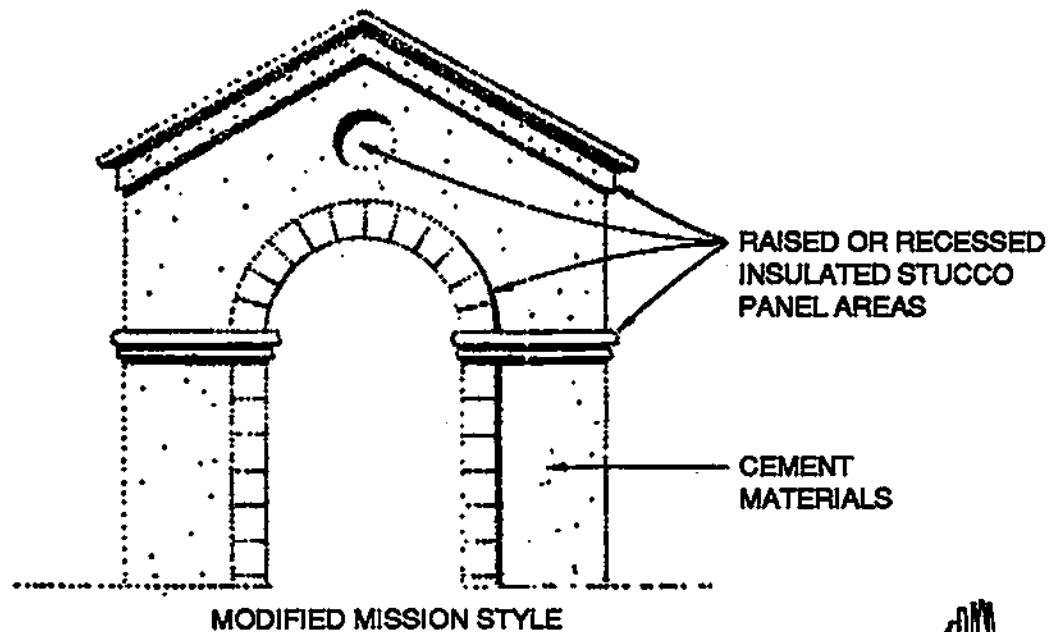
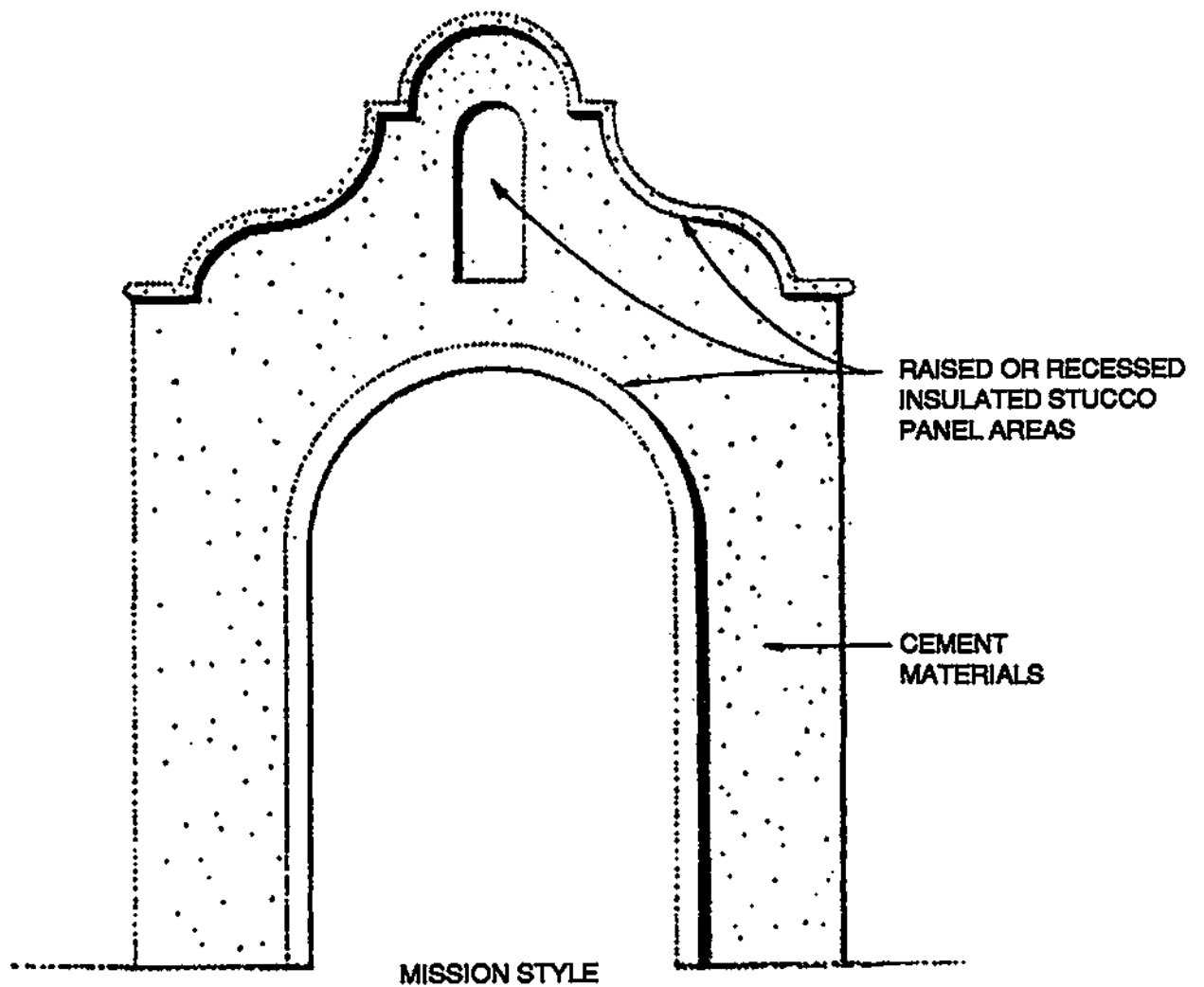
to those native South American cultures which existed prior to the arrival of Columbus. The roots of a great number of Compton residents today are in Mexico and Central and South America; therefore, any Hispanic theme should be influenced by pre-Columbian influences. However, the most familiar images of Hispanic culture are those associated with missionary activities, the remains of which may be found throughout California. Because of the historical association of European missionaries with roadways, it would also seem appropriate to focus this zone of influence along major arterials such as Long Beach Boulevard. In addition, since the commercial development adjacent to the Artesia Freeway is designed in this manner, this precedent should be respected. Two examples of Mission style architecture are attached as Figure UD-3.

The African-Egyptian Theme

The Issues Report on Alternate Urban Design Themes illustrates the fact that native African architecture and visual images possess a wide diversity, and thus a single source is not appropriate. However, recent scholarship acknowledges the influence of continental African design on the buildings of Egypt, particularly those of indigenous or vernacular nature, resulting in a vital and striking synthesis. The work of the architect Hasan Fathy demonstrates an effective combination of Nubian methods and Egyptian styles which could provide an effective and appropriate model for the visual theme and urban design of Compton's central district, major shopping areas, and transit nodes. A distinctive and clear individual visual identity could result.

VISUAL THEME ELEMENTS

All visual theme elements are composed of architectural or urban design elements such as walls, windows, doors, roofs, various decorative treatments, patterns of open space, systems of weather protection, and the provision of safety or the efficient functioning of community or individual activities. These features are somewhat similar in all cultures. Differences are what establish distinctive cultural identity. In each of the separate visual themes, the design review process should ascertain the consistency of project proposals with the



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Figure UD-3
Mission Architecture

appropriate design features. Guidelines for these features are described and illustrated in the following pages.

The Futurist Theme

In general, futurist imagery consists of smooth, glossy, reflective surfaces; prevalent use of glass, plastics, and metal; a machine-like precision in details; and an overall impression of lightness. New materials combining fiberglass and cement have been produced in panel format which give a masonry-like appearance and can be molded into an infinite variety of shapes. These materials may be substituted for metal exteriors.

Walls: Industrial buildings intended for research and development activities or warehousing and offices are generally low rises of one or two stories in height. Buildings of this type are increasingly found in the industrial area of Compton and portray the typical exterior characteristics of similar development elsewhere in the Los Angeles region. Construction features the quickly erected tilt-up systems using precast reinforced panels to simultaneously form the structure and cladding of the building. A light steel frame may also be clad with metal, glass curtain walls or lightweight precast panels of concrete or other cementitious material. The use of glass and metal most effectively imparts the futurist imagery. These cladding materials are also found in taller buildings. This should be kept in mind since more intense development is expected in Compton, particularly at the light rail stations and adjacent to surrounding freeway interchanges. Architecturally, the metal and glass style would not seem to be compatible with any of the cultural themes described in this report. The nature of concrete would seem to be adaptable; however, since it can be readily formed to a variety of shapes including those which create sunshades, patterns of light and shadow, and the appearance of masonry construction.

Windows: Large expanses of glass either for vision or cladding is also typical of a futurist theme. This approach is less frequently used in combination with concrete panel construction. Window frames are usually detailed so as to produce a smooth seamless overall flush surface resulting in little or no relief, and hence futurist buildings do not produce the play of shades and shadows found more frequently in

traditional native styles. In addition, the glass is often heat resistant and tinted, resulting in a dark exterior appearance.

Roofs: Generally, roofs are flat in the light industrial structures designed with a futurist imagery; however, variation may be achieved by the use of skylights, well-organized placement of mechanical or utilitarian appurtenances, or the rhythmic and systematic spacing of long span structural members such as vaults or trusses.

Materials: A futurist image also suggests speed by virtue of the smooth, glassy, and frictionless surfaces. This impression is conveyed by an emphasis on such materials as glass, stainless steel, porcelain-enamelled metal, aluminum, and plastic. Rough textured concrete of course does not produce the same effect.

Colors: A futurist theme can be expected to exhibit neutral metallic colors, a range of factory applied hues of great variety, or, if concrete, its natural color or various colors impregnated during the precasting process.

Landscape and Open Space: Industrial parks by their very name suggest a typical character of land development. Buildings are site planned to achieve a campus-like setting, and open space is used to mitigate the impression of industrial activity and to serve as employee amenities in the form of rest and recreation areas. Landscape is also incorporated to establish a corporate identity. An impression of low density is an apparent goal in recent industrial developments. Richly landscaped plazas and the use of public art can be expected.

Street Furniture: Exterior street equipment such as benches, lighting, information kiosks, traffic signals, and safety and security devices should be designed consistent with the architectural design style of the building(s) with which they are associated. In the case of a defined district, establishing a design standard for public safety elements and signage may be appropriate.

Ethnic-Cultural Themes

The City of Compton seeks to establish a visual theme for the City to strengthen its image and identity and to provide a framework for evaluation of design proposals brought to the

City for approval. In addition, improvements will be undertaken by the Redevelopment Agency of Compton, the design of which should reflect the preferred visual theme and serve as model for subsequent work.

Since the initiation of the General Plan Update, considerable discussion and debate has centered on this major urban design issue. Consensus has been reached giving priority to a multi-cultural theme that focuses on the City's core area along Compton Boulevard and major access points at the new transit stations. This visual theme is to reflect the African and Egyptian heritage of many Compton residents. Consensus has also been reached to give expression to the Mexican and Central and South American heritage of the second major residential group in Compton. Preference has been expressed for a linear zone along Long Beach Boulevard and the emerging commercial retail area of the new hotel.

A theme based on ethnicity and cultural roots must avoid the artificiality and contrived design found in commercial recreation settings where novelty and superficiality seem essential to business success. The recreational nature of shopping has been recognized by entrepreneurs who provide shoppers with the visual excitement of colorful displays and specialty offerings. The line between the artificial and the genuine is a fine one in terms of urban design. The general plan should focus on those elements which will be relatively permanent and create settings for changing elements. For example, open air markets, plazas, arcades, and market halls are historically places for community shopping and are found in the ancestral settings of most of Compton's ethnic groups. These architectural forms allow for flexibility and freedom in the display of goods and services in response to the buyers' interests and the proprietors' ingenuity. Street facades which provide for sun protection by deep roof overhangs or arcades would be continuing a pattern found in the tropical and semi-tropical regions of Compton's ancestors.

The Multi-Ethnic Theme

The characteristics of the multi-ethnic theme would be as follows:

Walls: An appearance of thickness with relatively small, recessed windows is desirable. Construction could be of wood

frame with stucco surfaces, concrete, or stone, or masonry units. Tile could be used as a finish material. Contemporary cementitious materials may also be used. Freestanding walls on the property constructed to achieve security or privacy should be of similar materials. Painted wrought iron or steel may be used. Planted materials in a hedge format may also be used.

Windows: Windows would be generally small and recessed to create shadows as protection against the sun. Roof overhangs or pergolas or other sunscreening devices may be provided. Solar glass may be provided subject to design review approval. Display windows may be large if set in an exterior wall screened by a pergola or other device to avoid a continuous glass storefront appearance. Residential picture windows or sliding glass doors should only be designed as part of a sunshaded outdoor terrace or patio.

Roofs: On low-rise buildings, deep overhangs should be provided to achieve sunshades in the traditional manner. Both flat and sloping roofs are acceptable for low-rise buildings. Traditional clay tile or appropriate substitutes such as concrete as used on sloped roofs in historic settings could be used today without risking an appearance of artificiality.

Materials: For low-rise buildings, wood frame, as is present day practice, is acceptable. An exterior masonry appearance could be simulated if masonry is not the basic construction material by applying a stucco finish or masonry veneer. Paving should be brick or tile pavers or precast cementitious or asphalt units. If concrete must be used, it could be finished with exposed aggregate, scribed to a pattern and provided with integral coloring.

Colors: In general, light colors and white or pastel tints are preferable to dark hues. Earth tones could be acceptable subject to design review approval. Metal trim such as door or window frames, grilles and fences should be finished in color.

Murals and decorative patterns: To enhance the qualities of ethnic themes, the use of color in bold traditional patterns is encouraged in mural format. Such usage is found in both Hispanic and African traditions. Transformation of these ancient traditions may provide a way of adapting the work of graffiti into formats beneficial to the community and which could create a powerful visual means of enhancing community identity. These artistic traditions also offer an opportunity for

multi-cultural expression. Figure UD-4 shows some examples of decorative features.

Landscape: Species should be selected for appropriateness to the prevailing climate. General adherence to this principle should produce an appearance consistent with the selected ethnic visual theme. Refer also to the discussion on landscape later in this element.

Street Furniture and Equipment: Capital budgets permitting, street lamps should be installed which are specifically designed for Compton. Other items such as benches, public signage, transit kiosks, vending machines, and traffic signals should be similarly designed. Lamp supports could be concrete or, if metal, painted an appropriate color as described above.

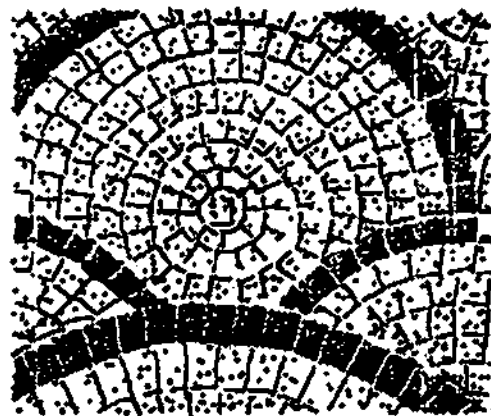
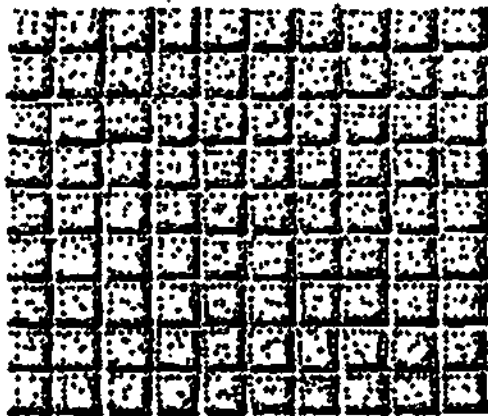
Open Spaces: The pattern, location, and design of open spaces will contribute to the creation of a visual theme. From the perspective of the long range plan, a perceptible pattern of open spaces should be created. This can be accomplished by the systematic acquisition of open spaces at locations of high need and of locations regularly spaced throughout the City. Thus, the City could develop an image of open spaces as one moved through the City with a resultant open space or park-like theme. Development of private open spaces in residential or business districts should be required by specific zoning controls.

ARCHITECTURAL DESIGN REVIEW

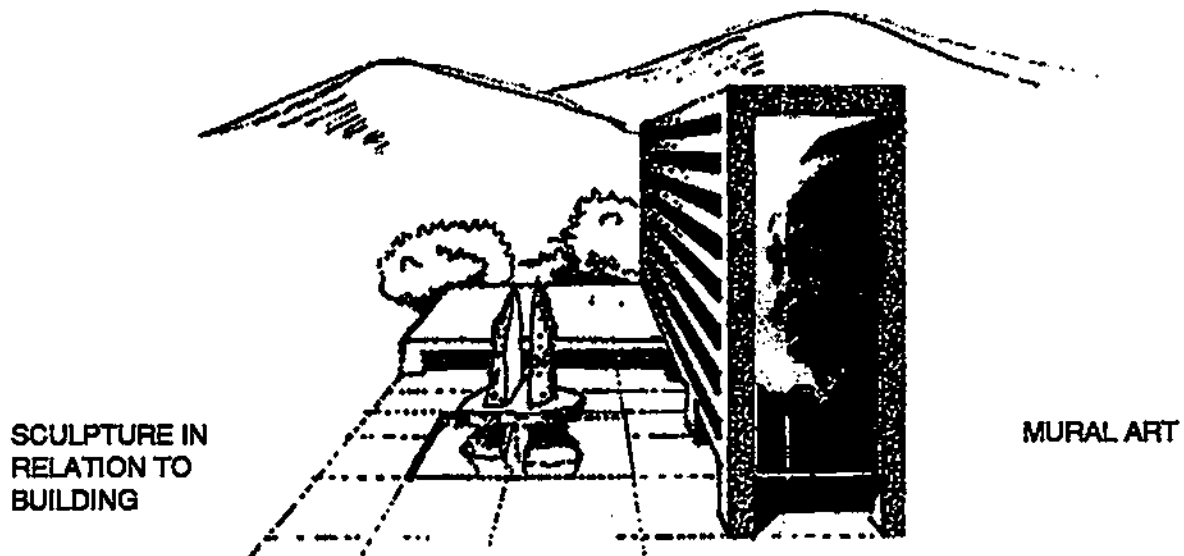
Design review in the course of granting a building permit is a key means of implementing the goals, objectives, and specific improvements of the urban design plan. In the course of preparing the plan, a survey of 12 adjacent communities was made considering 40 different design review criteria. The following recommendations are proposed based on this survey.

Recommendations

Board Membership: Currently, five committee members are paid City staff. Service on the Design Review Board (DRB)



CEMENT PAVING MATERIALS IN VARIOUS PATTERNS



SCULPTURE IN
RELATION TO
BUILDING

MURAL ART

Compton General Plan



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Figure UD-4
Decorative Features

is voluntary. No additional compensation is received for this service.

At least one member of the DRB should be a professional architect. In addition there should be a landscape architect. Nominations for these positions could be made by the nearest local chapter of the American Institute of Architects and the American Society of Landscape Architects. The boards of these organizations may be able to provide supplemental ad hoc design assistance on a systematic, pro bono basis. In some cities, this approach has been effective where the municipality has been unable to provide adequate technical staff. Such a group would be advisory with final decisions being made by the appropriate City decision makers. In order to avoid tie votes, an odd number of members is advisable.

Design Criteria: Explicit design criteria are discussed elsewhere in the plan. Refer in particular to the Visual Theme section. It addresses major design features such as the preferred visual theme, height, bulk setbacks, signage, landscape standards, appropriate materials and colors, and environmental factors affecting design.

Authority of the DRB: Approval by the DRB should continue to be a mandatory requirement of the issuance of a building permit.

Appointment to the Board: The City Council should make appointments to the board.

Balance of Board Membership: The DRB should be policy oriented, pursuing a course of review which will increase the likelihood for improved urban and architectural design in Compton. A majority of lay professional members is recommended. City staff technical input may be provided in the form of a technical advisory committee without concern for the design aspects of a project.

Compensation for DRB Service: Participation by public professionals could be enhanced by provision of a modest honorarium. This amount varies widely and in some cities is token. Compton should determine what is reasonable based on its typical work load and the nature of anticipated projects.

Qualifications: Qualifications of prospective DRB members should include architectural and urban planning expertise,

knowledge of social factors in urban design, and sensitivity to ethnic and cultural issues.

Scope of Design Review: The scope of the DRB includes the types of projects listed below.

- All redevelopment projects.
- Relocated buildings.
- Projects in special areas to be determined.
- All mixed use projects.
- New or altered commercial projects.
- Awnings and facades in commercial areas.
- Signage: Type, size, location, colors, illumination, animation.
- Parking areas, including trailer parks and truck yards.
- Auxiliary structures and mechanical appurtenances attached to the exterior of buildings or located on any site.
- Dump, junk, salvage, and storage areas.
- Illumination of buildings and sites.
- Public art, including murals.
- Walls and fences.
- Landscape provisions in or facing the public right-of-way.
- Housing tracts.
- Individual houses in special areas to be chosen.
- Industrial parks.
- Utilitarian structures such as power poles or electrical supports.

Design Guidelines

Building Orientation and Facade Treatment: Commercial and industrial buildings should be oriented so that parking and truck service areas do not face the public right-of-way. Short-term parking for visitors may be located close to the street, but the basic urban design objective is to reduce or eliminate the visual impact of parking.

Windowless facades should be minimized to avoid bleak and uninteresting walls. Unbroken expanses of flat, unrelieved surfaces should be avoided. Variations may be moderate setbacks; use of pilasters at regular intervals; strategic location of mechanical utility features; changes in materials, textures, or colors; and careful use of signs.

Retail commercial buildings should be placed so that the greatest amount of visual activity is evident to the pedestrian. Goods and services should be clearly displayed and oriented to produce a lively facade.

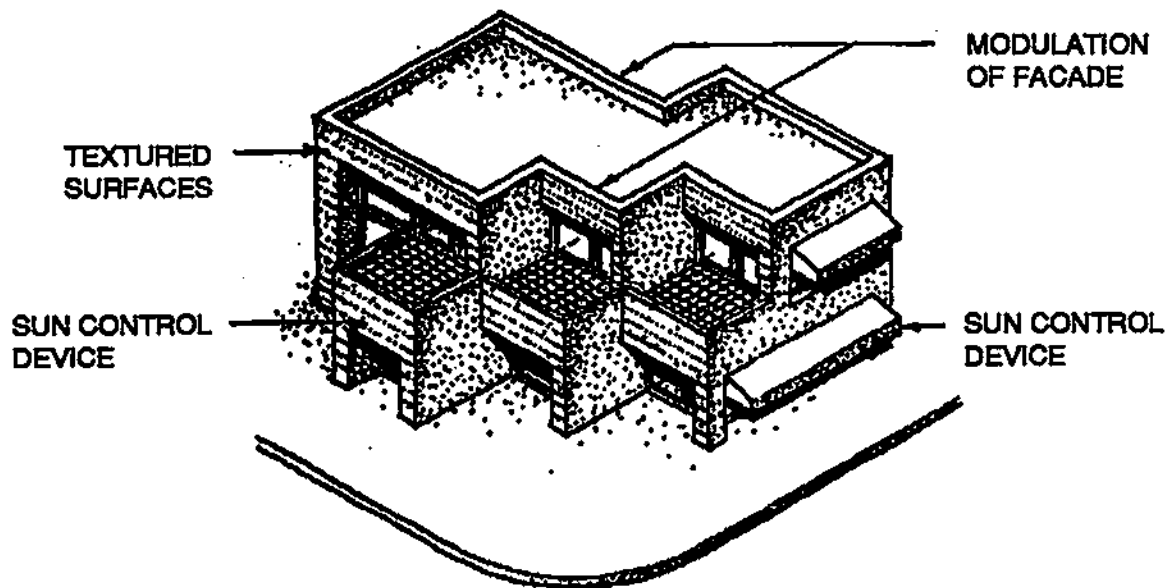
Facades should be designed to reflect the preferred visual design theme for the street or district. Figure UD-5 shows an example of various facade treatments.

Where feasible, interior areas dedicated to the fabrication or assembly and packaging of goods and materials should be placed so that they are visible to the passerby and add interest to the street.

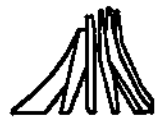
Parking and Circulation: Curb cuts into commercial or industrial property should be kept to a minimum. Building orientation and required parking should be coordinated so that these uses are not visually dominant features on the street. Parking space standards should reflect the increasing use of compact cars, motorcycles, scooters, and bicycles.

Parking Stall Striping: Demarcation of parking spaces should be legible and the areas should be adequate but not overly generous. Use of three dimensional markers such as bollards, fences, and tire stops is encouraged. These devices offer opportunities to display the visual theme of Compton.

Landscape Orientation: In general, landscape should be oriented in accord with the demands of the species for sunlight and its susceptibility to the prevailing wind. The use



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Figure UD-5
Facade Treatments

of varying species as visual clues or information is encouraged. For example, certain types of thorny shrubs may convey the message of forbidden entry where a less obvious indication than a fence is appropriate. Figure UD-6 presents two examples of landscape usage encouraged by the City.

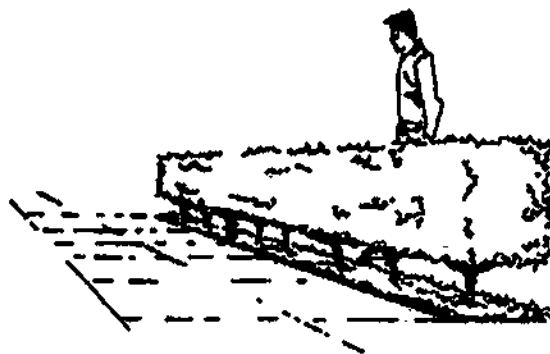
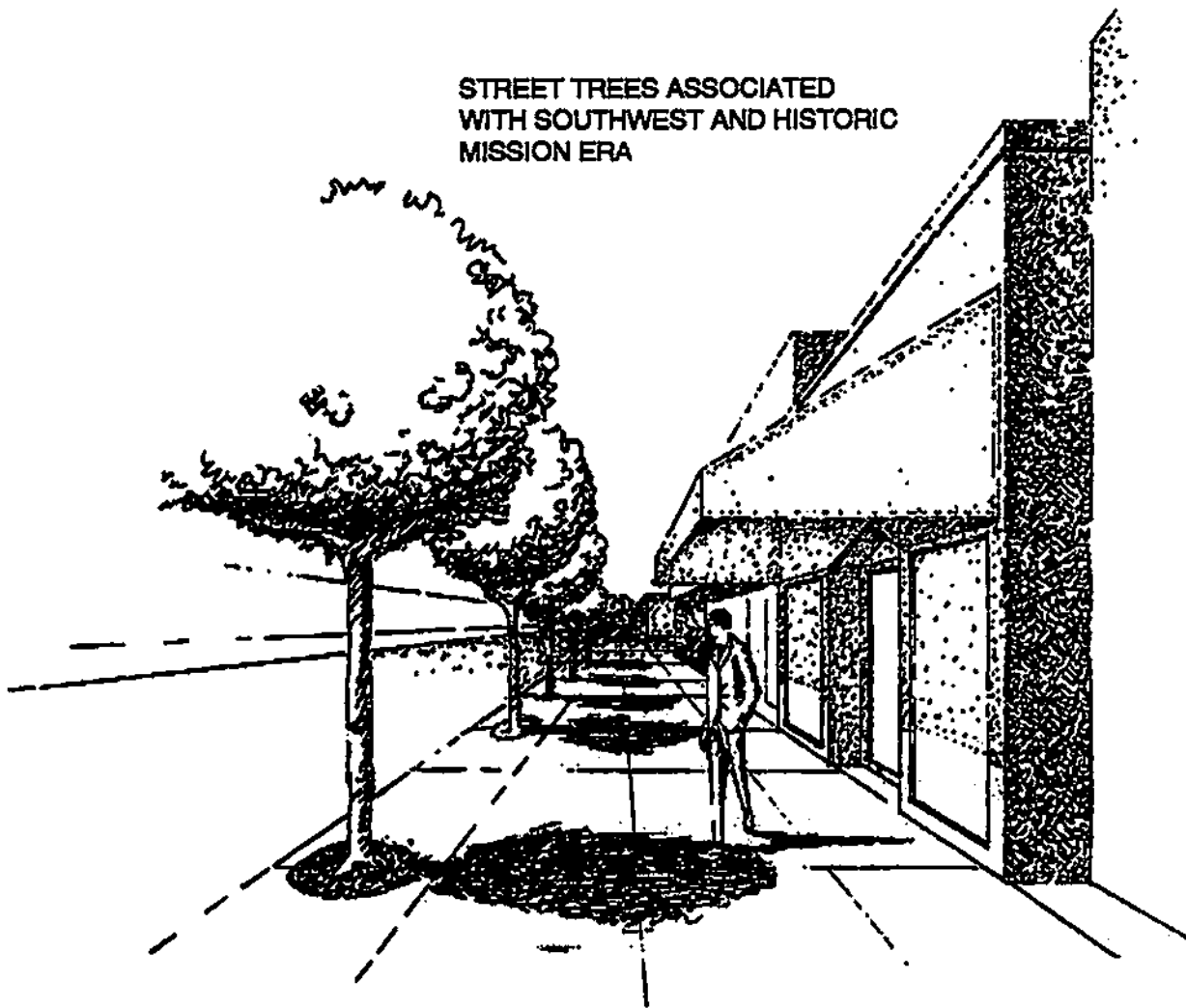
Equipment Location: Generally, equipment should be located where it functions best. When its appearance or design would be incongruent with the overall esthetics or urban design character of the building served, screens or enclosures should be provided. Where no visual conflict results, equipment may be exposed as an element of visual interest and to foster a fuller understanding of the workings of the City.

Bollards: Bollards are encouraged for both functional and urban design purposes. They serve as barriers against the passage of large and bulky vehicles but allow penetration by humans, animals, and small vehicles and carts. Generally made of durable materials, they suggest a level of permanence and security above that implied by plant material. They allow visual penetration when some landscape features do not. Their location may be chosen simply to mark a boundary, change of ownership or territory, or the passage from one realm to another. They may also imply a hierarchical change such as the social or institutional importance of that which is behind the row of bollards.

Paving: Paving in commercial and industrial land use areas should generally be of hard materials. A hierarchy may be imposed by the degree of permanence of material selected when monumentality or special significance is desired. This effect may be attained by placement of materials such as granite or marble. Pre-cast concrete is acceptable as a paving material in lieu of more costly natural stone. Asphalt is acceptable either poured-in-place or placed as modular blocks. In the latter format it may be used to produce decorative patterns. Different patterns of materials may be used to demark the paths of different types of traffic.

Trash Enclosures: The location of trash receptacles awaiting collection should be inconspicuous from the public right-of-way. They should be convenient and accessible to the collection vehicles and positioned so as to avoid circulation conflicts. Assuming a regular and consistent collection system, mobile enclosures may be allowed in the right-of-way temporarily pending prompt collection. In this case,

STREET TREES ASSOCIATED
WITH SOUTHWEST AND HISTORIC
MISSION ERA



HEDGES IN PLACE OF WALLS

Compton General Plan



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Figure UD-6
Landscaping

packaging of the waste should be done in secure and standardized containers.

Walls and Fences:

- **Materials**

Brick: Where used in commercial development, brick without structural modification does not lend itself as easily to large display windows as metal construction techniques. It is also not inherently seismically sound without reinforcement. Because it is a material related to adobe and other masonry materials which were in use historically, brick is appropriate as a means of expressing the visual themes described elsewhere in the report.

Wood: For similar historical reasons, wood is appropriate wall or fencing material. It is obviously less durable and must be well maintained to remain attractive whether painted, stained or left to weather naturally. It is also subject to easy vandalism. Approval of wood walls or fences facing the public right-of-way should be made with these constraints in mind.

Metal: (Iron, steel, aluminum, etc.) Cast iron has historic antecedents in the architecture of the southwest Mexican-American era. Frequently decorative in form, iron was used in fences, gates, doors windows, grilles, and hardware. Metals such as aluminum (natural or anodized) and factory enameled metals are frequently associated with commercial and industrial uses. They are subject to a wide variety of shapes and forms and should be judged in the context of the character of adjacent properties.

- **Height**

The preferred height for walls and fences facing the public right-of-way is a function of privacy and security and easy visibility of the goods and services in retail areas. Excessive height may result in a sense of a closed and unfriendly community. Six feet maximum may be considered a compromise height. Average human eye level is 5'3" so that an awareness of activity beyond the wall is still possible.

Building Design Techniques:

- **Basic Principles**

Basic principles of design have remained the same throughout the history of architecture. All well designed buildings are expected to meet the three tests of structural soundness, functional efficiency, and visual attractiveness. In California, structural soundness has special meaning due to occurrence of earthquakes and the need for seismic protection. Functionality may be subordinated to the demand of structural soundness. Visual attractiveness may be sacrificed to these two factors or the limits of costs. Cost limitations do not necessarily preclude good design, however. Architectural review can, without ignoring safety and efficiency, act to improve the urban and architectural design of the City of Compton.

- **Foundations**

For all types of construction, commercial or residential, foundations are typically underground and therefore not a visually important aspect of the building. However, on sloping sites, a foundation may be visible and require more than an unfinished, "raw" treatment to be pleasing to the eye. Concrete may be readily treated, shaped and formed to achieve enhancement.

- **Walls**

Commercial or industrial exteriors are often "curtain walls" of metal or precast masonry panels attached to a basic steel frame. Recently, a system of "tilt up" construction made of precast concrete panels lifted and attached to a steel or concrete frame has become prevalent. Both systems allow for a choice of colors and surface textures. Glass, both for vision or opacity, can be incorporated.

Industrial structures do not typically require exterior vision glass but rely on interior lighting as a part of an overall integrated mechanical system. A design issue may arise based on the extent of long, unrelieved blank walls facing the public right-of-way. In the case of glass curtain walls, this effect may be aggravated by the

reflectivity and possible glare. The slick surfaces express a degree of modernity consistent with the futurist visual theme described earlier. Therefore, moderate use of reflective glass on exterior walls is recommended only for industrial and commercial buildings. An example of decorative walls with integrated signage is presented in Figure UD-7.

- **Windows**

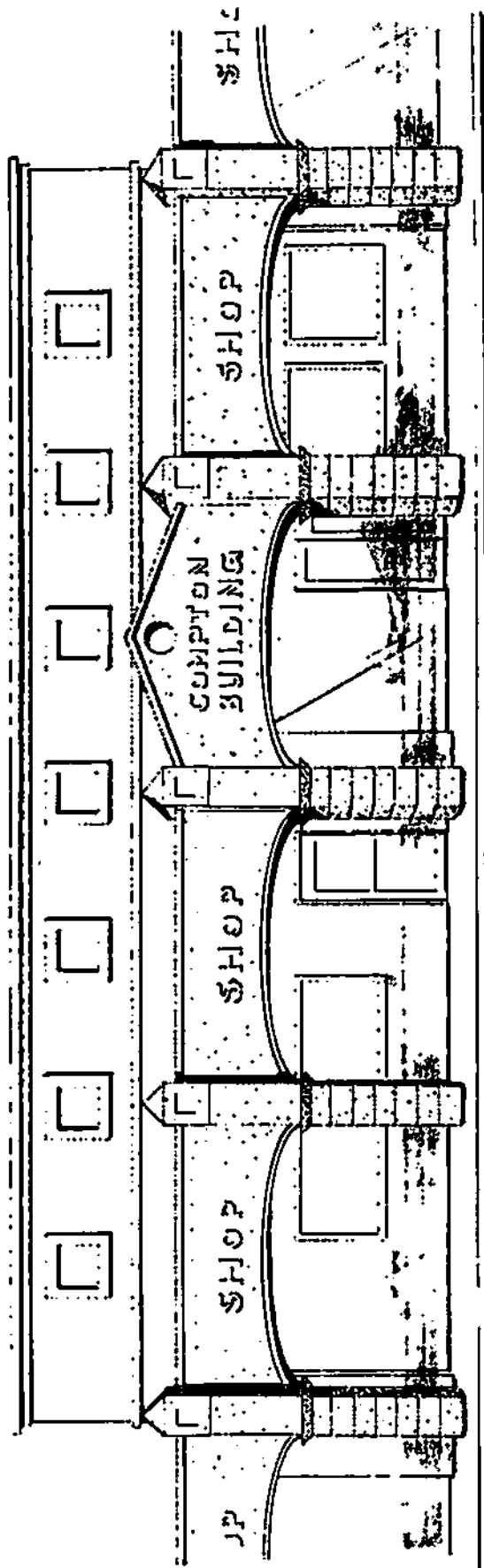
An infinite variety of windows may be proposed for almost any design. Windows should be consistent with the appropriate visual theme for the area in which the project is proposed. In general, the cultural visual theme alternative calls for smaller windows expressed as "punched openings" set in masonry or plain stucco exteriors where the framing system of a building is not expressed on the outer wall. In this case, a variety of spacing, placement, size, and details would be acceptable.

A hallmark of modern design or the "futurist theme" is the use of large single sheets of glass. Smaller windows are typically associated with older traditional architecture. The effect of smaller patterns could be one of greater visual richness which may be appropriate in areas of high pedestrian traffic typical of commercial areas. The use of small glass elements should be reviewed in relation to retail signage in order to avoid visual clutter or information "overload."

- **Roofs and Overhangs**

Roofs will derive their form from a combination of functional, structural, and aesthetic factors. The aesthetics of roof design should be reviewed by the DRB in relation to the appropriate visual theme.

Industrial and commercial building are likely to have horizontal roofs and reflect the usually open, flexible interior space. The flatness may be relieved by skylights, ventilation elements, or other mechanical appurtenances. The DRB should look to the artful placement and shaping of these elements as providing a potential for enlivening an otherwise flat and unrelieved plane. As more high rise buildings are built, roof surfaces of lower buildings become fifth facades viewed from above, and



Compton General Plan

12/3/91

Figure UD-7
Walls and Integrated Signage

their design becomes much more important. Flat roof surfaces could also serve as useable recreational open space when landscaped.

Deep overhangs are forms consistent with the cultural visual themes that respond to impact of local climatic influences. Deep overhangs also provide amenity for shoppers and other pedestrians in the retail areas.

LANDSCAPE DESIGN CRITERIA

Location of Landscape Features

Sidewalks: Street trees should be planted along sidewalks in the public right-of-way. Planting should be mandatory for all new development at project sponsor's expense and subject to approval by the Design Review Board. At least one tree per property frontage should be required. The DRB may mandate more trees when feasible. Maintenance of street trees shall be the responsibility of the City of Compton; however, the property owner shall be responsible for public safety matters in front of his property.

Shrubs and smaller plant materials shall be located according to a Citywide landscape plan. In general, they may be located in street median strips, along curbs, in places where they will enhance boundaries between public areas and private property, and in public parks and open spaces according to previously approved designs.

Private Property: Trees on private property adjacent to a public thoroughfare should be located in accordance with a landscape plan submitted and approved by the DRB as a requirement for a building permit. Trees other than those on the recommended list may be proposed; however, proof of their suitability for the Compton environment shall be submitted. Final approval will be made by the DRB.

Shrubs and smaller plants are also encouraged on private property in accordance with plans submitted for a building permit. Small plants, flowers and vegetables would be allowed without formal approval. Property owners should seek guidance from the City as to the general care and maintenance of plant species. These guidelines are not

intended to prevent homeowners' efforts to enhance the appearance and value of their property, but to encourage and guide the overall upgrading and intensity of the presence of nature as a means of creating a stronger identity and image for Compton.

Compton Boulevard between Acacia and Oleander: As the heart of the business and civic area, this section of the Boulevard should be given special urban design treatment. In addition to those species generally recommended for Compton, emphasis could be given to acacias as a further means of establishing the identity of the area by echoing the boundary street name. Although drought resistant, Oleanders are not suggested because of their poisonous nature.

Strip Commercial and Industrial Areas: Pending the effects of amended zoning, new controls, and the impact of the visual theme implementation, landscape programs to achieve screening and beautification should be implemented immediately to obscure the worst visual blight. Specifically, the planting should render it impossible to see open storage areas, areas of general physical or visual disarray, buildings in disrepair, or blighted structures from the street.

This approach is essentially cosmetic and is not intended to substitute for well sited and designed projects in districts appropriate to such uses. The Land Use Element of the General Plan would provide a basis for cooperative public and private action addressing both sides of the property lines in these areas.

Proposed new projects in strip commercial areas should be reviewed and analyzed as to their appropriateness for the area or whether another location would be more suitable.

Trailer Parks and Mobile Home Areas: These uses should be treated similarly to strip commercial corridors. The urban design objective is not to deny the presence of these homes as constituting neighborhoods of equal importance to the community, but to improve their appearance and the overall sense of visual order in Compton as a whole. New mobile home parks should be subject to DRB approval based on a landscape plan accompanying other permit documents.

Richland Farms and Tartar Lane: These are unique areas, having been the location of agricultural activity until recently.

Their development pattern consists of irregularly shaped sites and informal platting. Streets are often without curbs, suggesting a rural quality. Retention of this character is desirable to enhance the special image of these neighborhoods. Landscape patterns should intensify their boundaries and individual features.

Willowbrook Avenue, Light Rail Corridor, and Compton Creek: These areas are potential linear parks. Landscape plans should be prepared and implemented as part of the light rail project in the case of the first two. A separate public improvement project may be required for the latter. A participatory effort involving the property owners along the creek could be undertaken. Opportunities for joint public private partnership efforts exist in all cases, but initiative must be taken by the City of Compton. Simple landscaping projects could be undertaken by youth activity programs for neighborhood betterment.

Gateways and Entries to the City: Identifying the arrival into Compton by visual features is important to the overall enhancement of the City's image. This becomes more important as the Century Freeway is completed and the light rail system becomes operational. The system of freeways, arterials, and rapid transit provide logical locations for enhancing and creating "gateways." Public art works, special landscape treatments, such as clusters of special and distinctive trees, and lighting could strengthen the perception of an entry.

Implementation of Landscape Features

Assessment Districts: Where a benefit to an abutting property owner may be demonstrated, the establishment of an assessment district may be desirable to finance the improvement recommended. This approach is particularly appropriate in commercial districts where enhancement of the business district is economically beneficial to merchants and consumers.

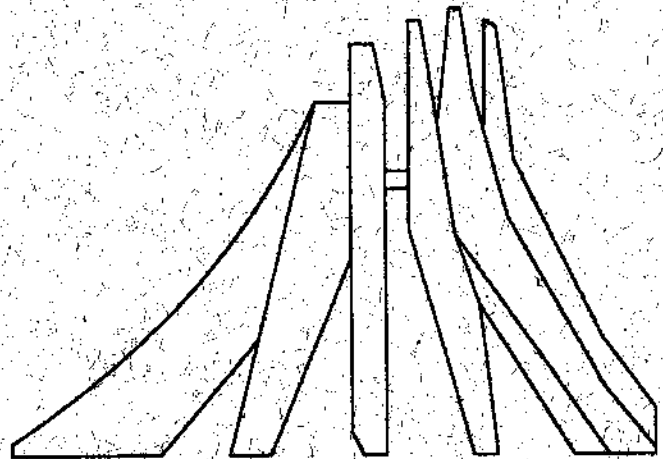
Redevelopment: The overall budget of any designated redevelopment project should include the costs of adequate landscaping in accordance with the specific plan. Such costs may ultimately be recaptured by the tax increment method or

factored into the cost of transferring the land to the prospective developer.

As a Condition of Approval: Public policy may be established whereby appropriate landscaping or other public amenity is made a condition of approval. Some cities have extended these exactions to include implementation or support for affordable housing, support for public transit in amounts related to the anticipated increase in ridership and service demand, and subsidies for child care facilities to facilitate working mothers' ability to fulfill job requirements.

ECONOMIC DEVELOPMENT

Element



City of Compton

**CITY OF COMPTON GENERAL PLAN
ECONOMIC DEVELOPMENT ELEMENT**

December 3, 1991

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INTRODUCTION TO THE ECONOMIC DEVELOPMENT ELEMENT

This element examines and evaluates the opportunities, constraints, and issues associated with the long-term economic development of Compton. Economic development opportunities, constraints, and issues are utilized to help shape and evaluate general plan alternatives and serve as a basis for formulating the Economic Development Element of the General Plan.

PURPOSE OF THE ECONOMIC DEVELOPMENT ELEMENT

The purpose of this Economic Development Element (EDE) is to formulate an Economic Development Plan which can guide and shape important elements of Compton's economy, consistent with other elements of the General Plan. The formulation of the Economic Development Plan was based upon an extensive analysis of current development conditions, opportunities, and constraints within Compton. This element identifies the economic factors affecting the City, presents the economic development goals and policies, and formulates the Economic Development Plan.

SCOPE AND CONTENT OF THE ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element is intended as a dynamic component of the General Plan. The element is directed at a wide range of economic issues that do not all need to be dealt with simultaneously, but at various stages of the community's evolution and even on a repetitive basis. Therefore, the economic goals and policies are of such general nature as to encompass the directed scope of specific initiatives described in the Economic Development Plan, whenever and as often as they must be undertaken.

The City intends to achieve, by actively pursuing, four basic objectives as a result of stated economic development goals, application of policies, and implementation of program initiatives:

- 1) Promote balanced development of resident serving and regional serving retail, commercial and industrial uses to ensure sound fiscal health, diverse employment opportunities, and a vital local economy.
- 2) Strive to improve the coordination and development of community resources to create a viable local economy.
- 3) Actively involve the business community to assist in shaping and implementing economic development initiatives.
- 4) Capitalize on market opportunities with significant economic, cultural, and social benefits for the City and its residents.

ECONOMIC DEVELOPMENT ISSUES

The City of Compton has experienced many years of economic decline. A variety of local, regional, and national factors and trends have contributed to this. This section discusses the main issues which contribute to current problems, as well as opportunities for growth in the Compton economy.

CITY GOVERNMENT

During the past decade, the city government of Compton experienced severe limitations on its ability to fund and provide for certain basic city services. This was due to its limited ability to raise greater revenues, as well as loss of General Revenue Sharing, to support city services while the cost of those services increased. A comparison of general fund per capita expenditures in Compton versus other South Bay area cities revealed that the ability of Compton's revenue base to support desired city services is far below that of other communities. As the cost of providing city services continued to rise, the demand continued to increase.

In order to attract business activity, the City must be able to provide those basic city services which are important factors in decisions of many businesses to locate in specific areas. This condition heightens the need for an economic strategy for the City to provide new sources of revenue to fund basic services. The demands placed on city government and its ability to meet those demands will, in large part, depend upon the socio-demographic characteristics of its population, as well as efficient management, coordination and deployment of City resources. Integral to the process of creating an economic strategy for the City of Compton are an understanding of the residents served and their particular needs, and the ability of the City to provide for those needs.

SOCIO-DEMOGRAPHIC FACTORS

The City of Compton is a community in constant transition. From the suburban bedroom community of the 1930s, '40s, and '50s, Compton has transformed in the latter part of the twentieth century into a culturally diverse city in search of a stable identity.

While the ethnic mix of the residential population of Compton was shifting, the age of the population was increasing. Between 1980 and 1990, as shown in Table ED-1 below, there was a five percent shift from the "Under 25" age group to the "25 to 44" age group. It is not possible to determine whether this increase was due to an influx of new residents within the "25 to 44" age group or the aging of the resident population. Regardless of the cause of this shift, this change represents a growth in the prime-age employable population within the City. A changing ethnic mix and larger workforce have significant impact on the importance of the linkage between jobs, training, and development and have attendant implications for demand for city services.

**TABLE ED-1
CITY OF COMPTON POPULATION BY AGE GROUP**

Age	1980	1990
Under 25	54.82%	50.05%
25 - 44	25.62%	30.06%
45 - 64	15.56%	14.16%
65 & Over	4.00%	5.73%
	100.00%	100.00%

Source: 1980 and 1990 U.S. Census.

Unemployment

The growth in the "25 to 44" age group is particularly significant when comparing unemployment figures for the City of Compton. Unemployment in the City of Compton was consistently significantly above the County average during the 1980s.

A comparison of unemployment figures from the City of Compton versus other economically depressed areas reveals that Compton's unemployment rate is among the highest of surrounding cities.

Public Assistance

As of the 1980 U.S. Census, 5,668 or 26.11 percent of the 21,705 households within the City of Compton were receiving public assistance of one form or another. While figures for the number of households receiving public assistance were not yet available from the 1990 U.S. Census, relatively high unemployment figures and a disproportionately high number of female householders with no husband present and with related children would suggest that the number and percentage of people receiving some form of public assistance has remained constant and probably increased.

Changing Demographics

The population of Compton, as depicted in the socio-demographic data presented in the Housing Element, is a community in flux. The changing composition of the City's ethnic mix, an aging resident population, the growth of the labor force and the attendant increase in unemployment, and the economically disadvantaged status of the residents reflect the need for critical city services and a city government role in improving the quality of life for its residents.

SALES TAX REVENUE AND EMPLOYMENT OPPORTUNITIES

An examination of socio-demographic data relating to the City of Compton revealed that there is a large resident labor pool, but currently there is chronic unemployment which appears to be getting worse. This necessitates the need for job training programs and a city economic strategy that will attract new employers to the City.

A review of the largest employers in the City reveals that there is a limited employment base within Compton. Outside of the public sector, manufacturing firms represent the largest

sector of employment and include six of the largest employers in the City. While Compton has a manufacturing base, an examination of registered businesses reveals that warehousing and distribution business are also leading sectors of the local economy. This is directly attributable to the link between manufacturing, warehousing, and distribution functions. Identification with manufacturing is a strength for the City. However, the future benefits to the City of new manufacturing firms locating in Compton must be weighed against issues relating to alternative land uses. Manufacturing typically requires larger parcels of land with heavier capital investment than do other mixed-use industries and also may include issues of noise and environmental pollution.

The "Top 45" businesses generate 63.2 percent of all sales taxes to the City on average. The "Top 135" businesses generate 89 percent of all sales taxes to the City on average; these firms represent only 7.55 percent of the approximately 1,787 commercial businesses within the City.

The majority of the City's licensed businesses consist of small, low volume sales operations which very likely employ few individuals and do not contribute substantially to the City in terms of sales taxes.

The City has never undertaken a sales tax audit to determine whether or not businesses are accurately reporting their gross sales and whether Compton is the point of sale or otherwise. Typically, cities that undertake sales tax audits recover the cost of the audit immediately in recovered sales tax revenues. It is clear that Compton's strengths in the economic marketplace, and the sectors through which the City derives the maximum revenue, are distribution, warehousing, or light industrial manufacturing.

BUSINESS LOCATION

Transportation factors also play a key role in determining the desirability of Compton as a potential site for locating certain business. The unofficial boundaries of Compton are the I-105 Freeway on the north, the I-710 Freeway to the east, the SR91 Freeway to the south, and the I-110 Freeway to the west. This geographic reality creates specific advantages for

Compton, especially as a site for the location of heavy or light industrial manufacturing, warehousing, and distribution. The proximity of Compton to Long Beach Harbor and Los Angeles International Airport add to the transportation factors and further enhance Compton's desirability for the types of industries cited above.

JOB TRAINING

As discussed under the analysis of socio-demographic factors, with high unemployment, a high level of households dependent upon public assistance, low per capita income levels, and a growing labor market between the ages of "25 to 44", job training is vital to a community and its residents. An examination of current JTPA programs administered by the City of Compton revealed a number of issues of concern.

With few exceptions, there appears to be a lack of programs with local area manufacturers and skilled labor businesses that are of primary importance in training the local employment pool. As discussed above, Compton has a sizeable manufacturing base, and this base needs to be tapped. A survey of a number of the leading businesses within Compton revealed that none of those businesses currently, or at any time in the past, had a coordinated training program with the City or had discussed the possibility of creating one with City officials.

Another issue of concern is that of the 13 employers listed as Business Training Centers, only four are located within Compton. This creates a number of problems. First, residents are leaving the City to attend training which very likely could lead to their leaving the City to take a job with the employer providing the training or with another firm in a city outside Compton. Secondly, training monies are leaving Compton and are, therefore, less likely to be recycled back into the Compton economy. Finally, it was revealed that there has never been an audit conducted of the use of JTPA funds or the effectiveness of JTPA programs with employers or trainees. In essence, there has never been a tracking mechanism to determine whether employment training programs have succeeded and/or where the City should focus

its efforts for the future to meet the job training needs of the community.

ECONOMIC DEVELOPMENT STRATEGY

In a broad sense, there is currently no linkage between jobs, training, and development within the City of Compton. Recent development efforts within the City, such as the shopping center adjacent to City Hall, while creating a substantial number of jobs and sales tax revenue for local residents and the City, do not provide long-term jobs with opportunity for advancement. Additional discussions regarding the possible development of high-rise office towers or apartments also would not provide an apparent linkage between jobs, training, and development. Only with a strategy or vision for the City of Compton's economic future will the City be able to coordinate the creation of jobs and training which would be preceded by efforts to attract development within the City. The strategy of the type of development desirable comes from an understanding of the City's current business climate profile as presented above.

ECONOMIC DEVELOPMENT GOALS AND POLICIES

The goals and policies of this element address the broad range of long-term economic development issues faced by Compton. These goals and policies reflect the community's desired response to economic development issues that will be encountered over the planning period. The following goals and policies focus on achieving and maintaining a fiscally sound economic base, increasing local job opportunities, and capitalizing on market opportunities with significant economic potential for the City.

The economic development issues affecting Compton are unique inasmuch as the City is encountering many of the issues challenging the nation's largest cities (unemployment, ethnic migration and immigration, declining financial resources, housing, etc.), yet remains a smaller, suburban community within the Los Angeles Metropolitan area. The issues, identified in the body of this text, have established the need for Compton's Economic Development goals and policies.

CITY GOVERNMENT

GOAL 1.0: Ensure the long-term financial stability of City Government.

Policy 1.1: Inventory and document current levels of municipal services.

Policy 1.2: Compare current service levels to those required to adequately maintain City infrastructure and health and safety requirements of residents.

Policy 1.3: Develop a five-year program to raise existing levels of City services, where appropriate, including identification of funding requirements and alternative service delivery systems.

Policy 1.4: Analyze and document current City revenues and conduct audit of various city revenues and receipts, i.e., Sales Tax, Utility Tax, Franchise Fees.

Policy 1.5: Match revenues received with cost of services provided.

Policy 1.6: Adopt policies regarding funding of City services, i.e., enterprise, user fees and charges, General Fund, etc.

Policy 1.7: Master coordinate the organization, management, and accountability for all economic development programs within the City government.

BUSINESS ENVIRONMENT

GOAL 2.0: Create and maintain a desirable and competitive business community that serves the needs of the business community and the City government.

Policy 2.1: Establish a Business Advisory Council (BAC) to the Mayor and City Council. This organization would be representative of all business segments in the community and appropriate economic personnel of the City. The BAC Council would work with the Mayor and Council to address the unique needs of the business community in attracting, retaining, and expanding the City's business.

Policy 2.2: Provide master coordination of business-related services under one City departmental division.

Policy 2.3: Provide research information and supportive services to enhance the Chamber of Commerce membership and viability.

Policy 2.4: Restructure existing economic assistance programs and enhance the quality of those programs to provide technical and financial assistance, training, counseling, business services and incubation. This may be achieved through contracting with a Business Development Institute or as direct service delivery.

Policy 2.5: Create a Downtown promotional effort to stimulate shopping Downtown Compton and to take advantage of the Martin Luther King Transit Center.

Policy 2.6: Create an Industrial Affairs Unit to stimulate a viable liaison between City government and Compton's industrial community.

Policy 2.7: Monitor capital formation activities.

Policy 2.8: Create an aggressive national, regional, and local positive image campaign.

Policy 2.9: Actively pursue establishment of an enterprise zone(s).

JOB TRAINING

GOAL 3.0: Develop a comprehensive training and development program that addresses the needs of the community's work force and the employers in the community.

Policy 3.1: Continue conducting program audits and evaluation of all job training and development programs currently operated and/or administered by the City. Recommendations from audits and evaluations will be implemented to improve the efficiency of subject programs.

Policy 3.2: Assess and evaluate all existing training and job development programs serving Compton residents and identify new and relevant employment training needs that are not met by existing programs.

Policy 3.3: Conduct an assessment of the employment profile for existing businesses licensed in the City of Compton.

Policy 3.4: Based on the needs assessment, develop, in conjunction with the BAC and Employment and Training Advisory Council (ETAC), a series of job training programs to address local business needs.

COMMERCIAL AND INDUSTRIAL LAND USE

GOAL 4.0: Expand the commercial and industrial land use in the community to provide greater employment opportunities and tax revenues (particularly sales tax) to support City services.

Policy 4.1: Develop land disposition policies that mandate a competitive process wherever land disposition opportunities present themselves.

Policy 4.2: Perform a needs assessment and evaluate the fiscal impact of annexing County unincorporated areas immediately adjacent to the City's north, south, and east and west boundaries. The annexation should enable the City to capitalize on possible reuse of existing land and take advantage of the I-105, I-710, I-110, and SR-91 Freeway access. The existing land, currently zoned C-3 and M-1 for the most part, should be focused on the development of warehousing and distribution business parks that link the Pan Pacific imports associated with LAX and World Port L.A.

Policy 4.3: Perform a needs assessment and fiscal evaluation and develop a specific plan for the development of a bio-medical and related business to locate near or adjacent to MLK, Drew Medical School, and the planned I-105 Freeway corridor.

Policy 4.4: Focus on attracting high volume and high value transaction businesses - like Price Club, Fedco, etc. - to locate in the City commercial and industrial zones.

Policy 4.5: Develop programs to attract commercial businesses that recognize the community's cultural diversity.

Policy 4.6: Develop beautification plans including streetscape and facade improvements within the interior of the City, along major arterials including Long Beach Boulevard, Compton Boulevard, Rosecrans, Alondra, Willowbrook, Alameda, Wilmington, Central, etc.

Policy 4.7: Promote development of specific businesses within the City based on needs identification.

RESIDENTIAL DEVELOPMENT

GOAL 5.0: Actively create single-family detached market rate housing in the City through every means possible to increase community income and property values.

Policy 5.1: Encourage public-private partnerships to achieve this goal.

Policy 5.2: Conduct an inventory of land which could be used for development or redevelopment of market rate housing.

Policy 5.3: Utilize the resources of the City and Redevelopment Agency, including eminent domain where appropriate, to create market rate single-family detached housing opportunities.

Policy 5.4: Provide economic incentives, including land write-downs, financial assistance for acquisition and predevelopment expenses and off-site improvements.

Policy 5.5: Target market rate and affordable single-family housing development contiguous to new retail development opportunities.

Policy 5.6: Encourage the revitalization of the existing housing inventory to insure a balanced distribution in the City's growth.

CAPITAL FORMATION

GOAL 6.0: Develop significant financial mechanisms for increasing capital for local economic assistance.

Policy 6.1: Investigate the development of Small Business Investment Corporation (SBIC), Minority Small Business Investment Corporation (MSBIC), and Local Development Corporation (LDC) as tools for local capital formation.

Policy 6.2: Take such appropriate action as feasible to assist capitalization of local community businesses.

REGIONAL SERVING DEVELOPMENT

GOAL 7.0: Redevelop land in Compton (i.e., Compton Auto Plaza), to capture its full potential as a regional serving site.

Policy 7.1: Develop a Specific Plan and/or Master Plan for the Compton Auto Plaza area that reflects social, cultural, and economic needs.

Policy 7.2: Adopt a minimum financial return for land disposition in the Compton Auto Plaza and exercise patience to achieve that financial goal.

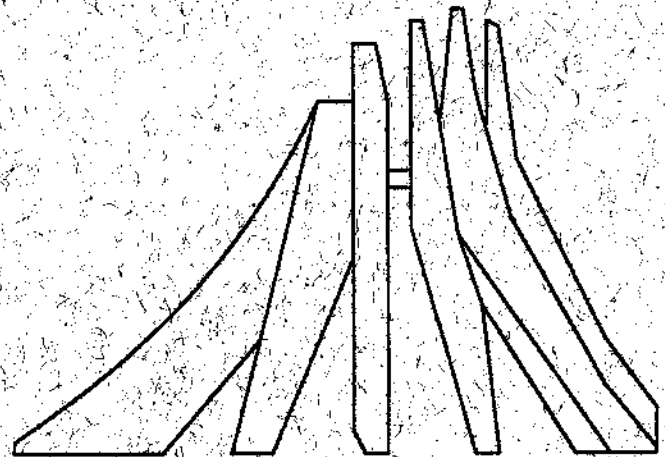
Policy 7.3: Position Compton to act as master developer or co-developer in implementation of the Compton Auto Plaza Master Plan.

Policy 7.4: Identify development alternatives that will yield the highest economic potential for enhancing retail sales in Compton, thus reducing sales leakage outside the City.

Policy 7.5: Promote international marketing and advertising of investment opportunities available to the business community on an international basis to take full advantage of Compton's location to the ports of Los Angeles and Long Beach in relation to the Pacific Rim.

Policy 7.6: Evaluate the potential market rate high-rise ownership housing and office development that will yield maximum tax increment and fiscal benefit to the City of Compton.

GLOSSARY



City of Compton

**THE
CALIFORNIA
GENERAL PLAN
GLOSSARY**

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The California General Plan Glossary

Abbreviations

ADT:	Average daily trips made by vehicles or persons in a 24-hour period
ALUC:	Airport Land Use Commission
BMR:	Below-market-rate dwelling unit
CBD:	Central Business District
CC&Rs:	Covenants, Conditions, and Restrictions
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CFD:	A Mello-Roos Community Facilities District
CHFA:	California Housing Finance Agency
CIP:	Capital Improvements Program
CNEL:	Community Noise Equivalent Level
CMP:	Congestion Management Plan
COG:	Council of Governments
CRA:	Community Redevelopment Agency
dB:	Decibel
dBA:	"A-weighted" decibel
EIR:	Environmental Impact Report (State)
EIS:	Environmental Impact Statement (Federal)
FAR:	Floor Area Ratio
FAUS:	Federal Aid to Urban Systems
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
FIR:	Fiscal Impact Report
FIRM:	Flood Insurance Rate Map
FmHA:	Farmers Home Administration
GMI:	Gross Monthly Income
HAP:	Housing Assistance Plan
HCD:	Housing and Community Development Department of the State of California
HOV:	High Occupancy Vehicle
HUD:	U.S. Dept. of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCo:	Local Agency Formation Commission
L _{dn} :	Day and Night Average Sound Level
L _{eq} :	Sound Energy Equivalent Level
LHA:	Local Housing Authority
LOS:	Level of Service
LRT:	Light (duty) Rail Transit
NEPA:	National Environmental Policy Act
OPR:	Office of Planning and Research, State of California
PUD:	Planned Unit Development
SRO:	Single Room Occupancy
TDM:	Transportation Demand Management

TDR: Transfer of Development Rights
TSM: Transportation Systems Management
UBC: Uniform Building Code
UHC: Uniform Housing Code
UMTA: Urban Mass Transportation Administration
VMT: Vehicle Miles Traveled

Acceptable Risk

A hazard deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Access/Egress

The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Active Solar System

A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System.")

Adaptive Reuse

The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability Requirements

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agency

The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve

Land designated for agriculture or conservation. (See "Williamson Act.")

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Agriculture-related Business

Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Rights

The right granted by a property owner to a buyer to use space above an existing right-of-way or other site, usually for development.

Airport-related Use

A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alley

A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial

Soils deposited by stream action.

Alquist-Priolo Act, Seismic Hazard Zone

A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone

The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

Appropriate

An act, condition, or state that is considered suitable.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arable

Land capable of being cultivated for farming.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review

Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial

Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Artesian

An aquifer in which water is confined under pressure between layers of impermeable material. Wells tapping into an artesian stratum will flow naturally without the use of pumps. (See "Aquifer.")

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Articulation

Variation in the depth of the building plane, roof line, or height of a structure that breaks up plain, monotonous areas and creates patterns of light and shadow.

Assessment District

(See "Benefit Assessment District.")

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Auto Mall

A single location that provides sales space and centralized services for a number of automobile dealers, and which may include such related services as auto insurance dealers and credit institutions that provide financing opportunities.

Automobile-intensive Use

A use of a retail area that depends on exposure to continuous auto traffic.

Base Flood

In any given year, a 100-year flood that has 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Baylands

Areas along a bay that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats, and fans.

Bed and Breakfast

Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation.

Below-market-rate (BMR) Housing Unit

(1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Benefit Assessment District

An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets And Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility)

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biomass

Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

Biotic Community

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight

A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Bond

An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Buffer Zone

An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building

Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height

The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Bulldozer; Build-out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3).")

Business Services

A subcategory of commercial land use that permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Busway

A vehicular right-of-way or portion thereof--often an exclusive lane--reserved exclusively for buses.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA)

A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans

California Department of Transportation.

Capital Improvements Program (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide

A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity

Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")

Caulking

A waterproof compound or material used to stop up and make tight against leakage (as the cracks in a window frame).

Census

The official decennial enumeration of the population conducted by the federal government.

Central Business District (CBD)

The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade, with specific boundaries being set by the local municipality.

Channelization

(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Character

Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City

City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system.)

Clear Zone

That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center-line of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Cogeneration

The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

Collector

Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Combined Sewer/Combination Sewer

A sewerage system that carries both sanitary sewage and stormwater runoff.

Commercial

A land use classification that permits facilities for the buying and selling of commodities and services.

Commercial Strip

Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

Community Care Facility

Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Child Care Agency

A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq.*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park

Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA)

A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Community Service Area

A geographic subarea of a city or county used for the planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea.

Commute-shed

The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.

Comparison Goods

Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

Compatible

Capable of existing together without conflict or ill effects.

Composting

The treatment of solid organic refuse through aerobic, biologic decomposition.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Congregate Care

Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Conservation Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods

Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Conveyance Tax

A tax imposed on the sale, lease, or transfer of real property.

Cordon Count

A measurement of all travel (usually vehicle trips, but sometimes person trips) in and out of a defined area (around which a "cordon" is drawn).

County

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Covenants, Conditions, and Restrictions (CC&Rs)

A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion

A standard upon which a judgment or decision may be based. (See "Standards.")

Critical Facility

Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac

A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB

Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA

The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of

Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space

(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of

A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment

A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer

A way of retaining open space by concentrating densities usually in compact areas adjacent to existing urbanization and utilities while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Destination Retail

Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

Detachment

Withdrawal of territory from a special district or city.

Detention Dam/Basin/Pond

Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a Retention Pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a Water-Spreading Dam or Dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called Debris Dams.

Developable Acres, Net

The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land

Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee

(See "Impact Fee.")

Development Rights

The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

Development Rights, Transfer of (TDR)

Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts. (See "Development Rights.")

Discourage, v.

To advise or persuade to refrain from.

Discretionary Decision

As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Dissolution

Elimination of a special district; the opposite of formation.

Distribution Use

(See "Warehousing Use.")

District

(1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply; a zone.

Diversion

The direction of water in a stream away from its natural course (*i.e.*, as in a diversion that removes water from a stream for human use).

Diversity

Differences among otherwise similar elements that give them unique forms and qualities. *E.g.*, housing diversity can be achieved by differences in unit size, tenure, or cost.

Duet

A detached building designed for occupation as the residence of two families living independently of each other, with each family living area defined by separate fee title ownership.

Duplex

A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement

Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic

A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Ecology

The interrelationship of living things to one another and their environment; the study of such interrelationships.

Economic Base

Economic Base theory essentially holds that the structure of the economy is made up of two broad classes of productive effort: basic activities that produce and distribute goods and services for export to firms and individuals outside a defined localized economic area, and nonbasic activities whose goods and services are consumed at home within the boundaries of the local economic area. Viewed another way, basic activity exports goods and services and brings new dollars into the area; non-basic activity recirculates dollars within the area. This distinction holds that the reason for the growth of a particular region is its capacity to provide the means of payment for raw materials, food, and services that the region cannot produce itself and also support the nonbasic activities that are principally local in productive scope and market area. (See "Industry, Basic" and "Industry, Non-basic.")

Economic Development Commission (EDC)

An agency charged with seeking economic development projects and economic expansion at higher employment densities.

Ecosystem

An interacting system formed by a biotic community and its physical environment.

Elderly Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Emergency Shelter

A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage, v.

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Benefit, Net

The difference between the energy produced and the energy required for production, including the indirect energy consumed in the manufacture and delivery of components.

Enhance, v.

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS)

Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Erosion

- (1) The loosening and transportation of rock and soil debris by wind, rain, or running water.
- (2) The gradual wearing away of the upper layers of earth.

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils

Soils that swell when they absorb water and shrink as they dry.

Export-employment Use

An activity that produces and/or distributes goods and services for export to firms and individuals outside of the city (or county). (See Economic Base.)

Expressway

A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Fair Market Rent

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family

(1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Farmers Home Administration (FmHA)

A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

Farmland

Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below -- except Grazing

Land -- do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Prime Farmland

Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years.

Farmland of Statewide Importance

Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Unique Farmland

Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Farmland of Local Importance

Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

Grazing Land

Land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Fast-food Restaurant

Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants, and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients, and fast-food preparation.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible

Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically

Capable of being implemented because the industrial, mechanical, or application technology exists.

Field Act

Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, that established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive

Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis

A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR)

A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe

All land between the floodway and the upper elevation of the 100-year flood.

Floodway

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also

commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building Footprint

The outline of a building at all of those points where it meets the ground.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" that are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Friction Factor

Constraint applied in a traffic model to introduce an approximation of conditions that exist on streets in a city or county. These conditions reduce the speed of traffic and the desirability of specific links in the network upon which the traffic model distributes trips. Examples are frequency of low-speed curves, frequency of driveways, narrowness of lanes, and lack of turning lanes at intersections.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan

A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Geologic Review

The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological

Pertaining to rock or solid matter.

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Granny Flat

(See "Second Unit.")

Grasslands

Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Effect

A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Group Quarters

A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. Institutional group quarters include nursing homes, orphanages, and prisons. Non-institutional group quarters include dormitories, shelters, and large boardinghouses.

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines

General statements of policy direction around which specific details may be later established.

Guideway

A roadway system that guides the vehicles using it as well as supporting them. The "monorail" is one such system. The most familiar and still most used guideway is the railroad. Most guideway transit systems make use of wayside electrical power for propulsion.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped

A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure

All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

High Occupancy Vehicle (HOV)

Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Highway

High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Hillsides

Land that has an average percent of slope equal to or exceeding fifteen percent.

Historic; Historical

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation

A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel

A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite. (See "Motel.")

Household

All those persons--related or unrelated--who occupy a single housing unit. (See "Family.")

Householder

The head of a household.

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Authority, Local (LHA)

Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Element

One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)

A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Hydrocarbons

A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Identity

A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Image

The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 *et seq* specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impacted Areas

Census tracts where more than 50 percent of the dwelling units house low- and very low-income households.

Impervious Surface

Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Improvement

The addition of one or more structures or utilities on a parcel of land.

Incineration

The burning of refuse at high temperatures to reduce the volume of waste.

Incorporation

Creation of a new city.

Incubator Space

Retail or industrial space that is affordable to new, low-margin businesses.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park

A planned assemblage of buildings designed for "Workplace Use." (See "Workplace Use.")

Industry, Basic

The segment of economic activity that brings dollars to a region from other areas. Traditional examples are manufacturing, mining and agriculture. The products of all of these activities are exported (sold) to other regions. The money thus brought into the local economy is used to purchase locally-provided goods and services as well as items that are not available locally and that must be imported from other regions. Other, less traditional examples of basic industry are tourism, higher education, and retirement activities that also bring new money into a region.

Industry, Non-basic

The segment of economic activity that is supported by the circulation of dollars within a region. Examples are the wholesale, retail, and service functions that supply goods and services to local sources of demand such as businesses, public agencies, and households.

Infill Development

Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee

(See "Dedication, In lieu of.")

Institutional Use

(1) Publicly or privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other nonprofit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Inter-agency

Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee

Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee

The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights," "Easement, Scenic," "Lease," and "Leasehold Interest.")

Intermittent Stream

A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Issues

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA)

A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking

The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark

(1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping

Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide

A general term for a falling mass of soil or rocks.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification

A system for classifying and designating the appropriate use of properties.

Land Use Element

A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation

A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

L_{dn}

Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time

sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease

A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest

(1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

L_{eq}

The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A

Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B

Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C

Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D

Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E

Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F

Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Life-cycle Costing

A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project.

Light (duty) Rail Transit (LRT)

"Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains.

Linkage

With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Lot

(See "Site.")

Lot of Record

A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.

Low-income Household

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

Low-income Housing Tax Credits

Tax reductions provided by the federal and State governments for investors in housing for low-income households.

L₁₀

A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Maintain, v.

To keep in an existing state. (See "Preserve, v.")

Mandatory Element

A component of the General Plan mandated by State Law. California State law requires that a General Plan include elements dealing with seven subjects--circulation, conservation, housing, land use, noise, open space and safety--and specifies to various degrees the information to be incorporated in each element. (See "Land Use Element.")

Manufactured Housing

Residential structures that are constructed entirely in the factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Marsh

Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

May

That which is permissible.

Mean Sea Level

The average altitude of the sea surface for all tidal stages.

Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mello-Roos Bonds

Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mercalli Intensity Scale

A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Merger (District)

Elimination of a special district by transferring its service responsibilities to a city government. The merging district's territory must be totally included inside the city.

Metropolitan

Of, relating to, or characteristic of a large important city.

Microclimate

The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v.

To reduce or lessen, but not necessarily to eliminate.

Mining

The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Minipark

Small neighborhood park of approximately one acre or less.

Ministerial (Administrative) Decision

An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mitigate, v.

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

Modular Unit

A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called **Factory-built Housing** and regulated by State law of that title. (See "Mobile Home" and "Manufactured Housing.")

Motel

(1) A hotel for motorists. (2) A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where guest parking is provided in proximity to guest rooms. Quite often, provision is made for cooking in individual guest rooms or suites. (See "Hotel.")

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Multiplier Effect

The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs.

Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

Must

That which is mandatory.

National Ambient Air Quality Standards

The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State

The condition existing prior to development.

Necessary

Essential or required.

Need

A condition requiring supply or relief. The City or County may act upon findings of need within or on behalf of the community.

Neighborhood Park

City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Neighborhood Unit

According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Nitrogen Oxide(s)

A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise Element

One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Non-attainment

The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use

A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Notice (of Hearing)

A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Objective

A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Office Park

(See "Industrial Park.")

Office Use

The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Official County Scenic Highway

A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).

Open Space Element

One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Orchard

A group of fruit or nut trees, either small and diverse and grown for home use, or large and uniform (i.e., of one variety) and cultivated for revenue. Such a collection must be planted, managed and renewed by the householder or farmer and should not be confused with a naturally occurring grove. Citrus and nut plantations are customarily called groves.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Advertising Structure

Any device used or intended to direct attention to a business, profession, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the lot where such device is located.

Outdoor Recreation Use

A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Outer Approach Zone

Airspace in which an air-traffic controller initiates radar monitoring for incoming flights approaching an airport.

Overlay

A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone

A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Para-transit

Refers to transportation services and that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared

A public or private parking area used jointly by two or more uses.

Parking Area, Public

An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management

An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio

The number of parking spaces provided per 1,000 square of floor area, *e.g.*, 2:1 or "two per thousand."

Parking Space, Compact

A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.

Parks

Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Parkway

An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip

A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

Passive Solar System

A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Patio Unit

A detached single family unit, typically situated on a reduced-sized lot, that orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

Payback Period

The number of years required to accumulate savings or profit equal to the value of a proposed investment.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards

Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Personal Services

Services of a personal convenience nature, as opposed to products that are sold to individual consumers, as contrasted with companies. Personal services include barber and beauty shops, shoe and luggage repair, fortune tellers, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes, and similar services.

Physical Diversity

A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.

Picnic Area, Group

Two or more picnic tables reserved for use by 10 or more persons equipped with picnic tables, barbecue stands, and may be provided with a roofed shelter.

Plan Line

A precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway and that is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

Planned Community

A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD)

A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning and Research, Office of (OPR)

A governmental division of the State of California that has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area

The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence that encompasses land both within the City Limits and potentially annexable land.

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point

Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level

As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve, n.

An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve" and "Protect.")

Preserve, v.

To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Principle

An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Professional Offices

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata

Refers to the proportionate distribution of the cost of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Protect, v.

To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Ranchette

A single dwelling unit occupied by a non-farming household on a parcel of 2.5 to 20 acres that has been subdivided from agricultural land.

Rare or Endangered Species

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation

The reuse of resources, usually those present in solid wastes or sewage.

Recognize, v.

To officially (or by official action) identify or perceive a given situation.

Recreation, Active

A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity that does not require the use of organized play areas.

Recycle, v.

The process of extraction and reuse of materials from waste products.

Redevelop, v.

To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional

Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan

A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park

A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regulation

A rule or order prescribed for managing government.

Rehabilitation

The repair, preservation, and/or improvement of substandard housing.

Research and Development Use

A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.

Residential

Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family

Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family

A single dwelling unit on a building site.

Resources, Non-renewable

Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Restore, v.

To renew, rebuild, or reconstruct to a former state.

Restrict, v.

To check, bound, or decrease the range, scope, or incidence of a particular condition.

Retention Basin/Retention Pond

(See "Detention Basin/Detention Pond.")

Retrofit, v.

To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Reverse Annuity Mortgages

A home financing mechanism that enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments that can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.

Rezoning

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale

A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare

A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk

The danger or degree of hazard or potential loss.

Runoff

That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Safety Element

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

Sanitary Sewer

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Combined Sewer" and "Septic System.")

Sanitary Landfill

The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.